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Model	Specifications							Measured Data					Pe	rforn	nance)						
Make & Model	Issue Tested	MSRP	Warranty (months/miles)	Engine Type	Displacement (cc)	Transmission speeds	Final Drive	Wheel Size (front/rear, in.)	Wheelbase (in.)	Tank Capacity (gal.)	Average Fuel Mileage	Rear-Wheel Horsepower	Rear-Wheel Torque (lb. ft.)	Wet Weight (lbs.)	Power to Weight Ratio	Top Speed	0-60 mph, sec.	0-100 mph, sec.	0-¼ mile, sec.	0–¼ mile, mph	Braking 60–0 mph, ft.	
Aprilia Mille BMW F650ST	10/00 2/97	\$13,799 \$7490	12/Un 36/36K	V-2 1	998 652	6	Chain Chain	3.50x17/6.00x17 2.15x18/3.00x17	55.7 57.7	5.3 4.6	39.1 38.9	105.6 42.2	65.5 38.0	490 427	1:4.64 1:10.12	165 100	3.26 5.22	6.77 n/a	10.73 13.76	129.85 90.11	113.4 114.7	
F650GS R850R R1150GS R1100RT R1100S K1100LT K1200RS K1200LT R1200C Buell Blast S2T S3 M2 Cyclone	7/00 4/96 9/99 12/96 2/99 12/97 9/97 2/01 2/98 4/00 12/96 9/97 1/98	\$8100 \$8990 \$13,550 \$15,995 \$15,600 \$16,890 \$19,200 \$12,990 \$4395 \$12,795 \$11,999 \$9395	36/36K 36/Un 36/36K 36/36K 36/36K 36/36K 36/36K 12/Un 12/12K 12/Un 12/Un	0-2 0-2 1-4 1-4 0-2 1 V-2 V-2	652 848 1130 1085 1085 1092 1171 1171 1170 492 1203 1203 1203	5 5 6 5 6 5 6 5 5 5 5 5 5 5	Chain Shaft Shaft Shaft Shaft Shaft Shaft Shaft Shaft Belt Belt Belt	2.50x19/3.00x17 3.50x17/4.50x18 2.50x19/4.00x17 3.50x17/4.50x18 3.50x17/5.00x17 2.50x18/3.00x17 3.50x17/5.00x17 2.50x18/4.00x15 2.50x16/2.75x16 3.50x17/5.00x17 3.50x17/5.00x17 3.50x17/5.00x17	56.8 58.0 58.9 62.8 58.2 61.6 61.0 64.3 65.0 55.3 55.0 55.0	4.4 5.5 6.6 6.6 4.7 5.8 5.5 6.3 4.5 2.8 5.0 4.6	53.5 43.7 36.6 37.5 40.7 43.2 37.0 44.9 42.5 55.4 37.5 52.8 44.8	42.3 67.7 75.0 79.3 87.3 88.6 109.3 82.7 55.5 27.3 59.4 73.6 68.2	38.0 53.2 69.9 65.6 65.3 70.9 73.6 62.6 25.3 64.2 70.0 70.4	430 469 581 622 540 660 628 860 568 389 517 496 469	1:10.17 1:6.93 1:7.75 1:7.84 1:6.19 1:7.45 1:5.74 1:10.29 1:10.23 1:4.15 1:8.7 1:6.7 1:6.88	105 112 117 125 139 130 155 115 109 94 115 135 128	4.89 4.15 4.11 4.52 3.86 4.35 3.88 4.64 5.22 7.19 4.88 3.84 3.75	n/a n/a 12.42 n/a 9.22 10.74 8.20 13.35 n/a n/a 9.31 10.15	13.47 12.87 12.51 12.75 11.78 12.34 11.47 12.87 13.61 15.24 13.05 11.77 11.94	93.39 99.80 103.78 103.75 114.73 109.82 122.08 103.42 93.79 85.00 100.81 114.01 109.88	116.9 127.3 130.0 128.8 123.1 140.3 114.6 126.3 119.5 115.6 115.1 120.6 109.6	
X-1 Cagiva Gran Canyon	11/99 9/00	\$10,599 \$8995	12/Un 24/Un	V-2 V-2	1203 904	5 6	Belt Chain	3.50x17/5.00x17 2.15x19/4.25x17	55.0 60.24	4.6 5.3	39.9 37.2	84.4 61.5	72.6 50.9	495 517	1:5.86 1:8.41	135 119	3.52 4.07	8.64 n/a	11.45 12.53	116.53 101.95	112.2 129.6	
