

2002-04 BMW R1100S BOXER CUP REPLICA

When BMW went racing to boost its sporting image, a road version of their track bike quickly followed. The limited-edition replica now has cult appeal

GEOFF BURGESS

Geoff, 52, works for the NHS, owns a Harley and an '02 Boxer Cup Rep.



NIGEL WOOD

62-year-old MD Nigel has a heavily modified 2003 Boxer Cup Rep.



PAUL BENSON

Engineer Paul, 39, is based in Yorkshire and bought his Boxer Cup Replica in 2003.



WHY I HAD TO HAVE ONE

Geoff: "I went touring in France on my Harley, and found I couldn't keep up with a mate who had a VFR800. I also missed out on a limited edition BMW in the '70s and didn't want to make the same mistake, so I bought number 17 of the 25 that BMW made."

Nigel: "I've owned all kinds of bikes, but I always come back to BMW. I'm that BMW type I suppose. I like track days, even though I'm in my sixties, and love showing Japanese sports bike owners how a BMW twin can go around a twisty circuit."

Paul: "I bought the Boxer Cup as I thought it looked great in the race colours, and I wanted to slow down after having bikes like the Hayabusa, where one twist of the throttle sees you doing warp factor nine."

PERFORMANCE

Geoff: "I liked the R1100S when it came out and really – apart from the naff standard paintwork and quiet exhaust – thought it

was a perfect sports-tourer. The Boxer Cup sorted those issues and although it isn't incredibly fast I think it handles really well. I've fitted Laser pipes, an ECU chip, braided hoses, rear hugger and cylinder head protectors and can keep up with the VFR now without any problems..."

Nigel: "It's a myth that Boxer Cup bikes have more power than a stock R1100S – as far as I know the only difference is that the 2004 BCR had Laser cans on it. I have lightened mine, de-welded the exhaust, increasing the available volume by 20%, and fitted a K1200RS fuel pressure regulator to make it run better at lower rpm. Power is now 102bhp at the rear wheel."

Paul: "There's an opinion in the UK that BMW equals old man's machine. But the Boxer Cup can be ridden as fast your ability allows. OK, it makes just under 100bhp, maybe a bit more with the Laser pipes and BB power chip I have on it, but it handles superbly, especially on bumpy roads. I've added an Ohlins shock at the back end, too."

It really is versatile and feels very solid and trustworthy when you're pushing it hard."

RIDING

Geoff: "I think the fuel tank is a bit small; it looks huge but you can only get 140-ish miles from it. Apart from that it's a great tourer, with my hard panniers and sat nav."

Nigel: "It is a great handling bike; very stable with precise steering, too. I love grippy Metzeler Sportec M1s, although I chew them up in about 1500 miles, but that is with track use and I don't hang about."

Paul: "I did Nick Sanders' Moto Challenge in 2004 and found myself ahead of guys on R1s, all sorts. Then I fell off, flew through the air and landed in a river. The bike snapped its sub-frame and was a category D write-off, but I loved it so I bought it from the insurance company and fixed it!"

OWNING

Geoff: "The finish isn't brilliant – some bits corrode around the Telelever front end, just

like on the stock R1100S. It is also hard to crank over sometimes; I reckon the standard battery is a bit weak. But it's totally reliable in 8500 miles and as I do much of my own servicing, I don't find it expensive to run."

Nigel: "I like the Boxer Cup's rarity value and because BMW GB and BMW America have also done their own 1100S specials, there are unique versions about, too. I reckon the blue/white/red bikes of 2004 are the best. BMWs are reliable, but expensive to run. Servicing isn't cheap, nor are parts. As I make carbon-fibre for a living, parts prices don't worry me too much, but a 2004 Boxer Cup's belly pan is around £1400!"

Paul: "The paint and the overall finish is a bit rubbish to be honest, I expected more from a BMW. But although it will never look mint – partly because I binned it – I have found it to be totally reliable. The nicest thing about owning the Boxer Cup is that it always starts a debate among bikers over its looks."



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THE Boxer Cup replica is the bike that proved that a BMW twin could be a decent sports bike

MCN SAYS

PROS...

- ✓ Exclusivity
- ✓ Top-drawer handling

CONS...

- ✗ Questionable finish
- ✗ Expensive parts prices if you drop it

OWNERS' TOP TIPS

Geoff: "The fuel filler can sometimes splash back, so I drilled a small hole in the tank near the filler cap so that air could escape quicker as I filled up."

Nigel: "I'd be mad if I didn't mention my carbon rocker covers, wouldn't I? Also, if you have dropped your Boxer Cup, hunt down some magnesium covers from the standard R1100S - they're lighter than Boxer Cup ones."

Paul: "If you're doing up a written-off BMW you might find top class aftermarket parts like Ohlins are cheaper than stock factory items."

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MCN quick guide

BMW's R1100S won the marque new fans in 1999 and from its launch UK buyers could buy a hopped-up version with Sportmoto extras (ECU chip, stainless exhaust silencer) with a claimed 11% power boost and 2.2kg weight loss.

That summer, BMW launched their one-make Boxer Cup race series, which ran as a GP support series from 1999-2004. In 2002 BMW GB announced a limited run of 25 machines. These were kitted R1100S Sport models, with new paint, numbered plaque,

heated grips and a Union Jack belly pan. Laser end cans and Goodridge hoses were free at the first service.

After these sold well, BMW produced a further 317 Boxer Cup replicas between 2003-04. The 2003 changes were largely cosmetic, but with a slightly lower Telelever front end to sharpen the steering a tad. In 2004 BMW gave the Boxer Cup a serious makeover, and - so the factory claimed - the same power as the race bikes. They retailed for £9200.

When the K1200S and R sport bikes arrived in 2005 the replica was discontinued.

EXPERT VIEW

"Nobody expected it to be a credible race bike, so it was great to see it do well. I remember watching Richard Cooper start from the back at Oulton Park once and pass half the field - it was such a stable bike that sheer rider ability outweighed power.

"The rules were strict, so it was pretty much as the road machine, except with a different ECU chip to enrich the mixture - it didn't boost power, it just saved the valve seats and boosted throttle response out of the corners." **Mark Fisher, BMW Boxer Cup team manager**

BMW R1100S BOXER CUP REP

★★★★★
COST NEW: **£9200**

USED PRICES:
2002: **£5500-£6000**
2003: **£5500-£6500**
2004: **£6000-£7300**

POWER (claimed): **98bhp**
TORQUE (claimed): **70ftlb**
WEIGHT: **229kg**

MODEL CHANGES

2002 - Boxer Cup introduced
2003 - Lower front end
2004 - New rear shock, mirrors, paintscheme, bellypan, more power

TECHNICAL SPEC

Engine: 1085cc Boxer twin
Chassis: Tubular steel frame; engine as stressed member
Insurance group: 14 (of 17)
Top speed: 144mph

FUEL: 37mpg, 18 litres, 145 miles

SEAT HEIGHT:
800mm

RAKE: 25°
TRAIL: 100mm



WHEELBASE: 1473mm



James Ellison wears the ultra light Contour which meets the highest CE rating for back protectors. Model shown is the Contour in Urban Camo.



Don't miss MotoGP - James Ellison and Knox on Eurosport this Sunday at 12.57

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