

FREE

cyclist magazine

APRIL 2013



Husaberg TE125
REPUTATION
BUSTER



ALSO TESTED:
2013 BMW F 800 GT,
Suzuki DR-Z400E,
Harley-Davidson Iron 883

FEATURES:
Cambodia by dirt,
Adrenalin Generations,
Quad Torque

2013 Triumph Trophy SE

LUXO SPORT

Welcome to the April issue of **cycletorque**

NEWSLETTER

EVERY Publisher likes to think every issue of their magazine is special, but this one really is, I promise - it features our huge tour of Cambodia, and the launch of our crowd funding campaign so we can make a TV Documentary of Adrenalin Generations.

Adrenalin Generations will be the story of Chris and Alex Pickett, a father and son team racing at the Isle of Man in the Manx GP. There's going to be an enormous amount of action, emotion and tension which we hope to capture in a TV-quality production – but for that we need a budget Cycle Torque simply can't provide, so we're going out to you, the motorcycling public, to help find it.

If you pledge money to the project there are lots of rewards available, including copies of the documentary, team T-shirts and jackets, even invitations to the theatre screenings of the movie.

But we must make the budget – it's an all-or-nothing money raising project, because if we don't raise the \$30,000 we won't have enough to pay the professionals we need to do the job properly.

If you like the idea of Adrenalin Generations, please check out the preview and information [Here](#).

The Cambodia tour was an absolute blast: incredible dirt roads and trails, fantastic food, wonderful people and an incredible tour.

Also in this issue are some fantastic bikes including the new Triumph Trophy.

Hope you enjoy this issue of Cycle Torque.

– **Nigel Paterson**
Publisher



[www.pozible.com/
adrenalin](http://www.pozible.com/adrenalin)

RIDDEN



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FEATURES

1199 PANIGALE S TRICOLORE



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Breakout

HARLEY-Davidson has announced two new models for 2013, the Street Bob Limited Edition, and the Breakout.

“With Breakout we got down to motorcycle essentials, which means emphasizing the powertrain and the wheels,” says Harley-Davidson Styling Manager Kirk Rasmussen. “The black and chrome engine visually pops out of the centre the bike, and then to maximise the impact of the tyres, the fenders are chopped. We wanted a lot of rubber showing to give the Breakout a tough, muscular look.”

The Gasser wheels are new and specific to the Breakout, according to Rasmussen.

“We’ve always loved the gasser-style drag racing wheels from the 1960s and ‘70s,” says Rasmussen. “Our wheels are loosely inspired by those classics. Each wheel has 10 half-round spokes.

The gloss-black powdercoat is machined away on alternating spokes and the rim edge to expose the aluminium under the paint.

“To lower Breakout’s overall profile, we placed the speedometer on the handlebar riser,” says Rasmussen, “and topped the fuel tank with a black leather strip that covers the seam, and a chrome-plated pod that’s just high enough to conceal necessary wiring and vent lines. The



handlebar is a new curved drag bend that feels aggressive when you ride.”

Restyled for 2013, the Harley-Davidson Street Bob Limited Edition is a stripped-down and rowdy bobber based on the Harley-Davidson Dyna platform. The new model includes an upgraded 1690cc engine to deliver and an eye catching two-tone scallop colour scheme and steel laced wheels – complete with attention-grabbing red rims.

“Our focus for the Street Bob is on street appeal,” said Harley-Davidson Styling Manager Tony Pink. “This bike is for the owner who would order a muscle car with the biggest engine and no radio. As part of this restyle, we cleaned off the rear fender, ditched the battery box trim, and bolted on a classic oval air cleaner cover. The goal is to create an elemental Big Twin that a customer can define as his own.” ■

Price tames San Felipe

AUSSIE Motorex KTM's Toby Price shook off a mid-week illness to bring his team home in fourth place, in the San Felipe 250 off-road race in Mexico.

KTM Racing Team riders Kurt Caselli and Ivan Ramirez successfully defended their Baja 250 title, ahead of Honda pairing Weigand/Udall, with the Bell/Pearson/Hengeveld Kawasaki entry third. Price rode a KTM 450SX-F with American KTM factory racer Mike Brown in the 254-mile desert race - the first of three races he'll do for the official factory KTM squad this year on the famous Baja Peninsula.

"The KTM team performed great," said Price.

"I was happy with my performance and the experience here, I did the best I could and brought it home safe and sound."

Close to 250 bike and car entries including riders from 11 countries took part in the 410 kilometre race. ■



It's not where you're going, It's how you get there!



Burt Munro's spirit lives on

THE Indian brand is gaining momentum for 2014 after unveiling a fitting tribute to Kiwi Burt Munro. Munro is synonymous with the manufacturer following the movie 'The World's Fastest Indian'

The tribute took the form of custom made 'streamliner' styled bike, which looks more like an aeroplane without wings. Crafted completely from metal, the 'Spirit of Munro' streamliner is fitted with the same engine that will grace the 2014 Indians.

The streamliner was debuted at Daytona Bike Week following the reveal of the new 111 cubic inch Thunder Stroke Indian engine, the new power plant for the 2014 Indian range.

"We are a brand that will always strive to push the envelope in everything we do, so when the idea of building a streamliner to both showcase the new engine and pay homage to the racers, mechanics and engineers of the past landed on my desk, it was an easy decision," says Vice President of Indian Motorcycles, Steve Menneto.

The streamliner was designed from the ground up to house the new Thunder Stroke 111 engine and as such it is truly a running masterpiece, not some show pony display piece.

"Part of the process of building a new motorcycle is building many pre-production and production test engines," said Gary Gray, Product Director for Indian Motorcycle.

"The Indian Motorcycle engineering team is fully conscious that every day we are working with history and over the course of design and development many parts and complete engines are built, tested, disassembled and measured.

We thought it a fitting tribute to place one of our pre-production engines in a one-of-a-kind vehicle to pay homage to the racers who have helped build the legend of the Indian Motorcycle brand over its 112-year history." ■



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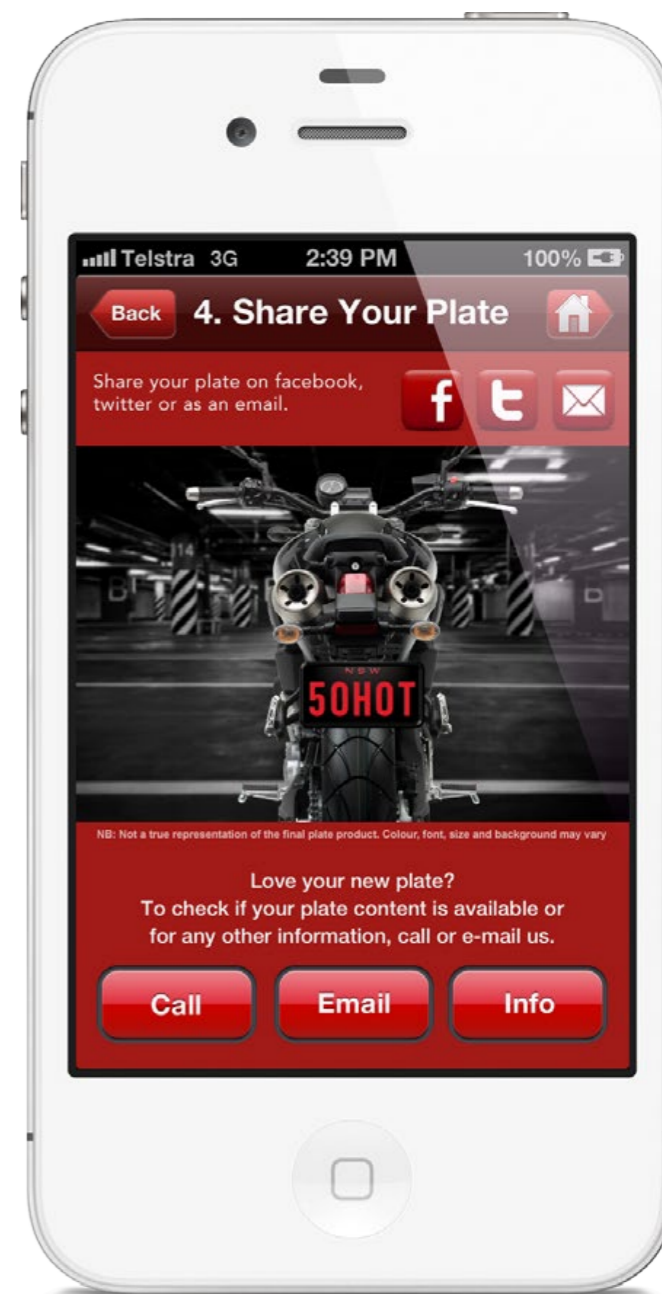
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NOW you can check out personalised plates on your iPhone with the myPlates Mate – an iPhone app designed for Aussies to test out personalised number plates content options and review how they look before actually purchasing one. Even the latest BMW R1200GS Rallye and the not-yet-to-market Yamaha MT-03 are included on the app.

To play with number plate options, you just have to download the app from iTunes, upload a picture of your car or bike (or use one from the library) and use the spindle to choose letters and numbers to suit your desired combination. ■



Dibb wins Sheene

MICHAEL Dibb has won the Barry Sheene Festival of Speed run over the March 15-17 weekend.

A huge field of machines contested all classes, but it was Dibb on the T-Rex Harris Honda which took out the feature event. Shaun Giles was the man to beat early on but a crash in the first race on Sunday put the Former Suzuki factory racer out of play for the rest of the meeting, a shame because seeing Giles ride the big Suzuki Katana is a sight indeed.

Fellow Katana rider Leo Cash finished second overall in the Sheene, with Andrew Lind third on a Kawasaki 1200.

Sunday was the main day for spectator numbers, with classic race fans treated to trade stands, club displays, and of course the fantastic sights and sounds of classic race bikes.

Part of the festival was the ongoing Trans Tasman Challenge between the Kiwis and the Aussies. New Zealand once again showed its dominance, winning the challenge with 204



Cycle Torque's Alex Pickett (18) chasing Steve Ward at the Barry Sheene Festival.

points to Australia's 187.

Modern and classic sidecars were also featured on the drawcard with the team of Souter and Rowe doing the winning on the track and in the Modern F1 class.

A big pat on the back has to go to the Post Classic Racing Association of NSW for the way the event is organised, with the BSFOS becoming a huge part of the classic road racing year.

Links to full results can be seen at www.cycletorque.com.au/ more. ■

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TopRider special offer

TopRider, one of Australia's leading motorcycle schools, has added extra dates to its Advanced training days available for NSW during April.

The advanced program was developed by Bernie Hatton to coach top riders, and has been used by riders like Anthony West, Chris Vermuelen and Jamie Stauffer. These dates will be the last opportunity before Bernie and his coaches return to Europe for the 2013 season.

Classes are very small which ensures you're guaranteed instant feedback, personalised service and training packages developed to suit the individual.

TopRider have also offered a Level 1 for Ladies only to be held April 14th. Maximum of 12 ladies, girls be quick first 12 only!

TR clothing and TopRider have created a special Cycle Torque offer. Book 1 day receive a pair of TopRider sports gloves valued at \$58.00 or book two days receive a TopRider leather jacket valued at \$250.00.

An awesome incentive combined with a TopRider guarantee of quality training and fun experience. Book today by calling 1300 13 13 62, and mention *Cycle Torque's* advert to receive this offer! ■

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Kawasaki

CT Multi for sale

SADLY, it's time to sell our beloved Multistrada 1200 and move on to another project for Cycle Torque Magazine.

It was purchased new in late 2011 and is a 1200 S Touring. That means it comes with panniers, and also the optional colour matched top box.

It has a few extras too, like the Ztechnik V Stream touring screen, RadGuard radiator guards, Barkbusters hand guards, and Xenon headlight globes and spot lights.

It has just over 15000 kilometres on the clock and was fully serviced at 12000. A Rexxer fuel map has also been fitted which improves low down fuelling.

It will have new tyres fitted immediately prior to sale, and the NSW rego expires in October this year.

This is a superb motorcycle which will give years of service.

\$22,500 ono, call Chris on 0404 030 925 or 02 4956 9820 for more info. ■



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Lies, lies and damned statistics!

THE Victorian Motorcycle Council isn't happy with the way statistics have been used in the Road Safety Strategy, recently released by the Victorian Government. Below is a statement from the VMC;

The VMC has again called for the State Government to discontinue the selective use of discredited data and misleading statements that falsely represent motorcyclists, following the recent release of the State Road Safety Strategy 2013- 2022.

VMC Chairman Peter Baulch said: "The Strategy is based upon unreliable data gathered from an agenda driven online survey and distribution through a single newspaper. Such surveys are notorious for failing to produce reliable data and it is to the Government's discredit that they should use it as the basis of such an important strategy".

Rob Salvatore – Vice Chairman of VMC said: "The strategy also relies on data issued by the Department of Justice and TAC that fails close scrutiny – how can we trust the agencies involved?"

Despite repeated offers of assistance to government and stakeholders, the VMC which is the state's peak rider representative body, was not involved in any consultation process prior to the release.

"Consultation would have saved the report the embarrassment of proposing knee jerk regulation such as mandatory motorcycle boots which can best be described as tokenism." Said Peter Baulch.

In a clear example of the left hand not knowing what the right is doing, the recommendations of the State Governments own Parliamentary Road Safety Committee appear to have been completely overlooked or ignored when preparing the Road Safety Strategy.

The dysfunction is further evident between the agencies themselves, whereas the TAC has widely proclaimed that riders were 38 times more likely to be injured, the strategy instead claims a much reduced statistic of only four times more likely.

The strategy and its supporting information claims that "nearly 60 per cent of speeding motorcyclists avoid infringement as they do not have a front number plate" and presented this as an inequity between road users.

The statement is demonstrably untrue and the characterisation is emotive sophistry.

"Available Traffic Camera Office data absolutely rejects the front number plate claim. We know that the camera system fails to identify as many bikes from the rear as it does from the front and frontal failures only account for 0.4 per cent of all speeding detections. Fitting FNP's to address this spurious claim will cost the community \$30m for no net road safety gain." Said Rob Salvatore.

The VMC believes that the use of 60 per cent figure within the strategy should best be regarded as hysterical fear-mongering and further evidence of a campaign aimed at seeking public sanction for 'big brother' policing.

The VMC and its members call upon the TAC, the Department of Justice and VicRoads to consult with peak motorcycle representatives and to defer the Motorcycle component of the State Road Safety Strategy 2013-2022 until the widely researched recommendations of the Parliamentary Road Safety Committee Inquiry into Motorcycle Safety have been fully considered. ■



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TOURING, CHINESE STYLE

CFMoto's motorcycle range has continued to expand with the arrival of the new tourer motorcycle, the 650TK.

The CFMoto 650TK is equipped with a 650cc liquid-cooled and fuel-injected parallel twin engine. It looks to have a comfortable riding position, just right for racking up plenty of miles in our massive country.

It has sharp styling and comes with panniers. The 650TK powered by a 650cc engine is available as a LAMS (Learner Approved Motorcycle Scheme) model.

Retailing for only \$6,990 plus on road costs, the 650TK is awesome value. The 650TK will be available in black, white and matte silver, and is supported by a factory two-year warranty.

For further information on the newest addition to the CFMoto motorcycle range, please visit www.cfmoto.com.au or www.650TK.com.au. ■



DE VICE GRAND OPENING

THE Grand Opening of De Vice Motorcycles, a new custom motorcycle and repair shop in the heart of Newcastle, will take place on Saturday, April 6.

De-Vice Motorcycles is at 3 Throsby Street Wickham, which is also the home of the Wickham Motorcycle Co. The days events will include a Show and Shine comp for best Harley Sportster, Best British new age Twin and People's Choice. There's a Pinup Girl Competition (Rocker Billy / 50's Style) with a huge Prize of a Professional Portfolio Shoot.

The day will also feature Hot Rods, trade stores, a cabaret show, live music and much more.

Deatails and links at www.cycletorque.com.au/more.

