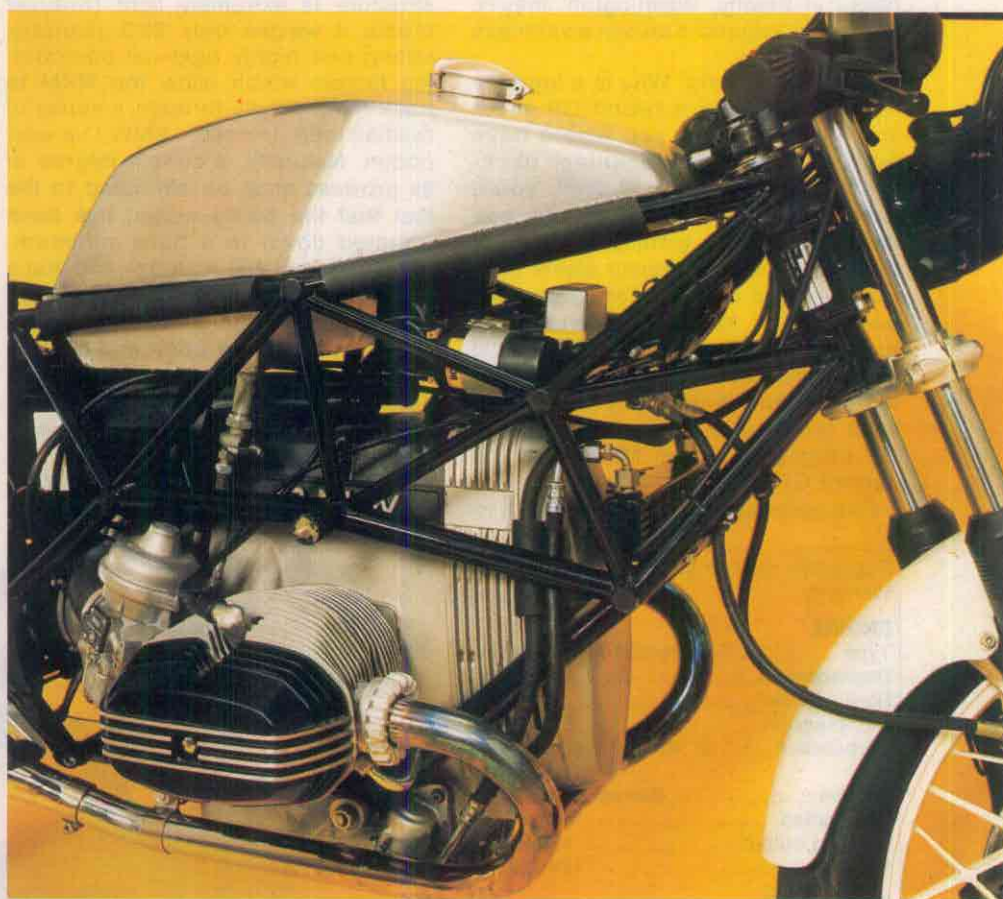


# Krauser MKM 1000: The Ultimate Bavarian Bombshell

At \$14,000, This BMW-Based 1000 Is One Of Europe's Richest Delicacies

By Rich Cox





**A**s a performance enthusiast with distinguished taste, have you ever envisioned what form of exotica you'd be straddling right now if you'd been blessed with infinite wealth? I surely have. In some of my wildest dreams I've seen myself proudly propped atop the most extravagant two-wheelers the world has to offer. And for one extraordinary day this past month, those images evolved into heart-stopping reality, and I was bodily whisked into the exorbitant and uncompromising world of the filthy rich.

**A beautiful hand-formed aluminum tank resides underneath the monocoque body. Lower frame section unbolts to allow the engine to be dropped out the bottom. Krauser will market a separate frame kit for the 1000cc BMWs in the near future.**

The afternoon I spent zipping through L.A.'s surrounding canyons astride Krauser's new MKM1000 was an unforgettable, mind-blowing experience. The feeling of excellence this bike projects and the way it can seduce the wavy pavement is simply incredible. As each corner flashed by, faster and faster and the lean angles got sharper and sharper, I could sense my enthusiasm and pride being pumped to the gushing point. When the day finally ended and I hung up my perspiration-soaked leathers, there was no doubt in my mind that I had once and for all experienced the ultimate all-time sensual limits that motorcycling had to offer.

Take a look, a long hard look at the MKM1000. At this time it is the only one in existence here in the United

States. Chances are you'll never see one again, but that isn't to say it's unobtainable or a pure fantasy either. On the contrary, there will be 100 of these beauties made, and with the selling price set at \$14,000, there will undoubtedly be plenty to go around.

