



Mmmm, unobtainium. The BST wheel/Pirelli tyre combo is enough to make most drool

FANCY SLIPPERS

There's something mesmerising about carbon-fibre — the ghostly weave, the incredible lightness, the jaw dropping 'unobtainium' value, elements that help explain the status carbon-fibre equipment enjoys as one of the most desirable add-ons for custom bikes.

Tank covers, frame protectors, rear huggers, these mundane parts become the focal point of the bike when they're constructed from carbon-fibre. But it's when wheels are made from the stuff that the imagination really fires up. Thanks to the boys at Geelcom Composites,

BST carbon wheels are now bolted to the AMCN Long Term Honda CBR600RR. Following our earlier 600 road comparo (Vol 54 No 1), Honda kindly let us hang on to the 04 CBR600RR to replace the 03 model we began the year with, so the first thing we did was bolt in the wheels.

Actually, Marty from Sydney City Motorcycles (Kogarah) bolted them in (below left) without any fuss, the beautiful sprocket carrier and sprocket slipping together exactly as you'd expect of something built to such high quality.

The standard brake discs, which

were removed from the Honda wheels, fitted perfectly into the BST items, which have Loc-Tite lining the threads, so you can just bolt them in and ride off. Well, you've gotta fit some tyres first.

We opted for a set of Pirelli Super Corsa street legal rubber (\$250 front; \$335 rear), super sticky race/road tyres which look like slick racing hoops more than anything else.

A more comprehensive comment on how the new package affects the CBR600RR will have to wait until we roll some more kilometres under the tyres, but removing more than five kilos of unsprung weight from the axles had an immediate effect (we weighed them, see below).

The steering is much lighter, the bike feels noticeably lighter under

initial acceleration (cos there's less weight to get moving) and the BST cush drive (the rubber lining in the wheel hub that protects the gearbox) is firmer than the standard set-up.

The Pirellis don't need as much heat in 'em to work well on the street as some other race tyres do, and they feel more stable, but again, we need more kilometres before we can be sure — a big road ride and a track day ought to fix that!

My first impressions are that while \$5070 is a lot of coin for wheels, these are worth that in gawk value alone, nevermind the performance attributes. Stay tuned for a full evaluation and the addition of other trick bits, in coming issues.

Story: Sam MacLachlan
Photos: ACP/SM



WEIGHING IN

	BST	Standard
Rear Wheel (without brake disc, with sprocket and carrier)	10.5kg	14kg
Front wheel (without brake discs)	6.25kg	8kg
Total	16.75kg	22kg
Weight saving	5.25kg	
Price \$5070 (includes GST, sprocket carrier and 43T sprocket)		