LUKEY LUKE WILL RIDE THE DUKE

STUNT supremo Lukey Luke is set to wear orange in 2013 thanks to a new deal penned with KTM which will see him aboard its Duke and Super Duke models.

In what is sure to be a treat for KTM fans, Luke is keen to show off what can be done aboard both machines.

Known as a passionate and dedicated stunt man, the 29 year old Melbournian has been honing his art at major race meetings and bike shows for many years.

"I'm so excited to be with KTM," said Lukey Luke. "KTM is an exciting brand in the way they market and the things they do with their athletes. I liked that and wanted to be a part of that, so it was an opportunity to be involved in something fun and uplifting that I couldn't say no to."

Lukey Luke and his KTM's will perform some 35 shows up to 25 minutes in length this year, taking in all ASBK rounds, the Australian MotoGP, Motorcycle Expos in Sydney and Brisbane, as well as toy runs, charity events and festivals around the country.

G A R

THE charity motorbike event - The Great Australian Ride - is fast approaching once more. This year riders depart Byron Bay on Sunday August 18, once again riding from the east coast to the west coast for the

charity SIDS and Kids.

Last year over \$26000 was raised for the charity and this year the target is 50 grand.

Check out the video - www.cycletorque.com.au/more.

VACC CALLS FOR A VICTORIA-WIDE FILTERING TRIAL

MOTORCYCLE and scooter riders in Sydney have started a two month filtering trial today. From 1 March to 30 April, riders of powered two wheelers are legally able to ride between stationary vehicles at intersections in the trial zone. VACC has called for a similar filtering trial to be conducted in Victoria.

"If, as we expect, the Sydney trial is a success, a similar trial should be conducted in Victoria. Less than one per cent of Melbourne commuters ride a motorcycle or scooter to work compared to more than 60 per cent who drive. Congestion and pressure on city centre parking spaces could be reduced if more was done to promote motorcycles and scooters and better infrastructure provided," said the VACC's David Purchase.

SUPPORT BLACK DOG AND WIN A BMW K 1600 GT-L

THE Black Dog Ride has been running since 2009 and was set up to raise much needed funds and awareness of depression and mental health issues.

Several years later and with some incredible journeys completed across the length and breadth of Australia, this year the Black Dog organisers major raffle prize is a BMW K 1600 GT-L worth nearly \$40,000.

Funds raised during the 1 Day Ride will go to Lifeline's 13 11 14 crisis support centre and will help build and maintain Lifeline's vital suicide prevention programs across the nation.

"Depression is an illness, not a weakness and effective treatment is available. If we talk about depression and all work together, we can make a difference," said Black Dog Ride founder Steve Andrews, who lost his mother to suicide.

To purchase tickets, visit <http://blackdoglifeline.gofundraise.com.au/> ■

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A VINCENT WITH HISTORY

A VINCENT Black Shadow motorcycle that formed part of a bid by the factory to set a new 24-hour speed record in 1952 is among over \$1 million worth of lots already consigned for the annual Bonhams sale at the International Classic MotorCycle Show in Stafford, UK, on Sunday 28th April.

Although mechanical failures prevented the bid at Monthéry in France in May 1952 from being successful, the British team returned home with eight new records, including six hours at over 100mph.

The fully-restored, matching-numbers machine has been owned by the current vendor for more than 40 years and is offered with a pre-sale estimate of \$150,000 to \$190,000.

PARKINSON'S RIDE

THE Big Ride 4 Parkinson's is right around the corner (4 and 5 May), a charity motorbike ride on behalf of Parkinson's NSW, kicking off at Sydney Olympic Park on Saturday 4 May. All funds raised will help raise awareness about Parkinson's disease and funding for Parkinson's NSW support services and research initiatives.

Bike enthusiasts will join iconic Australian rocker and former Rose Tattoo front man, Angry Anderson, on the 360km ride from Sydney to Parkes to show support for those affected by the condition. The convoy will meander through the picturesque Blue Mountains, thundering along the highway through Lithgow and Orange with one destination in sight – Parkes for Parkinson's. At each pit stop, locals are encouraged to join in the fun and come out to view the bikes and greet the riders making the challenging journey.

If you've got a bike, a helmet, a sense of adventure and a willingness to make a difference, join The Big Ride 4 Parkinson's 2013. For more information, to register or donate, visit www.thebigride4parkinsons.gofundraise.com.au/.

Registrations close Friday 19 April 2013.

RIDEAWAY ON A TRICOLORE TODAY!

DUCATI Australia is excited to announce the latest offer for Ducati customers. Purchase a 1199 S

Panigale Tricolore by April 30th 2013 and you'll have your on road costs covered, a saving of around \$2,000.

Enquire about a test riding the 1199 S Panigale through www.ducati.com.au and for this limited time receive a genuine Ducati gift.

BROKE ITALY

A Little Bit of Italy at Catherine Vale Wines is on again, Broke NSW, April 14-15.

More info www.cycletorque.com.au/more.

GLOUCESTER MOTORCYCLE EXPO

May 4-5 will see the fifth Gloucester (NSW) Motorcycle Expo. Features displays and stalls from bike businesses and lots of classic and modern machinery. Classic MX demonstrations are new for 2013.

More at www.cycletorque.com.au/more.

HONDA CORPORATE

TICKETS have just been released for Honda's VIP Marquee at the Australian MotoGP, Phillip Island Grand Prix Circuit, on October 18-20, 2013.

Once again located trackside on Gardner Straight with sweeping views of the circuit, Honda fans will be close enough to feel the rumble of the race engines as they experience the speed and passion of world motorcycle racing.

Offering premium comfort and convenience, the Honda VIP Marquee will be fully catered with hot lunches, morning and afternoon tea, free non-alcoholic drinks including a barista coffee facility, and a cash bar for alcoholic drinks.

Honda VIP Hospitality packages are priced at \$790 per person for three days. Please note that children require their own pass. Tickets can be purchased online via Honda's secure online facility or by downloading the ticket booking form.

Book online at: www.hondamotorcycles.com.au.

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MOTOGP TRAVEL WITH YAMAHA AUSTRALIA

YAMAHA Australia's annual MotoGP hospitality options extend beyond Aussie shores in 2013 with a fully guided tour to Barcelona, Spain to take in the sights and sounds of the Grand Prix of Catalunya.

The tour is set to be a completely unique experience for MotoGP fans and runs from the 11th to the 17th of June. For anyone that has watched this race on television over the years, you will know how fanatical the Catalan crowd is about motorcycle racing.

For die hard fans that love the race on our own doorstep, Yamaha are offering an excellent line up of events to compliment the Phillip Island round which includes its regular VIP suite on Gardner Straight. The VIP suite has all the usual bells and whistles from recent years including a cash bar, top buffet food, grand stand seating, pit lane walks and big screen TV viewing. This year has the added attraction of the return of Valentino Rossi which is sure to attract extra interest, so get in quick as these events often sell out.

R.I.P HENNY RAY

RACING reporter, photographer, critic and columnist Henny Ray Abrams was found dead recently at his home in New York City. Abrams was found dead at his computer, working right to the end no doubt.

A very well respected journalist who's stories were often insightful. Abrams had covered Grand Prix and AMA Pro Racing for decades, primarily for Cycle News.

WATERS TESTS BSB R1

MILDURA ace Josh Waters had his first taste of the Yamaha R1 on the 14th of March when he took part in the initial pre season BSB test at Donington Park following a team shake down at Magny Cours. The eldest Waters sibling will be racing in the BSB series this year for the Milwaukee Yamaha team alongside former MotoGP CRT rider James Ellison.

Also lining up on the grid is fellow Australian and

one of the favourites for this years BSB crown, Josh Brookes. Brookes has been impressive in testing.

FERRIS GETS MX2 PODIUM

DEAN Ferris has made a blistering start to his 2013 MX2 campaign with an overall second place podium finish in the opening round at Qatar, held under lights in the desert city on the 2nd of March.

Ferris is the lone Australian competing in FIM MXGP and after a tough 2011 injury wise racing MX1, he has stepped back to MX2 this year into the same team the late Andrew McFarlane raced for, Dixon Yamaha.

The 22yo from Kyogle (who we are assured is a local legend in his home town) said after the race, "I was excited out there, battling all those 450s and I'm well aware that Andrew was the last Aussie rider up here and he also did it with Steve (Dixon, Team Manager) so that was nice".

YOUNGEST GARDNER TO COMPETE IN FULL SPANISH SERIES

LUCA Gardner, the youngest son of Aussie 500cc legend Wayne Gardner, begins his first full season of road racing riding a Moriwaki MD250 in the Pre-Moto3 class of the CMV championship in Spain.

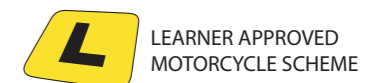
Luca will be riding for the 'Briefing Competició' team who are the Spanish importers of Moriwaki accessories. Former 500cc champ Wayne says that after meeting the team at a recent test and looking at their racing history, the 'Briefing Competició' should be the "perfect operation to support Luca in his first full season on the MD250".

Older brother Remy finished second in the same championship last year and the Team Gardner website says his plans for 2013 will be announced very soon.

The Gardner family have now relocated to Spain in a bold move to further the racing careers of both Luca and Remy. ■



2013 RANGE
GT250R



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I, SUPERBIKER 3 - THE DAY OF RECKONING

THE 2012 BSB Championship review, 'I, Superbiker' - Day of Reckoning, premiered through March in the UK. 'Day of Reckoning' is the story of the title chase which is almost guaranteed to go down to the wire due to the BSB 'Shootout' format. The conclusion is of course known to all, but the 'I, Superbiker' series gives a rare insight into the behind the scenes pressure that makes BSB one of the most exciting series to watch at the moment.

The 2012 season saw a rise in young talent and some excellent duels between Shane Byrne and Josh Brookes - the straight talking Aussie who the Brits love to cast as the perennial bad boy.

The film will have a limited cinema release and producers tell us they are close to finalising a deal with Hoyts to show it on the big screen here as well.

It's not often we get to see bikes on the big screen so check www.cycletorque.com.au as details come to hand.

LOOKING FOR FUNDS

The times are changing for racers who are now expected to find their sponsors to secure a ride. Colourful British Moto2 rider Gino Rea has gone public looking for racing funds this year after his deal with the ESPG team fell through when they failed to secure sponsors. With only a limited number of options left to race for 2013, Rea is looking to pull off the impossible by taking to the internet and inviting anyone to pitch in and help. You can buy what is sure to become collectable merchandise including signed photographs, clothing or VIP race weekend packages. You will also get a listing on the thank you page and join several other Aussies that have joined the cause, not to mention Gino's grandmother who pops up on the list every so often!

END OF AN ERA AS DAKAR LEGEND CYRIL DESPRES LEAVES KTM

IN A press release issued on the 12th of March KTM announced its all conquering factory rally team would now be known as Red Bull Factory

KTM Racing. However the biggest surprise was the omission of Dakar great Cyril Despres from the team. The release went on to state that Despres had indicated he wanted to "move on and face new challenges".

The Frenchman then released a statement on his Facebook page saying that "after 12 years and 10 Dakar podiums, five of which were victories, Cyril Despres and KTM have jointly agreed to go their separate ways, leaving Cyril free to explore new challenges and new horizons".

RC30 FOR HONDA BROADFORD BIKE BONANZA

THIS year's Bonanza is just a few weeks away, and the highlight is a tribute to the mighty Honda RC30.

Of particular note are the two ex-Honda Australia bikes raced to Australian title successes by Troy Corser and Anthony Gobert, the former owned by Honda Dealer Principal Ray Moody will be ridden by former top production racer Richard Scoular.

Attracting motorcyclists and enthusiasts from around the country, the Honda Broadford Bike Bonanza offers visitors the unique opportunity to not only inspect historic machines up close, but to dust off their own motorcycles and take to the track at the State Motorcycle Complex in Broadford.

Following on from the success of the Honda Motocross display in 2012, the 2013 HBBB will boast an extensive array of Honda off-road models from the 1970s and 1980s. The XL, XR, MT and MR motorcycles will be found in the big shed at the State Motorcycle Complex in Broadford, with their mellow power and nimble handling, these machines were perfectly suited to the tough Australian conditions.

Other highlights of the event include a Gala Dinner, a display of Australian Safari bikes, the ever-popular Enduro loop, speedway, dirt track and non-stop action on the motocross circuit.

The HBBB will take place at the State Motorcycle Complex, Broadford on March 30-31, 2013. For more information, entry forms and tickets visit Motorcycling Australia at www.ma.org.au/hbbb. ■

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Good times roll

*THE last few weeks have been hectic for me. Now I don't expect most of you to have any sympathy at all for my hardship because I spent a week in New Zealand on the Triumph Trophy SE launch (in this issue), back home for a few days and then away for another week on Victoria's Great Ocean Road and mountain areas on the BMW F 800 GT (also in this issue), as part of the BMW TS Safari, followed directly after by the World Superbikes at Phillip Island. Among all that I'm expected to put **Cycle Torque** together. Just today I've also got back from the 2013 Yamaha FJR1300 launch. Three fantastic sports tourer launches in four weeks. Hectic but very enjoyable.*

It might surprise you to know that the motorcycle industry, at least the motorcycle magazine industry is a pretty incestuous business. A number of bike journos have worked for numerous publications over the years, and this is a very positive thing I reckon. Over the eight years I've been at *Cycle Torque* (geez, that's gone bloody quick) I've met some wonderful people in this industry, many of them have become good friends. Every launch you go to is great fun. Yes, you have the bikes, but the camaraderie among the journalists, and the motorcycle manufacturers' staff, is

the highlight for me. I really enjoy it.

Take the Triumph Trophy SE launch in New Zealand for example. This is certainly the first time I've been on a launch where our wives were invited along. It makes perfect sense too because the Trophy SE is a sports tourer, and plenty of miles will be with a pillion on the back. And what a trip it was. Besides the unbelievable scenery and the roads, the evening meals with around 20 people at the table was a blast. There's plenty of sledging on these trips too, something we Aussies love.

On the F 800 GT launch I spent most of my time with Ralph Leavsey-Moase from *Australian Motorcycle News* who is loads of fun to be around, and when on the gas is hard to keep up with. We think alike on many subjects, so many a fun conversation was had during the trip.

I guess the common denominator here is our love of motorcycles. On the BMW TS Safari everyone I met was just out to enjoy themselves with like minded people. That's what it's all about, being able to stop and have a coffee and a chat with someone you've only just met, and the motorcycle breaks the ice for you. This has happened to me all over the world. In 2010 during our bike tour with Transylvania Live I



met some riders from Hungary. One of them had a T-shirt with Australia emblazoned across it. After much gesturing I finally got through that I was from Australia, and although I couldn't understand a word he was saying we had a great laugh.

On the Isle of Man last year my son Alex and I had a some top chats with other riders, many of them starting after they heard our accents.

Back to the launches though. On the FJR1300 launch we talked about accommodation on launches among other things. I've heard on car launches the journos expect pretty flash digs. I can't confirm or deny that but I do know that most of the motorcycle journos I know would happily stay in a pub. Maybe that's just the way motorcyclists roll. It's about the ride, not how many stars the accommodation is at the end of the day. Sure it's nice to go Five Star but to be honest just being with my mates, on our bikes, is what it's about for me.

– **Chris Pickett**



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2013 MX Nationals preview

THE opening round of the 2013 Monster Energy MX Nationals kicks off at Raymond Terrace on April 14 and with an all new race format and a heap of riders swapping teams. With new riders also entering the championship now is as good a time as any to see how this season could play out.

The 450cc MX1 class has more potential moto winners than you can poke a stick at but as far as true championship contenders the list narrows substantially.

2012 MX2 Champion Ford Dale will be on the Carlton Dry Honda CRF450 for 2013 and there is nothing surer that Dale will contest for moto wins and perhaps even rounds win this season, but whether he can keep consistent over a full ten rounds is probably a long shot. I look for Dale to move to being a championship contender in 2014.