The MKM is not, as you might be thinking, a limited production machine from the BMW factory. It's solely a product of the Krauser Motorcycle Luggage Company. Krauser, if you didn't already know, is the world's largest manufacturer of detachable luggage. Most of their sales are concentrated in Europe, but with the opening of a new U.S. headquarters based in Seattle, Washington, they're hoping to expand Krauser awareness in this country.

So you're asking: Why is a luggage company building a hybrid GP street machine, or better yet, where have they acquired the technical background to even do so? Well, you'll have to admit the MKM makes for one flashy advertising gimmick. But more than anything, the project stems from the loves and desires of Mike Krauser, president of Krauser International. Krauser, who himself has been a world class competitor, is still entranced with the sport and is currently sponsoring such greats as Freddie Spencer, 250 GP champion Anton Mang and the current GP sidecar champions.

Five years ago Mr. Krauser set out to

design a road machine that would redefine the limits of motorcycling. With the help of two West German engineers who have raced extensively on the European long-distance circuit, the three-man team searched intensively into alternative methods of motorcycle design and manufacture at Krauser's West German testing facility. The result is an entirely new frame concept, which Krauser calls the "tubular grid." Hand-built of high quality alloy, each frame is constructed using 52 straight and four curved tubular pieces, and is joined at 150 separate welding points. Encompassing the engine like a gigantic birdcage, the frame structure is extremely light (Krauser claims it weighs only 25.3 pounds), strong and highly rigid—all contributing factors which allow the MKM to track more solidly through a series of twisties than any other BMW I've ever ridden. Naturally, a certain degree of its prowess must be attributed to the fact that the bike's weight has been trimmed down to a bare minimum. Weighing in at 496 pounds—and that's with a full 5.5 gallon fuel load—the MKM undercuts such sporting bikes as the Ducati Super Sport and the Moto Guzzi Le Mans, and runs almost dead even with the ultra-exotic Bimota Suzuki 1000 SB3 which we tested earlier this year.

Mike Krauser has always felt that as street machines, BMWs still afford the

greatest quality, simplicity, durability and worldwide service available. Consequently, he based his design around that familiar marque and incorporated as many of the stock components as possible. All of the running gear—the engine, brakes, wheel assemblies and drive train—are standard BMW production-line items. But he *has* blended in a few modifications of his own to increase the MKM's handling qualities. For example: to facilitate cornering clearance, the bone-stock R100RS engine is set 25mm higher in the chassis than standard 1000cc models, which makes it virtually impossible to grind off the valve covers during all-out cornering. The once-stock swingarm has been widened, but not necessarily strengthened, to fit the frame. In the front brake department you won't find the 1980-styled remote reservoir master cylinder; it's been replaced with one from the R65 model—without the remote unit—which does indeed supply more positive braking without all the sponginess at the lever.

Other modifications include lengthening the wheelbase to 60 inches (the production big-bores waver around 58 inches), setting the steering head angle a bit steeper at 28 degrees, increasing front wheel trail to 3.94 inches and reducing the travel of the stock BMW forks to 6.3 inches—the stockers travel almost eight inches. BMW connoisseurs would find the