Ducati 748 Monster 750 Monster City 900SS 996 ST4 ST2	5/97 9/98 9/99 1/99 10/00 12/98 12/97	\$12.995 \$7695 \$10,995 \$10,995 \$16,495 \$14,495 \$12,499	24/Un 24/Un 24/Un 24/Un 24/Un 24/Un 12/Un	V-2 V-2 V-2 V-2 V-2 V-2 V-2	748 748 904 904 996 916 944	6 5 6 6 6 6	Chain Chain Chain Chain Chain Chain Chain	3.50x17/5.50x17 3.50x17/4.50x17 3.50x17/5.50x17 3.50x17/5.50x17 3.50x17/5.50x17 3.50x17/5.50x17 3.50x17/5.50x17	55.6 56.3 56.3 55.6 55.6 56.3 56.3	4.5 4.4 4.4 4.2 4.6 6.0 5.5	39.8 43.1 42.2 45.0 42.8 36.1 38.9	85.7 57.4 68.2 74.7 108.4 99.3 71.9	50.3 44.7 54.6 55.3 68.3 59.9 53.9	452 425 462 451 484 524 520	1:5.27 1:7.40 1:6.77 1:6.04 1:4.46 1:5.28 1:7.23	153 118 122 139 160 153 133	3.40 4.34 3.84 3.64 3.11 3.23 3.85	7.63 n/a 11.45 9.49 6.42 7.39 10.35	11.11 12.66 12.20 11.74 10.58 11.02 12.02	122.11 103.37 105.11 112.72 129.26 124.02 109.63	112.4 109.1 117.5 114.4 115.6 110.0 111.7	
	10/99 11/96 11/98 11/99 6/97	\$8495 \$13,330 \$12,999 \$12,355 \$16,995	12/Un 12/Un 12/Un 12/Un 12/Un	V-2 V-2 V-2 V-2 V-2	1200 1340 1448 1448 1340	5 5 5 5	Belt Belt Belt Belt Belt	2.15x19/3.00x16 2.50x19/3.00x16 2.50x19/3.00x16 2.50x19/3.00x16 2.15x21/3.00x16 2.15x21/3.00x16	60.2 63.9 63.9 64.5 63.1	3.3 4.9 4.9 5.0 4.2	50.4 44.4 37.1 31.4 48.7	56.4 48.4 58.2 57.7 51.7	65.5 62.2 72.0 71.8 65.3	526 675 658 664 724	1:9.33 1:13.95 1:11.24 1:11.51 1:14.00	110 103 113 123 107	4.80 5.99 5.08 4.82 5.96	n/a n/a 17.27 n/a n/a	13.15 14.23 13.47 13.13 14.15	98.65 90.27 95.39 98.99 92.32	114.5 116.6 118.1 122.0 126.6	
FLSTF/I Fat Boy FLHTCUI FLHR Road King FLTR Honda Rebel 250	4/01 4/99 3/99 12/99 5/96	\$16,295 \$18,480 \$16,235 \$15,270 \$3995	12/Un 12/Un 12/Un 12/Un 12/Un	V-2 V-2 V-2 V-2 I-2	1448 1448 1448 1448 243	5 5 5 5 5	Belt Belt Belt Belt Chain	3.00x16/3.00x16 3.00x16/3.00x16 3.00x16/3.00x16 3.00x16/3.00x16 1.85x18/2.75x15	64.5 63.5 63.5 64.5 57.1	5.0 5.0 5.0 5.0 2.6	45.3 35.5 36.0 38.2 62.6	62.8 56.6 62.3 62.7 16.1	70.2 69.4 76.5 73.5 12.4	701 841 750 777 320	1:11.16 1:14.86 1:11.76 1:12.39 1:19.88	112 95 102 105 70	5.03 6.19 5.60 5.46 11.86	n/a n/a n/a n/a n/a	13.45 14.49 13.94 13.88 17.86	95.95 87.57 91.85 92.37 68.55	123.3 126.6 122.2 120.3 115.9	
