

## Touratech R1150GS ReVamps

**T**OURATECH, THE GERMAN company renowned for supplying just about everything a cross-country rider could ever need, and in particular those who ride BMW GS machines, has announced their new ReVamp models, the TR1150 and TR1160.

BMW has produced in excess of 100,000 of the R1100GS, R1150GS and Adventure machines, so Touratech agreed that a serious update for existing models would be



both welcome and beneficial to riders of these machines. Hence the new ReVamp models, fitted with new kits of parts that really make them stand out from the crowd.

Touratech employed the Neumann Design company, led by Peter Neumann, to make the existing GS into a lighter and more spring-aimed. The result is impressive, stylish and practical. The new, much narrower 21-liter fuel tank, new side panels and seat suit catch the eye immediately, and are complemented by the new wind-screen. The headlight unit, too, stands out, with a Xenon headlight and DE projector low-beam-assembly by a new sub-frame which also carries the oil-cooler.

The basic ReVamp kit additionally includes a new tail light unit with smaller indicators, an electronic speedo and rev-counter, plus a new, more compact front fender.

The complete kit retails (unpainted)



for 2099 Euros including tax (about \$1800 US). However, Touratech points out that adding their specialist luggage kits, Ohlins shocks, TRC 80 tires and a handful of their other components would make a ReVamp the ultimate off-road machine as well. Depending on his choice, the ReVamp rider can convert his GS into precisely the bike he needs, and it will be a stunner—being well and truly “ReVamped!”

—Doug Jackson

## Naked Benelli Tré Nearing Production

**B**ENELLI HAS FOR SOME TIME been working on a new model called the “Naked,” to leave in on the market-sector currently held by the MV Agusta Brutale and its like, a logical move, as they have already well established the 900cc 3-cylinder Toronado sports model.

Unlike other companies who have taken this course the easy way, that is by basically “stripping” an existing sports machine, using the same motor and so on, Benelli has, for maximum development, a new engine by enlarging the 900cc Toronado unit to 1116cc. The 3-cylinder DOHC 12-valve with fuel injection is said to be producing 118 hp @ 9500 rpm, and with incredible torque.

The frame comes directly from the Toronado and is a combination of steel tube and alloy castings, but the swingarm is different, a well-braced tubular steel fabrication that complements the “Naked” frame. Marzocchi Stem inverted forks are used with an Evoluzione Technology rear monoshock, both fully adjustable. Braking is provided by Brembo components, with twin 120mm discs up front and four-piston calipers. The three exhausts exit through one large silencer at the rear under the seat. However, the Toronado’s unique underseat rear exhaust have been ditched in favor of twin side-mounted radiators fitted forward, partly concealed by small fairings that also incorporate the long slender indicators. The rear seat unit appears to be an alloy casting doubling as a rear sub-frame, and the footrest sits under covers which are in several sections and bolted on. The Naked’s



headlight unit is fantastically styled with fine high-performance lighting units.

The computer-generated views show the Naked as it is expected to appear when it is released in April 2004. The headlight on these images is obviously just a look-up, but there is no doubt that the final production machine will resemble closely the anticipated design project.

While the name “Naked” does not sound particularly exciting, there is talk in Italy that Benelli’s latest could be re-named, on introduction, the “TNT”—Toronado Naked Triumvirate that does sound better!

—Doug Jackson

## Vyrus

**V**YRUS IS THE product of a small team of Italian, all specialists in their own right, led by Antonio Radogic. The innovative motorcycle that they have produced is called the Vyrus Model 990 C3 2V.

In development since 2003, it was originally intended for Battle of the Twins racing, and early prototypes were successful in this. The design is based on the



Benetton Test, but has been further refined even though the Benetton game undoubtedly slow through.

Although racing was the original objective, Vyrus has moved to make the bike “street legal” and plans a limited production run over the next five years, 50 examples to be built this year, 80 in 2005, and 100 in 2006. But even in these quantities the bikes will still remain very exclusive and sought after.

The Omega-pattern alloy frame wraps around a Ducati 900GS unit, as fitted to the company’s Multistrada, a 90° V-twin (916mm x 71.5mm) with 80.1 compression producing 84 hp. The milled aluminium chassis supports an advanced hub-center steering system, fully adjustable (trial variable from 88–106mm) with fabricated one-piece alloy swingarms directly attached front and rear. Self-adjusting valves are in square-section tube of minimal size, keeping overall weight to the minimum. The dry weight of the bike is only 139 lbs, making the most of the available horsepower.

Front braking is by two 120mm discs with a 290mm unit at the rear. Tyres

sizes front and rear are 120/70ZR17 and 180/55ZR17 respectively, mounted on OE forged wheels. All bodywork, the seat, belly pan, fender and 13-liter fuel tank are in kevlar/carbon fiber and the unusual underwing 2-stroke exhaust system is formed in titanium.

A variety of racing components are fitted, to allow an owner to “tune” the bike to his personal liking—for instance, titanium connecting rods, special pistons, racing camshafts, a super light flywheel, magnesium cases, titanium valves, slipper clutch, closure gearbox...the list goes on!

It is interesting to give any additional fitting, so that the frame and all its technical details can be seen and appreciated—underlining the fact that the Vyrus really does come from Italy!

—Doug Jackson

## V-5 Moriwaki To Contest the 2004 Moto GP Series



equipped with its power delivery and handling, the Moriwaki frame being well up to his expectations.

The chassis is brand new for 2004, and unlike the factory bike, is a tubular trellis style fitted with a heavily braced fabricated alloy swingarm. It is believed that Ohlins support the suspension. The brakes are clearly radial Nissens, and as before, Moriwaki has developed their own exhaust systems to make the best of their V5 motor. More technical details are not being revealed, but with a season of development ahead, it will be interesting to see what Moriwaki will achieve by year end.

—Doug Jackson



**M**ORIWAKI HAS RECENTLY DEVELOPED their first GP machine for 2003 as the one and only company to be given a Honda HRC V-5 Moto GP engine to install in their own custom chassis, which is called the M2011 V5F.

Much development work was done, and now a revised machine is prepared and being tested in readiness for wild card entries in five rounds of the 2004 series. Continuing development will culminate, it is expected, with full participation in the 2005 racing season. The rider will be Australian Andrew Pitt, already becoming familiar with the new 2004 machine. During Dunlop tire testing over four days at Sepang, he completed 220 laps, and was well sat-