Ford's team-mate Ben Townley absolutely smashed everyone at the opening round of the 2012 championship but has been struggling to stay on the bike since, with a big crash at round two of the 2012 MXN series then another at round one of the 2013 New Zealand Championships. So, like Dale I have Townley down as a moto winner and perhaps a round winner but he will need to gain some confidence and consistency to be in the championship chase by season end.

The most successful MX1 team in the paddock is CDR Yamaha, and this year Lawson Bopping and Billy Mackenzie have the task of taking the team's winning streak to an amazing six MX1 Championships in a row. Bopping has proved himself a race and round winner when he is in top form and I expect the same in 2013, while Mackenzie is looking sharp on the Yamaha so far with good results over in New Zealand but unless the former GP winner gets a little more consistency in his racing there is little hope for Dacka spraying champagne in 2013.

Troy Carroll's Monster Energy Kawasaki team has a very determined Jay Marmont swinging off the potent KX450F and after tough 2012 motocross season I am expecting the four time MX1 champion to come out swinging in 2013. He will definitely be a championship contender, while his team-mate Adam Monea will simply be getting his feet wet in the big class this season.

KTM team riders Todd Waters and Kirk Gibbs have been spending endless hours testing the new KTM 450 SX-F as well as racing in the New Zealand Motocross Championships and there is nothing surer that Waters will be a favourite to go one step better than his 2012 results and take the championship. Gibbs should reach his goal of a top five finish.

Team Motul Pirelli Suzuki's Cody Cooper is in hot form at the moment and is currently leading the New Zealand Motocross Championship, and if the former Australian MX2 champion can keep that form into the MX National the quiet Kiwi will definitely be in the hunt for his first Aussie MX1 title.

Cooper's team-mate Matt Moss and his brother Jake (Campbell Mining Suzuki) will without doubt be fast with moto wins more than possible but it is at best a long shot that either of the twins will be at the pointy end of the points chase after ten rounds.

Berry Sweet/Lucas Oils Yamaha's lone rider Tye Simmonds is reportedly flying on the Yamaha and with the experience of Craig Anderson behind the young star you can expect moto wins and perhaps even a round win or two but it would be a lot to ask for

Simmonds to be at the front enough to win the championship. 2014 will be the year for Simmonds to shine.

As far as the rest of the MX1 riders go you can expect Zero Seven Motorsport Kawasaki's Cody Mackie, Full Force/Cars-R-Us Honda's Dean Porter, TM Racing Australia's Simon Thompson, JBC MOTOS' Jacob Wright and privateer Thomas Rushton to all drop into the top ten at times during the season if they all ride to their full potential.

Smarty's MX1 Top Ten: 1. Cody Cooper, 2. Todd Waters, 3. Jay Marmont, 4. Billy Mackenzie, 5. Ben Townley, 6. Tye Simmonds, 7. Kirk Gibbs, 8. Lawson Bopping, 9. Ford Dale, 10. Cody Mackie.

With the signing of Josh Cachia the Carlton Dry Honda team has a great chance to retain the MX2 title that Ford Dale won for the team in 2012. Cachia really impressed me at the Coolum round last year when he went toe-to-toe with Metal Mulisha/Serco Yamaha's Luke Styke for the final moto win and if both of these riders ride to their full potential this year the championships will come down to a Cachia/Styke battle.

Styke's teammate Luke Clout will use his U.S. experience to put himself into the fray more often than not and I expect the same from the Raceline Pirelli Suzuki riders Ryan Marmont and Geran Stapleton. The big surprise this year could well come from former Japanese Motocross Champion Takeshi Katsuya who has signed with the Full Force/Cars-R-Us Honda team alongside another harder charger in Keiron Hall.



Cody Cooper

Zero Seven Motorsports Kawasaki's Kade Mosig is another rider who will without doubt throw himself among the front runners while you can count on the Choice Motorsport KTM pilots Kayne Lamont and Dylan Long, TM Racing's Nick Geck, Tunetech Racing/KTM Australia's Kale Makenham, JBC MOTOS' Bailey Coxon and KTM privateer Brock Winston to be very competitive throughout the series.

Smarty's MX2 Top Ten: 1. Cachia, 2. Styke, 3. Mosig, 4. Katsuya, 5. Clout, 6. Marmont, 7. Long, 8. Lamont, 9. Stapleton, 10. Hall.

2013 Australian MX Nationals Calendar: Rd1 - 14 April - Raymond Terrace. Rd2 - 28 April - Murray Bridge, SA. Rd3 - 5 May - Wonthaggi, VIC. Rd4 - 19 May - Broadford, VIC. Rd5 - 2 June - Conondale, QLD. Rd6 - 14 July - Appin, NSW. Rd7 - 28 July - Hervey Bay, QLD. Rd8 - 11 August - Swan Hill, VIC. Rd9 - 25 August - Toowoomba, QLD. Rd10 - 1 September - Coolum, QLD.

- Darren Smart

The Whiz & the Case

I'M SURE many of you, like me, watched on with great interest when Casey Stoner made his four-wheel race debut at the Clipsal 500 in Adelaide.

Casey was rightfully nervous and bounced back from his first race brush into the wall to charge through the field in race two of the Dunlop Series. No-one is more aware of the mountain Stoner must climb to dominate the feeder series and break into V8 Supercar than Casey himself. It is an added hurdle than Wayne Gardner never had to face when he jumped from GP bikes to the taxis 20 years ago. Casey has a good car, the ex-Craig Lowdnes Triple Eight Holden Commodore, and enormous support from the Red Bull team. He is under no illusion that he can translate 25 years of motorcycle racing experience into tin-top racing, stating before his first race that the only thing he can bring to his new profession is his gigabyte memory full of traction sensing through the tyres. It was ironic then that Stoner flat-spotted his right front tyre in his first race, something that never happens in bike racing, which eventually sent him wide into the wall when the tyre punctured. It was a big learning experience, but one that Casey will take on board. One senses he likes being back in Australia racing full-time for the first time since 1998. Among a long-list of reasons why he quit MotoGP racing was the Euro-centric manner in which the series was administered and reported by the media. He narrowed this down to Dorna and the proliferation of Spanish rounds at Jerez, Catalunya and Valencia, labelling it the 'Spanish Championship'. Another Queensland-born legend with a searing sense of reality delivered in an unfiltered tone beat Casey to the punch by 15 years; in his prime Mick Doohan called it the 'Spanish Cup'.

Stoner, who has never liked doing PR, seemed keen enough to talk to the local motorsport press, who weren't asking him what he really thought about Valentino Rossi, or the prospect of a fourth Spanish MotoGP race at Albacete. Although he faces a long journey to reach the upper echelons of V8 racing, he seemed happy enough racing at home and facing a new challenge, however it may turn out. MotoGP and 15 million dollar contracts seemed to be the furthest things from his mind. And when Craig Lowdnes was on the dais celebrating the first V8 Supercar race win of the year, Stoner stood below

applauding in pure admiration and happiness for his mate. In that moment, he would've realised if he's running around in the top ten of the Dunlop Series, what kind of experience and magic does it take to win a big V8 Supercar race like the Clipsal?

Wayne Gardner won V8 Supercar races, hell, he should've won Bathurst at least once, maybe twice. Gardner was leading the great race in 1997 on lap 90 of 168 when the engine let go at the end of Mountain Straight. After uttering an expletive, one-time co-driver Mark Larkham lost control on the oil, and slammed into Wayne's stationary Commodore for good measure. Oh, the joys of motorsport. It was a rocky road for the 1987 world 500cc champ, one that Stoner has taken note of. Gardner's four-wheel career is instructive, for it was his foray into Japan that really made him as a cage driver.

Straight after he quit GP racing in 1992, Gardner immediately turned to V8 touring car racing in Australia. As the premier class in Australia, other drivers took exception to his rapid rise and high profile that attracted sizeable sponsorship. Gardner became a target. It was an attitude he had never encountered in bike racing. Tapping, nudging and straight out barging became the order of the day. The victim, and sometimes the innocent catalyst for many multi-car mishaps, Gardner quickly earned the epithet 'Captain Chaos'. The media picked up on the name. It hurt. Chipping plenty of his own money in to his team and saddled with some very big crash bills, a somewhat disillusioned Gardner scaled down his Australian V8 activities in the late 1990s and began racing GT cars in Japan. It's a country where he's nick-named 'Mr 100 percent' for his grit and success in the Suzuka 8-Hours. Gardner tasted success at the Fuji Speedway in front of 62,700 when he took out round five of the 1999 All-Japan Grand Touring Car Championship Series in a Toyota Supra.

The GT car that Gardner raced was some piece of work. Although they were based on production models such as the



Honda NSX, Nissan GTR and the Toyota Supra, these things lapped much faster than a 500cc GP bike. In race trim, they weighed 1000kg compared to the 1350kg of a Supercar, and produced 600bhp.

Although the V8 touring cars produce similar horsepower to the GT cars and are capable of 310km/h, Gardner said there is no comparison between the two.

"The Japanese GT cars were much quicker than the V8 Supercar, using a lot more down-force and aerodynamics," he said. "Technically, they were far superior and are approximately eight to ten seconds a lap faster than a V8 Supercar." To put that into a perspective, a V8 Supercar produces lap times very close to an Australian-spec Superbike.

In 2000, Gardner returned to claimed pole at Bathurst by a second, and cleared off in the early laps in one of the most remarkable getaways in the 1000's history. Checking his mirrors up mountain straight with no-one in sight, Gardner said to himself, "Where have they all gone?" He ran into problems later, but he was undeniably the fastest man in V8 Supercar racing, although he was no longer a full-time participant. It's unfortunate that his career ended at Bathurst in 2002 when he crashed heavily into the barrier at Griffins bend during practice, leaving him badly concussed. If Casey can win Supercar races, and say he had Bathurst in the bag twice like WG, he'd be a happy man.

- Darryl Flack

Jarno

I'd first seen him in action in 1971, back in the days of air-cooled Yamahas, when he'd journeyed to Silverstone for an international meeting that would evolve into the British Grand Prix after the Isle of Man TT lost its place on the world championship calendar. It was a curious meeting. Silverstone had never seemed as enthusiastic about motorcycle racing as had so many other British circuits, and the party had in any case come to an abrupt halt after the 1965 Hutchinson 100 meeting following an altercation between 'fans' and the authorities – we were struck from the calendar. So the 1971 gig was the first Silverstone bike meeting for six years, and the race-day program bore testimony to that by listing lap records that had been set back in the age of dinosaurs when Mike Hailwood was still riding for MV Agusta. There was further confusion when we realised that motorcycles shared the billing with, um, bicycles. Yes, the peloton had come to town to entertain us black-leather-jacketed oiks and it amuses me to this day to recall silent cyclists whistling through Woodcote Corner at 50km/h.

And out of all this came Jarno and his superbly turned-out Arwidson Yamahas, blowing through the bike world like a strong gust of fresh air. He won everything that day, beating the cream of Europe's F750 punters to lift the lap record to a blistering 104.95mph.

Things would clearly be more exciting still when he received factory hardware. Remember that in the opening years of the 1970s the bigger classes were still in the grip of the MV Agusta hegemony, and while we miss the yowl of the fire engines from Varese these days back then it

I DON'T remember where I was on 20 May 1973 any better than where I was on the day President Kennedy was shot; but while it took me a while to appreciate the significance of JFK's murder, the news of Jarno Saarinen's death had an impact that was both immediate and profound.

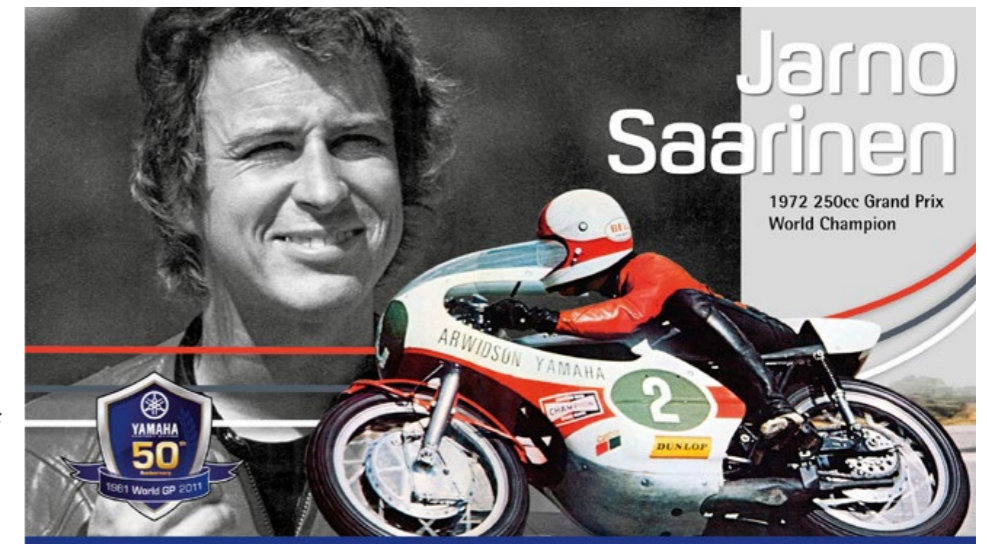
was boring beyond endurance to watch Giacomo Agostini win grand prix after grand prix for want of credible opposition (the laps times he set in 350cc races were often faster than in the 500s, because TR2/3 Yamahas would usually push him a little harder than the antique Manx Nortons and G50 Matchlesses in the bigger class).

Suddenly we had something to look forward to. Saarinen got his first batch of factory kit in 1972, still through his local importer, Arwidson, and set about winning a hard-fought 250cc world championship. Indeed it proved the toughest scrap of the year, with no fewer than five riders claiming grand prix wins before Saarinen took four wins from the last six to hoist himself clear of the pack. The Finn gave Ago a fright, too, taking the first two rounds of the 350cc championship before the bellowing MV disappeared into the distance.

These were the days when you could expect to see the stars turn out for non-championship meetings and Jarno was back at Silverstone in August. I was there for that one, too, and saw him make up for the glaring omission of bicycles from the program to show the 750s a clear pair of heels again, raising the bar to 106.65mph.

By this time word had leaked out that Yamaha would be competing in the 500cc class the following year, not with an overbored 350 twin but with a reed-valve across the frame four – effectively two TD2s side by side.

Before any of that, however, Saarinen took time out to impress the Yanks by winning the 1973 Daytona 200 on the



then-new water-cooled TZ350, returning to Europe to do the same in the Imola 200.

And then it was on. Saarinen won the first three rounds of the 250cc world championship on the trot, and threatened to do the same in the 500cc class, picking up wins at Paul Ricard in France and Salzburg in Austria, and looking set to make it three from three at Hockenheim until he rolled to a stop with a broken chain.

And so to Monza on 20 May 1973. Saarinen was running third in the 250 race, tucked in behind Renzo Pasolini's Benelli, when Pasolini fell at the very fast Curva Grande, taking Saarinen with him. The crash is usually attributed to Pasolini hitting an overlooked patch of oil dropped by Walter Villa's Benelli in the 350 race, but it might also have been caused by Pasolini's bike seizing. What's certain is that 14 bikes were caught up in the mayhem and Saarinen and Pasolini were killed.

And so ended one of the shortest but most exciting periods in the history of the sport. I saw Saarinen ride a bare handful of times, and even today it astounds me just how good he was. On his day probably only Agostini and Phil Read could keep him in sight, never mind beat him. In the 40 years since his death there hasn't been a better rider.



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EVERYDAY TOURER

BMW's F 800 GT is a direct replacement for the F 800 ST. With a new fairing and screen, the GT certainly looks the part, and its 798cc liquid-cooled parallel twin cylinder engine has a few more horsepower than the outgoing ST.

For riders wanting a touring option without the bulk of a big capacity touring machine the GT is right up their alley. It has BMW's premium build quality, and the engine is a willing performer.

In the showroom

Straight away you notice how striking the bike is to look at. The colours stand out, and the look just seems 'right'. Even the massive panniers don't look out of place.

