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the love of motorcycling

MAY 2017

**BMW'S  
MASSIVE  
2017  
LAUNCH**

**K 1600 GT**

**S 1000 XR**

**S 1000 RR**

**S 1000 R**

**YAMAHA YXZ  
PADDLE  
FASTER!**

**PLUS:  
FLACK  
SMARTY  
COTTON**

**Winter Bike Stuff**  
**HUGE FEATURE INSIDE**

WELCOME

# May 2017

Welcome to the May issue of Cycle Torque, which features BMW's latest crop of large capacity sportsbikes and tourers - K 1600 GT, S 1000 RR, S 1000 R and the S 1000 XR.

We also fang around the ACT in Yamaha's adrenaline-pumping, paddle shifting side-by-side, the YXZ1000R SS SE.

Cotton lampoons cruisers, can Rea be the first to win three on the trot? Flack talks to some legends and Smarty has Red Mist - watch out, it's contagious!

We also have links to watch four new episodes of Cycle Torque TV. Keep an eye out for us on Foxtel (Aurora, channel 173).

I hope you enjoy the issue.

**- Ryan Grubb**  
Digital Editor



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For more information on the Yuasa Powersports range including the GYZ Series contact your nearest Yuasa reseller on **13 22 87**



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# KTM re-invents the two-stroke

**KTM will release the first fuel-injected high-performance two-stroke motorcycle ever in 2018.**

The engine will be produced in small numbers in 250 and 300cc capacities and it'll be a part of the Husqvarna line-up, too.

Development has been underway since 2012 with the target being a machine which offers the benefits of a two-stroke – low weight and high output – with the tractability and low emissions of a four-stroke.

Other benefits will include low fuel consumption, oil injection (no need to pre-mix fuel) or alter jetting.

KTM has named the technology behind the new motors Transfer Port Injection (TPI) which gives us a big hint as to how it all works, although KTM is staying tight-lipped until mid-May, when the bikes will be officially launched.

“This is an incredibly exciting development for KTM.

“We have been developing two-stroke fuel injection for some time, and our goal was to create competitive motorcycles with all the benefits of fuel injection, while fitting into our ‘Ready to Race’ mantra.

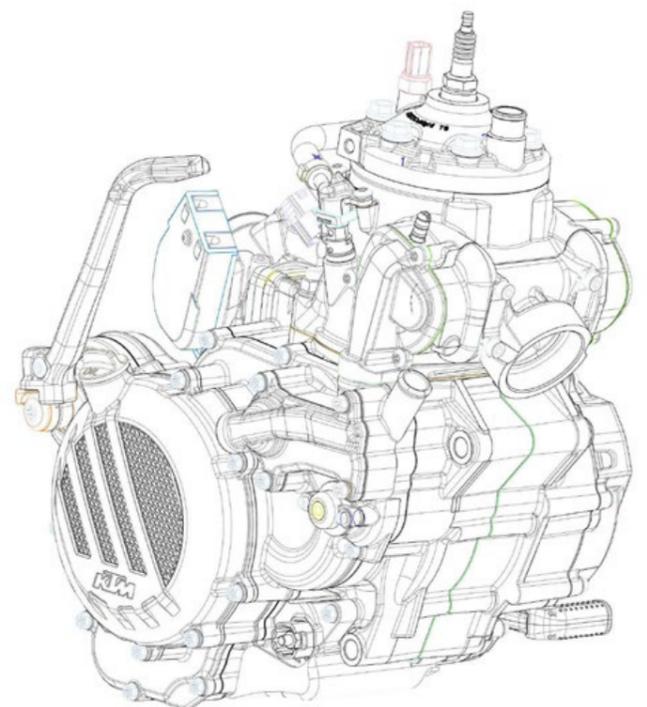
“There has been extensive testing and considerations for our research and development team to take into account during this process, so we are very motivated by this next step and world first in technology, as we take a major step forward in this segment.

“We are certainly looking forward to unveiling the new 2018 KTM 250 EXC TPI and KTM 300 EXC TPI machines in May.

“In Europe the bikes will arrive at the dealer floors in early summer.

“In the USA and Canada, the new 2018 KTM 250 XC-W TPI will be available in very limited quantities in late fall,” said Joachim Sauer, KTM Product Marketing Manager.

Australia will get some in January. ■



# VOZZ HELMETS BACK IN PRODUCTION

**INNOVATIVE** Australian motorcycle helmet manufacturer, **VOZZ Helmets** has announced the arrival of its first delivery of ECE certified helmets.

Following the VOZZ Helmets launch, back in December 2015, the VOZZ RS 1.0 helmet has undergone a few refinements to its design.

Cycle Torque spoke to Mark Bryant, VOZZ Helmets' founding director, who said the company was not completely happy with the first examples it received, so it hit the pause button.

The process took a bit longer than expected because VOZZ decided to make a range of other product improvements while it had the chance.

The production pause also co-incided with Australian helmet laws allowing ECE-approved helmets, meaning the 1698-approval had become arbitrarily costly.

The new helmet's comfort lining has been improved, aerodynamic foils have been added to both locking covers on each side of the helmet, and a different rubber compound is being used to improve the seal and minimize extraneous wind noise.

The helmet revolves around a radical rear-access hinged design which means there is no longer the need for a conventional chin-strap.

It also looks like it is much more beneficial in the case of an accident because the helmet is much easier to remove, without moving a potentially-injured rider's head or neck.

Visit [vozzhelmets.com.au](http://vozzhelmets.com.au) for more info. ■



# 100 years of Morgan & Wacker

**THE** second oldest Harley-Davidson dealership in the world, **Morgan & Wacker** was established in **Brisbane in 1917** and it is celebrating its **100th birthday on May 5 and 6.**

It is the oldest Harley-Davidson dealership in Australia and also the oldest Harley-Davidson dealership outside the USA.

Morgan & Wacker will be celebrating in style on Friday, May 5 with a special VIP event featuring Bill Davidson, the great grandson of company founder William A. Davidson and the son of Willie G. Davidson.

The affable Bill Davidson has been with the company for over 30 years in various leadership positions within the company's marketing team and played a large role in the establishment of the Harley-Davidson Museum in Milwaukee.

The Morgan & Wacker showroom at Ross St, Newstead in Queensland will be rocking for this one.

On Saturday, May 6 there will be a giant street party starting at 8.30am.

There will also be a show 'n' shine competition to end all show 'n' shines as well as live music and a heap of super discounts. ■



# Vale John Surtees

John Surtees, the only man ever to win both a motorcycle GP championship and an F1 automobile world championship, passed away on March 10 at the age of 83.

Surtees' first motorcycle crown was earned aboard an MV Agusta in 1956. He won a total of four 500 cc and three 350cc titles, while he took out the F1 championship with Ferrari in 1964.



After taking his fourth 500cc motorcycle world championship in 1960 (again aboard an MV Agusta), Surtees amassed a total of seven two-wheel championships,

Surtees eventually moved on to racing automobiles and won the F1 championship for Ferrari in 1964 after being lured to the team by Enzo Ferrari, himself.

Surtees only son Henry followed his father's footsteps into automobile racing, but was tragically killed in an F2 race in 2009.

The family started the Henry Surtees Foundation thereafter to assist people with brain injuries.

John Surtees was the oldest F1 champion at the time of his passing. ■

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## Adventure rides, tours & training

### Are you into your Adventure Biking?

Yamaha has a celebration of its WR250R and WR250X, BMW has announced a slew of Adventure events and Ducati now has a training program for Multistrada and Srambler riders.

### Yamaha

RideADV head honcho Greg 'Giant G' Yager has organised the first WR250R/X Rally at Cessnock Showgrounds in the NSW Hunter Valley, May 26-28.

Yager completed an unsupported double Simpson Crossing on a WR250R and now he's organised the WR250R/X Rally with the help of Yamaha and bLU cRU.

The weekend will include one adventure/trail ride for WR250R riders on both days and two road rides for X owners at the same time. All four rides will be lead and swept by RideADV team members.

Friday and Saturday night will feature industry workshops and guest speakers from all RideADV supporters including Yamaha Australia, Adventure Moto (luggage, riding gear, safety equipment and more), Teknik Motorsport (suspension), Barkbuster Rideworx, Link International talking Pirelli and Yager discussing RideADV, the ADV Australian development of the WRR, Simpson crossings and much more.

Camping and caravans spots will be available on site, pub and motel style accommodation within walking distance. Event sign in will open at 3pm on Friday 26 May.

Cost to join either rides is \$180.00 inc GST. Register here <http://www.rideadv.com.au/register-3/> or contact Greg Yager on 0499 089715 or email [info@rideadv.com.au](mailto:info@rideadv.com.au) for more information.

### BMW

BMW is heading for the top-end this year with the GS Safari, the West Coast with a GS/TS Safari and there's a new program, GS Tours by GS Safari, running smaller more regular events.

The 2017 GS SAFARI ENDURO – CAPE YORK, QUEENSLAND, August 5-12, will take participants from Cairns to to the Cape and back. The trip to this very remote tip of Australia provides sensational scenery and an adventurous riding experience. The GS Safari last visited Cape York in 2006 and this year's bucket list adventure is already heavily booked, so get in quick if you're interested.

The 2017 GS/TS SAFARI – PERTH, WESTERN AUSTRALIA, October 9-13, will be the first time the BMW Safari has made it to WA with a tandem GS and TS Safari – a similar programme to the original BMW Safaris – with TS riders on the road and GS riders taking to the dirt. The two groups congregate overnight for evening festivities; a time to share experiences, learnings and daily Safari highlights.

Bookings open Tuesday 20 June.

To satisfy demand and provide more intimate events for new riders, BMW Safari will be running a series of smaller adventure rides throughout 2017. These events will be run under the name 'GS Tours, by BMW Safari'.

In conjunction with the GS Tours by BMW Safari, a new initiative called the 'Bring a Buddy programme' has been launched to introduce new riders to the adventure scene. A GS rider can now bring a buddy friend, even if they ride another brand.

