

### ZRX1200 EXTRA!

See video and more pictures of the 'Britain's Got Biking Talent' winner



# Riding a real winner

The 'Britain's Got Biking Talent' competition pulled in over 4500 examples of specials and restored classics. Michael **Neeves** tried out the winning 170bhp Kawasaki ZRX1200 special and can confirm it's as much about 'go' as show

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leather jacket-clad bikers also features in the 2008 riding open-piped, tiny Carole Nash calendar. number-plated Z1000s in Owner Karl Galloway's prize my teens. And now I'm faced was a trip to any MotoGP with another scary Zed.

Zed. It's £22,000-worth of gi in Japan later in the year.

motorcyclenews.com, where and vote for their favourite

only is the ZRX one of the round of his choice in 2008

highly modified, big-bore Almost every single com-(1224cc) ZRX1200S. It is ponent, nut and bolt that

MCN readers could view him to turn his standard,

As the winning bike, not

also the winning entry in could be changed to make more, 38-year-old Galloway, MCN's 2007 'Britain's Got the original 2004 bike faster, who works in insurance in Biking Talent' competition, lighter and meaner has been the City, did most of the gearbox and balancing the backed by insurance firm changed to produce Gallo- work himself - even though crank were outsourced to the ZRX isn't perfect. Carole Nash. It was one of way's creation. But that's not he is not an engineer and has Wally at Race Engineering, There are stone chips on mated to the shorter-than- Oh, and it has rid my fear of 4500 machines entered into the most impressive part of never been a bike shop Bishops Stortford.

owned-from-new, 40,000mile workhorse into this ultimate special. What's

when he disappeared to his garage for hours on end while working on it. Only the real specialist jobs like



gas-flowing the cylinder head, refreshing the tired

more gob-smackingly stunning in the flesh than in the tiny indicator switches

'Galloway did most of the work himself, but he's never been a bike mechanic'

built into the bars to replace

(based on the standard item, hoses rub on full lock, are giveaway clues that this bike actually gets ridden. This is no molly-coddled,

concours-standard bike - it gets used most days, was ridden to Italy and back last summer and has racked up 9000 miles since it was finished in 2006.

Pulling away from a standstill is as drama-free as on a standard ZRX, backing up the fact that this is a bike that has been built to be ridden. Despite initial impressions, this sinister-looking beast is a pussycat on the move, gliding along at legal speeds. Even the stubby little carbon bimbling speeds.

upright riding position and mile away from anything the not even a hint of a vibration Japanese would ever dare through the metal handlebar produce, B-Kings included. pleasure to ride.

I take a deep breath and the satin-black swingarm standard gearing (one tooth big Zeds once and for all.

less on the front sprocket. ley for the front wheel. The more you twist it, the higher Second gear is the same story and it finally settles down in third, by which time you're so far over the ton, windblast is trying to rip your head off.

The nitrous isn't rigged up and I'm thankful for that. It can unleash another 50bhp at full throttle, giving this thing power on a par with a MotoGP bike!

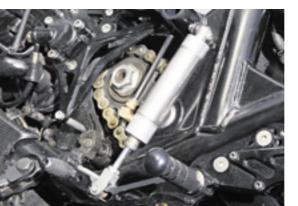
As it is, even with the full application of right wrist, the ZRX is friendly and predictdamp out any wild behaviour and the power delivery is smooth enough for perfectly controlled wheelies - something that's tricky to do on a make too much of a racket at FZ1. No naked blke pro duced today accelerates as

grips, it is comfortable and a This is a very special machine and a worthy winner of Britain's Got Biking nail it, unleashing all 170bhp Talent. The best thing about the standard switchgear - and 95ftlb of torque to the it, taking into account all the but, on closer inspection, rear Bridgestone BT-014. In modifications, is that it rides first gear, all that power like a properly sorted bike.