Most of the ST has been brought over to the GT, so the bike is more a sports tourer than a tourer per se. That's evident as soon as you sit on the bike. It has flatish handlebars, and footpegs set rearwards. It's a pleasant riding position though, and even stationary the GT feels as though it wants to run a bit wild. The single sided swingarm gives the bike a real racy look, and upswept muffler (from the F 800 R) adds to that style.

The engine is found on a number of bikes now, including the off-road 700 and 800 GS models, and even Husqvarna uses the engine (in modified form) for its two street motard Nuda models. For the GT it gets an extra five horsepower, now up to 90. That number feels about right when you are riding it.

BMW has carried over the belt drive system, and it has proven to be a reliable arrangement, requiring minimal adjustment. But you cannot change the gearing, so what comes from the factory is what you are stuck with. That said, we found the final gearing fine on the GT, and guess most riders will feel the same when they ride it.



■ RIDING GEAR: REEVU HELMET, BMW JACKET, HORNEE JEANS, MOTODRY BOOTS.

■ TEST BY CHRIS PICKETT :
PHOTOS BY JEFF CROW

Instead of importing every model with every available option, BMW Australia usually works out what it thinks Aussie riders will go for and imports specific models to suit, with specific options, which then become the standard model in Down Under. That's the case here, as the GT comes standard with ABS, heated handgrips, trip computer, centre stand and pannier mounts.

As tested our F 800 GT also had the optional Automatic Stability Control (ASC) and Electronic Suspension Adjustment (ESA). On the F 800 GT though, the ESA is limited to the rear shock only, and then only for damping control. Pre-load is hydraulically adjusted via a knob on the right side of the bike under the seat. There is no adjustment on the 43mm traditional telescopic forks.

ASC and ESA come as an option package (including Tyre Pressure Monitor), you can option them separately, but it's cheaper to do so if you get the package, and BMW Australia says in its experience over 90 per cent of buyers tend to go with all the fruit. For example, the Traction Package, which includes ESA, RDC and ASC costs \$985, whereas to buy them individually would cost \$1215. As tested the F 800 GT was also fitted with panniers and tank bag. And because the fuel tank is under the seat you don't have to take the tank bag off to fill it up – cool.



On the road

As said before, the riding position is on the sporty side of touring, but even during longer stints traffic we felt it was quite comfortable. The comfort seat fitted to the test bike was indeed comfortable for extended periods of time. After a few hundred kilometres the backside did start to ache a bit, but we'd certainly pay the extra for the comfort seat option. Even though it's not a huge motorcycle there's still loads of room for people up to and over six feet. The recesses in the tank don't encroached on the knee space, and it's the sort of riding position which caters for long days in the saddle. Info is easily accessible from the instruments, and scrolling through the ESA settings etc is one of the easiest around.

The twin cylinder engine likes to rev, and it's a pleasure to use. We've always been a fan of BMW's parallel twin, but without riding the outgoing ST and the new GT back to back it's hard to tell how much livelier the engine is. For most GT buyers the power will be plentiful, only showing any flaws if you were two up, loaded and wanting a quick overtake. If you are solo and need to overtake quickly then a down change is required. We found this to be part of the fun though, as the gearbox is slick, and the engine a free revver. Top speed is in the region of 220 km/h so don't think the GT is slow. Far from it,

it's just the smaller capacity engine doesn't have the torque of larger engines on the BMW fleet.

There are some compromises in the suspension department. Up front the forks don't have any adjustment but most of the time this isn't an issue, and down the back the rear shock could have more travel we feel. In fact, the outgoing ST had more than half an inch extra travel over the GT, and the GT has a two inch longer swingarm than the ST. BMW says this is to give the bike more stability, and in good conditions that is dead right. When the roads are smooth you can punt this bike seriously quick, make no mistake about that, and the braking package is made for such work too. When there's big dips in the road, or sharp hits the suspension can bottom out. You can overcome this, on the rear at least, by winding up the pre-load and selecting Normal or Sport damping settings instead of Comfort but then that can make the shock feel overall a bit firm on rough roads.

We did find the damping from the ESA was very good, and there's loads of preload adjustment but the bike would be better if it had that extra 0.6 of an inch travel at the rear.

Weather protection is very good, the screen doesn't give undue buffeting, and the mirrors give you a fantastic view of what's behind. You do have to lean a fair way forward to adjust the mirrors so that's best done while stationary.

Verdict

We think the F 800 GT will be very popular with buyers. Lots of riders want a touring bike but for many reasons the bigger BMW models are just too much bike. The F 800 GT is near on a perfect option for these riders, and it's a great bike overall. It's priced at \$16,300 and in showrooms now. ■



**2013 BMW
F 800 GT**

**CYCLE TORQUE
Launch
REPORT**



SPECIFICATIONS:

- ENGINE TYPE: LIQUID-COOLED FOUR-STROKE PARALLEL TWIN
- CAPACITY: 800CC
- TRANSMISSION: 6-SPEED
- FUEL CAPACITY: 15 LITRES
- FRAME TYPE: CAST ALLOY BRIDGE TYPE
- SEAT HEIGHT: 800MM
- WET WEIGHT: 213KG
- FRONT SUSPENSION: TELESCOPIC 43MM
- REAR SUSPENSION: CENTRAL SPRING STRUT
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Brakes have good power and feel, while front end feels pretty basic.



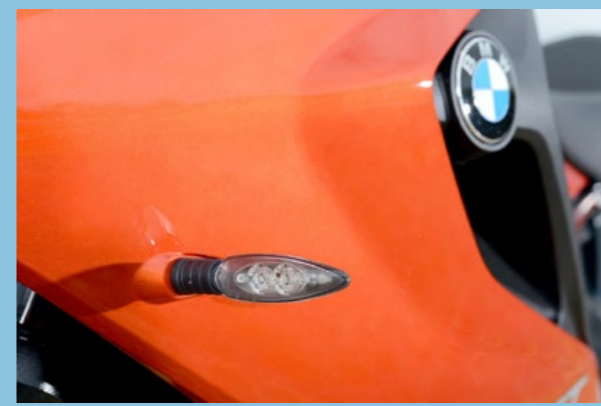
Steering damper must work well, for the bike never felt nervous.



Under-seat fuel tank helps keep weight nice and low.



BMW's novel tyre valve system works a treat.



Indicators are tiny but pump out plenty of light.



Belt drive system is ultra reliable.

2013 BMW
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**Triumph is back
in the luxury
touring market.
And what a
return...**

MORE



TRIUMPH TROPHY SE

CYCLE TORQUE

Launch

REPORT

IN TRIUMPH'S Hinckley era the Trophy touring models have always been towards the sporty end of touring rather than the overweight plodding end. The all-new Trophy is no different.

Triumph has well thought out the role of its new touring machine, and as a result it will appeal to a much broader range of riders. After spending five days on the new bike in New Zealand's South Island, much of it two up, I can tell you not only is it very comfortable, it is one of the best handling touring machines I have ever ridden.

Blank Canvas

Triumph reckons it never considered the bike as a competitor to the luxu tourers from Harley-Davidson, Honda and BMW, rather it wanted to design a bike to rival the BMW R 1200 RT, Yamaha FJR1300, Honda ST1300 and Kawasaki GTR1400. All of these bikes are of similar size but Triumph saw the R 1200 RT as the benchmark of the group. It probably shouldn't be a surprise then that the Trophy looks somewhat similar to the Beemer.

Looking at the bike you would think it is an entirely new motorcycle but this isn't strictly the case because the underpinnings of the bike is the engine and shaft drive from the Explorer adventure model released in 2012. And there are no changes from the engine spec of the three cylinder 1200cc Explorer, except for a slightly revised ECU, the exhaust system – more for the road chassis and style than performance benefits – and a taller sixth gear to suit the type of riding this bike is designed for.

With fly-by-wire technology you get traction control and cruise control – also found on the Explorer – and



■ TEST BY CHRIS PICKETT :
PHOTOS BY JEFF CROW

■ RIDING GEAR: BELL
HELMET, IXON JACKET,
HORNEE JEANS,
TRIUMPH GLOVES,
MOTODRY BOOTS.

LUXO SPORT

you also get ABS, linked brakes, tyre pressure monitors, electronically adjustable screen, and electronically adjustable suspension. Triumph would have made a huge mistake if the bike had been released without the suspension as it sits. In the high end market now most people want, even expect, to be able to adjust the suspension without leaving the rider's seat.

Triumph Motorcycles Australia will only import the SE model because it believes most Australian buyers would go for that level of specification. I think that line of thinking is spot on.

This model as tested has heated handgrips, a great stereo system that automatically increases its volume as your speed gets higher, heated rider and pillion seats, 31 litre panniers, cruise control, electric screen, adjustable rider seat, ABS, tyre pressure monitors, electronically adjustable headlights, accessory touring screen, and of course the suspension which has three settings each for damping and preload. This is the most technologically advanced production motorcycle Triumph has ever built.

On the road

Although the Trophy is a big bike it's easy enough to manoeuvre out of the garage or in traffic. It helps that the seat height isn't too high (and you can get a low seat option) and like many bikes of this genre the feeling of weight (301 kilos ready to ride) dissipates as you role along. As you would expect, the big three cylinder motor is very flexible, and while with 130 horsepower it doesn't have the outright power of the four cylinder tourers from other manufacturers it doesn't feel 'behind' because of it. Top speed is around 220km/h or thereabouts, and the bike feels equally happy whether you are relying on its torque or letting it rev away with gay abandon. Most times we just left it in a higher gear and rolled away the miles that way. If you are two up and loaded, quick overtakes will require a change down to get the bike ready to crack. This is in part due to the 'overdrive' top gear. There's minimal lift from the shaft drive either. Overall the gearbox and shaft drive is very hard to criticise, they are that good.

Changing the suspension is all done via the switch on

the left handlebar, and once you know how it's quite easy, and the damping can be done on the fly. Damping is changed internally via a needle valve and seat which changes the amount of oil being pumped through the system. Preload will require you to be stationary. You could criticise the system for being more complex to dial through than most from other manufacturers but this is hardly likely to deter you from buying one. You can also change the dash information to suit what you need. I preferred to have the digital speedo displayed proudest. There's so much information on the screen you simply change the dash layout to highlight what you want to see the most.

Having only three damping and three preload choices makes it a relatively simple exercise to adjust the suspension. Comfort, Normal, Sport. Says it all really. Once again, I couldn't really fault the suspension. When you went through each damping setting you could feel it, likewise with the preload. Mostly I was in Comfort or Normal when two up, although Sport was tried when Mrs Cycle Torque was ditched from the pillion perch and the action heated up. Once again, it was hard to fault the suspension, but you have to put that in context to where we tested the bikes. In close to 2000 kilometres of New Zealand roads I did not hit one pothole (other than the odd small section of road works). No, I am not making that up. Our test route was like a race track, so the suspension was never really tested in the same way it would be here in Australia. That said, going on other recent Triumphs I have ridden I expect it to handle Aussie conditions well.

And when it comes to pushing hard the Trophy handles better than a bike this size has any right to. Much of this is down to the fact Triumph engineers have given the bike more weight bias to the front, so the front end feels well planted in corners. Some bikes of this genre tend to understeer or 'push' the front end in corners when ridden hard but the Trophy steers like it's a much smaller machine. Triumph has done a fantastic job in this area.

I liked the brakes too. If you just use the rear brake, it along with one piston in each of the two front calipers are activated, so we were still able to drag rear brake into corners when riding quickly. If you pull on the front brake then the system reverts to a normal non-

linked setup. Pressure valves in the system do all this. I found the brakes had a good amount of feel and power, although perhaps the initial bite of the front brakes could have been a little more potent, especially when two up and loaded.

Loved the riding position. There's so much room, even with a pillion, and most riders would be happy with the ratio between seat, footpegs and handlebars. I would have liked the handlebars to be ever so slightly higher but this is only a minor complaint. Even the distance between the rider and pillion footpegs was plentiful. I was able to put our toes on the rider's pegs without touching the pillion's feet.

And the screen (accessory touring screen) is one of the best I've sampled. Buffeting was minimal, allowing me to keep my visor up most of the time. I preferred it to be in a position where I looked just over the top edge of it. This also let the music vibes from my iPhone pump through the speakers loud enough to be relatively clear, even at 100km/h and above.

Fuel capacity is 26 litres and this allowed us to travel consistently over 350 kilometres, regardless of the load. Racking up big days in the saddle is dead easy on this bike. It's made for it.

Picko's view

This is one of the best handling tourers I've ever ridden, and one of the most comfy too. I like Triumph's big 1200cc triple after having now spent some 3000 kilometres plus with it, on the Explorer and now Trophy launches. Would I like a bit more outright horsepower on the Trophy? Probably, but it wouldn't stop me from owning one. If you want real world grunt then the Trophy has more than enough.

It's a big bike but feels lighter than it actually is, and its level of inclusions are high for the price, which is \$25,990 + ORC.

I think some prospective Sprint GT buyers will now seriously look at the Trophy SE, and it will attract buyers of other brands who now have a touring option from Triumph. ■



Carry On Kerrie

I like to go for a ride with Chris but if the bike isn't comfortable or can't carry all my stuff then a weekend away isn't really on the cards.

Let's face it, most of us girls like to take lots of stuff away. You might get the odd hippy chick or two who likes to go minimalist, but that's not me.

On the Triumph we tested luggage capacity is generous, and almost cavernous with the top box fitted. Both the panniers and 50 litre accessory top box apparently use Triumph's flexible mounting system (according to Chris that is. I guess he knows what he's talking about) which allows some movement side to side. The top box even has a 12 volt plug so you can charge your hair dryer maybe? Seriously though, it has a slide on plug which engages when you mount the top box. No having to undo wires.

I could feel the top box moving slightly but it wasn't off putting, and I preferred having the top box fitted so I could lean against it.

As for the seat, it's the best I've ever sat on. Long gone are the days Chris and I would ride together on his old Ducati with a single seat. Both our backsides are a bit bigger these days, but it was 25 years ago. It never got that cold during our ride through New Zealand but I did turn on the heated pillion seat a few times – warm as toast.

I liked the stereo too. Chris did a good job of blocking any wind, and I was able to clearly listen to his music, although his choices left a bit to be desired if you ask me.

This is certainly one of the best bikes I have been on the back of – comfortable, stable, and confidence inspiring.

– Kerrie Pickett

**TRIUMPH
TROPHY SE**

CYCLE TORQUE

Launch

REPORT



SPECIFICATIONS:

2013 TRIUMPH TROPHY SE

- **Engine Type:** Liquid-cooled inline triple
- **Capacity:** 1200cc
- **Transmission:** 6-speed
- **Fuel Capacity:** 26 litres
- **Frame Type:** Twin spar alloy
- **Seat Height:** 800 & 820mm
- **Wet Weight:** 301kg
- **Front Suspension:** WP 43mm USD with electronic adjustment
- **Rear Suspension:** WP Monoshock with electronic adjustment
- **Brakes:** Dual 320mm discs with 4-piston Nissin calipers, single caliper Nissin rear
- **Tyres:** 120/70-17, 190/55-17
- **Price (RRP):** \$25,990 + ORC

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Lots of electronic gizmos are activated from here.



Hot air from engine is routed away from rider's legs via side air duct.



Chunky rubber footrests make life easy on the feet.



Electric screen is one of the best we've tested.



Triumph's brakes are linked.

2013 BMW
F 800 GT

CYCLE TORQUE
Launch
REPORT

GALLERY



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HARLEY-DAVIDSON

IRON 883

CYCLE TORQUE

test

STEALTHY SURPRISE





**With its flat black colour scheme and knockout lines,
the Iron 883 is a true factory custom.**



STEALTHY SURPRISE

HARLEY-DAVIDSON'S Iron 883 is very much a surprise packet. Even though the 883cc V-twin engine takes up a chunk of real estate, the bike as a whole is low and lean. But this 'smallness' hides a riding position which caters for people of all sizes.

TEST & PHOTOS BY CHRIS PICKETT

On the stand

On visual stimulation alone it's hard not to like this bike. The lines are 'right' and it just looks cool. On top of that the engine has that lovely note we all expect from H-D twins.

The basic design has been around for a while now, but it's little touches like the stop lights being part of the indicators that do it for me.