GS Tour participation will be capped for a smaller number of riders and tour support will be provided in typical BMW Safari style.

Dates include Mt Seaview NSW in Late May and a Simpson Desert Crossing (with the Finke race) in June.

More information at [www.bmwsafari.com](http://www.bmwsafari.com)

### Ducati

Ducati Australia has announced the D-A-R-E program powered by Motor School - a rider training and rider experience program developed to enhance the off-road riding experience of Ducati owners.

The program boasts two levels of training to ensure riders have the adequate skills to master their Ducati in a variety of terrain, whilst designed to assist owner's progress from a basic level of riding skill.

After Level 1 riders are equipped to start building on their skills base to gain a true relationship with their machine.

Level 1 covers the basics including understanding the electronics, bike setup, balance, clutch/throttle/brake control, ascents and descents and hill starts.

Level 2 moves on to more advanced techniques and prepares riders for longer expeditions. There's unsealed surface training and the degree of difficulty will rise during the day.

The program covers packing and maintaining the bike on long treks and a variety of tips relevant to adventure bike touring on a Ducati.

The program is offered in QLD, NSW and Victoria, where a range of DUCATI motorcycles will be available for use on the programs.

An additional feature to be launched are the D-A-R-E expeditions, which allows owners to test their skills in real world riding situations whilst appreciating some of the amazing country on offer.

D-A-R-E will offer treks ranging from 2 days to 10 days with an annual expedition.

The expeditions will be fully supported, with a support truck to cater to all of the expedition's needs. Contact D-A-R-E or check out the website for more information.

1300 01 DARE (3273) [www.d-a-r-e.com.au](http://www.d-a-r-e.com.au) ■

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## NEWS TORQUE

# Brook takes Trackmasters

The 28th staging of the Trackmasters meeting at the Barleigh Ranch Raceway (Newcastle) recently provided some superb action as some of Australia's best riders fought it out for honours.

The feature event, the first staging of the Rod Allen Memorial Pro Open Trophy, was as an exciting race as fans could hope for with teenager Jarred Brook passing Damien Koppe on the last corner. The Queensland 1-2 was followed by local teenager Mackenzie Childs in third and Luke Richards fourth.

Brook actually scored a clean-sweep of his three classes leading home Childs, Richards and Koppe in the Pro 450 final, while in the Pro 250 class Brook beat Boyd Hollis, Bayley James and Bailey Spencer.

Staged by the Hunter Motor Cycle Club, and sponsored by Chris Watson Motorcycles and Honda Australia, the meeting attracted riders from as far away as Townsville and Melbourne.

Meeting organisers added a shoot-out to the program with the top 12 riders who had qualified for the Pro Open final engaged in a series of match races where the winner stayed on the track to take on his next opponent.

Damien Koppe won an exciting finale to the shoot-out beating Paul Caslick – significantly the two oldest riders in the competition outdoing the entire younger brigade.

Other 2-wheel winners in the seniors were Paul Caslick (Over 35s), Jake Farnsworth (Pre '90 machines) and the very impressive Sally Smith who beat Kelly Brown and Bree-Anna Etheridge in the Pro Womens Open.

The first staging of the George Watson Memorial Trophy for dirt track sidecars resulted in a 1-2 finish for two teams from Gunnedah – with debutants Jim Jobling and passenger Nathan Damir outpointing Brett Pearce and passenger Andy Harrison.

Junior racing again showed that the future of the sport is in good hands as many talented youngsters provided their share of exciting racing.

Billy Van Eerde from Singleton was again the standout in the older age brackets winning two classes and beaten by Harry Maxwell from Proserpine in the other, while Kye Andrews of Taree was also prominent.



Interstate riders won six of the ten junior classes with Gold Coast duo Jett Kubelka and Harrison Voight each claiming two class wins and Brisbane rider Glenn Nelson also a winner.

Luke Bush from Kurri Kurri and Jayden Holder from Kempsey scored class wins.

A special mention must be made of Damien Koppe and Kayden Downing from Townville who undertook the long drive south for the meeting. They picked up Harry Maxwell and his bike in Proserpine and then had to detour inland to get around the Rockhampton floodwaters. Each of the trio was rewarded with impressive displays.

— Peter Baker

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## U-TURN

# Cruisers are crap

**ANYONE** who thinks cruisers are comfortable hasn't ridden **ANYTHING** else.

I mean just because it has a padded seat doesn't mean Australia's pot-holed roads won't send a jolt of spine-compacting energy through you at every opportunity, aided by the pogo-sticks disguised as suspension units fitted to cruisers.

Might as well buy an old WLA Harley, they didn't even pretend to have rear suspension.

Then there's the riding position. Sitting stright up in the wind, arms stretched forward and up to some-sort of 'Mini Ape-Hanger'. All apes are protected these days, you can't hang any of them - although there are a few primates I know who should be...

Is capital punishment to much to ask?

Anyway, back to the crap called cruisers. So while you're sitting at the traffic lights the riding position is perfect, because the breeze isn't trying to push you off the back of the bike, but by 80km/h you're using your upper body to hold yourself up into the breeze... which is Bull-Shit. What's wrong with leaning into the wind a bit, so the breeze lifts you off the 'bars?

And then there's the position of the footpegs. More Bull-Shit. They seem to be getting further and further forward with each new model - there isn't a snowball's chance in hell you'll be able to get your arse out of the saddle so your knees can take the shock of running over a pothole, speedbump or Yaris.

And heavy. Bull-Shit heavy. What do they do, fill the frames with concrete? How can these things weigh twice that of a sportsbike? Double! No wonder they are so bloody hard to park, and they don't even have reverse gear.

Then there's the engine. 'Relaxing', 'Charming' and 'Cruisy' is how I've seen those softies they call road testers describe those motors, but we all know that's being polite for gutless, overweight boat anchors.

Fact is they don't make enough horsepower to out-drag a tired Commodore off the lights.

Well, OK, some of them can. That Harley-Davidson CVO Breakout looked like it had serious mumbo, like the Triumph Thunderbird, the big-bore metric cruisers and the Thunderstroke Indian motor, too.



*Cruisers like Harley-Davidson's CVO Pro Street Breakout can have some serious mumbo*

And besides, going fast these days will just get you walking, because the punishment for getting caught is Bull-Shit.

And the chicks dig cruisers. They like the high, thickly-padded seats with the good view, and the ability to give the rider a swift whack if they aren't behaving.

So cruisers can do good things for your social life.

And they do let you take in the scenery as you plod along at the speed limit, which can be a very special experience through the Snowy Mountains, Black Spur, Barossa or Gold Coast Hinterland.

And they don't age, either. An old cruiser can be just as good as a newer one. That can help resale values, too.

Two-up on a nice day nothing could be finer than doing 69 in the slow lane on a cruiser, because cruisers are quite cool indeed.

**- Norman Cotton**

[norman@cycletorque.com.au](mailto:norman@cycletorque.com.au)

*In the April Digital edition, Norman pulls the wool on sportsbikes. Read his jilted perspective at [cycletorque.com.au/apr17](http://cycletorque.com.au/apr17)*

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BONNEVILLE



FOR THE RIDE

EDITORIAL

# Could Rea be the first?

Did you know that if Johnathan Rea wins this year's Superbike World Championship, he will be the first rider ever to win three titles on the trot?

A few men have won two titles back-to-back, Rea included, but three has always been out of reach.

To do so would put Rea's achievements in World Supers ahead of so many legends of the sport including Troy Bayliss, Troy Corser, Doug Polen, Fred Merkel and possibly even Carl Fogarty, although Foggy does have four titles against his name.

So far Rea is looking good, with five wins out of six races. These results are even better once you consider race one winners start from ninth position on the grid in race two this year as the officials shuffle the grid in order to try to make the races even closer.

While the rule change hasn't resulted in more race winners just yet, we can only really say for sure that it has stopped Rea from checking out of races so far... Luck certainly comes into play when you consider the all-too-important dash to the first turn can result in chaotic scenes. Rea has so-far been lucky not to be cannoned into. It's a long season though so anything can happen.

Keep in mind the Northern Irishman looked this good early on in last year's championship, with his worst result a third in the first 17 races, until Race 2 at Laguna Seca, where he finished 18th.

In the next race, held in Germany, Rea had his worst result of the season, crashing out of the first race early on. The consummate professional returned to the top step in race two however, but he couldn't manage to take another win for the rest of the season.

Two races out of the points meant the 2016 championship ended up going down to the final round.

So who can beat him?

Chaz Davies has had some epic battles with Rea already this year, but has had two crashes which have been costly - one was on the penultimate



lap, while leading... In the four races Davies has finished, only 5.863 seconds separates him from Rea. Incredible!

World Superbike commentator, Steve English wrote about how Davies has bounced back after crashes:

"Coming back from his fast crash on Saturday to claim the win [in Aragon] was hugely impressive from Davies, considering the momentum that Rea had built up in the course of those five victories.