RC51 CBR600F3 CBR600F4i Nighthawk 750 Shadow VLX	10/00 5/97 3/01 3/00 5/99	\$9999 \$7799 \$8199 \$5799 \$5499	12/Un 12/Un 12/Un 12/Un 12/Un	V-2 I-4 I-4 I-4 V-2	999 599 599 747 583	6 6 6 5 4	Chain Chain Chain Chain Chain	3.50x17/6.00x17 3.50x17/5.00x17 3.50x17/5.50x17 2.75x18/4.00x17 2.15x19/3.50x15	55.5 55.3 54.5 59.3 63.2	4.8 4.5 4.8 4.8 2.9	34.1 39.3 40.7 37.6 40.0	117.4 90.2 96.6 63.9 30.7	71.4 43.0 43.6 42.7 32.5	488 460 436 496 484	1:4.16 1:5.09 1:4.51 1:7.76 1:15.8	164 153 155 118 90	3.05 3.36 2.89 4.47 8.34	6.65 7.40 6.61 n/a n/a	10.61 11.03 10.59 12.74 16.11	129.76 124.26 128.23 103.14 79.81	116.2 114.5 111.3 130.4 121.6	
Shadow ACE 750 Magna PC800 VFR800FI CBR900RR 3/98		\$6299 \$7799 \$8699 \$9499 \$9999	12/Un 12/12K 12/Un 12/Un 12/Un	V-2 V-2 V-2 V-4 I-4	745 748 800 781 919	5 5 5 6	Chain Chain Shaft Chain Chain	3.50x17/4.50x16 3.00x17/3.50x17 3.00x17/3.50x15 3.50x17/5.50x17 3.50x16/5.50x17	55.1	3.7 3.6 4.2 5.5 4.8	44.8 33.5 49.3 38.1 41.0	36.9 76.3 45.6 98.8 111.2	41.5 46.5 41.0 56.9 62.5	542 550 620 517 460	1:14.68 1:7.21 1:13.60 1:5.23 1:4.13	99 120 108 147 158	6.83 4.37 6.09 3.36 3.13	n/a 11.77 n/a 7.92 6.83	15.03 12.49 14.36 11.19 10.73	84.05 105.65 84.10 120.22 124.56	117.9 116.5 114.9 107.9 113.8	
CBR929RR VTR1000 CBR1100XX ST1100 ABSII Shadow ACE Tourer Shadow ACE Sabre	5/00 4/97 4/99 12/96 3/99 2/00	\$9999 \$8999 \$10,999 \$13,999 \$10,499 \$8199	12/Un 12/Un 12/Un 36/Un 12/Un 12/Un	I-4 V-2 I-4 V-4 V-2 V-2	929 996 1137 1084 1099 1099	6 6 5 5	Chain Chain Chain Shaft Shaft Shaft	3.50x17/6.00x17 3.50x17/5.50x17 3.50x17/5.50x17 3.50x18/4.50x17 3.50x18/4.50x16 3.00x18/3.50x15	54.9 56.3 58.7 61.2 65.2 64.6	4.8 4.2 6.3 7.4 4.2 4.2	39.2 30.7 40.5 37.9 36.0 33.7	123.8 98.2 134.4 88.3 53.4 51.4	64.9 64.9 80.0 70.9 64.9 62.7	438 472 563 726 653 660	1:3.55 1:4.80 1:4.19 1:8.22 1:12.21 1:12.84	165 150 174 132 100 101	2.88 3.32 2.91 4.38 5.76 5.92	6.63 7.27 5.99 11.28 n/a n/a	10.12 10.98 10.24 12.47 14.12 14.26	135.86 124.36 136.98 107.90 90.32 88.12	113.6 112.7 115.3 120.2 117.7 126.2	
VTX VT1100C3 Shadow Aero GL1500SE Gold Wing GL1800 Gold Wing F6 Valkyrie	5/01 4/98 4/99 2/01 7/96	\$12,195 \$9699 \$17,499 \$17,499 \$12,499	12/Un 12/Un 36/Un 36/Un 36/Un	V-2 V-2 O-6 O-6 O-6	1795 1099 1520 1832 1520	5 5 5+F 5+F 5	Shaft Shaft Shaft Shaft Shaft Shaft	3.50x18/5.00x16 3.00x17/3.50x15 3.00x18/3.50x16 3.50x18/5.00x17 3.50x17/5.00x16	67.5 66.1 66.5 66.6 66.5	4.5 4.2 6.3 6.6 5.3	38.6 31.0 32.2 40.1 37.3	86.2 43.2 79.7 100.7 100.0	99.4 62.2 91.2 108.3 102.3	753 660 912 881 721	1:8.73 1:12.21 1:11.44 1:8.75 1:7.06	135 107 120 123 131	3.81 6.68 5.26 3.77 3.86	10.6 n/a n/a 11.32 9.96	12.12 14.88 13.28 12.14 12.02	109.47 86.25 99.96 105.92 110.70	109.5 118.8 129.3 125.7 107.4	