Even though it's not a big bike as such it still weighs in at 260kg ready to ride. There's lots of heavy bits and pieces on the bike I guess. But it's not meant to be a race bike so who cares.

It's got a small 12.5 litre peanut style tank so getting 300 kilometres or so fuel range is out of the question, but over 200 is no problemo.

The 883cc Evolution engine has its roots way back to the mid '80s, and it's air-cooled. With pushrod valve actuation it's simplicity at its best, but it's fuel injected.

A six-speed gearbox and reliable and clean belt drive system finish up the drivetrain.

Because the bike sits quite low the suspension doesn't have lots of travel. Twin rear shocks have minimal adjustment and the forks look as though they are about to bottom out just sitting there. It's hard to criticise the bike for that because it's aimed at a fairly wide range of riders, including ones with a short inside leg measurement. It says a lot when I, at 183cm, can be comfortable on the bike, but so can Dennis Penzo, our advertising manager, who is a scant



RIDING GEAR: REEVU HELMET, M2R CUTLASS JACKET, MATADOR GLOVES, BULL-IT JEANS.

158cm. Our weights differ greatly too, so good job by H-D I reckon.

I love the look of the 13 spoke wheels which really suit the bike, and tyres are cheap for them too, with a 100/90-19 up front and a 150/18-16 rear.

Minimalist is a great word to describe the Iron 883, and there's not much in front of you when you are at the helm, with only the centrally mounted speedo sitting high and proud.

On the road

About an hour after the bike was delivered I speared into town to visit a mate at a custom bike shop. Cranking into the first roundabout had the hero knobs



grinding away but my first overwhelming thought of the bike was how easy it was to ride and tip into that roundabout. When you ride motorcycles for a living it's easy to get a bit jaded when riding them but the Iron 883 gave me a huge smile, and that's what it's about. As I said earlier there's quite a bit of room for bigger riders, and the handlebar/seat/footpeg ratio is sweet. There's lots of cruisers which aren't as nice to ride as the Iron 883.

The other thing which burned into my senses quickly was the lack of front suspension travel, with the forks bottoming out over a speed bump. To be fair I did hit it a bit quicker than I anticipated but it's something which could be better, although once again, as I said earlier the reason is it's built to be low so...

It's not just a town squirter though. I live one hour away from the office in small village, where road conditions could be better. Riding the bike home and back to work was simply enlightening. Cruising along at the speed limit, checking out the fields and farms was part of the fun. I think most riders would be well happy with the performance of the 883, but you can bolt on 1200cc kits if you feel it's necessary. Not me, I'd be happy the way it is.

Remember those hero knobs which hit the deck easily? Well, they were ditched early on and the bike is then transformed in the cornering department. I found the shocks to be quite good damping wise, and with some work on the forks you could make this jigger absolutely hum in the corners.

This particular bike is now *Cycle Torque's* new long term cruiser. Initially I had visions of doing a flat tracker style but I think H-D's XR1200 is better suited to that. Personally the XR750 flat tracker is one of the best looking motorcycles ever made but it will be hard turning the 883 into something like that. We are thinking a hot metalflake paint job though, still incorporating some of the original flat black, some trick pipes we have lined up (a lot different from the standard ones which I don't particularly like the look of), suspension work, and possibly if we can be talked into it some performance mods. Like I said before I don't think it needs it but...

Verdict

I'm a big fan of this bike, and will be even more so when it's customised. To put it bluntly I think many H-D riders would label the Iron 883 a girl's bike but that's way off the mark I can tell you that.

At \$14,250 it's well priced, especially when it looks so cool straight out of the crate. ■



HARLEY-DAVIDSON

IRON 883

CYCLE TORQUE

test



SPECIFICATIONS:

HARLEY-DAVIDSON IRON 883

■ **Engine Type:** Air-cooled four-stroke V-twin

■ **Capacity:** 883cc

■ **Transmission:** 6-speed

■ **Fuel Capacity:** 15 litres

■ **Frame Type:** Steel cradle

■ **Seat Height:** 735mm

■ **Wet Weight:** 260kg

■ **Front Suspension:** Telescopic

■ **Rear Suspension:** Twin shocks

■ **Brakes:** Single disc/caliper front and rear

■ **Tyres:** 100/90-19, 150/80-16

■ **Price (RRP):** \$14,250

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Suspension travel is not a strong point of the forks.



The 883 engine is all about torque, not outright power.



Belt drive is very reliable.



Standard mufflers sound ok but we'd change these purely for the looks alone.



Single seat is easy on the eyes and the bottom.



No tacho here

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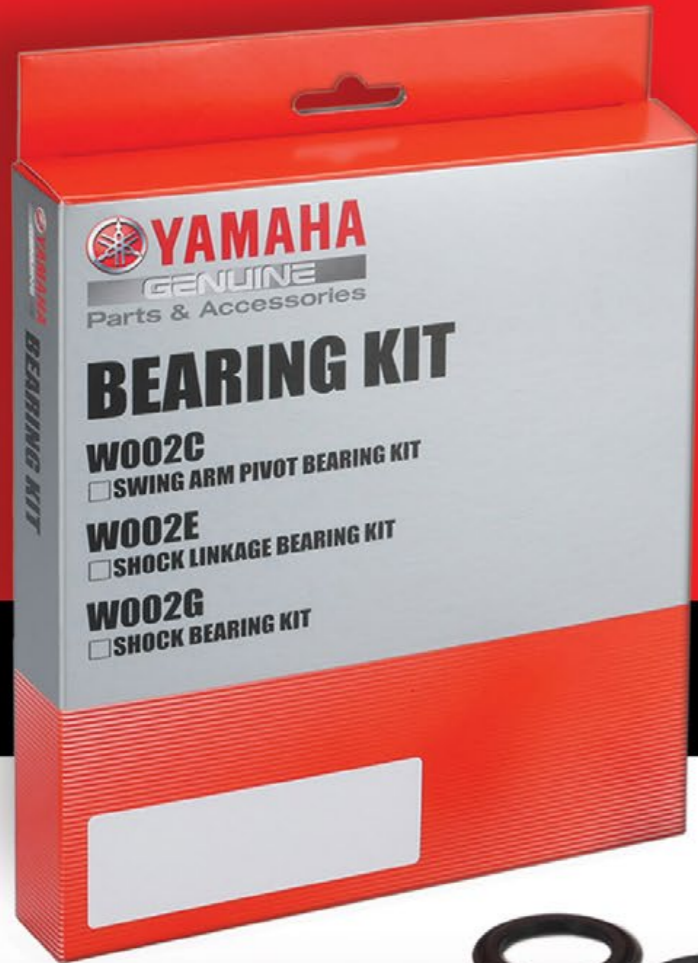
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SUZUKI
DR-Z400E

CYCLE TORQUE

test



THE STAYYER



**Suzuki's
DR-Z400E is
easy to get
along with.
And that's
part of the
attraction.**

MORE 

SUZUKI DR-Z400E

CYCLE TORQUE
test

THIS is the first time I've ridden a Suzuki DR-Z400 of any sort and to be honest I think the bike is great fun to ride, and I can also appreciate why it's been on the market relatively unchanged for so long.

And while I personally own a Husqvarna TE310 and love the way that bike performs in the bush, I see the DR-Z400E as tested here as being a very smart purchase option for the average trail rider. It has plush suspension and a slightly lower seat height than most race/enduro models, and the liquid-cooled 400cc engine has plenty of power with a much less chance of getting you into trouble when you twist the throttle a bit harder than you expected to.

If I asked most of my mates who ride dirt bikes I bet they would admit the humble DR-Z400E wouldn't get a second glance if they were wandering through a Suzuki dealership. I think most younger riders think it's for old guys who want to potter around in the bush, or farmers tending cows. How wrong they are. This 'humble' bike is much more capable than most of us give it credit. Why do you reckon it's been such a strong seller over the years?

Looking at the bike you can see the engine and suspension aren't exactly cutting edge. There's no upside down forks, there's no twin spar alloy frame, and the styling is dated compared to your average MX inspired enduro racer.



■ TEST BY ALEX PICKETT
PHOTOS BY CHRIS PICKETT

■ RIDING GEAR: SHARK HELMET, EKS GOGGLES, AXO JERSEY, DRAGGIN JEANS, AXO BOOTS.

THE STAYER

It's even got a tool bag on the seat. If that's not old school I don't know what is.

But this thing is obviously built to last, and the 4-valve liquid-cooled engine is very reliable, and isn't expensive to maintain. No I haven't owned one but a search of forums showed an amazing lack of negative comments regarding this bike. Forums can be a good way of seeing if the model of machine you want is likely to be a good buy or not.

No kick kick kick here, the bike has an electric starter which has an auto de-comp set-up to make starting easily. In fact there's no kick starter. That said, the bike started easily during the test. I think part of this is down to a relatively moderate state of tune, as I've seen a few more highly strung off-roaders struggle to start, even if the battery is strong, and the right boot equally so.



When the bike is going it doesn't have the 'urgent' feel to the engine that many other enduro bikes have, and I liked that. I found it much easier to play trials rider on the DR-Z400E, and cruising along all sorts of roads, whether tar or dirt was relaxed. On one day during the test I did a 100 kilometre loop of country roads and firetrails and the bike loved it. I've even seen this model being ridden long distances when geared up to reduce touring revs. The riding position is designed exactly for this type of riding too, and the transition from sitting to standing is easy. I liked the way the DR-Z soaked up the terrible roads where I live. I would have expected that, and I even got to play around with the odd jump



or two, and the standard settings were fine for that. Hitting a couple of decent erosion banks had the suspension bottoming out but I'm no featherweight, and the forks and rear shock are adjustable. Overall though, the suspension is well sorted for the anticipated use of this bike. I think Suzuki have done a very good job in that regard.

But there's more to the mighty DR-Z400E. I also took it on some single trail and was surprised how well it steered and handled that type of terrain. It was easy to ride in the tight stuff, no doubt helped by the lower seat and softer power delivery compared to other enduro bikes with similar capacity.

I think the DR-Z400E is a vastly underrated bike, but then again it is a strong seller so maybe it's not underrated by people who know better. At \$8,990 ride away it's a bargain, and probably best of all you can actually ride from home to the bush, and back again. ■

SUZUKI
DR-Z400E

CYCLE TORQUE

test



SPECIFICATIONS:

SUZUKI DR-Z400E

- **Engine Type:** Liquid-cooled four-stroke single
 - **Capacity:** 400cc
 - **Transmission:** 5-speed
 - **Fuel Capacity:** 10 litres
 - **Frame Type:** Steel cradle
 - **Seat Height:** 935mm
 - **Wet Weight:** 138kg
 - **Front Suspension:** Telescopic
 - **Rear Suspension:** Link type single shock
 - **Brakes:** Single calipers front and rear
 - **Tyres:** 80/100-21, 110/100-18
 - **Price (RRP):** \$8990 ride away (NSW)
- www.cycletorque.com.au/more



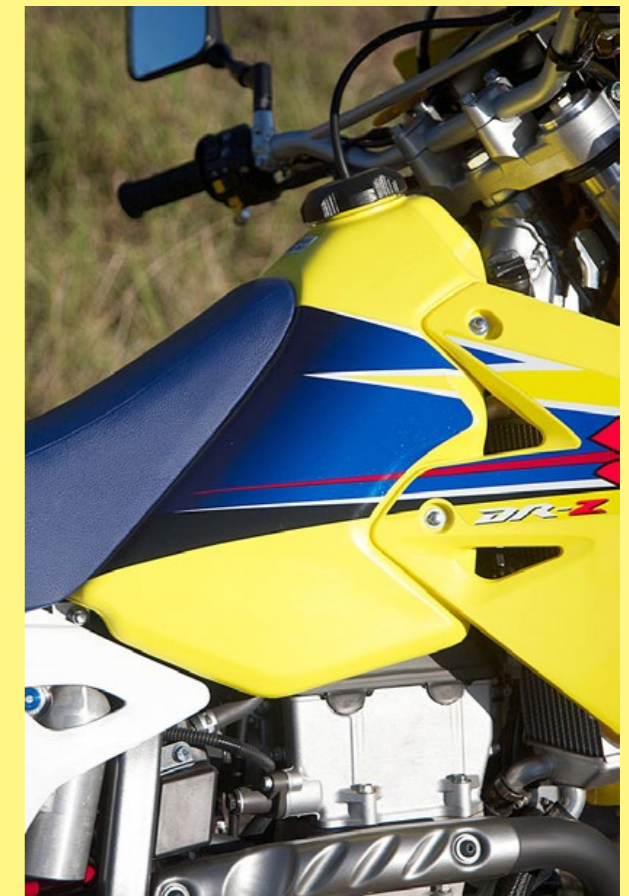
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Liquid-cooled engine is a beauty.



Plastic tank can take the knocks.

2013
HUSABERG

TE125
CYCLE TORQUE
test



REPUTATION
BUSTER



**Big bore
riders
look out.
There could
well be
a 125cc
two-stroke
chasing you
down.**

2013
HUSABERG
TE125
CYCLE TORQUE
test

The power from the 125cc two stroke engine is absolutely amazing.

REPUTATION BUSTER

HUSABERG'S TE125 two-stroke is a perfect example of how a good little bike can beat a good big bike in the bush. While the capacity may be small, the TE125 gives a massive rush when you are carving through the trees.

In recent times, the business model from the Husaberg execs has seen the brand change somewhat from a very niche styled bike into a more traditionally built motorcycle with some innovative concepts. It is widely known that KTM and Husaberg are owned by the same group of companies, and now the two companies share engines, eliminating the need for costly individual engine design and production.

Small stroke

The 125cc engine comes directly from the extremely successful KTM 125SX, with some slight changes to tailor the small bore screamer for the bush. A redesigned exhaust pipe makes the power more manageable for off-road use and is also quieter to comply with noise requirements. A new clutch design uses the single diaphragm spring instead of the multiple spring system to load the clutch. The



■ TEST BY TODD REED
PHOTOS BY CHRIS PICKETT

clutch is also very robust due to its new steel design.

The 125cc two-stroke engine sits cradled in a chrome-molybdenum steel chassis. The subframe is an exclusive injection moulded plastic unit which simply bolts onto the rear end of the steel chassis. At the rear of the bike you'll find the WP PDS rear shock system bolted to the aluminium swingarm, while upfront the patented WP 4CS fork takes control. The 4CS fork is a 48mm WP 4 Chamber closed cartridge setup, it was closely developed with elite riders from both the KTM and Husaberg family which claims to offer a decisive advantage in responsiveness and constant damping, while also offering simplistic servicing and maintenance of the fork. Billet Aluminium CNC Machined triple clamps finish off the front end with their exotic look and feel.

Brembo Brakes do an excellent job of stopping the small bore Husaberg 125 with the Brembo brakes widely known for being the best production setup in the business. Blue Anodised DID rims, laced up with aluminium CNC machined hubs also set a trendy look on the TE 125.



■ RIDING GEAR: SHOEI HELMET, SHIFT APPAREL, ALPINESTARS BOOTS.

has spent time riding a 125 in the past will jump on this thing and be impressed by the Husaberg's capabilities. Off the bottom there isn't too much to talk about, build the revs a bit more and the mid range hit comes on and continues into a very strong top end. There's no need to worry about a 125 with a lack of bottom end and torque, that's the way they run. But it only takes a flick of the clutch and some aggression from the rider to put some fire in the belly of the 'Berg and it rockets through the bottom and into the healthy mid-top powerband. Keep it on the pipe and the TE125 has plenty of power to keep you moving.

The Brembo brakes provide the best stopping power of any production off-road motorcycle

on the market, and when coupled with a light and nimble 125 you get unmatched braking performance. The hydraulic clutch is another item that works like a dream, the feel at the lever is always consistent as the self adjusting set up never fades away or goes stiff and harsh. The standard Michelin tyres work well in most conditions, they aren't a stand out feature but by no means are they a letdown either.

The ride:

It's been quite a while since we've tested a 125cc two-stroke enduro bike here at *Cycle Torque*, and we certainly forgot how much fun a screaming little 125 is.