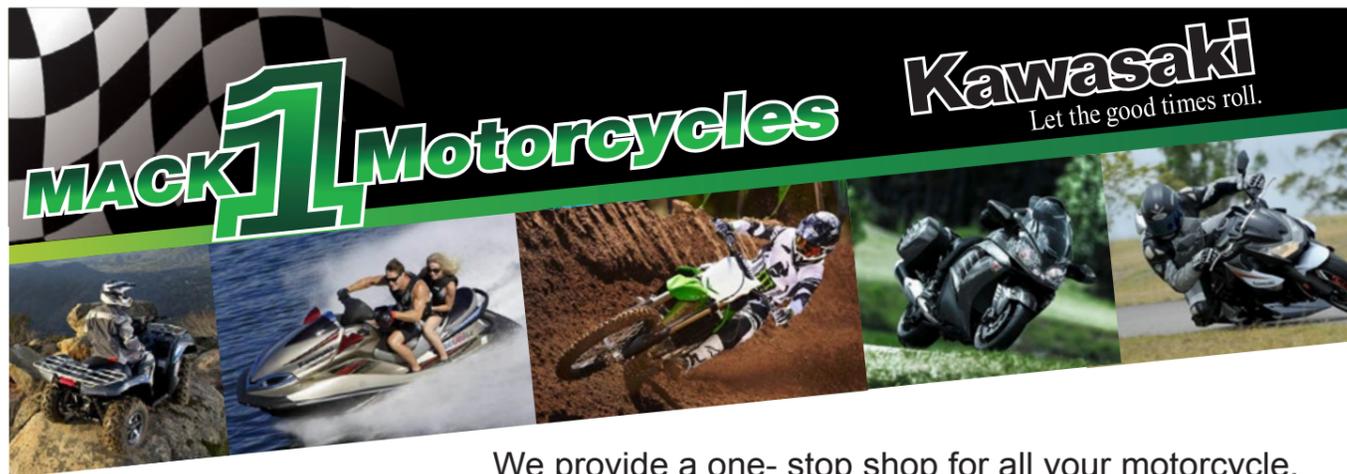
"The mistake in Race 1 was a very costly error from Davies, and one that should have been avoided, given how difficult it would have been for Rea to overtake into turn 16, but with the Ducati and Kawasaki working in such polar opposites in Aragon it was a clear example of the pressure that riders are under in races."

Tom Sykes has certainly kept it shiny side up so far this season, so his results are more consistent than Davies, but he will need to improve if he is any chance of beating his countrymen.

Sykes is showing promise however, he was fastest in testing at Aragon, held in the days preceding the World Superbikes round.

Marco Melandri is the elder statesman and looking blindingly fast. He's quick, he's experienced and he's certainly one to watch. A crash in Phillip Island was Melandri's worst result, so far he has picked up three third places, a second and a fourth. Expect his wealth of experience to take him to the top step of the podium more than once this year.

— RYAN GRUBB



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# If Only Bikes Could Talk

The event formerly known as the Barry Sheene Festival of Speed is one of my favourites. There are oodles of amazing bikes, autograph signing sessions, and most of the guest riders wandering around the pits are up for selfies and a quick chat with race fans.



The event has been re-named the International Festival of Speed and organisers issued available times to interview the stars, and I nominated Giacomo Agostini, Maria Costello and Graeme Crosby, starting at 8:30am Thursday. My theme was the Isle of Man. I wanted to gain an understanding of what the event meant to each of them. Ago was meant to have flown in the night before, but was delayed and wouldn't be at the track until 11am. Using a video camera, I interviewed Maria first as Croz sat nearby. Maria went through her fastest-ever lap around the TT set on a production Suzuki GSX-R750, 114.73mph (now bettered) that she set some years ago to become the fastest female rider around the Isle of Man.

I turned to Croz and said, 'Hey Croz, isn't that faster than you ever went there?' and he looked away mock sheepishly and covered his face. I think he only did 114mph on his works RG500/F1 Suzuki 1000, it was a very funny moment. Maria bailed him out by saying how much bikes had improved, the tyres, the track is smoother etc ...she was on a 750 proddy!

While waiting for Ago, I caught up with Mat Mladin in the sleek upstairs café. He told me about a tour he did in the US with a few of his 250 proddie buddies including Davan Carr and Jon Hafey on Harleys. Davan's dad and former tuner Noel Carr passed away several years ago and wanted his ashes spread over Route 66. The boys honoured Noel's wish as part of their great road trip. Later on after I had finished interviewing Ago, I mentioned to him that his former Cagiva signing Mladin was around. Ago looked pleasantly surprised but I don't think the two hooked up.

On Sunday I chatted with Croz and his one-time mentor Tony Hatton. Croz is a very funny man – the boy who never grew up. I asked him how his beehives were going and he told me “the little

bastards got the better of me,” before reliving running around his property with a dozen or so menacing bees buzzing around inside his bee suit.

Tony was clutching a photo published in UK Motor Cycle News. He was aboard his heavily modified Yamaha R5 as he was about to pass Agostini's MV 350 at Calder in 1971. It has to be one of the most incongruous race photos ever taken. Hatto said he had the pic signed by Ago. “I told him it was me, but he didn't acknowledge me,” Hatton lamented. Rob Madden also had a photo signed, the one of him and Ago side-by-side at Oran Park. Like Hatto, I had my '71 Calder program signed by the great man.

After I finished interviewing Croz on Thursday, Kevin Magee gave the Kiwi legend a rousing, mock ovation. Troy Bayliss had been chatting with Magoo, and he approached me to tell me off-the-record that there would be no Troy Bayliss Classic in 2018. Despite its incredible success, Troy put the decision down to a lack of sponsorship. After squeezing as much as he could from his existing sponsors, it required an additional \$75k to do the job properly. A return in 2019 was mooted in a later press release.

Ever the showman, Troy performed an amazing 240km/h wheelie with Maria Costello riding pillion on the Ducati two-seater. He was approaching the brake markers into Turn One, and I started yelling, 'Put it down! put it down!!' Troy did, just, and a big puff of blue smoke from the front tyre showed just how fast he was travelling. I asked Maria what the wheelie was like and she said, “the wheelies are ok, it's the braking that gets you. My feet kept slipping off the footpegs...”

Reflecting on these great stories, and casting my mind back to the incredible array of MVs, Cagivas and Laverdas on display, I pondered, ‘if only bikes could talk...’

– DARRYL FLACK

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# Red Mist

According to the Urban Dictionary, Red Mist is 'A feeling of extreme competitiveness or anger that temporarily clouds one's judgment' – well ladies and gentlemen, Red Mist is alive and well in our sport and if we are honest with ourselves, it has happened to all of us at one stage or another when in the heat of battle.

The very first time I remember experiencing Red Mist was way back in 1979 when Greg Kerwin, who was then and still is a great mate, block passed me at a local track in Mt Isa called 'Fisher Park'. Greg and I were having one of our usual ding-dong battles when he surprised me with an aggressive pass in a sweeping right-hand berm on his Suzuki RM125N.

I can barely remember what happened next but from what he tells me we ripped down the next straight absolutely wringing the necks out our 125s and when we hit a little single kicker jump before the next left hand turn I simply didn't let off and hurled my YZ125E way past the usual landing area then JUST managed to make the turn to retake the lead.

Two years later I had my first battle with the late Steve Dinsdale at an open meeting in Townsville and because we shared, shall we say – a similar temperament – we spent the whole day in the Red Mist zone as we banged and bashed each other for the sake of something like \$500 in prize-money for the winner. Dinsdale and I ended up being great mates off the track but on the track the passion remained for many races to come.

Another good mate of mine in Mick Hansen and I were going toe-to-toe some 14 years later at a natural terrain meeting south of Townsville when Mick slammed his Husqvarna CR250 into the side of the ATK406 I was riding at the time to take the lead with just a handful of corners to go and Mick himself will tell you that the race to the chequered flag for him was about surviving my aggressive riding from behind while for me it was about trying to return the favour. Mates are mates but racing is racing... Right?

I have banged 'bars with and had 'moments' with so many riders over the last five decades it would be impossible to document them all but does that make me a bad person? Well, if every rider who had momentarily lost the plot or rode aggressively while in the heat of battle was marked as a 'bad person' the sport of motocross and supercross would be riddled with shithheads... but it's not. In fact, the sport is full of great people who just happen to have a competitive streak a mile wide.

Sure, there are some dickheads who simply ride dirty for the sake of it or others who simply aren't smart enough or have the riding ability to race in a pack of riders or



Stewart and Reed banging 'bars

even ride side-by-side without causing dramas but thankfully they are a minority and are soon pulled into line – one way or another.

But what about at the elite level? Well, for as long as there has been motorcycle racing there has been 'incidents', but if you look at some of the more famous rivalries that got out-of-hand at times we start reeling of names of some of the legends of motocross and supercross.

Bob Hannah V Kent Howerton, Brad Lackey V Heiki Mikola, David Bailey V Rick Johnson, Rick Johnson V Jeff Ward, Harkan Carlqvist V Everyone, Jeff Mataisevich V Daman Bradshaw, Damon Bradshaw V Jeff Stanton, J M Bayle V Jeff Stanton, Mike Keidrowski V Mike Larocco, Dave Thorpe V Andre Malherbe, Mickael Pichon V Stefan Everts, Stefan Everts V Sebastian Tortelli, Jason Lawrence V Ryan Dungey, Jason Lawrence vs Ryan Villopoto, James Stewart V Ricky Carmichael, James Stewart V Chad Reed, Chad Reed V Ricky Carmichael, Cole Seely V Jason Anderson... The list goes on and that is just scratching the surface.

In Australia we had some fierce rivalries at a national level starting back in the 1950s right through to today but thankfully mindless take-outs or track-side punch-ups are the exception and not the norm.

So there it is my fellow racers, Red Mist exists! It could be sitting right beside you on the starting line or coming up behind you in a race or you may well be catching it. It isn't if, it is when, so now it's your decision whether you are the aggressor or the victim and how you handle it. Good Luck!

– DARREN SMART

# Sport, Sporty and Even Sportier.



BMW S 1000 R

BMW ditched its grandpa-pipe-and-slippers image some time ago. These four bikes prove that...

★ REPORT BY CHRIS PICKETT, PHOTOS BY IKAPTURE

A COUPLE of the bikes here are blatantly sports-oriented, the S 1000 R and RR models of course, but the XR and the GT have a sporty side, not-so-obvious on face value or by flicking through the sales brochure...

The three 'S' models share a similar base engine package while the K 1600 GT is like the mother-ship, with two cylinders more than the others, and an electronics package more suited to touring. Then there's the size of the bike compared to the other three. If the GT is the mother-ship, then the other three are like jet-fighter aircraft. But this mother-ship has a massive bite. It's more than capable of having a dogfight with smaller, 'sportier' motorcycles. Pure-sports, naked-sports, and adventure-sports – these are the tags you could give the three 'S' series machines here, but the K series GT deserves a sports tag too. It is a true sports-tourer.