Valkyrie Tourer Valkyrie Interstate	3/99 4/99	\$14,699 \$15,499	36/Un 36/Un	0-6 0-6	1520 1520	5 5	Shaft Shaft	3.50x17/5.00x16 3.50x17/5.00x16	66.5 66.5	5.3 6.9	32.9 30.7	93.2 92.8	92.5 94.9	776 833	1:8.11 1:8.98	118 118	4.12	12.41 n/a	12.52 12.76	103.90	114.8 116.4	
Kawasaki Eliminator 600 ZR-7 ZX-6R ZX-7R ZX-9R Concours	4/96 6/00 3/01 9/96 5/98 12/96	\$6199 \$5699 \$8099 \$9399 \$9999 \$9299	12/Un 12/Un 12/Un 12/Un 12/Un 12/Un	I-4 I-4 I-4 I-4 I-4	592 738 599 748 899 997	6 5 6 6 6	Shaft Chain Chain Chain Chain Shaft	2.15x18/3.00x15 3.50x17/5.00x17 3.50x17/5.50x17 3.50x17/6.00x17 3.50x17/5.50x17 3.00x18/3.50x16	61.0 57.3 55.1 57.5 55.7 61.0	3.4 5.8 4.8 4.8 5.0 7.5	40.9 38.8 41.4 37.2 39.1 34.9	61.1 68.9 96.2 104.0 124.5 88.4	34.9 45.5 44.2 52.4 65.5 63.3	470 508 435 518 477 618	1:7.69 1:7.37 1:4.52 1:4.98 1:3.83 1:6.99	113 125 154 155 170 126	3.83 4.08 3.03 3.44 3.02 3.85	n/a 11.67 6.79 7.69 6.10 10.61	12.50 12.39 10.69 11.17 10.28 12.10	102.30 105.39 126.68 122.27 135.32 108.06	128.6 118.2 114.9 111.7 116.9 125.7	
ZX-11 ZRX-11 Voyager XII Vulcan Drifter Vulcan 1500 Classic FI	4/97 11/00 4/99 7/00 8/00	\$10,599 \$7399 \$11,999 \$11,499 \$10,799	12/Un 12/Un 36/Un 24/Un 12/Un	I-4 I-4 I-4 V-2 V-2	1052 1052 1196 1470 1470	6 5 5 5	Chain Chain Shaft Shaft Shaft	3.50x17/5.50x17 3.50x17/5.00x17 3.50x16/4.50x16 3.00x16/3.50x16 3.00x16/3.50x16	58.9 57.1 63.8 65.2 65.6	6.3 5.3 6.1 4.2 5.0	42.7 35.0 35.5 34.5 36.6	133.0 94.9 81.1 54.6 54.0	78.8 69.3 72.2 100.1 73.5	603 546 810 741 720	1:4.60 1:5.75 1:9.99 1:13.6 1:13.3	169 144 113 99 107	2.95 3.16 4.72 5.53 5.25	6.30 7.28 n/a n/a n/a	10.43 10.91 13.14 13.94 13.63	131.39 122.49 97.70 92.60 94.82	118.6 117.1 131.7 122.3 110.8	
W650 Vulcan 1500 Nomad	4/01 3/99	\$6599 \$11,999	12/Un 24/Un	I-2 V-2	676 1470	5 5	Chain Shaft	2.15x19/2.75x18 3.00x16/3.50x16	57.1 65.6	4.0 4.2	46.2 34.5	43.4 49.0	36.6 68.1	470 775	1:10.83 1:16.15	103 93	5.20 6.78	n/a n/a	13.70 14.99	93.65 84.37	120.2 132.9	
Moto Guzzi California V11EV	7/97 9/99	\$10,990 \$11,770	12/Un 36/Un	V-2 V-2	1064 1064	5 5	Shaft Shaft	2.50x18/3.50x17 2.50x18/3.50x17	61.8 61.2	5.0 5.0	55.2 44.9	59.3 60.1	58.4 57.3	540 605	1:9.1 1:10.07	117 120	5.31 5.67	n/a n/a	13.52 13.98	97.61 93.84	123.9 129.3	
MuZ Scorpion Sport Cup Baghira	6/98 6/98	\$7195 \$6995	24/Un 24/Un	1 1	660 660	5 5	Chain Chain	3.00x17/4.00x17 1.85x21/2.50x18	55.9 60.2	5.5 3.1	40.7 42.7	41.8 40.9	37.6 36.0	424 384	1:10.14 1:9.39	113 102	5.76 5.22	n/a n/a	14.03 13.68	91.34 91.94	113.7 124.8	