Light and Nimble are the first two words that spring to mind after you take to the trails on the TE 125. The bike is very responsive to steering and changes in body position which makes guiding the bike around the bush quite simple and easy. The suspension is set up very well, the TE has a balanced feel and handled every situation we could throw at it. The 4CS fork and PDS shock offer plenty of adjustment but on the day of our test, once we set the correct rear shock sag at 102mm we felt right at home and weren't looking for any changes.

The power from the 125cc two stroke engine is absolutely amazing. Anyone who

The final say

Husaberg is known for being a niche company and having bikes that are a little bit different to the rest of the pack, although some may think they have gone a bit mainstream in recent times. A fully ADR compliant road registrable 125cc two-stroke trail bike isn't exactly a run of the mill concept. It's a great bike for the right rider, with plenty of power and sharp handling, and for only \$10,495 + ORC it's a well priced package too. It's stacked with quality components, plus with a large dealer network and reliable parts backup from Husaberg's Australian headquarters, the Husaberg TE 125 quickly starts ticking all the right boxes. ■

2013
HUSABERG

TE125
CYCLE TORQUE
test



SPECIFICATIONS:

2013 HUSABERG TE125

- **Engine Type:** Liquid-cooled two-stroke single
- **Capacity:** 125cc
- **Transmission:** 6-speed
- **Fuel Capacity:** 10.7 litres
- **Frame Type:** Central tube frame
- **Seat Height:** 960mm
- **Dry Weight:** 95kg
- **Front Suspension:** WP USD 4CS
- **Rear Suspension:** WP PDS
- **Brakes:** Single calipers front and rear
- **Tyres:** 90/90-21, 120/90-18
- **Price (RRP):** \$10,495 + ORC

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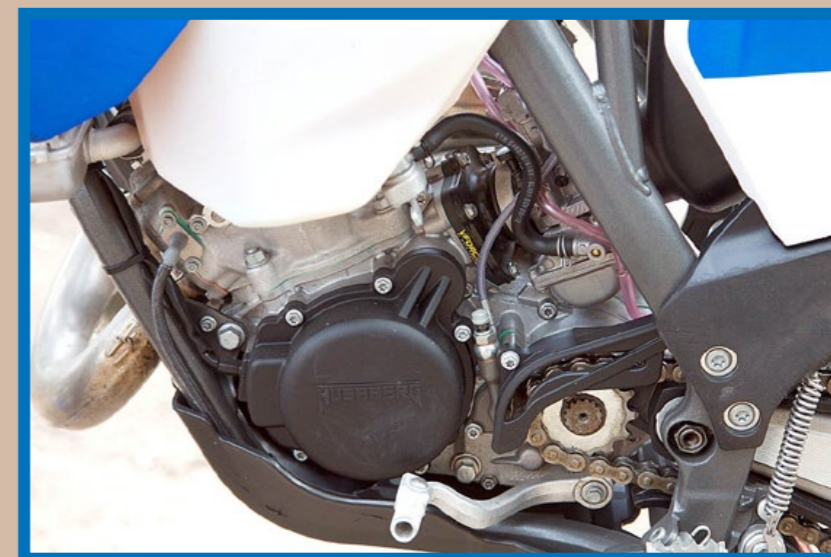
WP shock is shared with KTM siblings.



Shove a guard on this asap.



The quality of the swing arm shows how well designed these bikes are.



The little two-stroke engine is made for the bush.





CYCLE TORQUE RIDES...





CAMBODIA





Cycle Torque hosted a Cambodian Motorbike Tours journey through Cambodia from the capital to the World Heritage-listed temples via the coast and the mountains.

Over 1000km of dirt, beer, waterfalls, jungle, massages, excellent food, tumultuous history and the extremely friendly Cambodian-Khmer people.





About this Journey

IN FEBRUARY 2013, Cycle Torque hosted a Cambodian Motorbike Tours journey through Cambodia, starting in the capital, Phnom Penh, and riding through to Siem Reap via the coast and the mountains.

Over 1000km of dirt, beer, waterfalls, jungle, massages, excellent food, tumultuous history and the extremely friendly Cambodian-Khmer people. All this to experience in seven days. Sounds fantastic? Well, yes it was. This was the Cycle Torque tour of Cambodia, hosted by Cambodian Motorbike Tours, and we were all looking for a great time.

The Gig

I was called into *Cycle Torque* HQ before head honchos Pickett and Paterson. "Carnage, you are being promoted from reserve paper clip boy to *Cycle Torque's* run-on Cambodia Squad. By the way you owe us for the air fare."

Can I pay it off starting in 2015, interest free? Yeah baby I'm there. Before leaving Sydney the *Cycle Torque* squad of Publisher Nigel (aka PM due to his continual political arguments on tour with Keg), Massage Matty (MM) lover of Red Bull and cheap massages, and yours truly underwent the random bag searches, body scans and of course my favourite, the full body search. Ah I feel better, where is the bar PM?

8.5 hours later we land in Ho Chi Minh City, Vietnam for a brief Heineken layover, before jumping on our 45 minute flight to Phnom Penh Cambodia. Immediate



Red dust, canals, lots of people.

Cycle Torque Rides CAMBODIA

news on the ground was, the King is dead. First thing though, is we need a Cambodian Visa to enter. The official says to me \$20 USD and photo. I offer a \$50 Aussie note, my first mistake of many for Carnage this trip. He then holds out \$45 USD, before removing \$40 for me and PM's fee. They look at PM and rightly decide they do not want to keep one of his photos. Good call I thought, but we are allowed entry and off we go. Massage Matty ordered himself up for another cavity search. We're back baby!

First night in Cambodia, out seeing the sights of Phnom Penh during the festivities celebrating the late King's life.

Phnom Penh

Typical crazy South East Asia taxi ride into the Capital Phnom Penh. Chaos all round. 3-4 passengers on every 100cc scooter and a pillion rider holding an intravenous fluid drip bottle above her head leading down to a small child. Yes, that was truly unbelievable. Arrive at our digs, better go out and have a look around. The city is pumping as millions are flocking in for King Norodom Sihanouk's cremation the following day. The King had abdicated back in 2004 for power to be passed onto his son. The King was known as the Naughty Boy, due to having 14 children to 6 wives. hmm, interesting fellow. The King's role is about uniting the country via tradition and religion



Remembering their late king.



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The Dark Side

A short ride out of the city, we are immediately hit with the Killing Fields. A visit to Choeung Ek Genocidal Centre is something I will not forget too soon. Inside the gate there is a memorial some several stories in height. Enclosed in a glass case are thousands of

human skulls in memory of the estimated two million Khmer people who were tortured and murdered at the hands of Supreme Dictator, Pol Pot. These Killing Fields are all over Cambodia. Pot was at the head of the Kampuchea Communist Party. The biggest grave at this site was found to have 450 people within. Much of the excavation occurred in 1980 after the defeat of the Khmer Rouge, who ruled with an Iron Fist from 1975-1979. The regime was all about breaking the people so they would always bow/bend their heads to their masters. We are talking about culling intellectuals which could simply include people who wear glasses for example. People were tortured in Phnom Penh in a converted school known as S21, before being transported out to the Killing Fields to be murdered. And we are not talking about a simple execution via a bullet, it was dead set cruelty. Pot died in 1998 whilst under House Arrest, near the Thailand border. United Nations supported trials commenced in 2007 hunting down the Chief Executioners and are still going on. It is of interest that that the current Prime Minister

The memorial at the Killing Fields.



(Buddhism). The real power of Cambodia is with the Cambodian People's Party. We take delivery of our mighty Honda XR250Rs the next morning and the call is made by Owner/Operator of Cambodia Motorbike Tours Jason Thatcher to exit the city. The place is basically in lock-down and very difficult to move around. But wait, what about PM's all white Fox riding gear. Gees, we have one of the Storm Troopers from Star Wars along... didn't help his riding, sorry Nigel, thinking out loud again. Jason gives the boys a little briefing regarding exiting the city safely. We get on our bikes and Jason, aka Wheelie, immediately has the front wheel of his TTR in the air. And I must say, Wheelie continues this trend for the rest of the trip. Great stuff.

Respect

The king had long abdicated, but the crowds came to pay their respects anyway. This crowd was out early, queuing at the palace: everyone wore dark trousers and a white shirt. There was no pushing, shoving or boisterous activity, just an eerily calm crowd.

Hun Sen is himself a former Khmer Rouge Senior Commander, who has held power since the early 1980s, under the banner of the Cambodian People's Party. (CPP) And let me tell you I saw the CPP sign erected in the smallest villages in places a long way from civilisation. Apparently Sen was instrumental in getting the Vietnamese to enter Cambodia to help defeat the Khmer Rouge. Mind you factions of the Khmer Rouge were still fighting their own people in 1997, refusing to back down.

Continued on next page

MORE





Continued from previous page

Hitting the Trail

Back on the bikes we head South West, cutting through a number of villages. Fairly wide open tracks, but it is hot and you need to keep the fluids up. Our first time dirt rider, Novice Scotty aka NS, hits the deck a few times, but he will show himself to be very determined as the week goes on. Indeed determination will be something we all need. Greg, aka Keg, also has a few minor o.s. If I had to compare his love of beer with motorcycling, I would call him a stunt/ freestyler. I thought I loved beer, but I would be a mere trail rider compared to Keg. Note to self, don't get on the Piss with KEG. We head to Kep and onto Kampot for our overnight stop. Travelled about 200km and it's been a big first day in the dirt. Stacks on the bikes become fines which equate into Beer. So all good for me, but we will all contribute as each day goes by. The following morning all our bikes are lined up out the front. Chains are being lubricated, checks done and I know that all is well with my bike.

This is where you start seeing the advantages of being part of a Cambodia Motorbike Tour. We have a Nissan Patrol ute as a support vehicle being driven by Visal. Now besides being a big lump of a lad, his other job sees him guarding the Prime Minister. So as a result of his extensive Military Training etc, he is packing a semi-auto pistol attached to his side at all times. Copy that, can I help you load my bag into the ute, Visal? Strapped in behind the cab there is even a spare bike just in case. So you only have your day bag on your back with water, camera, etc. It makes trail riding easier that is for sure. I was using a Kriega back pack which allowed me to carry a water bladder

Jason Thatcher and some of the kids.

of two litres, but it also has several handy separate compartments for all my other bits and pieces. The other strength for trail riding was it had reinforced straps that came together around my chest as well as the waist. Not only did it sit well loaded, it kept all the dust out.

On the road and at a Ghost House, where Khmer Rouge attacked and killed many people.

Going Native

We ride close to the coast along twisty canal trails. Great riding and suddenly you wander into a small village. All the kids come running up to the bikes. Yes they are very poor and you can see they don't have much, evident from their lack of clothing. But they are all smiles and just eager to get close and have a look at us and the bikes. We take photos and show them on our digital cameras. It excites them to see their photo. I go to start my bike and nothing... dead battery. No problem, the old motorised push clutch start via one of our guides Leng. My battery will later recover and not give me any trouble for the rest of the week. Leng is our lead gun rider and at the back we have Panda. Both carry every tool and spare that may be needed. Of course when we stop you have the mobile market suddenly

pull up. What I mean here is a bike either totally loaded, or it has some kind of trailer set up. You can buy food, drinks, souvenirs. The thing is, it does not matter where we are, one always comes pattering along the track. Unbelievable really, considering we are on trail bikes and this will normally be a 100cc scooter loaded.

High Life

We stop for some lunch at Ochheuteal Beach. There is an oasis of restaurants and bars along the coast. Mistake number two is I get caught up sitting in the surf with WA-Mark aka WAM. He is 62 years old and is on this trip with his best mate, wait for it, Keg. Wam also went to Vietnam with Cycle Torque last year and I



should know better. Anyway we have a few beers and a feed and everybody is pretty relaxed enjoying the gentle Cambodia sea breeze. Some hours later we are on our bikes for a short run into our overnight stop at Sihanoukville. I decide to attempt some poor riding on the sandy street. The burnout take off goes well, the standup wheelie is getting everyone interested, before I undertake the hard brake, 180 degree turn for my run back, when my bike is suddenly laying down and I am standing above it with my hands in the air trying for some applause. Well, I got more than that and more importantly I was on the board for a handlebar down Fine. All good, no harm done, except a bit of pride of course.

Gear checked in at our motel and 150km is not enough for me. Leng, Panda, MM and I go out for an afternoon hit out of single track, sand riding, shonky bridge crossings, dense jungle and finish up with a beer under a waterfall. You have to be happy with that. Fantastic loop and I will just say quietly, Chief Guide Leng actually put a bar down. It does not matter that he was stationary and waiting for MM and I. You see I spent most of the trip reading the back of Leng's helmet and I am hoping to see him later in the year when he comes to Australia to have a crack in the 24 hour enduro. Fantastic rider. Making our way back to the hotel in the dark was exciting enough. However I ran out of fuel, but was lucky to be rescued by a local who supplied a cordial bottle full of juice. Back on the bike, children running around, people repairing punctures in the middle of the road with no lights on. Need to keep on the job that is for sure. Quick swim in the pool and out for dinner. What a day.

Into the Jungle

Off and running early with an early stretch of single

track jungle style. I noticed it is substantially cooler whilst surrounded by vines and heavy overhead growth. A few minor offs but all good, before WAM's bike requires a bit of maintenance to the front mud guard. He was complaining that the guard had come undone and was affecting his steering... harden up. Anyway Leng and Panda were all over it and we are moving on. Again I cannot emphasise enough how easy it is when you have guides/mechanics/support vehicle. We run down a little side track and wow, we are on the beach. I notice the low tide and the sand beckons. Before I finish this thought Darren, aka DRZ (he's owned four of Suzuki's venerable trailies) is down there strutting his stuff up and down the beach. I am thinking it looks nice and hard and starting to pump up, when suddenly DRZ throws his XR whilst performing a slide through an unseen wet soggy patch. Who would have thought... hmm, note to self, try not to be an unsuccessful poser two days in a row. No harm done, all good, time for lunch. Yes I did have my moment on the sand in the sun. I just hope PM took appropriate pictures which make me look good.

Prawns, stir fry, dust quenchers. Righto, how about an afternoon of soft sand action through fallen jungle? Three of the guys took the opportunity of an alternative road route, which again is the beauty of these tours, in that Wheelie can always provide options, depending on riding abilities. Anyway we spent hours ploughing on through sand and on several occasions I was able to warn PM of changing conditions via the Sena Bluetooth communications. This equipment is dead easy to fit to a helmet. You switch it on and it wirelessly finds the other unit, which in this case was in PM's helmet. Range is good for up to 900 metres. I am talking about talking to your mate, bike to bike, with no wires. The units are simply re-charged via USB. For the tech heads, you

can pair up your phone, plug in music, GPS and more. The unit is smaller than a mobile phone and basically just attaches to the side of your helmet. I did not even know it was there. With ear plugs in, riding a trail bike, the clarity was crystal clear. Awesome bit of kit. Not only good for providing warnings to the boys behind, but also great for requesting your mate to switch on his video or stop and take a photo. Our guide Leng was setting a cracking pace, nothing unusual there. We pull up and he is talking to a couple of locals. I take the opportunity for a drink and it seems like I needed litres of the stuff. Again how good is it to have a local out front who speaks the language. We slide into a small village and stop at a small bridge, currently under construction. All the males were standing around with axes and other shiny sharp utensils that could penetrate my helmet... I am thinking. Leng goes up, does the negotiation whereby a few US dollars change hands and we are waived across the toll bridge without incident. We continue on and we end up at a river crossing. Now what we have here is two slim boats that are joined together by a flat wooden platform. Okay fellas, only four bikes at a time. Down the sand bank we ride onto this small punt which has the Whipper Snipper long shaft prop outboard attached. We cross and are now in the village of Chi Phaot. Tonight we are staying in a traditional village house. First though, we all jump into the back of the Nissan with an esky full of Adult Beverages and off we go to the local waterfalls. Now having a quiet cool drink sitting in a waterfall is the way to finish off any day. Keg decides to host a leech or two to a party on his leg. I am thinking they must like beer.