Suggested retail price ..... \$14,000  
Warranty ..... None

#### ENGINE

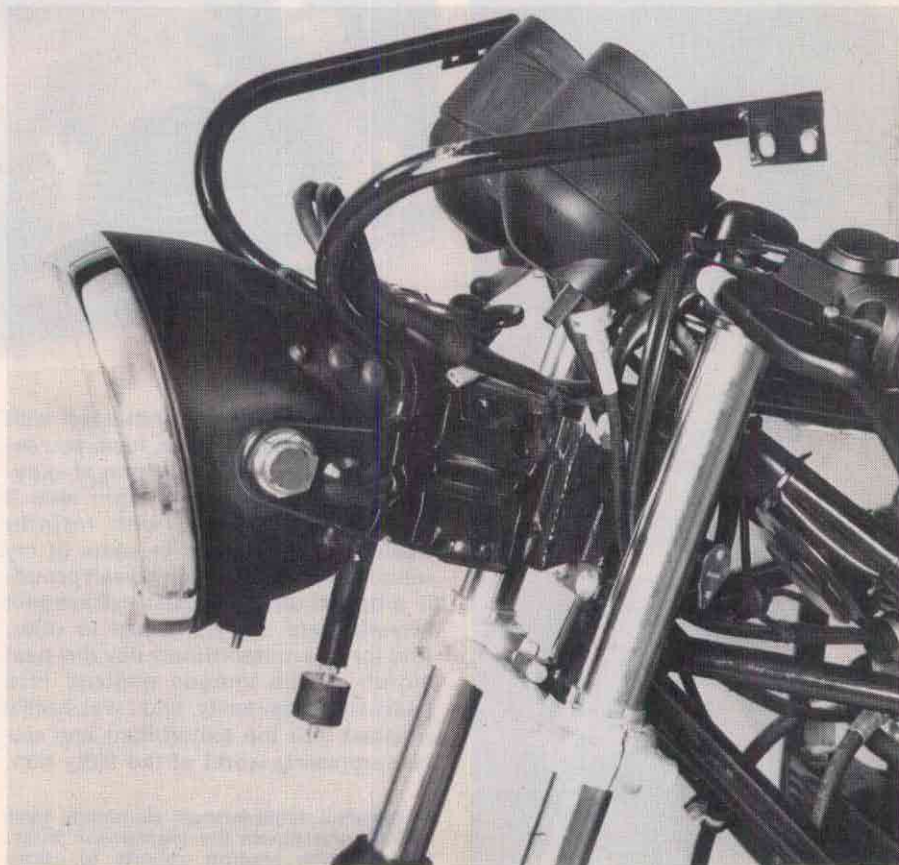
Type ..... Four-stroke OHV flat twin  
Displacement ..... 980cc  
Bore x stroke ..... 94 x 70.6  
Compression ..... 8.2:1  
Carburetion ..... 2, 40mm Bing constant velocity  
Ignition ..... Battery with points  
Lubrication ..... Wet sump  
Lighting output ..... 280 watts  
Battery ..... 12V, 28AH

#### DRIVETRAIN

Primary transmission ..... Helical gear, 1.5:1  
Clutch ..... 1 plate, dry  
Final drive ..... Shaft and bevel gear, 2.91:1

#### CHASSIS

Fork ..... 36mm BMW, modified to 6.3 in. travel  
Shocks ..... Boge, 4.9 in. wheel travel  
Front tire ..... 3.50V19 Metzeler Perfect ME77  
Rear tire ..... 130/80V18 Metzeler C88A Touring Speed  
Rake/trail ..... 28°/3.94 in. (100mm)  
Wheelbase ..... 60.0 in. (1524mm)  
Seat height ..... 32.0 in. (813mm)  
Ground clearance ..... 6.25 in. (159mm)  
Fuel capacity ..... 5.5 gal. (21 liters)  
Wet weight ..... 496 lbs. (225kg)  
Colors ..... Specified by buyer  
Instruments ..... Speedo, odometer, tach, resettable trip, voltmeter and quartz clock