Rating

Open Sportbike

Super Motard

Open Dual-Sport

Open Standard

Open Dual-Sport

Open Sportbike

Luxury Touring

Open Sportbike

Luxury Touring

Open Sportbike

Open Standard

Open Standard

Open Standard

Open Sportbike

Open Sportbike

Open Sportbike

Open Sport-Touring

Heavyweight Cruiser

Open Sport-Touring

Lightweight Cruiser

Middleweight Sportbike

Middleweight Sportbike

Open Sportbike

750cc Standard

Open Sportbike

Open Sportbike

Open Sportbike

Open Sportbike

Open Sportbike

Open Sport-Touring

Heavyweight Cruiser

Heavyweight Cruiser

Heavyweight Cruiser

Heavyweight Cruiser

Heavyweight Cruiser

Heavyweight Cruiser

Middleweight Cruiser

Middleweight Standard

Middleweight Sportbike

Luxury Touring

Luxury Touring

Luxury Touring

750cc Sportbike

Open Sport-Touring

Heavyweight Cruiser

Heavyweight Cruiser

Middleweight Standard

Heavyweight Cruiser

Heavyweight Cruiser

Heavyweight Cruiser

Lightweight Sportbike

650cc Dual-Sport

Open Sportbike

Open Sportbike

Open Sportbike

Luxury Touring

Middleweight Cruiser

Middleweight Cruiser

Middleweight Cruiser

Middleweight Sport-Touring

Luxury Touring

Open Dual-Sport

Heavyweight Cruiser

Open Sport-Touring

Middleweight Standard

Middleweight Sportbike

Middleweight Standard

Open Sport-Touring

EXCELLENT VERY GOOD FAIR-POOR -

Bikes listed are the most recent tested. The latest test of a given model will replace the last test of that model. Engine Types: 1 = single, I = inline, V = Vee, O = opposed, number (1, 2, 3, 4, 6) indicates number of cylinders. n/a—not available. Hp and torque—as measured on the Cycle City dynamometer, El Toro, CA, are corrected for temperature and barometric pressure, %-mile times and mph, measured by radar, are corrected for altitude/barometric pressure. Braking 60-0 is the best number obtained from as many tests as required to satisfy our test riders. Interpretationdata is gathered at the same test site, but on different days, and can be influenced by temperature, barometric pressure, humidity, winds or the pavement condition. As a result, small differences would be expected on different days. Significant performance differences that should be outside this normal variation are as follows, Acceleration: 0-60 mph: 0.2 sec.; 0-100 mph: 0.3 sec.; 1/4-mile: 0.3 sec. Top speed: 3 mph.; Braking 60-0 mph: 4 ft.; Rear wheel horsepower: 5 hp.; Torque: 4 lb. ft. In addition, a difference of 10 lbs. in the Wet Weight is also significant. Bold figures indicate the best and worst, or highest and lowest in each category. Overall Ratings should only be compared within similar categories.