Next issue we head into the mountains and onto the world heritage Angkor Wat temples.

- Tony 'Carnage' Penfold



Cycle Torque Rides CAMBODIA

GALLERY



BBQ octopus anyone?



The first night's restaurant.



Grave at the Killing Fields.



Items left at the graves.



Greg and Mark after the first day.



Oh dear, this stuff is hot...



Cannons ready for the King's salute.



Cycle Torque Rides CAMBODIA

GALLERY



The palace in Phnom Penh.



Nuts, pigeons, insects... sorry, no dagwood dogs.



Buddhist monks.



You read right. Great spot.



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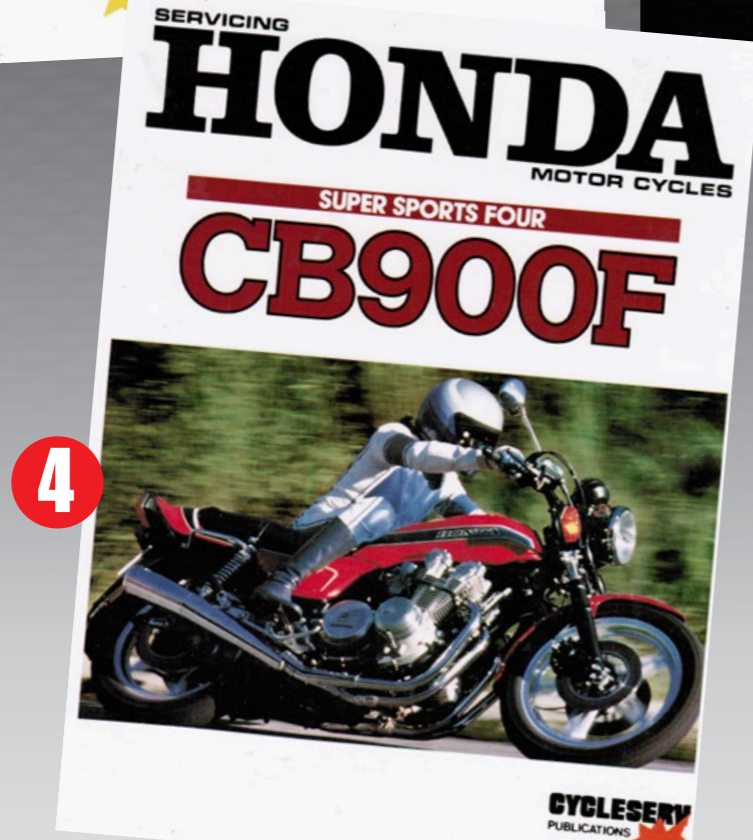
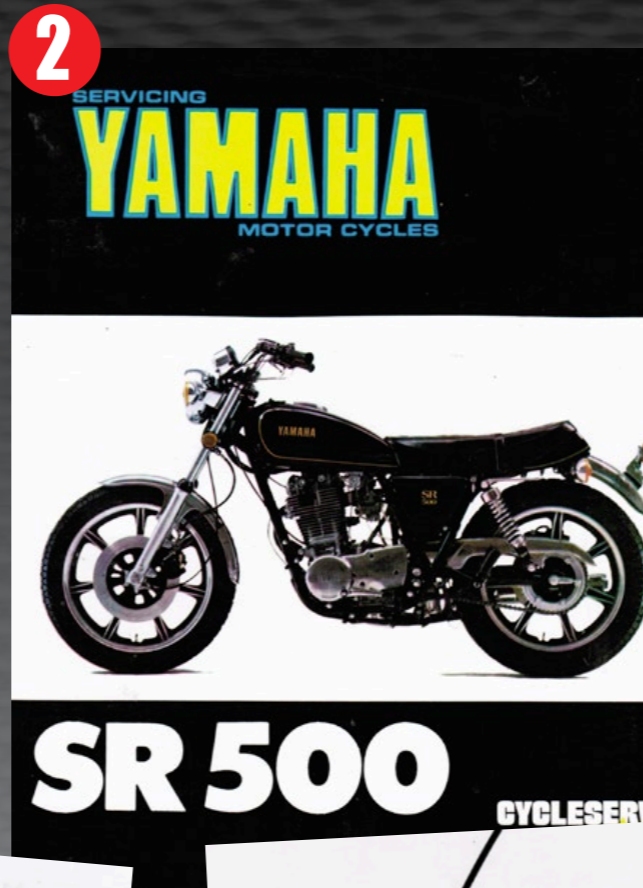
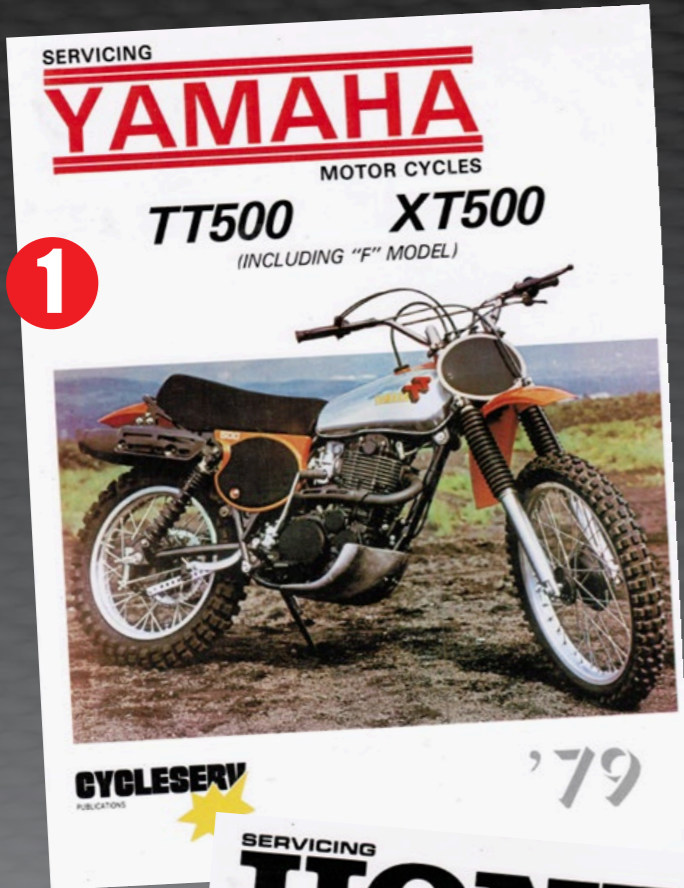
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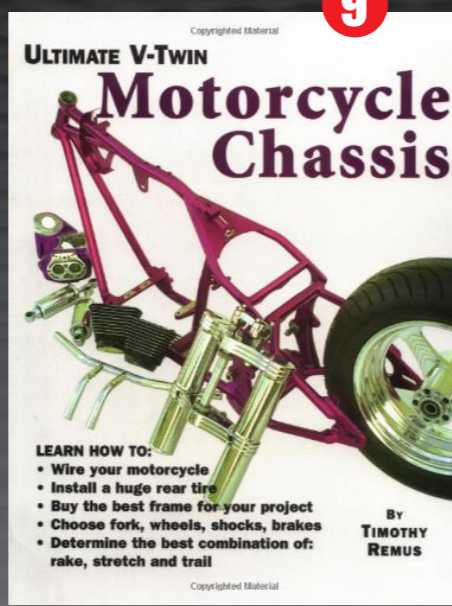
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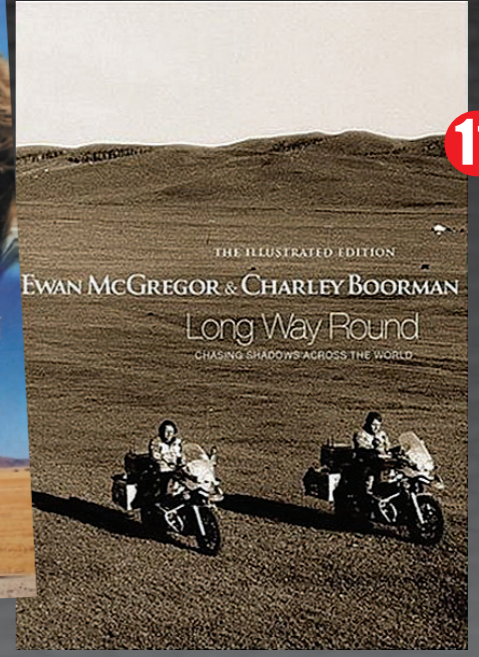
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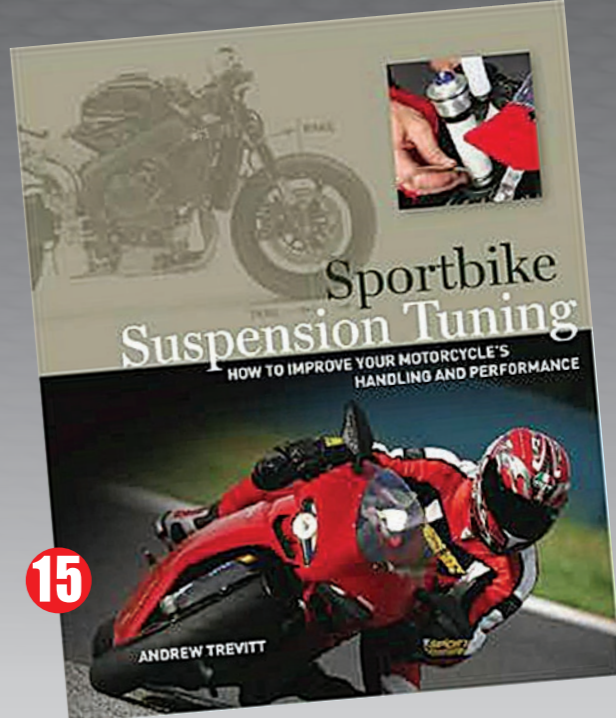
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About five years ago Shaun, Andy and I (Jake) started to run out of places to ride. We were sick of riding the same places time and time again so we decided to pay a visit to the Melbourne Map Centre in Chadstone to see if there was a guide book on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

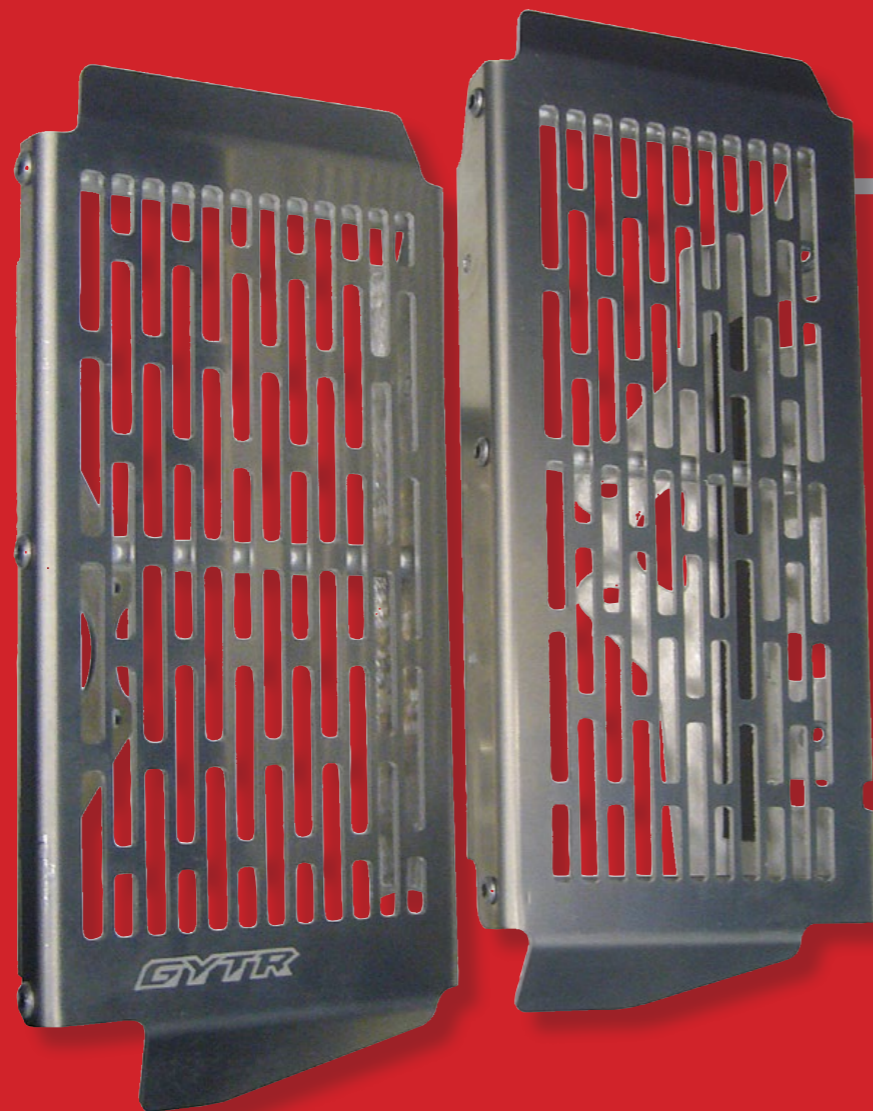
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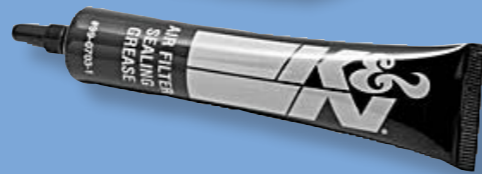
McGrath, Villipoto, Carmichael, Dungey, Reed, they're all there.

Cool items at a real cool price.

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LET THE CAT GROWL⁴

K&N's AC-7009 washable and reusable airfilter upgrade is just what you need for your Arctic Cat Prowler 700 ('09-'12) and XTZ 1000 (2013). The XTZ in particular has an astounding 1500lb towing capacity. The K&N filter upgrade is engineered to increase horsepower and torque in these big Cats by letting them breathe easier. Distributed by CTA Australia.

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AVAILABLE FROM: Good motorcycle stores

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FALCO'S new Extreme Pro 2 off-road boot has all the features you expect of a top quality dirt bike boot which needs to be tough enough to save you from injury.

The wearer uses an inner bootie which slips easily into the tough outer shell and onto the reinforced rubber sole.

Self locking alloy buckles ensures it all stays in place. Sizes 42-47.

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AVAILABLE FROM: All good motorcycle stores

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MC Performance has sports mufflers for BMW's flagship tourer, the six cylinder K 1600 GT. What a bike. What an engine. A six cylinder machine on the pipe sounds fantastic, and even more so if you fit a set of these mufflers.

No re-mapping required and they fit with original panniers.

Available in a vast variety of styles, including stainless steel, carbon fibre, and titanium.

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AFTER three years of hard work, at last a sturdy small bag that can sit on top of your Andy Strapz Expedition Pannierz. The Pannier Trunkz are designed to attach to the straps on the Expedition Pannierz allowing the main bag to be opened as usual. Closes with quick release clips and velcro and also features stiffened ends. Made in Australia of super heavy duty canvas.

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A LIGHT TOUCH⁴

IXON'S new Pro Contest 2HP glove is CE certified and features Ixon's Sensitive Touch System (STS) that allows the index finger to be compatible with touch screens. Unique short-cuff leather winter glove that is waterproof and breathable. Chamude reinforcement on palm with PU knuckle protector and palm slider. Rubber strap with velcro for snug fit. Sizes XS-3XL.

PRICE: \$99.95

AVAILABLE FROM: Good motorcycle shops

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PACK ME

ON MY recent trip to Cambodia I used a Kriega back pack which allowed me to carry a water bladder of three litres, but it also has several handy separate compartments for all my other bits and pieces. The other strength for trail riding was it had reinforced straps that came together around my chest as well as the waist. Not only did it sit well loaded, it kept all the dust out.

The R15 is the smallest of the Kriega backpack range, but is still big on features. Airspace padding, grip fabrics and quality materials feature throughout, but it's the "quadloc" harness system that perhaps stands out most, removing the weight and strain from your neck and shoulders, making light work of carrying a heavy load.

