

BMW R100RT LPN225W. (175,000miles) 100,000 miles with Shaun Mulligan.

Or in other words “ a hard life”.

I purchased the old girl in dec 93, with the cash my old dad left me. Ironic that when I was 16 he said “your not having a bike here” so I bought a Francis Barnet and kept it in a friends garage.

He had his old Bantam and a 150cc James in the shed!. I was well annoyed when he gave them both away. I suppose I sort of got my own back by using my inheritance to buy the RT. (That's right I didn't get left much)

I had been using a K75s and found it hard on the rough roads where I worked around Tunbridge/Sevenoaks,the RT certainly was softer and Brenda and me found it was good for our touring to France and Spain etc.so it didn't take long to add to the 75000.miles it had already done,turning its 100,000 through LeMans August 95. That holiday was the first time it let me down, a failed ignition unit/”beancan”. Green Flag sorted that while we sunned ourselves near Biarritz. Pensioned off to be a winter/ride to work Hack it took a long time to turn our “joint” 100,000miles on a club run to Manston Kent March 2009.

The clutch failed after 140,000miles, followed, annoyingly by the gearbox losing 4th and 5th gears at 150,000 miles, so it was a gearbox job out again and a second-hand box through the journal along with a bevel drive unit as the splines were pointed! Very worn.

A set of progressive fork springs and Ikon rear shocks firmed and lifted the sagging which came with “maturity”and cornering became less dramatic!

She gave me a few sideways looks when I bought an R1100GS and then used her mainly in the winter months. Got her own back when the beancan/ignition failed again returning from the Hippo in atrocious weather,the previous replacement unit having done 48Kmiles.I fitted a new Hall Affect sensor this time to the original beancan, fiddly but economical.

All servicing done by myself,at 5000m engine and 10,000 gearbox,bevel and shaft etc. Service parts mainly from James Sherlock who has always been helpful and I usually receive them the next day or so.

A very different beast to ride, likes to be ridden smoothly with a little prior notice for braking, she has Brembos all round which work better than the ATEs fitted on older versions.

Engine being the 70bhp version, with the lighter clutch and flywheel is smooth if not slogged in lower gears, cruises at any sensible speed and has shown indicated “125mph “, downhill,wind behind. Still gets the occasional 100mph blast to clear the lungs.(yes, ok !).

Uses fuel with lead replacement added at 45plus mpg,gentle use gives over 50mpg but then she gets bored .Uses very little oil rarely needing top up between changes when not worked hard.

Tyres, always use black ones, have tried all leading brands and they all work well enough.

The only mishaps she,s had , going “down the road” in the snow when she can slide gracefully on the crash bar and cylinder. With only scratches to show,(the hazards for a winter hack) and an off in the sand of a forest track in Holland. Unfortunately this broke Brendas ankle. I cut her a nice walking stick, we strapped up her ankle, rode to Cochem, Germany where we decided as it was now “clicking” it must be broke!

Medical insurance covered her flight home after four days in the Krankenhaus. She refused to go on the Boxer after that so we had to have the GS. There's a moral there somewhere.

The Boxer is a nice bike for the winter, never get frozen feet with them pots sticking out, I have taken the fairing lowers off for summer use but it can still get hot with that RT fairing, hence has become the winter hack while I ride the GS in better weather.

Shaun Mulligan S/E Section. 29 11 09