

Staff Bikes



Price from new: £11,699

Insurance group 17

Modifications	Price
GB Racing alternator cover	£59.76
GB Racing pulse cover	£48.96
Michelin Power Pure F&R	£240.00
Yoshimura R-77 3/4 system	£709.89
R&G exhaust hanger/blank	£79.99
R&G tail tidy	£89.99
StompGrips	£39.99
Power Commander V	£334.98
Secondary Fuel Module	£211.80
Quickshifter	£192.00
Pipercross air filter	£59.26
BST carbon fibre wheels	£2,677.57
RUNNING TOTAL	£4,994.29

MOBY KAWASAKI ZX-10R

TIME ON TEST:
6 MONTHS (ISSUE 249)

02513 ODOMETER
MILES

BHP: 171
GAIN: NA

NEXT REARSETS,
AIM: DE-CAT'

THIS MONTH I HAVE MOSTLY BEEN... *Losing weight. Well, the bike has been anyway...*

Inertia and gyroscopic effect are funny old things. You don't really think about the weight of your wheels, and the resultant effects on your bike's handling and performance - and yet every moment spent in motion is subject to these prohibitive forces.

There are ways to improve the ratio between power and inertia though, and longterm readers will be well aware of the carbon direction we favour as the cure.

more dramatic. It actually took 100 miles just to re-calibrate my head to reduce the amount of bar input on corner entries. The usual shove required was sending me way off line as the reduced gyroscopic effect failed to push back against inputs. It kept catching me out on fast direction changes too. Tip in, sit up, tip in, sit up.

You might think I'm over-egging the pudding here, but I'm really not. Despite the yearly improvements manufacturers

“ If someone told me I could only ever make one mod - this would be it ”

Of course I'd already lightened the stock wheels by fitting Michelin's excellent Power Pure rubber, which are the best part of 1kg lighter than 'normal' tyres. But replacing the stock 'flywheels' with some very 'fly wheels' makes the difference very much

make in lightening components, BST's carbon fibre wheels still have an intense impact on your bike. Steering inputs are greatly reduced to achieve the same turn-in, and direction changes are rendered effortless as you flip-flop through chicanes like you're on an old 2-stroke. Equally, the motor has to work less hard to accelerate the back wheel, and the brakes have to work less hard to slow the whole package down again.

Unsprung weight is reduced, inertia is reduced, gyroscopic effect is reduced, kinetic storage is reduced - and so is the rate at which you're working on the bike. Back-to-back on my R1 in 2009, Alastair found 1.6 seconds around Castle Combe with no changes to the bike other than these wheels - and the benefits on the road are no less keenly felt.

Yes, they're a lot of money, but to achieve the performance gains and riding benefits in any other way would cost you thousands more, and render your bike less reliable. If someone told me I could only ever make one mod to a bike, this would be it. Incidentally, they also look absolutely incredible.



Do wheels get sexier than this?

CONTACTS:

BST WHEELS 01773 831122 bikehps.com



Subtle motorcycle pornography

