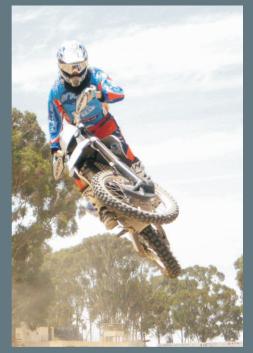




o we are a whole year down the line with Donford Motorrad's BMW G450X, it's undergone quite a few changes but the biggest change has been The one area that has been left untouched has been the engine itself.

A few months ago we looked at the Power Commander V that was fitted onto to the Hexcode ride soon after, but time never played fair with us.





Well, finally we got the chance to test it back to back with our race bike. This really turned out to be

Our Donford race bike is fitted with a 14 tooth front



Hex Diagnostics bike is still running a 15 front

The first test was standing starts. With the bike set in the 30kw mode it pulled Ok off the line but was lagging a bit. Our race bike held on quite easily.

pulled and the taller gearing didn't inhibit the getaway at all. The bike just pulled through gears gaining speed extremely rapidly. Of the two tests over the start straight at Zone7 track the 450 pulled 111kmph in 'slow' mode and 120kmph in full power

Out on the enduro loop the bike was very tame in fairly well for technical stuff. The power reduction seriously saves you energy and makes it smooth. Having said this we prefer the top power mode. It's need to be and carries the bikes weight easier when cornering. It pulls from way down low with

The Power Commander is not just a plug and play piece of kit. It essentially allows you to personalise your engine performance. Much the same as you would set up your suspensions to your own needs. But unless you have your own dyno and a wealth of knowledge about engine mapping don't try this at home. Julian from Superbike Solutions is our guru

placed on the motor is actually quite humbling. The engine mapping was set to give the best performance running the taller gearing while aiming consumption. Our track testing indicated about a 10% saving but it's not that accurate as the bikes were run separately and could well have covered different distances. None less there was definitely a

So without porting, grinding or really doing

It doesn't stop there. Hexcode, the developers of the GS911 portable diagnostic tool, have now come up with a remote booth tooth enabled reader, that can send your mapping details to your mobile, so that you can get your track data and analyse it winner for South Africa, I'm sure.

The advancement in motorcycle technology and the incorporation of funky electrickery into our never have been considered in past but that will become essential items in all workshops in the