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Very aerodynamic bodywork. Very fast, with flawless fuel injection, but needs non-EPA tuning for best results. Very small dealer support network. Street version of BMW's versatile F650 can be used for commuting, sport riding and even long-distance touring. Counterbalanced Rotax single is amazingly smooth. Dual-sport version of the F650, with fuel injection and improved suspension. Sadly, the fuel-injection suffers from terrible drivability. BMW promises a fix soon. BMW's sharp-handling bargain boxer is for those who like to do their own accessorizing, or purists who just want to "keep it simple." The original adventure-tourer, this latest GS is adept at virtually any type of riding. Excellent handling and two-up capability are its strongest suits. This radically styled Beemer became the first bike to wrest the sport-touring crown from Honda's legendary ST1100. It provides fabulous handling and wind protection. The sportiest twin in the lineup, the S model doesn't do anything wrong, but also does not offer the performance of its Japanese or European competiti In 1997, the aging K1100LT placed last in our comparison of luxury touring bikes. Little did we know then that an all-new LT was already in the works. Arguably the most stable bike we've ever tested, the K-RS loves high-speed sweepers. With bar backs installed, it makes a good sport-tourer, as well. The LT set a new standard in luxury touring in '99. Still a performance and comfort leader, it was usurped by the Honda GL1800 (by a hair) in 2001. Basically an R bike with a detuned engine and suspension, the R1200C is still one of the better-performing cruisers and features an innovative pillion seat/rider backrest Easy handling and low seat are great for beginners, but engine vibration is very high. Great price point, but cheaply finished with a lot of plastic. Buell's original sport-tourer features surprising comfort and handling, but still had a lot of rough edges to be fixed with the next generation model The most attractive Buell to date, the S3 provides great wind protection and handling. A poor seat and archaic powerplant keep it from being a great motorcycle Designed as a price-point leader, the Cyclone is by far the best value in the lineup. Great torque and quick, if somewhat twitchy steering, makes for an entertaining ride. Buell's performance flagship X-1 features excellent brakes and very good handling, but engine vibration and a poor transmission limit its appeal. A good dual-sporter that doubles as a good sport-tourer with optional luggage. Comfortable, smooth and responsive. A very tall seat. Possibly the most elegant sportbike ever made, the 748 performs as well as it looks. Its sound is pure music, but its ergonomics are pure racer. Ducati's value leader, the little Monster is fun to ride but exhibits somewhat nervous steering behavior. An unintimidating powerband makes it popular with new riders By adding small bags, a windshield and taller bars to the popular Monster 900, Ducati has created a great city bike with a comfortable riding position Razor-sharp handling on the 900SS is as good as many race bikes. Relatively low power output and poor comfort keep it from being a staff favorite, however Still the most stylish sportbike of all, but not quite up to the power of an RC51 or Mille. Very pricey, with an extreme riding position. The result of a 916 engine in an ST2's chassis (minus the hard bags) is a thoroughly usable motorcycle providing a nice combination of performance and comfort. Ducati's first sport-tourer with factory hard bags brings new levels of handling to the class but is upstaged when the factory admits that the ST4 is just around the corner. Excellent acceleration for a cruiser is marred by excessive vibration and a mediocre transmission. Decked out in all black, the Sportster is one beautiful machine. Ingenious quick-detach saddlebags and windshield make this a true "convertible." Poor handling and performance detract from its overall appeal. One of Harley's best performers, the FXDX is among the top-handling cruisers available. An easy-to-use powerband helps make up for clunky shifting mechanism. A cruiser classic, the stylish Softail's revised Twin Cam 88B engine makes it the fastest, quickest V-twin cruiser we've ever tested. Handling is also top notch. More flash than anything, the beautiful Heritage Softail's Evo motor pummeled the rider with vibration. Its aesthetics didn't compensate for poor brakes and handling New-generation fuel injection and counterbalanced TC88B engine provide smooth spread of power. Very pricey, with marginal suspension and overly stiff clutch. Though in need of better performance, the Electra Glide still provides touring comfort, amenities and styling at the top of its class. The classic Road King is often imitated. Its rubber-mounted Twin Cam 88 engine is second only to the Valkyrie in its class, but crosswind instability was troubling. With a frame-mounted fairing and hard bags, the Road Glide is Harley's only true sport-tourer. It rides smooth but lacks the refinement of its competition Perhaps the ultimate learner's bike, the Honda Rebel 250 has probably introduced more people to motorcycling, through MSF schools, than any other single bike. Fuel injection lurchy below 4500 rpm, but registers 100 hp from 7500 rpm up. A powerhouse with great brakes, and an extremely attractive price. One of the best selling sportbikes of all time, the F3 is equally at home on a morning commute as it is on a race track. Top notch suspension sets the class standard. The addition of fuel injection and lighter engine internals brought the F4 from "good" to "nearly perfect." A finely-honed package, but with a seat like a brick. Smooth