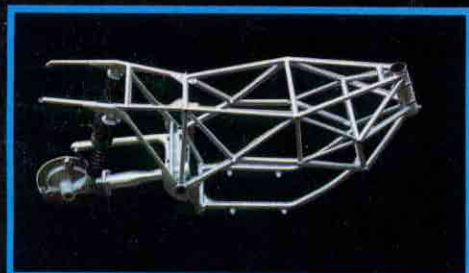


Rider®

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November 1980/\$1.25/FDC 56730-6

Exclusive...The Krauser BMW
Light, Lean And Mean



The MKM1000: Redefining the Limits

Four years ago Mike Krauser began designing a race bike, first use of which was to be in a French 24-hour road-race championship. It didn't make that race, but went on to make others. Finally it was crashed in Barcelona.

The concept, involving an exceptionally rigid frame designed for the BMW 1000cc engine, was too good to remain at rest and Krauser began work on it again. But this time, he had the road-riding enthusiast in mind.

The result was the MKM1000, a machine Krauser calls sport-touring but which looks quite like a race machine with the exception of headlight, taillight and turn-signal lamps. In fact the transition from road to racetrack would be very simple with the machine's race breeding. The stock BMW R100RS engine is set an inch higher in the frame for improved road clearance and the Krauser team says the bike will reach the limits of tire adhesion before anything touches down. We could not attest to that, having spent only a limited number of miles on the motorcycle at its first U.S. public showing during the BMW Motorcycle Owners of America (BMWMOA) annual convention at Prineville, Oregon, in July. But a few miles in control of the Krauser machine quickly established its handling prowess. Effect of the stiff frame on stability in choppy curves is immediately apparent and the overall control is superb, once the driver gets accustomed to the short handlebars and the difference in road feel they create.

Riding position is quite race-oriented. This is not a long-distance hauler. But it's a premier machine for Sunday rides on canyon roads, and also for sport-touring if stops are frequent. The position puts one's upper body weight on outstretched arms gripping the bars, and the head must be held upright for proper vision. Its position is most comfortable at high speeds when wind pressure takes much of the effort away. The head is above fairing level and



receives full wind pressure while just enough wind spills over the fairing on the chest to take pressure off the arms . . . again at rather high speeds.

The bike can be ordered with a passenger seat, which would permit carrying light luggage if a passenger is not aboard. The large fuel tank (5.5 gallons) is a natural for a tank bag and will make the riding position more comfortable over long distances if the rider can partially rest his or her chest on it . . . the common BMW R100RS touring style. However, few MKM1000 owners may want to stoop to carrying luggage. The motorcycle is a great-handling attention-getter . . . a showpiece that few owners will want to subject to typical hazards.

The MKM in the machine's name stands for Mike Krauser Motors and the company has devoted the engineering precision that has made it famous in luggage. The frame is programmed on a computer and is hand-welded. In his typical understatement, Krauser emphasizes the precision which goes into the motorcycle: "The first priority is quality. This motorcycle is not built on a playground. Every piece of the frame is plotted out by computer and they're all hand-welded. The frame is very stiff, but not stiff enough that it will break. A limited amount of flexibility is built in. Steel of normal quality is used, because we didn't find it necessary with this frame to use aircraft-grade steel. We set out to make a very good motorcycle

Krauser frame makes
a new ballgame for
BMW running gear.
Coming up:
four-valve heads

Bill Estes

and we think the result will prove itself."

Krauser's design team included two engineers who have raced on the European long-distance circuit. Krauser himself has a long history in motorcycle competition, having won the German sidecar racing championship four years running in 1955-58. He sponsors Team Krauser in world Grand Prix and sidecar competition.

Having concentrated on practicality in his luggage designs for so many years, it would be unnatural for the MKM1000 to be anything but practical from the standpoint of maintenance. Krauser uses the stock BMW R100RS engine and running gear. Thus, components and service are available at any BMW dealer or other shop which specializes in BMW motorcycles. Deviations from the stock BMW design include the highly original frame, which incorporates 52 straight and four curved tubular pieces, and is joined at 150 separate welding points. It weighs 25.3 pounds. The aforementioned one-inch difference in the engine position relative to ground is not a maintenance-affecting item, nor are the longer wheelbase (5.99 inches), increased castor (3.97 inches) and increased front fork travel (6.35 inches). Dry weight is 436.6 pounds and seat height is 31.8 inches.