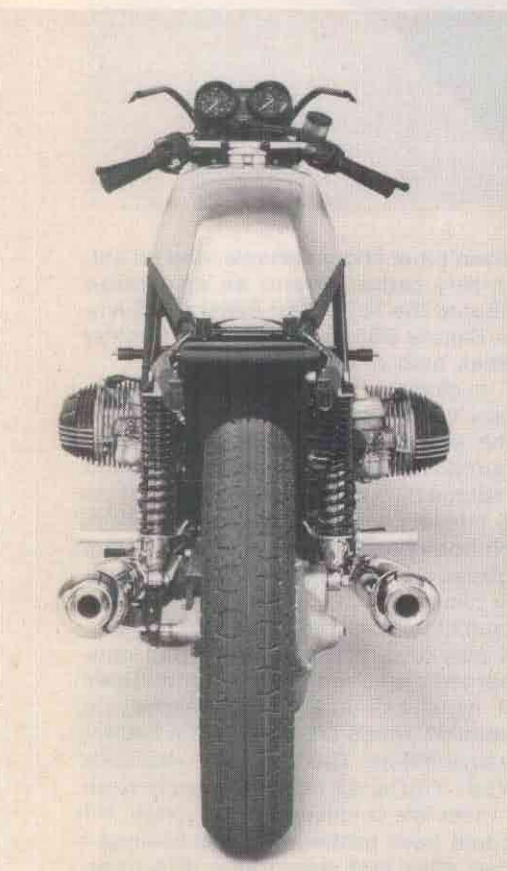
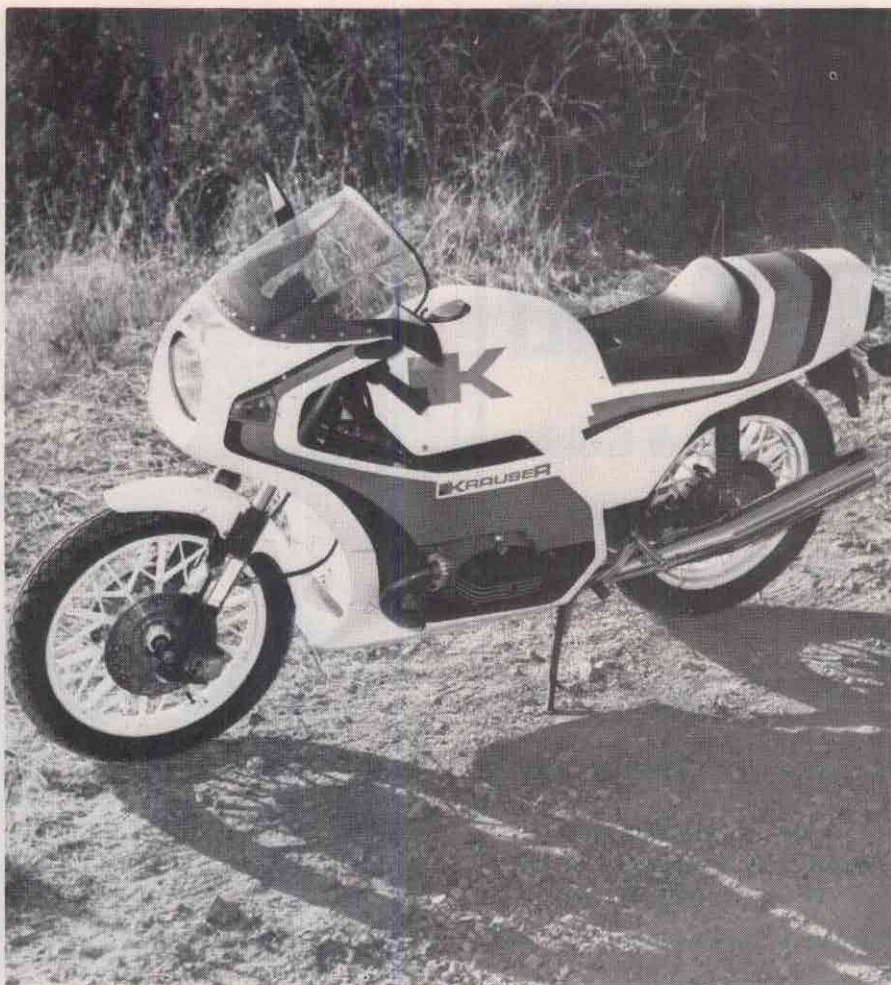
Rather than have the headlight flop around in the fairing, it mounts directly to the bike by way of a sturdy stamped steel perch—a real clean and sturdy installation.



The MKM's cockpit boasts all the familiar BMW instrumentation. Windscreen is low enough so as not to obscure vision.



Hand-crafted aluminum rearsets work like a jeweled watch—in fact the quality and workmanship on entire bike is brilliant.



With the higher engine placement, you can use every inch of Metzeler rubber.

MKM's general ride and handling properties quite familiar. But as a result of the beefed-up chassis and carefully engineered geometry, the bike is much steadier in its movements, as if it has been honed to a razor-sharp edge. Pitch her down hard through a series of choppy S-turns and the MKM shows no significant signs of wallowing or sloppiness, just a constant hunger for higher speeds. And considering the MKM's freight-train-size length, it makes directional changes incredibly quick, with the steering accuracy of a monorail on tracks! When Krauser went tire hunting he obviously knew his rubber too, because the new Metzeler V-rated tires he's mounted offer excellent control and all the cornering traction any "sane" person could possibly want. And, with a \$14,000 investment on the line, we seriously doubt whether anyone will be crazy enough to search for the MKM's limits.