The launch for these bikes was held in Tasmania, a mecca for fast road riding. I get the three 'S' series bikes being on the same launch, but the GT? I must say the BMW Motorrad Australia crew knew what it was doing, the launch really showed off the capability of all bikes. A master stroke really. I'd previously spent plenty of time on all the three 'S' models, but hadn't ridden the inline six-cylinder K 1600 GT for a few years. It has been substantially updated for 2017. It wasn't the only one to be updated though. In fact the only bike here not to be updated was the S 1000 XR.

Technology is a big part of BMW's design ethos, as all of these bikes have plenty of it as standard equipment. Some more than others, of course, and the K 1600 GT and S 1000 RR in particular are absolutely dripping with the stuff. They have more gizmos than the Battlestar Galactica, and most of it is worth having. BMW is offering so much to play with that it was hard to completely get a handle of it all in only a couple of days. It really takes a longer test where you can get a real ownership experience to work out what's what and try everything to see what settings you actually prefer. You could always do what I did and have a bit of a play with settings, but it was easier for my sojourn on the bikes to select the standard settings and enjoy the ride. BMW has these standard settings set-up really well, so the fact you can tailor them precisely to your needs make them truly amazing machines.



BMW S 1000 RR

The point is– there's so much adjustment on these bikes that it's almost impossible not to get something you like, whether it be dialling in engine response or achieving suspension perfection.

## BMW K 1600 GT

The big six-cylinder sports-tourer has received the most updates of the four bikes, even managing to retain its 160 horsepower despite being brought into line with Euro4 emission guidelines. This is mainly down to a re-mapping of the ECU and changes to the catalytic converters.

Active suspension is now standard on the GT. Dynamic ESA has been one of BMW's trump cards in recent years and not only is it now standard on the GT, it's also been updated for 2017.

Traction control is standard with the three riding modes, Rain, Road and Dynamic. Each mode changes the traction control settings.

Fairing updates are not just down to styling, the fairing and screen has been changed for better rider protection. The screen is still electronically adjusted.

The instruments have also been updated, in shape

Continued >

and in settings. There is a screen joining the tacho and speedo together and you can control just about everything from the multi-controller on the left handlebar.

Shift Assistant Pro, or 'quickshifter' for the sports fans out there is now standard, and works for both up- and down-shifts.

Reverse gear? Yep, now with the press of a couple of buttons you can now reverse out of your driveway.

Phone home? With the new Intelligent Emergency Call, the on-board computer can sense if you've had a crash, and automatically calls for help and gives your location from the on-board GPS. It can even detect the difference between a slight tip over or a big one.

So how do they work in reality?

It's great to see the BMW managed to keep all the 160 ponies intact, as this engine is one of the best ever made in my opinion. It's big on capacity and big on torque. It's not a sports type of top-end

engine, although it is still very fast on open roads. It has such an amazing flexibility that it is a joy to use. There's no need to flog it through the gears, just enjoy torque and listen to that sound. Fantastic. It's also quite a slim engine for a six-cylinder.

Suspension-wise it's hard to fault the active suspension. Travelling over 700 kilometres of Tasmania, this is the bike most of the journo crew wanted to be on, whether it be fast open road stuff or twisty mountain roads. It handled brilliantly, and the 'Dynamic' setting really sharpens the bike up in its feel. I preferred it in Road mode, and it was still a wonderfully fast and capable bike, no matter what the conditions. It is a big bike and I did feel somewhat disconnected to the front end, but this was after jumping off the S 1000 RR and R, so I was a bit 'tainted', you might say...

The fairing and screen updates work wonderfully too. It was great before, but the little changes have made a difference. Next to no buffeting with the screen in the right position, once again, a personal thing here, but as a mile-eater in comfort, the GT is one of the best out there.

*Continued >*

I have always been a fan of quickshifters, in the right conditions. Those right conditions are usually on the race track. The reason being, you always had to be a bit aggressive with acceleration to make them work smoothly. I'm quickly being converted for road use though, and the reason is BMW's Shift Assistant Pro. You can be a little lazy and it still copes well, but overall it's the best I've used on the road. Love that it goes down gears as well.

As for the new instruments. Yes they look nice and give the rider plenty of info. I actually found them a bit over the top and took me a while to find what I was looking for. There seems to be a bit too much info there.

Lastly I love the fact a reverse gear has been added. Essentially it engages the starter motor to turn backwards with the bike in gear, and makes life in car parks and so on just that bit easier.



**BMW K 1600 GT**

Priced from \$36,990, the GT is a top shelf product but it's certainly worth the dosh. It is available in red, black or the sporty blue. I'd have mine in blue thanks.

*Continued >*

## THE NEW BMW F 800 GSA HAS ARRIVED.

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## S 1000 RR

BMW has historically brought the higher-spec bike as 'their' standard model to Australia. In other words, while overseas buyers could buy basic models, that wasn't the case here. BMW insiders said this was due to what Aussie buyers usually bought. Most wanted up-spec machines. BMW has always been an aspirational brand but I don't think that's the case with the S thou RR. While some other brand's sportsbikes attract poseurs (that's not saying they are not great bikes), BMW's premier sportsbike has always been for riders who wanted what the bike offered in performance, not simply that it looked and sounded good. The thinking person's sportsbike...

For 2017 BMW Australia has decided to things differently and bring in a RR without all the fruit.

A couple of years ago the HP4's electronic suspension found its way on to the regular RR. Same deal now in 2017, so you can go for a manually-adjustable bike or the electronic.

As with the K 1600 GT, the S 1000 RR has to comply with Euro4 emissions, but it also hasn't lost any of its potency.

ABS Pro has been improved, so if you select the Riding Modes Pro you get this extra. As you go 'up' in the riding modes, the ABS adjusts to suit, offering less intrusion as you go for more aggressive modes.

Dynamic Traction Control is now standard, and the new RR comes with a single seat as standard, with the pillion seat as a no cost option.

On the road the RR is a potent machine, no doubt about it. Like any sportsbike it is hard work in tight terrain, especially tight bumpy terrain. I found it not too bad on the body for a full-on sportsbike, and the engine is flexible enough for you to enjoy the bike without needing to be crazy with gear changes. There are numerous options



BMW S 1000 RR

worth thinking about. For example, lightweight forged wheels are a great buy, but they're a couple of grand over the base price. The wheels aren't available on the base model with manually adjustable suspension, so buyers need to think about their future options before signing along the dotted line.

I rode three different models on the launch, the base, one with active suspension, and one with some extra styling bits. While the standard RR is a fine machine, the active suspension option just makes so much sense on today's roads. Where the standard kit was firm, firm, and even more firm, the active suspension glided over the bumps. I'm not saying it was super plush, but the difference is substantial. Tasmania was the perfect place to sample the RR, and when speeds 'crept' over 120km/h the bike was a joy, even in the crap wet weather we had. With the riding mode set in Rain, the bike was so predictable. In fact that's probably the best word for it. Predictable, but potent. Extremely potent.

Priced from \$21,990 for the standard version, from \$23,990 for the active suspension S 1000 RR Sport and from \$25,690 for the single-seat S 1000 RR Race..

## S 1000 R

Like the GT and the RR, the 'R's engine has been retuned to meet Euro4 compliance, but it's gained five horsepower in the process, taking it to 165. It's lost a couple of kilos too.

An Akropovi titanium exhaust now comes standard. It doesn't sound over the top loud or anything, but it has a nice note and looks horn. That's where some of the two kilo weight drop came from. And some of the power too.

Vibration free handlebars (rubber mounted) get rid of most of the vibes. It must have been an issue for some people, hence the change. Now it's pretty good.

A lighter rear subframe makes up for the rest of the weight saving from the previous model.

ABS Pro is now optional, as part of the Riding Modes Pro, which also upgrades the traction control to Dynamic Traction Control (DTC). This is only available with the active suspension option. Like the new RR, you can get a base S 1000 R with manually-adjustable suspension, or upgrade to electronic. And like the RR, electronic is the way to go.

Shift Assistant Pro is now an option, it goes up and down too. On a bike like the 'R', the quickshifter is a real hoot.

Lightweight forged wheels are also an option on the 'R', but once again, only if you've ticked the active suspension box.

It also has an updated instrument package, with ambient temperature available. It's easy to read and simple to use.

Lastly the bikini fairing has been changed. It looked good before, still looks good now.



This is one of the most capable naked bikes on the market. It has the same base engine setup as the RR and the XR, and is ultra flexible. You feel right over the front of this bike, and when pushing hard it gives you plenty of feedback and confidence, especially in the front end.

Power-wise it's very strong, and easy to use. Brakes, handling, power, it has everything. The performance nakedbike sector is a very competitive one, much of it bought on emotion rather than the ability of the bike. If you are looking at a big naked bike you must test ride an S 1000 R. It's so usable but also has a manic side if you want it.

Prices start at \$19,390 for the base model, and \$21,690 for the S 1000 R Sport with active suspension.



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BMW K 1600 GT



BMW S 1000 XR

**S 1000 XR**

There's no changes to BMW's adventure-sport machine for 2017, but BMW had it along for the ride. Essentially it has the same engine spec as the naked R, so power isn't an issue. It might take some sales from the boxer engine R-series adventure bikes but the S thou XR isn't really a true adventure bike.

If you throw some crap roads at the XR you'll soon see how good this bike is. Sure, if you push the XR truly hard you will find a bit of flexibility in the front end but this is only if riding it very hard and in rough conditions. It's a simple bike in many respects, compared to bikes like the GT, but if you like fast road riding with the odd dirt road adventure along the way then the XR is a perfect choice. So

are the R series bikes for that matter. I really think a buyer looking at BMW's adventure-sports bikes will choose between the base R 1200 GS and the S 1000 XR purely on engine feel.

Like the S 1000 R, the XR gets 165 horsepower with the Euro4 update, making it the strongest in its class.

It gets the vibration free handlebar also, and an increase in its payload, with a stronger rear subframe. There's a new matt blue colour too.

