

# HP2 MEGAMOTO

a time. As I neared home, a fuel light came up on the display. I had no idea what kind of mileage I was getting, but after fooling with the info button, found I was going to make it. After a few tanks of gas, I found that it was really crying wolf and that even with “0 miles to go” I still had probably a half gallon left at least. I learned that the bike was returning almost 40mpg, no matter how I rode.

As I pulled into my neighborhood, someone of course pulled out in front of me and I hit the brakes as I normally would. Dual disc 12.6 inch rotors grabbed by dual 4-piston calipers made their presence known. It stopped on a dime, throwing me a bit off balance and tweaking the forks to one side. Thanks to the low center of gravity and light weight, I kept it upright, while throwing a glaring look at the offending driver. The bike I had did not have the optional ABS.

Once into the garage I finally had the chance to slowly take a long, hard look at what I had brought home. The exposed frame is a nice touch; with Marzocchi upside down forks up front and an Ohlins shock in the rear. The front is fully compression and rebound adjustable, as well as the rear. Mine was set up in the middle settings for both front and rear. The Akropovic exhaust looks good and sounds beefy, too. Liberal use of carbon fiber on the front fender, tank, headlight cowl and exhaust heel guard are a nice touch visually, and also lend to the light weight of this bike. The white-over-blue paint scheme makes a definite BMW statement.

The next day was a workday and I rode the Megamoto to work (instead of the K100LT) and it was in the 30s at 5:30 in the morning. I

sure missed that LT fairing, but even being cold, the joy of riding quickly put that out of my mind. I was looking forward to the ride home in warmer weather. I certainly drew a crowd of the usual motorcycle commuters at work!

Once I arrived home, I took a brief jaunt down a local twisty route. After racing a /5 in vintage racing, I felt confident about setting up corners and powering out. Every time I dove into a corner I found I wasn't carrying enough speed to hold a good line. The reward was instant power leaving each corner. There was no lag and no waiting to come up to speed, but bam—power when you asked for it! I had to be a bit careful not to spin the rear, but that never became an issue.

The next ride was a longer one. I took a route that took me through some familiar mountains and again I marveled at how fast I could enter a corner without any concern for pulling through. I sure wish I had

a chance to get this bike on a track, but winter timing didn't lend me an opportunity for that. Returning home, I found an open stretch and while cruising in 6th gear at indicated 85mph hit the throttle hard for about four seconds, and the speedometer read 125 in a hurry, with no sign of slowing down. Since the LEO presence is high on Saturdays, I backed off before finding the top speed. I had no doubt that the speedometer top speed of 150 mph (240 kph) was easily achievable. I did note that the speedometer read about +10% optimistic, typical of BMW instruments.

I took an opportunity to show the bike a bit and stopped in at several of the local dealers and for Sunday breakfast with my local club, the BMW Owners Club of San Diego. There was certainly plenty of interest at each stop. There will be fewer than 200 of these built and there were only five in the country at the time. Some will be supplied with ABS, but that number is yet