running, efficient and predictable, but brakes and suspension are long overdue for upgrades. Hydraulic lifters are a nice touch. A decent value for the money With the lowest seat height we've ever measured, the VLX offers the vertically challenged a highway-capable cruiser, albeit with mediocre acceleration. A mellow, smooth-shifting cruiser provides very good handling in both slow and fast corners. Low price point helps make up for its lack of highway passing power Unusual V-4 cruiser combines class-leading horsepower and handling with a slick-shifting gearbox. A small gas tank and short rear-wheel travel limit its touring prowess. An unusual middleweight sport-tourer with the emphasis on touring has some praising its functionality while others criticize its scooter-esque looks and performance. A staff favorite, the VFR800 provides a suitable platform for sport riding or, with accessories, sport-touring. Its linked brakes are outstanding as is its V-4 growl The latest version of the bike that revolutionized power-to-weight ratios. A wide gas tank makes it feel bigger than it is but its suspension is amazingly compliant. Enormous power and incredible handling. Fuel injection a bit abrupt on takeoff, and steering lock very restricted. A real adrenaline-pumper Honda's version of the V-twin sportbike is extremely competent but not as exciting as its competition. Poor mileage and small gas tank make for many pit stops. Once the world's fastest stock motorcycle, the XX remains a marvel of smooth power delivery and acceleration. Linked brakes don't work as well as the VFR800 setup Though the design is starting to show its age, the ST is still one of the premier sport-touring bikes. It has a very good combination of performance and comfort Honda's answer to the Harley Road King offers everything the big hog has, but for over \$5000 less. It's one of the best cruiser values available. A somewhat sporty cruiser, the Sabre has a refined feel and excellent road manners. Its footpegs offer good ground clearance but it could use a second disc up front. King of the mega-cruisers. Awesome torque, smooth, comfortable and very powerful, with great styling and attention to detail. Loads of chrome. A killer. This retro cruiser has some attractive aviation-inspired styling cues but is basically a standard Shadow. Unfortunately, its performance is also quite retro Though its crown was usurped by BMW's LT, the Wing is none-the-less a fabulous touring machine. It's still the top choice for trailering The bike that brought the luxury touring crown back to Honda. The GL1800 adds amazing power and handling to it's established reputation for luxury and amenities The F6 broke the mold, and carved out a whole new niche for itself as a "hot rod cruiser." It provides the best combination of comfort and performance of all cruisers. Honda added some excellent color-matched hard bags and a windshield to the venerable F6 to great result. It needs a larger tank for serious touring, however This Electra Glide competitor combines a class-leading engine with excellent handling. Some passenger wind buffeting and limited amenities limit its appeal. Unique in its class, the four-cylinder Eliminator loves dragstrip-style launches but is just as comfortable cruising the boulevard. It's also an excellent value. Great takeoff, but a bit flat in the mid-range and top end. Comfortable, attractive, and well priced. Engine a bit buzzy, brakes a bit wooden. An excellent all-around performer, the ZX-6R has the best motor in its class, comfortable ergonomics and a great sound. Needs better rebound damping in the rear. Unflappable at speed, the ZX-7R epitomizes stability. But it is too heavy to be competitive in Supersport racing and too uncomfortable to be practical on the street. A monster motor and solid chassis make for one fast bike (170 mph). The most comfortable ergos in its class make all that power seem practical. Though not nearly as refined as its competition, the Concours is still one of the best buys in motorcycling, with plenty of devoted sport-touring fans. A top speed king for many years, the ZX-11 engine still delivers. The dated chassis won't handle with newer bikes, but it can be transformed into an awesome sport-tourer We expected more horsepower, but the torque curve is one of the nicest ever. Lots of usable power. Classic styling and surprisingly good handling. The Voyager is a great bargain for a luxury touring bike, but the technology throughout is badly dated and styling is even worse Though a retro-styled cruiser, the Drifter is a surprising performer, with bunches of torque. Front brakes a bit weak, and steering a little ponderous. A tried-and-true (and attractive) design with an attractive price point, much improved in 2000 with the new fuel injection. A big bang-for-your-buck cruiser. Kawasaki's Bonneville replica evokes the essence of the original better than Triumph's own version. Looks great, sounds great, handles good. Modest suspension. The last-place finisher in our heavyweight cruisers with hard bags comparo, the Nomad is still a likable machine. It also has the best transmission in its class. The California's relatively light weight allows it to accelerate better than its power ratings would indicate. Its integrated brakes don't work as well as conventional units

MuZ's cute lightweight is plenty of fun, but its high price is out of line with its performance. The 660cc single is sourced from Yamaha. Cheap controls just plain stink.

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A radically styled dual-sport, the Baghira has lots of nice little details. While its suspension works well off-road, it shigh center of gravity is better suited to the street.

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