



**'01-'04  
GL1800  
GOLDWING**

✓ Much improved performance and handling  
X Standard-spec bike comes with fewer extras than 1500 did

## MODEL GUIDE

### 1988 (GL1500)

All-new six-cylinder Goldwing introduced. It features a 1520cc, horizontally opposed six, rear gear and fully enclosed bodywork. Grey only

### 1989 (GL1500K)

Now in red

### 1990 (GL1500L)

Brake discs now slotted instead of drilled. Colour now blue.

### 1991 (GL1500SE-M)

Now with adjustable pillion footboards, new air management system and updated hi-fi. Gold.

### 1992 (GL1500SE-N)

Now in black

### 1993 (GL1500SE-P)

Now with four-speaker stereo. Black/brown

### 1995 (GL1500SE-S)

20th anniversary model. Lower screen height, flatter side covers and lower seat

### 1996 (GL1500SE-T)

Now green or white

### 1997 (GL1500SE-V)

Now red or purple

### 1998 (GL1500SE-W)

New Goldwing emblem, new style cylinder head, new silencers. In black, red or beige.

### 1999 (GL1500SE-X)

Now black, red or green

### 2000 (GL1500SE-Y)

Now blue, red or green

### 2001 (GL1800SE-I)

Complete update with 1832cc engine, lighter frame, 18in front and 16in rear wheels, new 45mm front forks, side mounted radiators and all-new bodywork

### 2003 (GL1800SE-J)

Now blue, red or green

## ONE DAY WITH... WORLD FIRST TEST

### 2005 DUCATI MULTISTRADA 1000 S

**MULTISTRADA S gains Ohlins front and rear suspension**



# Suspension upgrade looks great, adds little

## WHAT'S CHANGED?

DUCATI has taken the standard Multistrada DS and added fully-adjustable Ohlins suspension to create the 'S' model. It has also waved its magic cosmetic wand by adding a splash of carbon-fibre on the front mudguard and timing belt covers. The screen is slightly larger than on the stock DS.

## IS IT ANY BETTER?

THE Ohlins suspension doesn't just look good, it does a sound job of turning crap British roads into racetrack-smooth stretches of tarmac. There's more suspension travel compared to a sports bike, and it's slightly softer than one, too. Everything is soaked up through those lovely yellow suspenders.

On some bumpy back roads it is possible to attack a section quicker than you would on a sports bike, which would be flapping desperately trying to break your thumbs on the tank.

So the suspension is plush and lovely looking, but, and this is really big but, what was wrong with it in the first place? Nothing at all.

Do you really need Ohlins on a sports tourer? If I had to be picky the only weak handling point of the stock Multistrada is the ground clearance or the tyres, not the suspension.

## PUNCHY 992cc twin is the same as standard model



riding position mean you can attack traffic or tight hairpin roads with ease.

The clocks are some of the best on the market and look stunning at night. You get a speedo and rev counter and all the idiot lights but you also get a computer which gives average speed, remaining fuel and average economy. Obviously this varies depending on how you ride, but a 90mph cruise equates to around 40mpg.

## IS IT WORTH IT?

AT the risk of being struck off Ducati's Christmas card list – the S isn't worth £745 more than the standard DS because there's nothing wrong with the standard bike. The S's gold Ohlins look good, especially as they contrast so well with the black paint on our test bike, and if that's all you want then fine.

## AND WHAT ABOUT THE REST OF IT?

THE engine is the same air-cooled two-valve-per-cylinder lump as the DS, pushing a claimed 92bhp through the back wheel and gearing is the same, so it doesn't feel any quicker than the standard bike – that equates to around 135mph flat-out.

Low down there's plenty of grunt to get the front wheel up in the first two gears. The punchy motor and high

I like the large screen as it makes a big difference to comfort, and the carbon-fibre bits aren't overdone. But instead of the Ohlins I'd have preferred Ducati to spend its money elsewhere, like fitting Termignoni cans for that proper Ducati sound, or even handlebar protectors or satellite navigation for touring.

I must be getting old, but I'd rather save my money and get the under-rated standard bike.

