



Looking aggressive in their orange with black uniforms, KTM's crew evoked a younger version of Harley-Davidson's bad boy image. Growing rapidly on their dirt bike success, the Austrian firm is ready to take to the streets. The competition had better watch out! Left and bottom right: Their new LC8-powered 950 Duke supermotard, with its exposed motor, revealed just how compact the firm's 950cc 75° V-twin actually is. Rated at 115 bhp, the complete machine is said to weigh only 367 lbs. with a half tank of gas! The Daker Rally-winning LC8-powered Adventure (far left), first shown two years ago at InterMot 2000, is just now going into production (below, center). Likewise, the big Duke is still under development and won't be delivered for at least another year.



Honda Surprising for how little new product it had to show; only the new CBR600RR (right, in race trim), placed alongside the company's dominating RC211V MotoGP machine (to highlight the resemblance) added excitement to the Honda pavilion. A variety of machines that have never made the jump from Europe to America provided additional interest to the stateside crew; among the most desirable, the 600 Hornet S (far right). (A naked CBR600; specs: 94 hp @ 12,000 rpm, dry weight 394 lbs.)



Kawasaki's big news was of course the all new ZR1000 naked bike and revamped Ninja ZX-6R and ZX-6RR 600cc supersports, which we previewed in October's World Motorcycling. However, Team Green's new MotoGP machine, the ZX-RR, was also on hand to give the crowds a thrill. Rumored to have grown from 800cc to 920cc, the engine is an in-line four. A gaping central ram air duct passes through the steering head to the airbox. Suspension is by Ohlins, the exhaust system is from Akrapovic, and the brakes are the obligatory radial Brembos with carbon fiber discs. The bike has already won three races in the Japanese superbike championship in the hands of Akira Yanagawa.

Mondial Finally in production, the exclusive Mondial Piega was unveiled in its final form. The bodywork has been refined and the bike is now truly beautiful. Mondial has promised to race for the World Superbike Championship next year. The bike is powered by a Honda RC51 (SP2 motor). It should be interesting...



The MZ 1000S is now in production. Wind tunnel testing suggested subtle changes to Peter Naumann's sharply chiseled bodywork, Nissan calipers have replaced the prototype's Brembos and a dual exhaust replaces the original single canister. ABS will be a future option. Details: Liquid-cooled, DOHC, bore and stroke of 96mm x 69mm and fuel injected. Power: 115 hp @ 9000 rpm with peak torque of 72 lbs. ft. @ 7000.



Moto Guzzi

Three new models were shown, each with the technology and style to make them winners in the marketplace. The smallest was the STR750 Brevia (top, center), its pushrod powerplant based on the Nevada custom, but completely re-engineered. Its fuel injected motor makes 46 hp @ 6600 rpm and is fitted with a slick six-speed transmission. It's claimed to weigh 400 lbs. dry and should reach production early in 2003. Top right: The Tecnocuc concept bike, based on a four valve version of the existing 992cc V-twin, is very sleek and attractive. The Ducati Monsters should worry about this one. Top left and bottom right: The star of the Guzzi exhibit was this bike, the MGS/01, created by Guzzi specialists Gezzi and Brian for the factory. It appears so compact, you imagine the engine must be smaller, but again it's carrying a four-valve 992cc twin. The bike is beautifully proportioned, the boxed triangular swingarm is echoed in the shapes of the bodywork and it makes an instant impression—simply gorgeous.

Ask most visitors to InterMot what impressed them most, and Moto Guzzi would be the most popular answer by far. Under the wing of Aprilia since 2000, the rebirth of Italy's oldest continuous motorcycle manufacturer couldn't help but make you feel good.



Yamaha Yamaha showed the new R1 in both silver with flat black and a new red/flat black paint schemes. The new R6 was a highlight (see World Motorcycling last month). The Yamahas you can't buy in the U.S. looked pretty good as well.



Left: This custom VMetal Bulldog, is based on the 1063cc Virago/V-Star 1100 motor and built in Italy. It looks like fun.

Right: The TDM 900 was completely revised last year and looks like it would give the Aprilia Caponord, Triumph Tiger and BMW R1150GS some serious competition. It's powered by a 10-valve parallel twin in an aluminum frame.



The naked musclebike class is big in Europe with 1300cc competitors from Honda and Yamaha. The FJR1300 custom shown here is fitted with Ohlins suspension and uses a punched up version of the old FJ1100 air-cooled motor.



The Triumph Speedmaster, with Harley-Davidson's display in the background. Similar to the Bonneville America cruiser, it uses the same 790cc parallel twin motor. Blacked-out aluminum is its signature look.



We wish we had the room to show you all the outlandish specials that graced the halls of the show, but we'll have to save those for future editions of MCN's World Motorcycling. Stay tuned for more from Munich.

InterMot had everything from A to Z. To prove it, we bring you the Zeus, a madman's idea of a sidecar. Powered by a mid-sized 16-valve DOHC automobile engine with a tubular steel chassis.