Like most other BMWs there is a myriad of options available for the XR. I especially like the Dynamic Package, which gets you DTC – Dynamic Traction Control, ABS Pro, Ride Modes Pro, Gear Shift Assist

*Continued*

Pro, and Cruise Control. There's also a Touring Package (Dynamic Electronic Suspension Adjustment, GPS Preparation, heated grips, centre stand, luggage rack and pannier mounts). So there's plenty of choices. It is a great bike. Out of all the bikes, it's the one I'd buy most, simply because it suits what I do with my riding these days.

Pricing starts at \$22,190, while a fully-fruited model will set you back \$27,065.

So there you have it. Plenty of changes for 2017. BMW has so many models available now, catering for just about every market sector you can think of, for road and adventure bikes that is.

As I said before, BMW is an aspirational brand, always has been, probably always will be, but it caters for so many different motorcycle lifestyles it has opened up its 'brand' to so many people. ■



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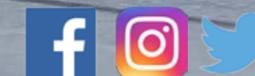
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# Now that's a paddlin'



Nigel gives Yamaha's paddle-shift YXZ1000R SS SE a thorough thrashing, at least that's what he thought...

★ REPORT BY NIGEL PATERSON, PHOTOS BY IKAPTURE



**THE ATV** evolved out of the motorcycle, initially as a trike and then quad which quickly became popular in particular with those working in primary industries, although there was a core of people who loved riding and racing the sports models.

However issues with carrying capacity, roll-over protection and the skills required to ride an ATV resulted in the side-by-side, produced mainly by ATV manufacturers and often used for many of the same activities as ATVs.

It's the same with the sports SxS machines like the new Yamaha YXZ1000RR SS SE - an awfully long model designation for the latest in sports off-roaders from the Japanese brand.

Although a machine designed to win races, the YXZs have also proven to be very popular with farmers living on tough land - the increased suspension performance and high off-road speeds these machines are capable of means getting across long distances of tough terrain much quicker and more comfortably than nearly anything short of a helicopter.

It turns out farmers are starting to discover a YXZ can go places many 4WDs can't go and do so quicker and in more safety, and it turns out the speed makes a huge difference when you've got a large property to manage, which is why there are accessory cargo boxes and other utilitarian options available for what looks like, at first glance, a racing machine.

Here at Cycle Torque we reckon having a YXZ on the property would make farming a lot more of an adrenalin rush...

## New for 2017

While farmers might be buying some YXZs, the core audience is sports, a mix of recreation and racing, and the updates are aimed at those owners.

The SS in the models designation is the Sports Shift, making this machine a paddle-shift 5-speed manual. The non SS model with its conventional stick shift is still available.

The sequential shift 'box in the SS goes up with the right paddle, down with the left, and they are mounted on the steering column just behind the wheel.

Of course it's an electronic gearchange, with the Yamaha Chip Controlled Shift (YCC-S) technology combined with a automatic clutch which makes the lightning-fast gearchanges, but still leaves the gear selection to you.

There's an automatic downshift feature too, which drops the gears back to first if you stop without downshifting.

And Yamaha has incorporated a launch system too, because there's no clutch to drop - engage the system, bring the revs up high and fire your YXZ off the line on demand.

The SE in the model designation indicates the

*Continued >*



**SPECIFICATIONS:**

**2017 YAMAHA YXZ1000R SS SE**

- **ENGINE:** liquid-cooled inline three-cylinder
- **CAPACITY:** 998cc
- **TRANSMISSION:** Five-speed paddle-shift with Yamaha Chip Controlled Shift
- **DRIVE TYPE:** Shaft
- **FUEL CAPACITY:** 34L
- **WEIGHT:** 699kg Wet
- **FRONT SUSPENSION:** Fox 2/5 Podium X2, 410mm travel
- **REAR SUSPENSION:** Fox 2/5 Podium X2, 432mm travel
- **BRAKES:** F: Dual hydraulic disc; R: Dual hydraulic disc with shaft-mounted park brake
- **TYRES:** Maxxis MU09s
- **PRICE:** \$32,999

new, exclusive Fox 2/5 Podium X2 shocks. Developed in tandem with Yamaha exclusively for the YXZ, they feature dual-rate springs, remote reservoirs, preload adjustability and full control over damping - high and low speed compression and rebound adjustment.

**3 pots of power**

Yamaha has squeezed in a 998cc triple in front of the rear axle and behind the seats of the YXZ - a liquid cooled DOHC four-valve fuel injected triple, in fact. With a redline north of 10,000rpm and running 11.3:1 compression, this powerplant - loosely based on the unit we've tested in the MT-09 road bike - is a berm-busting gem.

Easy to keep on the boil and driving hard thanks to the tightly integrated transmission, it puts power to the ground through fat tyres on every corner - 2WD, 4WD and 4WD full diff locks modes are controlled through Yamaha's On-Command system, which is designed to eliminate hesitation or slipping.

**Control**

With a soft-touch tilt-adjustable wheel, sliding driver's seat, hybrid digital/analogue multifunction meters you feel in control when punting the YXZ hard. The advanced, long travel suspension is there to make the ride smooth and all this adds up to being able to go harder for longer - less fatigue and less white-knuckle moments mean plenty of adrenaline without the terror.

My first drive was over the trail section, between the trees and



Continued >

around some sharp, bumpy turns and while it took me a little while to get the hang of knowing where to point the YZX when (don't turn too soon, one of the most common mistakes of newbies), it didn't take more than a few minutes to realise the vehicle is incredibly capable of taking the hits and getting the power down if you've got the skills to push it.

**Motocross**

The ACT Motocross Club had graciously provided its circuit for our test day, and we put it to good use. First up was a ride with one of the visiting experts, Corry or Jason Weller. Corry showed me the lines in a relatively gentle few laps of a YZX set-up for racing with a full roll cage, seats and window mesh.

I loved my laps of the motocross track, the 4WD performance of the YZX pushing me along a lot faster than I've ever ridden a quad, and with a lot less fatigue than riding a bike.

It's amazing how hard you can push one of these vehicles into turns, how hard they will smash berms and how much fun it is getting airborne.

The brakes are amazing. Four big discs mounted to wide wheels and aggressive tyres means a YZX1000R will wash-off speed at an incredible rate, which is handy 'cause it gets up to those speeds quickly, too.

The paddle shift of the SS makes a lot of sense around the track too, allowing you to hold a gear right to redline or short-shift in the conditions demand it. Changing is lightning quick with just a flick of the paddles.

I pushed the YZX as hard as I dared, not wanting to break the rules and be told to walk back to the pits - turns out sometimes punters don't listen to the instructors and have been known to roll SxS machines during demo days.

But Corry wasn't fazed by my lame attempt to go fast: indeed, when I had to pull my action camera off my helmet because it was banging on the seat, Corry held it up and shot some of the video you'll see on Cycle Torque's Youtube/TV video of the machine.

I wasn't even going fast enough for her to bother holding on.



**The Flat Track**

Former motocross and speedway champion Stephen Gall was in charge of the flat track section for the launch of the YZX1000R SS SE, and he was throwing around a stock model with glee. With the suspension settings tweaked to make the YZX sit a bit flatter, Gally was sliding the machine around like it was something anybody could do... and then anybody did, especially Dirt Action's Damien Ashenhurst, who threw the beast into a fast left-hander and ended up more sideways than forwards... for a while at least, but the guy's got the gonads and kept the throttle on and had the machine powering through the turn like there was a race to win.

It was awesome to watch... but he didn't do it again. Maybe Gally, in the passenger seat, had words.

**Price & value**

At \$32,999 the YZX1000R SS SE isn't something you're likely to throw on your credit card on a whim. However, it's not a whole lot more than the price of two enduro bikes and offers a new experience of getting through the bush quickly, and I reckon it's also a fantastic way to stay racing if and when the body or spouse decide it's time to hang up the motorcycle boots.

For the adrenaline junkie who also happens to have an excuse to use one of these for work, life is a whole lot more of a rush in a YZX1000R. ■

*The YZX will be featured on Cycle Torque TV soon.*



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# Winter Bike Stuff



## GET A HOT GRIP

These Oxford grips have ergonomically engineered surface structures to optimise riding performance. Soft, ultra-grippy diamond tread is inspired by race grips for comfort and feedback. The intelligent heat controller uses a sealed-for-life welded case construction for long-term durability and weather-proofing. Five heat settings give the perfect operating temperature with LED lights to indicate the level.

**Price:** RRP \$149.95

**Available from:** Good bike shops

**More info:** [www.ficeda.com.au](http://www.ficeda.com.au)

## ACE VALUE RATCHET KIT

The Ace Bikes heavy duty ratchet kit is the ideal solution to your motorcycling tie-down needs. The fully galvanised heavy duty ratchets feature heavy duty plasticised hooks with spring-loaded clip to securely lock that hook in place. The 180cm long straps are 25mm wide and the kit comes with two extra loops as well as a carry bag to keep everything together. Great value.

**Price:** RRP \$49.95

**Available from:** Good bike shops

**More info:** [www.proaccessories.com.au](http://www.proaccessories.com.au)



## JUST ADVENTURE

JUST 1 enters into Adventure helmets world with the new model J14. This is the ideal helmet for all conditions, from long-distance travel to the soft and hard off-road adventures, combines the comfort and protection typical of an on-road full face helmet with lightness and ventilation typical of an off-road helmets. Made with durable materials, flexible and lightweight, the J14 can be used in any situation: Adventure, tourism, or off-road. It can be used with or without a visor, with or without a peak or with a mix of combinations to meet any need.

**Price:** RRP \$599.95

**Available from:** Good bike shops

**More info:** [www.ficeda.com.au](http://www.ficeda.com.au)



## SPIDI HIS AND HERS JEANS

Spidi J&R Racing are sporty motorcycle jeans made of a "broken twill" fabric composed by 80% cotton and 20% 13-ounce Cordura®. This fabric, combined with flex zones on the knees and back, contributes to increase comfort and safety. Includes Multitech protectors on the knees (height adjustable) and ready for certified protectors on hips. Flex zones on knees and back and has 5 outside pockets plus 1 security pocket. Ready for system clip stop system and has Carabiner ring. Reflex details on the back. Colour: Blue. Sizes: 28 to 42. There's also a Spidi J&R Racing Lady version available in sizes 27-33.

