

Overkill

I had to restrain I almost pined in my new leather pants! Today, I saw my first media press for the long-awaited new Kawasaki ZX1000, and I can't wait to get my hands on one. Finally, one of the major manufacturers is stepping up to the plate to give American cruiser riders what we really want—total overkillness.

I mean, the Honda VT1300 was a decent idea, one that the Kawasaki Vulcan 2000 took another step in the right direction, and the mockups of Triumph's soon-to-be Rocket III gave me real hope for the future—but now we're talking business! I just don't know why it took them so long to get the message. You'd think the success of the Bikes Here, not to mention the media frenzy caused by the Chrysler Tomahawk, would have made them realize before now that what we want and need in motorcycling is something so outrageously and greedily over the top that it boggles the mind. That's the American Way. And if you don't believe it, then please explain to me the rationale behind the success of the Cadillac Escalade, will you?

Anyway, all remaining aside, the fact is we're finally getting what we want and deserve, and I for one, couldn't be happier. Sure, I suppose the sheer bulk of the 9.0-liter V-4 means you won't be flinching it through the mountain trails with any great ease, but hey, what do you expect from the world's first half-ton motorcycle? What really counts, and where this bike should shine, is in those fire-starting, window-smashing, stoplight-to-stoplight lapses that are what real motorcycling is all about. And as further proof that KVM is dedicated to its customers' eye-needs, the stock pipes are attached only with thumb screws. You don't even need any tools to remove them and slip on some thin-walled megaphones guaranteed to leave bystanders blowing from their ears! Is that cool, or what?

Of course, bringing 1,000 pounds of motorcycle to a stop at the next light, after hitting the top in the middle of the block, is another problem, but the manufacturer has taken this into consideration also, and fitted the ZX1000 with quadricycle disc brakes in the rear, each with double-action, 11-piston calipers. Taking a cue from BMW, the brakes are power-assisted, but without any of that stupid, wimpy ABS stuff. (Don't they understand that disabling it almost as important as doing homework?) And, of course, the front brake is a token single-disc, single-action, single caliper unit, just to keep the DOT off their case. Do you think those ideas in the federal government will ever learn that front brakes on a motorcycle are almost



as dangerous as those big stupid helmets that block your vision and hearing, and make your brain overheat!

The all-chrome, 22-gallon gas tank provides a flat, mirrored surface in front of you reflective enough that you could stare in it, if you ever wanted to do anything so dumb, but more importantly provides you with a perfect way to check out your "attitude" before cruising through that herd of babes up ahead. In addition, one nice sunny day you could save you a trip to the tanning salon this week. Especially if you ride bare-chested, but a word of caution, however—I know some of you over ride without your sunglasses, even at night, but that becomes even more important with this bike. With the sun in just the right position, I've heard this tank is actually capable of doing permanent retinal damage.

Ramps on a full tank of gas is said to be a more-than-adequate 87 miles, which should get you through a whole weekend of riding, even if you stop at five or six hours instead of the usual two or three. And in addition, the manufacturer has also thoughtfully provided a pillow pad—rock hard and only four inches wide, to make sure that no fat chicks ask you for a ride, and has removed any protrusions that could be used as handlebars, so that the honey you picked up in the lounge is going to have to wrap her arms around you if she doesn't want her wet bouncing off the asphalt.

Just to prove that KVM really understands what true cruiser cycling is all about, the fire company logo that adorns the bike are easily and quickly removable, and to replace them, such cover is provided with their choice of overkill, bonus copies of the West Coast Choppers or Orange County Choppers logos. Why let your friends think you only paid \$45,000 for that monster,

when you could BS them that you actually handled over 150 grand to one of those greedy TV dealers? In addition, the manufacturer has handled deals with all the major aftermarket players, to assure all ZX1000 owners that chrome and/or billet replicas of virtually every single part on the ZX1000 will soon be available for purchase, many with extensive engravings of Nazi insignias and/or large-breasted women.

The ZX1000 will come standard with the 130-horsepower, 94-hp engine, but rumor has it that a special, limited edition will also be offered, with twin turbochargers, boosting the output to nearly 450-horsepower. The LE is also said to be equipped with a drag chute, expelled from the rear with an explosive charge that can be triggered from a handlebar switch. Naturally, the price will be slightly higher, at about \$60,000—but hey, that's a bargain when you think about the bragging rights you'll be getting with this machine. Sure, it will overkill if you ride for more than 20 minutes at any speed under 90 mph, and the 6-liners generated on a full-throttle launch are enough to rip your arms out of their sockets at the shoulders, but if you can't see with the big dogs, you might as well stay on the porch.

Standard accessories include a handlebar-mounted light, sunglasses and cell phone holder, but looks for the ignition, forks and possibly even a helmet (75 is optional, and cool extra). In their place, the manufacturer offers the choice of two different stickers to attach to the bike. One says, "You touch my bike, I break you like," and the other, "Property of Hell's Angels."

In keeping with that philosophy, you probably should know that the manufacturer is also considering a policy whereby the purchaser of a KVM ZX1000 will be required to sign a "letter of intent," stating that he/she never intend to wear a helmet while riding the bike, unless required by law in their state, and even then, to wear nothing but a chrome-type, as told "for costume use only." Manufacturer's reps say this is, "To help ensure that no winners buy or ride our motorcycles. It's all about image."

Oh, as one of their marketing reps said, "Hey, serial Number One is already sold to Arnold Schwarzenegger."

Happy April Fool's Day.

—Fred Kim
Senior Editor