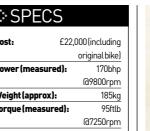




carbon slides and custom alloy trumpets: stubby Akrapovic can isn't as loud as you'd think; Nitrous Oxide kit has the potential to unleash an extra 50bhp at full throttle (luckily for Neevesy it wasn't hooked up during his test ride): Quickshifter moves the cogs of the rebuilt gearbox



It looks like one mean motorcycle, but our man says it's a smooth and sorted machine to ride



### TECHNICAL SPEC

Engine:1224cc Muzzybiq-bore ki with high-compression (12.5:1) JE strengthened crankshaft. Gasowed cylinder head with ⁄oshimura ST-1 cams and Muzzy adjustable cam sprockets. Phase oil-cooler, crankcase-breather olate and racing catch tank, PMC am oil-feed line kit and braided oi ines. Dyna coils, Denso plugs and aylor HT leads. Custom-built Bito R&D Keihin flatslide carburettors with carbon slides), custom-made lloy trumpets and inlet spigots and vansairbox block-off kit linked by a Active quick-action throttle. GSG Moto/Moko engine and clutch covers. Active radiator. Samco vaterhoses and Muzzyalloyfan. krapovic exhaust and carbon ca Rebuilt six-speed gearbox with Orient Express quickshifter and enthal front sprocket. Big CC NOS kit. Goodridge clutch lines.

Edward's of Braintree with Phase engine protectors and Tsugaki Phase footrest hangers and sprocket guard. Standard wingarm is braced and clad. GSG Moko Alloy headstock and headligh brackets. Switchgear integrated into flat bars. Billet mirrors. Standard wheels powder-coated black by Triple-S with Bridgestone BT-014 tyres. Hesa tail and seat ur CleverWolf carbon-fibre unde hugger, bellypan and carbon-fibr tank protector. GSX-R750 carbon mudguard. Paintwork by JPS,

Electrics: Absolute Protecalarm, mmobiliser, Acewell speedo and emperature gauge, Phase earthin kit, Oberon billet indicators. Repositioned starter button and gnition barrel. Trigger switch for

adjustable Showa forks with decorative shrouds and twin WP rear shocks. 2x320mm Galfer from discs with six-piston Pretech billet calipers. 250mm rear disc with single-piston caliper, Goodridge eel lines all round. Performand Technology radial brake and clutch master cylinders with Rizoma reservoirs. MEK rear brake torsion



trip readouts.



## Watts the point?

Green machines don't have to be slow, but this electric scooter is way behind in the headlong rush to save the planet, says Angus Farquhar

stuff like mopeds and bicy-

7mph, but UK distributors

DO you dream of the day we can all replace our fossil fuelburning bikes with equally fun and exciting but emissions-free machines? I do. So when given the chance to test one of the latest all-electric scooters to come on the scene, I was more than happy to give it a go. After all, great oaks from little acorns grow. Unfortunately, the e-max 110s failed to live up to my

OK, it looks alright, although it doesn't stand out from the crowd as a funky teen-dream scooter. But look a little closer and you

Manufacturers e-max claim that, restricted to 30mph, the 110s will travel 50-62 miles before needing a recharge, depending on road conditions and riding style. cheap-looking swingarm and I hey also claim that a new, don congestion charge. a square box that protrudes more powerful motor, due in Personally I'd rather go the out the back to house one of soon, will allow the e-max to bicycle route and get fit.

Underneath the speedo is an LCD readout showing a bar graph display of the battery charge level and the amount of current being used, along with mileage and

Now I'm use to riding slow



### Baroni have assured me that the scooter has been limited 'Personally I'd intentionally to that speed, esumably to increase the rather go the bike's range - the faster you go, the quicker the charge bicycle route and get fit'

February 2001 to ride without L-plates. It's also exempt

reach the mid-forties in mph For over £1000 less than terms without affecting the the e-max's £2973 price you range too much. However, could get yourself a Peugeot the new motor won't provide Speedfight 50, a proper any more acceleration, which scooter with three times the is the bike's main problem. range, bundles more acces-There are plus points, sible drive, 100mpg economy though: because the bike can and the ability to be debe restricted to 30mph, it is restricted to do over 50mph

classed as a moped, enabling (if your licence allows). holders of car licences who So where does the e-max passed their tests before fit in to everyday life? If you contemplating.



12V/δΩΔh silicon lead acid hatterie 3-5hours charge time

were incredibly environmentally conscious, only in the middle of London, didn't do roads with a limit too unfit for a pushbike, the e-max 110s might be worth