**Available from:** Good bike shops

**More info:** [www.motonational.com.au](http://www.motonational.com.au)



## KEEPING THE RAINOFF

These over gloves keep hands warm and dry while wearing lighter gloves all year round. There are one-finger and two-finger styles and five sizes: XL, L, M, S, XS. Remember that shaver ad from a few years ago – "I liked the product so much I bought the company". RainOff is now an Andy Strapz brand. Andy reckons the welded seams make these overgloves 100% waterproof. Up to 50% warmer - They make excellent windbreakers keeping motorcycle gloves at higher air temperatures. Light weight - made from strong flexible polyester. Minimal loss of feeling in fingers if any. Index finger free - Designed with index finger free to operate brake-clutch levers, zips, keys & lifting visors etc. Your leather gloves will last longer with no exposure to wet weather. Rain-Off Overgloves - worn over all waterproof Motor Cycle gloves now makes them 100% waterproof. Made with elastic and toggle buttons to pull gauntlets tight against the arm keeping the wet from running into your gloves. Gauntlet hand inlets - designed with gauntlets to cover the longest gloves. Visor friendly - you can wipe your visor absolutely clear with no scratching or annoying smears or smudges.

**Price:** RRP \$70 plus postage

**Available from:** Andy Strapz

**More info:** (03) 9786 3445 [www.andystrapz.com](http://www.andystrapz.com)



# MOTODRY

www.motonational.com.au

# WINTER RANGE 2017



Black/Grey  
**ADVENT TOUR** \$349<sup>95</sup> RRP

- » H/duty 600D Abrasion Resistant material (+ 1500D reinforcements-shoulder & elbows)
- » CE Armour Safety Kit (elbows & shoulders) & HDF Back Protector
- » Hand Warmer Pockets
- » RAS (Retractable Air System) – Un-Zip panels exposing Hi-Air-Flow Mesh (Chest, Arms & back)
- » Adjustable Magnetic Collar Closure – Wide Opening with Fold Back Magnet Hold
- » (2) Way Zip, Long Forearm Vents + "Elastic Hold - Ram-Air" Vents (arms, sides, shoulders)
- » (DLS) Dual Liner System (detachable) – 1 Waterproof Liner + 1 Thermal Liner
- » "Floating Rear Storage Pocket" – never sit on your pocket again – Gusseted for increased capacity
- » "Reflex" Night Safety" Reflectives
- » Lower Waist "Side Expansion Zips" – for more comfortable seated riding
- » Rear shoulder "Hydration-pack Pocket", & Shoulder Hose Loops (Hydration bladder not included)
- » Adjustable Waist Belt
- » Zip for attaching to Pants
- » Colourways – Black (Sm>5XL), & Black/Lt Grey (Sm>5XL)



Black



Black **TROPHY** \$199<sup>95</sup> RRP  
6XL-STOUT \$209<sup>95</sup> RRP

- » 600 denier abrasion resistant material with double stitched main seams
- » Double layer / ribbed shoulders and elbows for added protection and style
- » "Reissa" 100% breathable / waterproof membrane
- » "CE" armour shoulder, elbows and HDF back protector
- » Removable quilted liner 150g super warm thermal
- » Adjustable waist and arms straps
- » Internal security pockets
- » Genuine YKK quality zips
- » Scotchlite 3M night safety reflectives
- » Soft feel collar and cuffs lined
- » Colourways – Black (Sm>6XL), & Stout



Black **KEVLAR HOODY** \$199<sup>95</sup> RRP

- » Kevlar lined back, shoulders and elbows
- » Stylish soft shell construction (Not Waterproof)
- » CE shoulder, elbow protectors and HDF back protector
- » Woven waist and arm cuffs for style
- » Internal security pockets (Not Waterproof)
- » Shiny Tafetta lined hood with drawstring
- » Colourways – Black (Sm>5XL)



Black/Charcoal  
**CLASSIC** \$249<sup>95</sup> RRP  
6XL-STOUT \$259<sup>95</sup> RRP

- » Ribbed comfort shoulder pane(Classic style & comfort)
- » Subtle styled night safety Reflectors
- » 200g (Super-Warmth) Thermal lining (Removable)
- » "Soft feel" Neoprene collar lining
- » "Fold back flap" Max-flow venting
- » 100% Waterproof & Breathable lining
- » CE Shoulder & elbow armour (Removable)
- » Adjustable waist belt
- » Gusseted pockets with hand warmers (built in)
- » "Original style" worn/distressed look & colour design
- » Colourways – Black (Sm>6XL), & Stout



Ladies

Black/White **CHERI** \$199<sup>95</sup> RRP

- » H/duty 600D Abrasion Resistant material (+ 300D styling & comfort panels)
- » 100%, Waterproof & Breathable lining
- » New Zip Out "Wear Separately" Stylish Quilted Puffy Thermal Liner – 2 jackets in one
- » Silicon Printed design panels, & Soft feel Collar
- » CE Armour Safety Kit (elbows & shoulders) & HDF Back Protector
- » "Water Resistant Zippered" front Pockets
- » "Reflex" Night Safety" Reflectives
- » "Adjustable Waist Belt" – for increased rider comfort & improved fit
- » Lower Waist "Hip Gusset Zips" – for increased rider comfort
- » Colourway – Black/Wh (10>24)



NEW 2017



Black THERMO \$179<sup>95</sup> RRP

6XL-STOUT \$189<sup>95</sup> RRP

- » 'Reissa' 100% Breathable 100% Waterproof Membrane
- » 600 D H/Duty abrasion resistant with double stitched main seams construction
- » Double layer protection on shoulders and elbows
- » 3/4 Length Design for Winter Comfort
- » 'CE' Approved Body Armour & HDF Back Protector
- » Removable Quilted Thermal Liner
- » 3M Night safety reflectives
- » Soft feel collar and cuffs lined
- » Internal security pockets
- » Colourways - Black (Sm>6XL), & Stout



Black AIRMAX \$249<sup>95</sup> RRP

- » [DLS] Dual Liner System (detachable) - 1 Waterproof Liner + 1 Thermal Liner
- » H/duty 600D Abrasion Resistant material (+ 1500D reinforcements - shoulder & elbows)
- » Added 'Hi-Flow AIR-MESH' Panels (front, rear & arms), for Warmer weather Air Flow Riding Comfort
- » CE Armour Safety Kit (elbows & shoulders) & HDF Back Protector
- » 'Water Resistant Zippered' front Pockets
- » Adjustable Magnetic Collar Closure - Wide Opening with Fold Back Magnet Hold
- » 'Lower Arm Phone/MP3 Clear Pocket' - with connector & Ear Buds (inner chest pocket storage) - fits S7 & IP 6.
- » 'Reflex' Night Safety' Reflectives
- » 'Elasticised Waist' - for increased rider comfort & improved fit
- » 'Raised Point' Back & Upper Shoulder Panels - for increased protection
- » Colourway - Black/Wh (Sm>5XL)



Black CLUBMAN \$199<sup>95</sup> RRP

6XL-STOUT \$209<sup>95</sup> RRP

- » CE Shoulder & elbow armour (Removable) and HDF back protector
- » 600 Abrasion resistant material with double stitched main seams
- » Double layer / ribbed shoulders and elbows for added protection and style
- » Adjustable waist and arms straps
- » Soft feel collar and cuffs lined
- » 150g (Super-Warmth) Thermal lining (Removable)
- » Subtle styled night safety Reflectives for night safety
- » 100% breathable and 100% waterproof membrane
- » Internal security pockets
- » 'Original style' worn/distressed look & colour design
- » Traditional 4 pocket front styling, & Stout
- » Colourways - Black (Sm>6XL), & Stout

www.motonational.com.au

WINTER RANGE 2017



Black Black/Grey

ADVENT TOUR

\$249<sup>95</sup> RRP

- » H/duty 600D Abrasion Resistant material
- » CE Armour Safety Kit (Knees) & HDF Hip Protectors
- » 'Water Resistant Zip' front Pockets
- » RAS (Retractable Air System) - Un-Velcro Thigh panels, exposing Hi-Air Flow Mesh (store in leg pockets)
- » Long Zip / Wide Opening Lower Leg gusset (for ease of fitting)
- » Zip Out 'Single, W-Proof & Thermal Liner' (for Full Air Flow comfort)
- » 'Stretch Gusset' Knee panels - for improved rider comfort
- » 'Comfort' Panels in Crotch & Rear of Knees, for improved rider comfort & air flow
- » 'Reflex' Night Safety' Reflectives
- » Adjustable Waist Belts
- » Side Leg Pockets, for RAS panel storage + more
- » Zip for attaching to Jacket
- » Colourways - Black (Sm>5XL + Stout), & Black/Lt grey (Sm>5XL)



Black

STREET

\$249<sup>95</sup> RRP

- » 600 denier nylon construction
- » CE approved knee, hip armour (removable)
- » Reissa 100% breathable and waterproof
- » Genuine YKK quality zips
- » Rubberized straps
- » Velcro waist adjustable straps
- » Behind and above the knee stretch panels
- » Air vent cooling system front and back
- » Removable liner
- » 3M reflectives
- » Four pockets
- » Rubberized pull tabs
- » Pre-curved legs design
- » Colourways - Black Mens (Sm>7XL), & Stout, Ladies (8-22)



Black

BLACK ICE

\$89<sup>95</sup> RRP

- » High grade aniline leather
- » HIPORA® breathable / waterproof membrane
- » Carbon leather palm protection patch
- » Night safety reflective
- » Scotchlite 3M thinsulate™ thermal lining
- » Pre-curved fingers
- » Velcro adjustable wrist strap
- » Cushioned hard carbon
- » Knuckle protection
- » Colourways - Black (XS>3XL)



Black

Ladies

ARCTIC \$59<sup>95</sup> RRP

- » Quality Aniline Leather and Textile Combination
- » Leather Knuckle Protection
- » Hipora Breathable / Waterproof Membrane
- » Keprotec by DuPont Kevlar Palm Protection Patch
- » Night Safety Reflective Piping
- » 3M Thinsulate™ Thermal Lining
- » Pre-Curved Ribbed Fingers
- » Velcro Adjustable Wrist and Cuff Strap
- » Suede visor swipe
- » Colourways - Black Mens (XS>3XL), Ladies (S>L)

BLIZZARD

\$79<sup>95</sup> RRP

- » Genuine high quality 'Aniline' leather construction
- » 100% waterproof
- » Thinsulate thermal lining for extra warmth
- » Fully breathable 'Hipora' membrane
- » Separate hard knuckle protection
- » Double layer palm protection
- » Ribbed finger gussets
- » Wrist and arm velcro closure
- » Longer cuff for all weather protection
- » Genuine '3M' Scotchlite reflectives, for night safety
- » Colourways - Black (Sm>3XL)



Black

# Winter Bike Stuff



## ANDY COLLARED

Andy said riding around in what looked like a cart horse collar never looked that comfortable, but a wheelchair must be worse. Even a garden-variety crook neck can be debilitating, and he saw so many cases in the ED that he's always had neck protection on his mind.

