

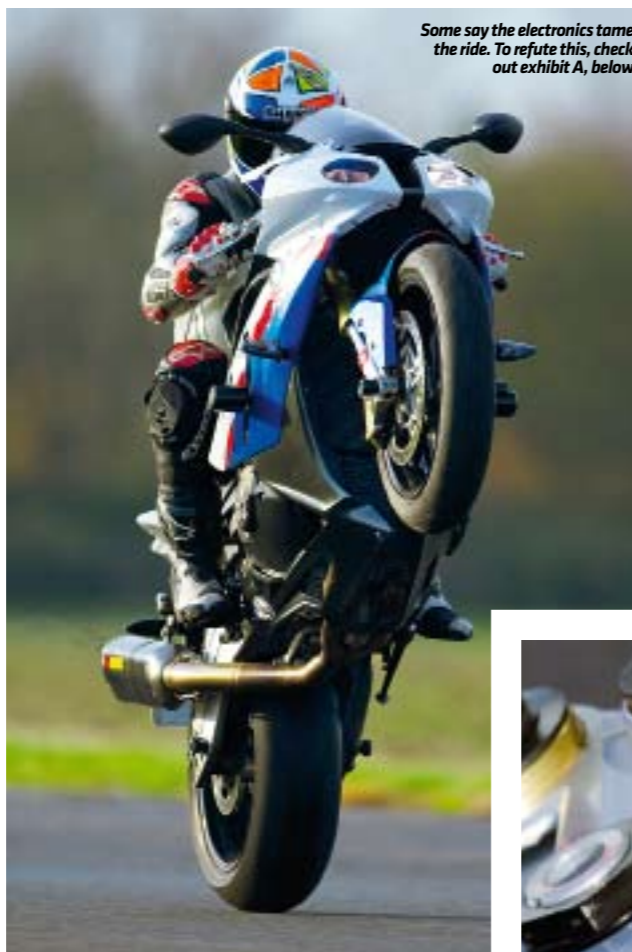
BMW S 1000 RR

If you take what is already the best litre bike on the planet and throw over £8k of goodies at it, you're going to end up with something very special indeed. But just how good Moby's S 1000 RR was turned out to be something of a surprise – as did the way it reduced the straight at Llandow to something that felt the size of a gnat's cock.

Without a doubt, this bike, complete with its lights and horn, would have won world superbike races five years ago. The level of performance, agility and stomach churning power is mind-blowing. And that's just the standard bike...

It's all about numbers. A stock bike makes 186bhp. Stick on a Power Commander and you get 193bhp. Add a full Akrapovic Evolution race system and you hit the dizzying heights of 196bhp, with a 10bhp gain through the mid-range. That's just silly. Which is where the debate starts with the RR, because as much as we love the fact it makes nearly 200bhp, the truth is there are wiser ways to blow your Beemer's bolt-on budget.

How many times have you found yourself wishing you had more than 186bhp? Sit down Mr Rossi, we're not talking to you. While the fact the BMW makes such insane power is highly commendable and should



Some say the electronics tame the ride. To refute this, check out exhibit A, below

MOBY'S REVIEW

Even the most lyrical of wizards couldn't describe the feeling you get when riding this bike. A stock S 1000 RR is a thing of incredible poise and aggression, but this very bike, in this very spec, transcends the stocker by miles. Let's not be coy about the money though – it had some expensive toys lavished on it to make it this good. But by god, it is good. The defining mods are without doubt the wheels and the Bitubo suspension. Both added layers of transformation that no amount of smaller trinkets could ever hope to match. That Akrapovic system and PCV combo isn't shy, either. I love it without reserve. It's the best bike, anywhere.



BMW S 1000 RR £12,500 + £8,466



ENGINE

The big-bore, short-stroke 999cc motor gets an injection of BMW's F1 technology, particularly the four-valve head, and it only weighs 59kg. It comes with a sophisticated engine management system (BMS-KP) that looks after everything. The crank is forged from a single piece of steel and runs a traditional angle of 180°. Lightweight titanium valves are also fitted, as is a very good slipper clutch. Advanced DTC sets the standard.

Highlights

- ▶ Nearly 200bhp
- ▶ Carbon wheels
- ▶ Traction control
- ▶ ABS
- ▶ 196bhp
- ▶ 183kg

TRACK 10

WSB here I come!

FAST ROAD 9

You only need the first three gears

HOOLIGAN 9

There is still a hint of civility...

NEW RIDER 2

It's quite a step up from a 125

DESIRABILITY 10

No hairy German arm pits here

CHASSIS

An aluminium bridge frame made from four castings tilts the motor at an angle of 32°. The steering head angle is 66.1°, which is very steep. At the rear, the swingarm is relatively long for good traction. 46mm Sachs forks hold a light wheel while a Sachs shock looks after the rear with an option of increasing ride-height by 10mm. Both have dual-damping. Brembo Radial calipers bite Brembo 320mm discs.

certainly be applauded, this extra 10bhp comes at quite a cost, over £2k all in. There's no doubt the beautifully set-up PCV makes this feel extremely usable and less intimidating than you'd expect, especially as it now fills the low down emissions hole, but money is better spent elsewhere on the BMW.

Despite its near 200bhp power output, the overriding feature on Moby's bike are the BST carbon wheels. If, like me, you've never ridden on almost air then prepare to have re-calibrate your brain after your first lap. About 20kgs seems to fall off the bike and the whole machine becomes more responsive and accurate, as if a large hand has come down from on high to help ease the bike into corners. It is truly a staggering difference, and from being someone who had tended to shun the thought of carbon wheels I am now a complete convert. They not only look great, but they work. The Bitubo suspension (set too firm for the damp environment) had a feeling of true quality and superb responsiveness, combined with the wheels to make a stunning ride.

Stick a set of slicks and a racer on top and I reckon this bike could make the qualifying cut for a WSB race, it really is that remarkable. Power is there in abundance, yet it remains controllable thanks to BMW's electronics package and the beautifully set-up fuelling. The handling is on a par, if not better, with any superstock racer on the planet thanks to the carbon wheels and Bitubo suspension. The package gels together beautifully and the mods turn the already staggeringly good 1000 RR into a bike that is as near as damn it a WSB racer that you can pop down the shops on for a loaf of bread and pint of milk (or BLT and fudge milkshake if you're Moby). You can't help but be impressed by that. But all this has come at a tremendous cost. While it is certainly the best bike on the longterm fleet, it isn't the best on test because the jump from stock to modded isn't as great as... ▶

DON'T BE FOOLED BY WSB results. Check the superstock series around the world and you'll find it's the BMW doing the winning

Verdict 10/10

A stunning bike that deserves to be gracing a WSB grid rather than carrying Moby around. A true road racer.

- EVERYTHING. HOW CAN YOU FAULT IT?
- WELL, YOU CAN LOOK AT THE BILLS

Stick a set of slicks and a racer on top and this bike could make the WSB qualifying cut



The BMW oozes power and, in this modified guise, drips money. If you have to ask, you can't afford it