A good deal of my initial infatuation with the MKM was created by its bold, GP-styled bodywork; there's nothing like a long, slippery-looking full-faired bike to pump the old ego and jerk the heads off every fellow motorcyclist within sight. Appearance-wise, you'll have to admit that Mr. Krauser did a beautiful job of creating the aerodynamically proven fiberglass monocoque body shell and fairing combina-

tion, the latter of which is basically an RS fairing modified into a Formula One design. The standard RS front turn signals have been nicely molded into the fairing and the cockpit contains the usual BMW instrumentation, including the familiar voltmeter and quartz clock clicking away on the fairing dashboard. Generally, I'm not too enthused with fully glassed machines because they're usually just a hassle: the glass is always cracking, nothing fits right, the vibration is terrible and the seating arrangement is always uncomfortable. But I was, for the most part, really impressed with the MKM's glass layout—it's really engineered with care. Krauser does all their own fiberglass work in-house and the quality is excellent. The reinforced glass fairing pieces are all solidly secured on cushion mounts and during riding there's hardly a trace of vibration inside the cockpit. The fairing, which consists of a lower belly pan and center section, is pieced together rather intricately with 10 dzus fasteners, but it can quickly be removed entirely in roughly 15 minutes, or in sections, for accessibility. During this process the standard BMW quartz headlight remains intact with the bike, only the instrument wiring needs to be unplugged. The bodysell and plastic rear fender can also be lifted off in one

# WE PLATE MOTORCYCLE PARTS ONLY

**Chrome & Gold**

*Free Price List*  
**GIVE MAKE OF CYCLE**

**B BROWN'S**<sup>TM</sup>

**PLATING SERVICE, INC.**

**Route #5, Box 534  
Paducah, Kentucky 42001  
Phone 502-554-1146**



## Learn Motorcycle Repair ★ TRAIN AT HOME TO BE A Motorcycle Mechanic



**If you like to ride a cycle for fun... learn how to fix it for profit!** Can you imagine a better way to earn your living, whether you choose to work in a cycle shop for someone else or decide to start your own cycle repair business? Now, thanks to North American, there's a fast, easy way to get training at home in your spare time.

No need to quit school or your job. Experts show you step-by-step everything from minor tune-ups to major overhauls.

**Street Bikes!  
Dirt Bikes!  
Choppers!**

### CYCLES ARE BIG BUSINESS ... AND SO IS FIXING THEM!

There are more than 5 million cycles registered in the U.S. today. Plus an estimated million more dirt bikes. And they all need maintenance.

Graduation from this course does not insure that you will get a job. To find out how our graduates have done, send for our job placement record.

#### INCLUDED TO START YOU FAST! SPECIAL CYCLE TOOLS & TEST INSTRUMENTS

Professional tools plus your North American "know how" help you become a skilled mechanic. We teach you how to use wrenches, sockets, impact screwdrivers, timing lights, electrical test instruments, compression gauges, vacuum gauges, degree wheels, soldering irons, ignition wrench sets, dial indicators and much, much more! We even include a set of special cycle tools and instruments to get you started fast! Find out all about it now. Send for **FREE CAREER INFORMATION**. No cost, no obligation... now or ever! Rush coupon today.



Careers by Home Study  
**NORTH AMERICAN SCHOOL OF MOTORCYCLE REPAIR**  
4500 Campus Drive, Dept. ECOAO Newport Beach, CA 92660  
Rush free color brochure and full information on how I can learn motorcycle repair. Check here for GI or VA   
NAME \_\_\_\_\_ AGE \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

piece quite easily with the removal of four nuts located under the seat. Krauser informed us that a passenger seat is available upon request and they'll even paint the machine to order. And, in the event the Krauser showpiece falls off the mantle into the fireplace, parts are available.

In addition to selling the house, car and disowning the wife and kids, you'll have to make one more small sacrifice to own the MKM: your body. As you might expect from a racetrack-to-street motorcycle, the MKM leaves a little to be desired in the comfort department. Depending on your body structure and the way you ride—sitting forward or way rearward—you may or may not feel at home on the MKM. In order for me to comfortably reach the bars, I was forced to slide up tightly against the tank—and then my knees were playing dodgeball with the fairing. And the seat certainly doesn't offer much more than an hour's worth of bun protection. But nevertheless, I

wasn't that uncomfortable, and I'd definitely rather spend an afternoon aboard the MKM than either the Suzuki Bimota SB3 or Vetter's new Mystery Ship, both of which I've ridden.

In closing, let's just keep the old fantasy flaming and assume you do have the kind of money that's required to purchase the MKM. Keeping in mind that the bike has absolutely no warranty implied, and that that's a dead-stock 60-horsepower motor beneath all that glasswork, is it really worth the ungodly price of \$14,000? Well, if you're the type of person who can afford five-digit play toys, you probably aren't concerned over denominative worth. Does it work like a \$14,000 motorcycle should? That's the real bottom line for heavy hitters. The answer is definitely YES! You've all heard the expression "I feel like a million bucks". Well, if I could have cashed in those feelings I had after that memorable afternoon ride, that MKM would definitely be sitting in my garage right this minute! **AM**