After trying a couple of types on in the office he decided the only way to find out was trial one.

The EVS R4 looked different, more of a compromise. Adventure gear is all about finding the compromise that suits the rider. He found that to his amazement, he hardly knew the EVS R4 Race Collar was there. The collar never impinged on the hydration pack. He had all the head movement he needed to ride and could put the pack on even after the collar was in place.

Although it's another bit of kit to deal with while getting ready it was quick and simple. He doubts he'll wear it on the road but when the dust rises he'll be collared.

**Price:** RRP \$180 Adult, \$150 Youth (plus freight)

**Available from:** Andy Strapz

**More info:** (03) 9786 3445 [www.andystrapz.com](http://www.andystrapz.com)



## BEEMER PROTECTION

Rad Guard have a radiator and oil cooler guard for your BMW S1000RR / S1000R / S1000XR / HP4. With the speeds these beast of bikes can get up to holding your radiator or oil cooler is not cool! Prevention to protect these expensive and exposed parts. The Rad Guards have been designed with a robust frame that holds the expanded mesh off your radiator or oil cooler cores by approximately 10-15mm and still allows adequate air flow. Peace of mind and very cheap insurance.

**Price:** On Special - SET \$239

**Available from:**

[www.radguard.com.au](http://www.radguard.com.au)

**More info:** 02 6658 0060



## CABLE LUBE

The original Motion Pro design seals completely around cable housing making it easy to clean and lubricate control cables. Less mess and less wasted lubricant with this unique design making it the best sealing cable lube on the market. It works on most control cables with 4mm to 8mm OD housing. It seals over free spinning end fittings and the adjustable plunger insures efficient use of cable lube. It is easy to use and clean and is best if used with Motion Pro Cable Lube (15-0002), not included. Patent pending.

**Price:** RRP \$39.95

**Available from:** Good bike shops

**More info:** [www.a1accessory.com.au](http://www.a1accessory.com.au)



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# Winter Bike Stuff



## BBZ WARMTH

The Barkbusters BBZ will keep your hands warm all-year round with a waterproof fabric hand guard ideal for sports and touring motorcycles. The perfect addition to get you through the winter!

**Price:** RRP \$119.95

**Available from:** Good bike shops

**More info:** [www.barkbusters.net](http://www.barkbusters.net)

## TANKS FOR THE MEMORIES

SPIDI Tank motorcycle jacket is a mix of tradition and innovation that combines style with functionality; the name comes from the jackets used inside of the Allied tanks. The full grain Italian leather is combined with metal zippers and CE protectors on shoulders and elbows. There's CE certified Multitech removable protectors on the shoulders and Force-Tech removable protectors for the elbows. Features a felt vest and knitted cuff and the pants clip to join jacket/trousers. Jackets available in sizes: 48-58.

**Available from:** Good bike shops

**More info:** [www.motonational.com.au](http://www.motonational.com.au)



## X-NASHVILLE KICKIN' IT

XPD X-Nashville boots have a pure biker style combined with safety elements such as ankle protectors and high resistance leather. The upper is full-grain cow leather, 1.2 - 1.4 mm thick, with oiled water resistant treatment. The lining is full-grain calf leather, breathable, 0.4mm thick. The sole and comfort foot bed in full-grain calf breathable leather. Vulcanized rubber sole mapping a classic "trek" design with Welt leather on the perimeter of the sole. Features brushed metal zip, pitch 8mm YKK, wax treated threads and a rear shoehorn strap. Nashvilles are CE certified and have outer ankle protection on polyurethane with crumple reinforcements on toe and heel. Black in sizes 42 to 47.

**Available from:** Good bike shops

**More info:** [www.motonational.com.au](http://www.motonational.com.au)



# SPARTAN CARBON

1- DOUBLE SPOILER

2- SHARK SKIN

3- CARBON SKIN

The Spartan combines Shark's distinct style with a number of features that take the riding experience to the next level.



[WWW.FICEDA.COM.AU](http://WWW.FICEDA.COM.AU)

# Winter Bike Stuff

## GET YOUR FILL

The ProFunnel is perfect for getting the correct amount of oil for four stroke oil changes with its integrated shut-off valve that allows precise amount of liquid to be dispensed. It features graduation marks for cubic centimetres, fluid ounces and premix ratio. With one litre capacity it's easy to understand premix ratio graduations for 32:1, 40:1, 50:1, and 60:1 for 1 to 3 gallons. An adjustable ball-pivot spout allows easy, spill-free filling and a top cover keeps dust and dirt out when not in use. A magnet allows funnel to be stored conveniently on the side of your tool box and there's a large moulded handle for secure grip. The reduced neck keeps funnel from dripping residue when it is laid on its side. Made from ultra-durable HDPE plastic the tip size can even be trimmed to fit your applications.



**Price:** RRP \$54.95  
**Available from:** Good bike shops  
**More info:** [www.a1accessory.com.au](http://www.a1accessory.com.au)

## 4 SEASON JACKET

Ideal for year-round riding thanks to the Step-in-Clothing system, Spidi 4 Season motorcycle jacket is a great touring companion. The water repellent treatment offers high level of water-resistance, while the detachable H2out membrane makes 4 Season totally waterproof. The removable thermo lining is wearable as a stand alone, extends the riding experience from summer to winter. CE Certified Force-Tech removable protectors for shoulders, elbows have adjustable straps. There's a detachable groin strap, adjustable drawstring tightening and waist fastening. Made of high tenacity extra tenax triple twisted Nylon 6.6 and elastic flex tenax Nylon 6.6 for extreme abrasion resistance. Reflex zones for night-riding. Sizes: M to XXL.

**Available from:** Good bike shops  
**More info:** [www.motonational.com.au](http://www.motonational.com.au)



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**AMA'S PRICE \$359.95**

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**SAVE \$130!**

~~RRP \$379.95~~

**SHARK RAW STRIPE HELMET**

**AMA'S PRICE \$249.95**

WHILE STOCKS LAST

**SAVE \$75!**

~~RRP \$214.90~~

**TROY LEE DESIGNS GP AIR ASTRO COMBO**

**AMA'S PRICE \$139.90**

WHILE STOCKS LAST

**SAVE \$120!**

~~RRP \$219.95~~

**FOX MAKO 2016 V1 HELMET**

**AMA'S PRICE \$99.95**

WHILE STOCKS LAST

**SAVE \$14.95!**

~~RRP \$34.95~~

**ANSWER APEX CHECKERS ADULT GOGGLES**

**AMA'S PRICE \$20.00**

WHILE STOCKS LAST

**SAVE \$79.95!**

~~RRP \$199.95~~

**MOTODRY PARIS LADIES JACKET**

**AMA'S PRICE \$120.00**

WHILE STOCKS LAST

**SAVE \$190!**

~~RRP \$589.95~~

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**CABOOLTURE**  
 QLD

# Winter Bike Stuff

## BAG IT

Customers wanted a flat rack and a decent-sized bag. The result is the Ventura Evo-40. No more hoop to catch your boot heel when you're getting on or off your bike. Self-supporting 40-litre bag will gobble up enough stuff for a day trip, an overnighter or the daily commute. Travel lighter? The Evo-10 is a 10-litre bag that slides on in place of the bigger bag. Add in a Storm Cover and you're good to go in any weather.

**Price:** RRP Kit with 40L bag \$529, Storm cover \$39.

**Available from:** Good bike shops  
**More info:** [www.venturarak.com.au](http://www.venturarak.com.au)  
[www.kenma.com.au](http://www.kenma.com.au)



## REBOOT

The Falco Aryol boots feature Micro-Synth and Air-Tech laminated upper with High-Tex waterproof membrane. They feature hard wearing ventilated P.U. injected toe, ankle and shin reinforcements. There are D30 ankle cups inserts and rear calf stretch accordion zones with oil-proof rubber soles.