# v GL1800

on it. The 1500 can be a bit of a beast and is known to wallow and weave through corners, especially if loaded up. But the 18 doesn't. The 1500 is also more difficult to manage at low speed. By contrast, I've only dropped my 1800 once. The 1800's riding position is also much more comfy – but some pillions prefer the 1500 as it has adjustable pillion pegs."

## OWNING

Peter: "Both are reliable provided they get appropriate servicing – for example, although the 1500's cam belts are supposed to be maintenance free, they do need the occasional check or they can break. Goldwings tend to be owned by people who are good at polishing them, but haven't necessarily looked after them underneath. That's why you need a thorough service record."

Charles: "I've now done 22,000 miles on my 1800 and have had no problems at all, but it's not perfect. It'd be nice to have wider service intervals for one thing. I commute 100 miles a day and so it's due a service every six weeks or so. I've given up on the heated grips and gone back to thick gloves whereas the speakers are so poor you can't even hear Radio 4 at speed."

Tim: "The 1500 is very reliable – almost bombproof. A few machines have had gearbox problems and some later bikes have had alternator problems, but these are the exceptions rather than the rule. The build quality seems to have suffered with the 1800 – the plastics are more flimsy than the 1500 for example. I suppose they've tried to make it lighter and that's how they've done it."

## PANEL'S VERDICT

Peter: "I'd recommend anyone to go for the 1800, no doubt at all. That said, there's still nothing of its era to compare with a 1500."

Charles: "There's no doubt that the 1800 is a better machine in most respects – you can tell it's a generation apart. But if luggage space is important and you're going to do a lot of touring then you'll probably be quite happy with a 15."

Tim: "I don't think the 1800 looks like a Goldwing anymore. On a 1500 people look, hang out of car windows etc, but on the 1800 you feel more anonymous. So, if you want to be a poseur, the 1500 is a great machine, but, as a rider, I prefer the handling of the 1800."

## YOU CAN BE IN MCN!

If you've owned both the latest and previous models of Bandit 1200, you can take part in a future Old v New. E-mail: michael.neeves@emap.com

THE 1800 gives the Goldwing sportier looks and handling



### 1988-2000 HONDA GL1500

COST NEW IN 1998: £12,999

USED PRICES:

1992-93 £5525-£5995

1994-95 £5995-£6525

1996-97 £6575-£7250

1998-99 £7250-£8495

2000 £8950-£9475

Insurance group: 14 (of 17)

Servicing: £150 minor, £200 main.

TECHNICAL SPEC

Engine: 1520cc flat six

Power: 100bhp

Chassis: Steel spine

Weight: 362kg

Top speed: 110mph

MPG/range: 36/180 miles

### 2001-2004 HONDA GL1800

COST NEW IN 2005: £16,599

USED PRICES:

2001 £12,250-£13,295

2002 £13,295-£13,695

2003 £13,695-£14,095

2004 £14,895-£15,295

Insurance group: 15 (of 17)

Servicing: £150 minor, £220 main.

TECHNICAL SPEC

Engine: 1832cc flat six

Power: 119bhp

Chassis: Aluminium twin-spar

Weight: 363kg

Top speed: 130mph

MPG/range: 33/190 miles



TRIP computer is standard



OHLINS suspension all round

## MCN SAYS:

- ✓ Looks great
- ✓ Ohlins add street cred
- ✗ £745 more 1000 DS
- ✗ Same power as stock bike

## DUCATI MULTISTRADA 1000 S

★★★★★

COST: £8495

POWER (claimed): 92bhp

TORQUE (claimed): 68ftlb

WEIGHT (claimed): 196kg

Available: Now

Colours: Black, red

New for 2005: New model

Insurance group: 15 (of 17)

Info: Ducati UK, 0845-122-2996

## TECHNICAL SPEC

Engine 992cc air-cooled 4v four-stroke V-twin

Chassis Tubular steel trellis frame,

Ohlins 43mm fully-adjustable USD

forks and Ohlins fully-adjustable

rear shock. 2 x 320mm front discs

with four-piston calipers, 245mm

rear disc with two-piston caliper.

Tyres: 120/70 x 17 front, 180/55 x 17 rear