

# Staff Bikes



**Price from new:** £12,500

Insurance group 17

Modifications	Price
Akrapovic EVO system	£1,607.00
Power Commander V	£328.00
BMW Carbon Pillion Cover	£230.73
BMW Tail Pack	£108.00
R&G Protection	£122.95
MRA Screen	£64.80
Yoshimura Top Nut	£22.49
Yoshimura Oil Plug	£17.75
Gilles FX Rearsets	£300.00
BST Carbon Wheels	£2,645.00
Metzeler Racetec K3	£250.00
<b>RUNNING TOTAL</b>	<b>£5,876.72</b>



The £2,645 exchange is nearly complete - how tasty are those disc carriers?

## MOBY BMW S1000RR

TIME ON TEST: 5 MONTHS (ISSUE 236)

02307 ODOMETER MILES

BHP: 196.33 GAIN: 108HP NEXT MORE AIM: MILES

THIS MONTH I HAVE MOSTLY BEEN... "Saying 'Holy Shit' a lot, interspersed with the odd 'Blimey'"

I never cease to be amazed by BST's carbon fibre wheels. Every time I fit them to a longtermer I try to be as coldly calculating as I can. They're a massive indulgence, costing as much as the bikes in our big used test this month, and perform exactly the same function as the stock units, don't they?

That forced cynicism disappears milliseconds after pulling away on the first carbon-booted ride. Some bikes feel more different than others, but they all feel enhanced by the transformation.

The S1000RR has been transformed more than I'd imagined it would be. It's incredible. That first ride after fitting them was radical. Despite the instant lunacy being tamed by brand-new tyres (Metzeler's stunningly effective Racetec K3s), there was no masking the effect.

You have to recalibrate your riding on BSTs. The impact on cornering is far greater than you'd imagine without experiencing it. That initial nudge of counter-steering drops the bike into the corner with such speed and efficiency that you find yourself pulling too tight a line, turning too early. You have to leave that nudge just a few tenths later, using the lack of gyroscopic resistance to your advantage.

You can brake a few

tenths later, too. The reduction in the bike's weight, and the effective weight of the spinning mass hanging off your suzzies, means that you can brake later with the same effort for the same result. You can also get on the gas faster and harder. With less inertia to overcome, the



You don't just get the wheels, you get a tasty looking Talon sprocket as standard, too!

engine doesn't have to work as hard to accelerate the rear wheel. There's a couple of kilos less bike to move, too.

The overall benefit is palpable. You're going faster everywhere, even if you only ever hit the same top speeds, because your average speed increases by virtue of being faster into, through, and out of every corner. You accelerate faster in a straight line, and brake in a shorter distance. It's like having stronger brakes and another 15bhp.

We've done two back-to-back tests to prove the difference in the past, once at Donington, once at Castle Combe. In both

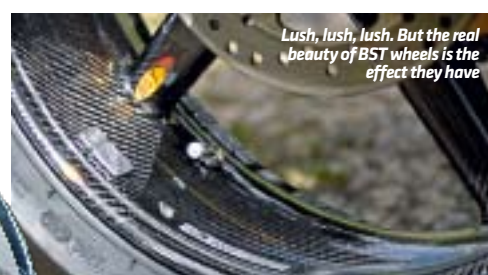
tests we empirically demonstrated the benefits everywhere - not least noting dramatic drops in overall lap times.

While the benefits of many modifications are governed by taste and opinion, there are no arguments against the gains you get from BSTs. Yes, they're a lot of money, but if you're serious about wanting a genuine performance upgrade, then leave all the shiny bits on the shelf, and make a set of these your only mod.

### CONTACTS:

HPS (BST WHEELS) [bikehps.com](http://bikehps.com) 0845 873 8256  
METZELER (PIRELLI) [metzelmoto.co.uk](http://metzelmoto.co.uk) 01283 525252

There's no point sticking duff rubber on the BSTs. Go for the best you can get - like this



Lush, lush, lush. But the real beauty of BST wheels is the effect they have



Lap times will drop as soon as you stick on a set of carbon wheels and give it the berries