**Price:** RRP \$229.95  
**Available from:** Good bike shops  
**More info:** [www.ficeda.com.au](http://www.ficeda.com.au)



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## Brake Parts

## Discs, Pads & Shoes

Also available: seal kits & full caliper rebuild kits



Plus: brake piston & seal kits, banjos, bleed nipples, brake clips & pins



## Bearings



All types of bearings in stock: Steel Ball, Roller Sealed, Tapered Headrace & Needle Roller



Fuel Tap & Carburettor Repair Kits

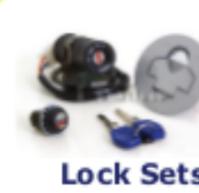


Filters: Air, Oil & Fuel

## Slinky Glide



control cables for 70's to present day motorcycles



**www.wemoto.com.au**

Unit 4, 32 Railway street, Bomaderry, NSW, 2541 Phone 0244217048

# Winter Bike Stuff

## ZEPHYR FOR THE LOT

The Zephyr HP Textile Motorcycle Jacket from IXON includes 3-in-1 versatility for year-round performance and safety. A textile shell offers optimum air flow via fixed ventilation grids plus zippered vents on the chest and forearm.. A removable winter lining provides extra warmth on those chilly winter days, while a removable and fully breathable Drymesh insert provides a protective waterproof barrier. Zephyr incorporates CE level 2 approved elbow and shoulder protectors, featuring a memory foam lining on the interior for added comfort. The back pocket can accommodate an optional back protector. There are two internal and two external pockets, as well as a weatherproof zippered pocket. Connection to Ixon riding pants is also an option thanks to the 360 degree zippered waist. Avail in Black/White, Black/Red or Black/White/Bright Yellow. Men's sizing: Small - 4XL

**Price:** RRP \$379.95  
**Available from:** Good bike shops  
**More info:** [www.ficeda.com.au](http://www.ficeda.com.au)



## BREAK THE ICE

Andy reckons they've found the perfect mid-layer jacket, the one you put on just before your bike jacket. Helix by Icebreaker from across the "dutch" to our East. Constructed with layers of windproof merino, clever stretch panels and a weather proof outer shell. Sizes in small to XL. It's light, breathable and regulates temperature and is very presentable for evening wear with a high warmth to weight ratio. The Helix is windproof, easily washed and quick to dry. Cosy, with hand warmer pockets. Long in the arms and body.

**Price:** RRP \$295  
**Available from:** Andy Strapz  
**More info:** (03) 9786 3445  
[www.andystrapz.com](http://www.andystrapz.com)



## JUMP IT

When the weather turns cold, bike batteries feel it and that's when they'll leave you stranded. Plan ahead and add an SJS Smart Jump Start Charger to your winter arsenal. Kenma offer an SJS Smart Jump Start Chargers to suit all bikes and budgets. SJS01G2 offers a 400A jolt, perfect for all bikes under 1000cc. SJS05G2 ups the amperage to 500, making it suitable for most motorcycles. SJS06G2 packs a massive 600A, enough to fire up a 4.5l diesel or a 7l V8.

**Price:** RRP 400A \$109, 500A \$149, 600A \$219  
**Available from:** Good bike shops  
**More info:** 02 9484 0777  
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## CYCLE TORQUE BOOK SHOP

### 1. Classic Bike Dreaming

IT'S fourth time lucky for Newcastle author Peter J Uren with his latest tome, Classic Bike Dreaming, yet more stories of an old motorcycle mechanic.

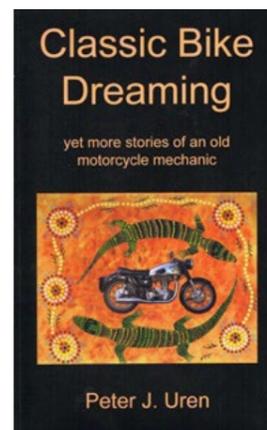
It follows in the footsteps of his first three books The Old Mechanic, Dominator in the Shadows and the Classic Bike Workshop. For a new author Peter is certainly making his mark in the publishing world. His latest story follows the plot already developed in the first three books and as each book came out you could see the evolution of Peter's writing style as he sought to further develop his characters and focus more on building them and their inter-relationships.

Be prepared for a bit more of an emotional ride with his latest work as Peter introduces a new, if far more complex character, tangled in a few more social issues.

The new character is an Aboriginal of the Kamilaroi mob who is trying to live between two cultures. Peter's knowledge of the issues involved comes from personal connections who have first hand experience and he has captured the essence of the struggles and issues that are confronted. He has woven a rich story not only about his new character but the impact that this newcomer's arrival has on the classic bike workshop we've come to know.

Peter joined Stroud Writers in July 2012 and by September the following year he had written and published his first book. He says that this one is likely to be the last in the series.

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### 2 Riding the road of bones 2 disc DVD set. - \$39.99

The 30,000 km motorbike ride from London to Magadan, on the edge of Russia, has been described as one of the most challenging rides in the world. For four long months a group of adventure riders from around the world travelled across a quarter of the Earth's surface, pushing themselves and their bikes to the limit.

### 3. Italian Custom Motorcycles - \$39.99

Many books have been published about Italian motorcycles, but none has focused exclusively on the Italian motorcycle-based chopper, bobber, trike, and quad custom bike scene - until now.

### 4. And On That Bombshell - \$32.99

I was Top Gear's script editor for 13 years and all 22 series. I basically used to check spelling and think of stupid gags about The Stig. I also got to hang around with Jeremy Clarkson, Richard Hammond and James May. Then I realised that I had quite a few stories to tell from behind the scenes on the show. I remembered whose daft idea it was to get a dog. I recalled the willfully stupid way in which we decorated our horrible office. I had a sudden flashback to the time a Bolivian drug lord threatened to kill us.

I decided I should write down some of these stories. So I have. I hope you like them.

### 5. Eyes Wide Open - Isle of Man - \$24.95

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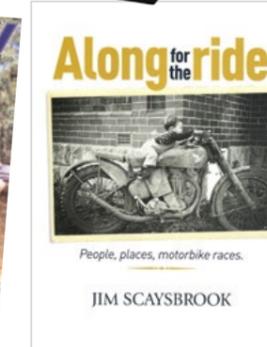
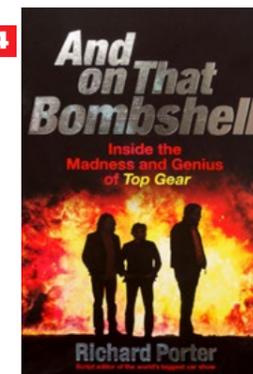
About five years ago Shaun, Andy and I (Jake) started to run out of places to ride. We were sick of riding the same places time and time again so we decided to pay a visit to the Melbourne Map Centre in Chadstone to see if there was a guide book on the subject.

Much to our surprise there was nothing to be found. Sure there were heaps of 4WD and Mountain Bike books but, alas, no trail bike books. The guys in the shop were also surprised, as they had had a lot of enquiries from other trail bike riders.

This gave us an idea - why not write our own book? And that is exactly what we did!

### 7. Along for the ride - \$39.95

Jim Scaysbrook has enjoyed a rich and varied life in which motorcycles have always been the common theme. Itching to follow his father's footsteps, he began racing at the age of 16 and has since competed in virtually every form of competition, including both motocross and road racing at international level. He has competed on the American professional motocross scene, at the infamous Isle of Man TT, and throughout Asia.



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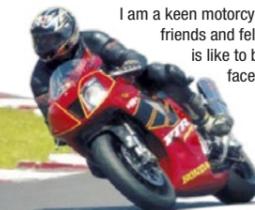
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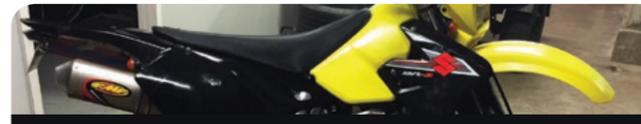
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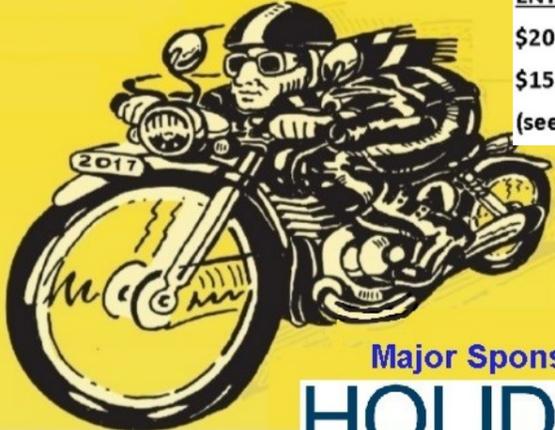
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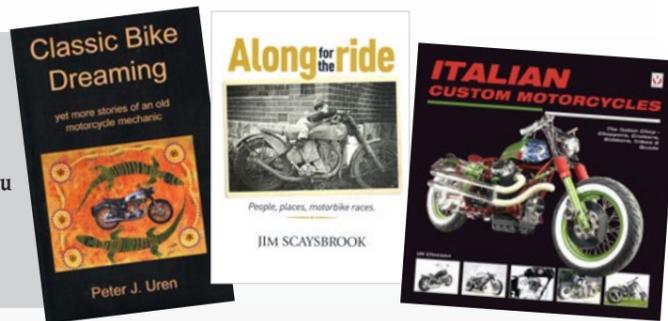
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**‘Here’s a couple of photos for ya...’**

A few weeks ago, eight of us from Cairns and four from Townsville rode down to the Conondale Rally. It’s about 18 kilometres outside Malany (Sunshine Coast Area). The rally is put on by the Brisbane Z Owners Club. The Malany Bike Swap is on the same weekend. Anyway, here’s a couple of photos of what happened to one of the bikes (Z1B) on the way back home, about 110 kilometres north of Rockhampton. We tried a roadside fix... What do ya think? Hahaha... We had a mate coming up behind us in a ute, luckily he had his Z900 show-bike with him so he helped us out. Hope you like the photos - keep them on the wall or put them in the bin... Yes, we are old school, we ride Z900s, Z1000s and keep the dream alive. Have a good one from the Cairns and Townsville Z owners.



**Nooga.**

*Classic in more ways than one! Just when you think you have seen it all. – RG*

**The full catastrophe...**

After reading the editorial in the April issue, I just wanted to congratulate you on making a great TV series yet again. I admit I haven’t got the faintest idea what goes into it! Haha. It looks like you are having lots of fun which is probably why we all want your jobs. I have one question, why did you go back to half-hour episodes? I really liked the longer format. Congratulations for stepped up the quality yet again, great stuff.

**Tim Russell**

Hi Tim

*Thanks for your kind words! We went back to half-hour episodes because producing it is a lot harder. We felt like the quality had a few flat spots, plus we made a little studio where we produce the news. This means we can produce five minutes of content in roughly two hours. To put that in perspective - it takes over a day to shoot and edit a five minute bike test video. – RG*



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