



DISTINCTLY THE BEST

## The Front Wheel

People buy clothes, groceries and just about anything on-line so why not buy your carbon fibre wheels on the internet?

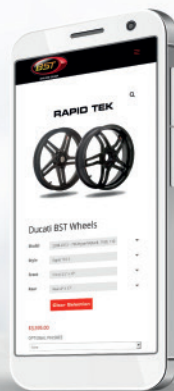
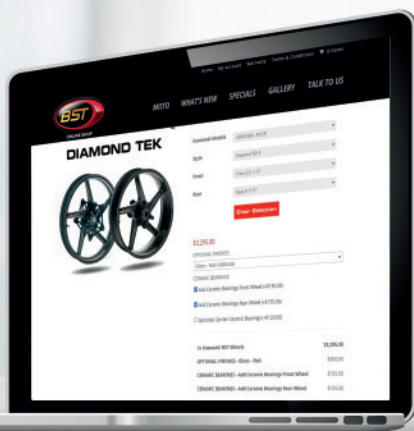
That's exactly what we thought and while there are many obstacles and challenges to sort out we reckon we're there with our portal: you can get your claws into our on-line store here: [www.bst-retail.com](http://www.bst-retail.com).

We've partnered with DHL to deliver your BST wheels directly to your door and we hope you'll find our shopping experience user-friendly. From the Home page you choose "Moto", then your brand, then your model, then the style and finally the wheel size. In many cases there are further options, but it is all extremely simple. If you disagree, let me know!

Payment is via PayPal, and delivery time in is about eight weeks from ordering. We currently have wheels for 14 bike brands, but we'll grow that – and of course soon feature hardware for machinery with more than two wheels...

Gary Turner

P.S. The first issue of Carbon Copy was well-received – we're glad you liked it. Help us keep it that way by letting us know if we ever drift off-topic





## The Products

We're no strangers to making car wheels: witness our associations with the likes of Vuhl, Donkervoort and Ariel. And yes, we're heading in that direction but not instead of motorcycle wheels...it is definitely going to be a case of "as well as".

Says Gary Turner, our design lodestone:

"The engineering requirements of a car wheel is not vastly different from a motorcycle wheel - they both need to carry a load and depending on whether it's a driven or non-driven wheel, cope with various loads simultaneously. Carbon fibre has this great ability to be 'customised' for specific engineering needs without compromising strength.

"The niche brands we've worked with have two things in common: they are lightweight cars with comparatively modest power outputs. So when I started thinking about wheels that could carry a heavier load - say, 615 kilos a corner - and cope with as much as 750kW/1 000 horsepower, I knew the R & D wouldn't be the work of an afternoon.

"The engineering team started working on a "Supercar" wheel about three years ago, and as we got ready to send this newsletter to you, our first shipment of a wheel specifically for the Porsche GT2/GT3 was being packed for shipment to California.

"So what makes our wheels better when it comes to an ideal combination of mass and strength? Once again, the fact that we use pre-preg carbon fibre - unlike others which are dry and have the resin added. If I was going to use an analogy, it is that our wheels are forged whereas others are cast..."

## The Pipeline

New wheel fitments coming soon  
(please enquire at your local dealer)

### Auto:

- Porsche 911 GT3 RS & GT2 RS
- McLaren (various models)
- BMW M (various models)
- Ford F150

### Moto: (GP TEK)

- Aprilia RSV4
- BMW S1000R/S1000RRM
- Honda CBR1000RRR
- Suzuki GSX-R
- Kawasaki ZX10R
- Yamaha R1



Eighteen and 20-inch beauties for Ford F150... crazy-light wheel to be released in 2021!

## THE NEWS



From our archives... a rare picture of the Godfather of racing wheels, Roberto Marchesini, examining an early carbon fibre hoop designed and produced by the team which morphed into Blackstone TEK. Roberto died on September 30 and the motorsport world is a poorer place for his passing. Godspeed, Roberto!



If you see this logo, you're looking at the ultimate race/track day wheel, and the lightest motorcycle wheels in existence. A pair weigh as little as 4.16 kilograms (9.17 pounds) and there is no other way to simultaneously improve performance, braking and handling...



### Social Standing

Fancy yourself in a BST jacket? We want you to join us on BST Moto's social media journey and if you do, you'll be entered in a random draw to win one! Follow both our Moto-specific social platforms - [instagram.com/moto\\_bst/](https://www.instagram.com/moto_bst/) (MOTO\_bst) and [facebook.com/BST-MOTO-110482430815485](https://www.facebook.com/BST-MOTO-110482430815485) (BST MOTO) and once we've chosen a winner and sorted your address and size, your prize will be shipped to wherever you are in the world - courtesy of DHL.

# The People

Damien Hawken is the longest-serving engineer at BST, joining in June 2007. In his time he's been involved with Arch, Vintech, Norton, Motus and Confederate Motors. Projects include body panels for the Motus MST and MST R, a fuel tank for the Norton V4RR and - currently - Arch Method 143 where not only will we supply body components but also the frame, swingarm and tank.



**What brands inspire you from a design or engineering POV?**

Tesla Inc is a brands that inspires; they've always pushed the boundaries of what can be done with electric cars in both the engineering and design. Gordan Murry Design is another company showcasing how differently you can make a supercar, using alternative aero solutions instead of big aerofoils.

**Do you have any career heroes - talking designers, engineers, architects, artists?**

I take inspiration from many people in all walks of life. These include Rory Byrne, Gordan Murray and Pierre Terblanche.

**What made you head down this career path?**

Since getting my first bike at 14, I knew I wanted to be in the automotive industry. I was introduced to composites by a lecturer and I was amazed at what they offer compared to metal counterparts. Being a petrolhead, I knew then that my ideal career would combine the automotive and composite industries.

**Why BST?**

BST offered the opportunity that I was looking for in a career, and I also love being part of a team that pushes the boundaries.

**When it comes to design, what recent trends do you love?**

The rapid prototyping options that are now available which has given the freedom to design parts that would normally not be possible due to the limitations of CNC machines.

**Did you ever think a mullet was cool?**

Hell no - hopefully that hair style never makes a comeback.



# THE TECH



The provenance of every BST product can be tracked from Day One thanks to RFID - radio-frequency identification.

With a minute chip, embedded deep in the carbon fibre itself, information - such as date of manufacture, who laid it up, who cut the carbon - can be recorded. This unique identifier can be broadcast to a cheap and simple hand-held receiver. Another useful aspect of the tech (used widely in the retail industry) is as an anti-theft deterrent and the true ownership status can be quickly and easily ascertained.

# THE REAR WHEEL



Up to 250 individual pieces of carbon fibre go into a single BST wheel. It is like a 3-D jigsaw where each one must be laid up in a specific way and sequence. That's why it is such a labour-intensive, yet skilled job and an experienced builder may spend eight hours putting the puzzle together.