The reinforced fiberglass monocoque body shell is based on Formula One design. The pieces are cushion mounted and are quickly removable by unlatching Zeus fittings. The fairing sweeps down to enclose the bottom of the motorcycle and the lines as well as paintwork integrate the fairing with the tank/seat unit. The design is unquestionably eye-arresting. As is the price: \$14,000. And there are "no warranties, express or implied." But Krauser is confident that motorcycle enthusiasts around the world will agree with him that the MKM1000 is a very exceptional motorcycle and the price will be no obstacle. He's aiming for the

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induce rapid wear in the center of the tread; susceptibility to impact damage by potholes and road irregularities; and some loss of adhesion.

Most blowouts can be prevented. And having taken precautions to reduce the deadly blowout, you will, hopefully, only have to worry about punctures. In my experience these almost always occur in the rear wheel. I have a theory about this: I suspect the front wheel sets up a nail or other sharp object, and the rear tire eats it. In any event, a rear wheel puncture is easier to handle than a blowout, and a good commercial sealer will even reduce this possibility.

The big disadvantage of a commercial sealer is that it will mask a potential problem. You can pick up a large piece of shrapnel, the sealant folds around it and all appears to be well. But the next time you hit a chuckhole or a bad pavement joint, you may find yourself, as Mr. Andrus puts it, flat on your asphalt. The answer is constant attention and inspection of your life-savers. Don't forget to take the hole out. □

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U.S. market just as strongly as that of other countries. The first MKM1000 was sold to a buyer in the U.S.

Krauser's slogan for the MKM1000 is *Redefining the Limits of Motorcycling*. He's even redefining the limits of the BMW, having designed new four-valve cylinder heads that will be used on the MKM1010 which was scheduled to be shown at the Cologne motorcycle show in late September. Krauser says the heads boost performance 10% throughout the rpm range. BMW is reported to be interested in marketing the Krauser machines through the BMW dealer network worldwide.

Clearly, Krauser's concept is one of the most innovative offered for street use.

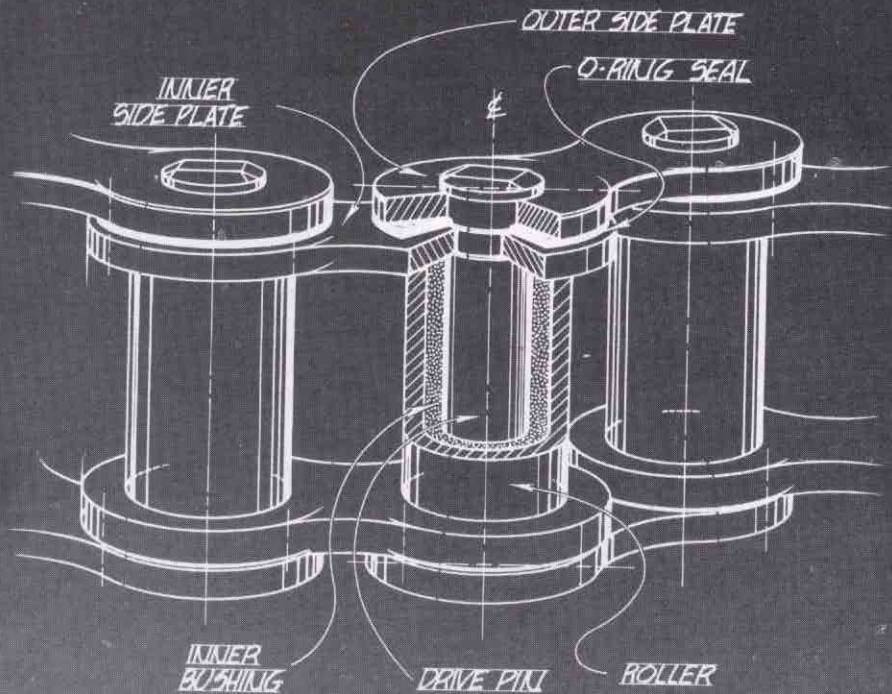
(Company Address: Krauser USA, 7012 Woodlawn Avenue NE, Seattle, Washington 98115)

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sleeved throttle. The Snubber is a neat solution at a fair price. There are no components to lubricate, and the parts are well-made and should prove reliable in long-term usage. Snubber retails for \$7.95.

(Engineering Service & Manufacturing Company, 605 Southwest 20th Place, Vero Beach, Florida 32960.) □ — Alan Tratner.

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