And because it's short you can use a bumbag or waistpack as well. While it was great for the off-road Cambodia trip I reckon it would be a handy item for road riding too.

– Tony 'Carnage' Penfold

PRICE: \$115

AVAILABLE FROM: Kriega direct or selected dealers

MORE INFO: www.cycletorque.com.au/more



PRO SUIT

I'VE been racing in an Arlen Ness H-Pro race suit for a full season now and I cannot rate its comfort highly enough.

I haven't crash tested it as yet, thankfully, but I can tell you it feels full of 'quality'.

The suit is a mixture of Kangaroo and moo-cow leather, with kevlar stretch panels allowing you a good degree of movement. Of course it has CE armour in all the right places, and chest protection too. It's even got extra padding for your backside. Got to keep that tailbone intact you know. And don't laugh, I've landed on mine once or twice before after exiting the bike at stage left.

The leathers come with a hydration pack which fits inside the hump behind your neck, and I've used it for endurance races.

Arlen Ness might be better known for parts to customise your chopper but besides the leathers I've also been race testing their gloves and boots. I can tell you they make great stuff. Sizes 48-60, in Grey or Red.

– Alex Pickett

PRICE: \$1,349.95

AVAILABLE FROM: Good bike shops

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QUAD TORQUE NEWS

US BUILT

FOR the first-time in its eight year history the Yamaha Raptor 700R sees a production shift from Japan to Yamaha's USA manufacturing facility in Newnan, Georgia. Many of its utility quads, Rhino side-by-sides and Personal Watercraft have been assembled Stateside for quite some time but 2013 marks the birth of the American-built Raptor.

Yamaha's Raptor 700R is built to take on pretty much any conditions, and the 686cc fuel-injected single cylinder engine makes this the most powerful sport ATV ever, with big torque right off idle, transitioning into a fat midrange and monstrous top end.

It sports a hybrid steel and alloy frame which is the lightest ATV in its class.

Your Raptor might not have the same sticker kit as the one in the pic but it will be Born In The USA. ■



MAJOR PLAYER FOR ARCTIC CAT IN OZ

AUSTRALIAN motorcycle and scooter distributor, PS Importers, has announced it has secured the Australian distribution rights for Arctic Cat, the USA based ATV and Side-by-Side manufacturer. Arctic Cat Australia is now in operation with product already arriving. The American ATV and Side-by-Side brand commands almost 8 per cent of the huge US market. Arctic Cat Australia has indicated it will have over 20 models available, covering everything from sport to utility vehicles.

Minnesota based Arctic Cat Inc. designs, engineers, manufactures and markets all its products and has dealers world wide.

PS Importers has been appointed to re-launch Arctic Cat into the Australian marketing having successfully re-launched the English motorcycling brand Triumph in 1991, iconic Vespa and Piaggio scooter brands in 2003 and the Korean motorcycle brand Hyosung in 2006. Brand Manager Simon Gloyne had this to say about Arctic Cat, "The Arctic Cat Australia team look forward to a challenging couple of years ahead but we have the experience, structure and resources to make it happen. Our first priority is establishing a strong and dependable dealer network servicing both metropolitan and rural

regions. Due to the Australian climate and strong farming industry, Arctic Cat Australia has selected a range that focuses on the tough demands of Australian Primary Producers with a significant range of ATV and side-by-side Prowler models. We'll also venture into the recreational market with the class leading Wild Cat 1000cc Sports Side by Side."

He also added, "Whilst new to Australia, Arctic Cat has a strong heritage of over 50 years in the United States. Arctic Cat founder, Edgar Hetteen, headed up the first team of engineers who built the very first snow mobile concept back in 1954. Through years of engineering and business development into new projects and markets Arctic Cat now offers a huge range of ATV and side-by-side models with some key and class leading features suitable to Australia's strong farming industry."

To see the range of Arctic Cat's bound for Australia visit www.arcticcataustralia.com.au

Arctic Cat Australia are now inviting expressions of interest for dealerships who are seeking an opportunity to become an Arctic Cat Dealer. All enquiries to be forwarded to simon@psimporters.com.au. ■

QUAD TORQUE NEWS

NEW PRICE FOR HONDA

HONDA has substantially dropped the price of its utility MUV700. It's now only \$16,999, a saving of \$3,000.

The MUV is a tough hombre too, with the liquid-cooled four-stroke 675cc and three speed auto transmission engine it can climb just about anything, and the single cylinder design lets it tackle all sorts of terrain.

Of course it's a totally modern design also, with the fuel injection system making sure it starts and runs smoothly, regardless of whether you are in the mountains or in the Outback.

Unique to the MUV700 is the incorporation of an automotive-style transmission that features a hydraulic torque converter, three hydraulic clutches and an ECM to automatically select one of three forward gears or reverse.

This is easily selected via the dash-mounted drive selector, selectable drive modes include 2WD with open rear differential for sensitive terrain and lawns, 4WD with rear differential lock for rough conditions and 4WD with all-wheel differential lock, when you need that something extra to get home.

Boasting fully independent front and rear suspension, and four-wheel disc brakes, the MUV700 is easy on the body and easy to work on.



Safety is big on Honda's agenda, and as such the MUV has automotive style safety features like the double latching doors, three-point seat belts with an Emergency Locking Retractor mechanism and side nets. A uniquely designed Roll Over Protection Structure built out of sturdy, large diameter tubing will protect both rider and passenger.

Towing capacity is a not insubstantial 680kg towing, and the tilting bed can take 454kg and is big enough to hold a standard sized pallet. ■

JOHN DEERE BRANCHES OUT



WHILE you probably won't be chasing down gators in your John Deere Gator four-seater XUV, the UTV shows how committed John Deere is to producing great farm friendly vehicles besides its regular larger vehicle and implement range of products.

"The introduction of the XUV 825i S4 is a reflection of the growing popularity of our crossover utility vehicles," said David Gigandet, marketing manager of John Deere USA.

"Customers wanted our heavy-duty XUV, in a multi-passenger form that was comfortable and customisable. These new Gators provide an unparalleled balance of performance and work capability for all off-road challenges."

A convertible style rear seat/cargo space allows for either extra passengers or an additional load. The backseat area includes a large under seat storage compartment. In the event more cargo space is needed, the rear seats fold down in an instant providing a platform equipped with tie-down points able to hold an extra 400 pounds of cargo.

If something less grandiose is better suited for your needs then check out the smaller Gator vehicles, designed to cater for most jobs you have in mind.

Visit www.cycletorque.com.au/more for more information. ■

adrenalin generations

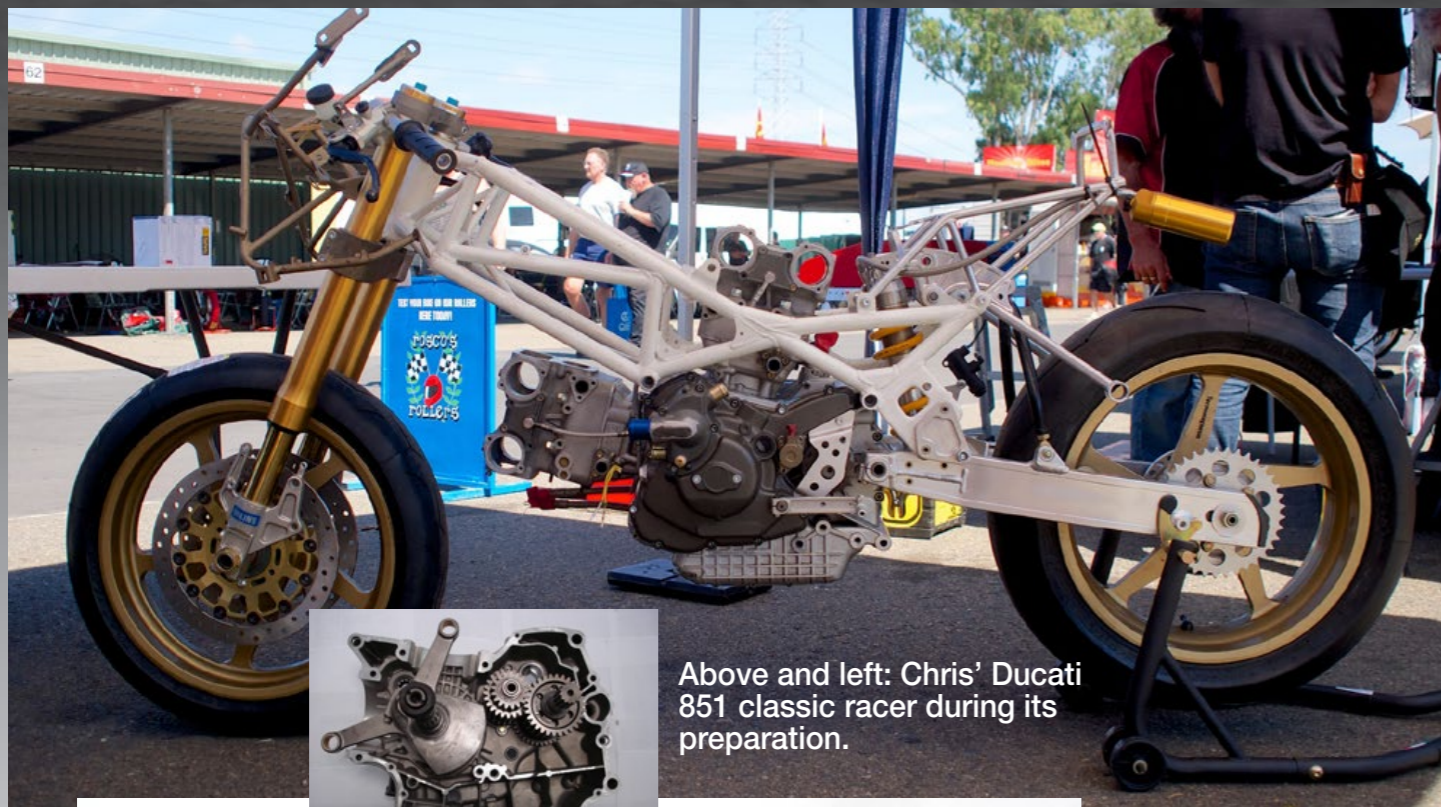
Cycle Torque's father and son team are counting down the days until it gets serious on the Isle of Man.

THINGS are moving forward on our trip to the Manx GP this year. Readers may remember I'll be riding a 1992 Ducati 851 in the Classic TT F1 class, the bike owned and prepared by Shaun Sutcliffe from DMoto Engineering in Sydney. Alex Pickett will be riding a 2009 Ducati 848, essentially prepared for racing by myself but with the engine prepared by Shaun.

Initially the trip started with a conversation between myself and an old racing friend Mick Neason, and without really planning it we teamed up to start preparations. Mick will be riding one of his Suzuki XR69 replicas, and possibly a 650 Supertwin, which are usually ER-6n Kawasaki or SV 650 Suzuki based. Quite a number of riders professed an interest in coming along to ride too, but as time has gone on many of them have pulled out for various reasons. I guess it's easy to say you want to do it but the reality of making it happen is quite a bit harder.

Besides actually building the bikes and getting there it's a fairly involved process getting to the starting grid. You must hold an FIM International racing licence (or UK national licence) for at least six months prior to practice starting on August 17. I can tell you it was action stations when I read that in the Supplementary Regulations for the event and realised the six month cut off was only two weeks away. Thankfully all involved got the licences sorted. But we all also have to compete in six road race meetings in the 13 months prior to the event. Both Alex and I have just raced in the Barry Sheene Festival of Speed so if everything goes well that will give him the six he needs and me five, with one more to do, most likely the NSW Championships in April.

I was planning to take another bike and have been loaned a Ducati ST4S with a 996 engine. It's not the most likely of racing machines but it is race prepared, and I think I'll race it in the



Above and left: Chris' Ducati 851 classic racer during its preparation.



Alex's 848 and the Pirelli tyres for the Isle of Man.



Alex on his 848.



Chris getting some track time on his CB500.



Mark and Vaughan at MSC Steering dampers.

NSW titles to see what it's capable of. I can ride it in the Manx GP Senior race but Alex is also entered in that. I'm in two minds whether to be in the same race or not. Maybe it will calm my nerves because I'm not thinking about him. I'm not sure about it yet.

On the bike front we have picked up the 848 from father and son team Mark and Vaughan Cumming running MSC Steering Dampers. They have installed one of their new generation two stage dampers which controls not only how quickly the handlebars oscillate but also how quick they return to centre. It's a great design and they made custom mounts to fit the 848. I feel a lot better that we have a good adjustable steering damper on the bike, and especially so because it's been made in Australia by friends. You can call them on 02 4374 1655 or go to www.msccmoto.com. Tell them Chris and Alex sent you.

There's lots more race preparation needed for an Isle of Man bike than short circuit. Road race bikes need lock wiring to many parts to keep oil and water in, and things like brake calipers too, but IOM bikes need probably twice the amount of things lock wired. Even the brake pad retaining pins need to be lock wired.

But the 848 is pretty much ready to race with a new race fairing and colour scheme to match Cycle Torque's Red/White/Black. We also have a full carbon fibre fairing from Bikes Connect (www.bikesconnect.com.au) which will probably be used for the Senior race as it requires different colour number boards and numbers. It looks bloody awesome too. In practice if you are a Newcomer you need to use the bike with the correct coloured number boards for the Newcomers race, then change them after that for the Senior race, or whatever class you are in.

Pirelli has come on board for both bikes, supplying the Diablo Supercorsa SC

tyres, plus we will be running RK chains, JT sprockets and Ferodo brake pads on both bikes. Shell is supplying its 4T Ultra synthetic oil. We've also fitted the 848 with a set of Two Brothers slip-on mufflers which sound awesome. On the fuelling side an Electronic Jet Kit from Dobeck Performance has been wired up (a simple process). We have used all these products for some time now on our race bikes and they are top quality. You can buy any of these products from good bike shops all around Australia.

After Displaying both bikes (848 complete and 851 partially built) at the Barry Sheene Festival of Speed it is full steam ahead for Shaun to finish off the 851 and go through the engine of the 848. It's running fine but it will be done as a precautionary measure.

Then we have to set up both bikes for pure road racing, and test them at a track day before they are shipped over, most likely in May. There's no backing out now though. Flights and accommodation are paid for, and we have already started filming the start of our documentary on the trip. It's called Adrenalin Generations. Please read the next page to see how you can be a part of the documentary and help us make a kick-arse documentary of the project. So much to do, so little time.

- Chris Pickett





adrenalin generations

A father and son racing on the world's most dangerous track.

Isle of Man 2013

Be among the first to watch the television documentary about Cycle Torque's Chris and Alex Pickett's racing exploits in the Manx GP on the Isle of Man by supporting Adrenalin Generation, the documentary.

Your contribution will help us lift our documentary to television standard, enabling us to capture the action, danger and emotion that is the Isle of Man.

Rewards for contributing include downloads of Adrenalin Generations, Team T-Shirts and Jackets, even sponsorships of the team.

CONTRIBUTE
HERE

Watch the Preview



FOLLOW CHRIS AND ALEX



www.adrenaliningenerations.com.au



www.pozible.com/adrenalin



Rate the Zed Thou

THANKS for a great production. The main problem I have with Cycle Torque mag is that it only takes me a few days to read it two or three times, and I have to wait another 3-4 weeks before the next issue!

Anyway, I'd just like to ask, that when you get a chance, could you please do a review on the Kawasaki Z1000. I have one (2011) which I simply love, but would really like a comparison from more experienced riders. This was my first road bike as my other ride is a KTM 525 which really only sees dirt.

You have done tests which some photos had the Z1000 gauges in view, perhaps you could borrow it again?

Thanks again, and please keep up the great mag. It is very appreciated. – **David Nicholson**

Hi David, That was the Z1000 Kawasaki we had on hand during the ZX-6R (636) launch. It was a fun bike to ride, that's for sure. Look out for a ride impression soon. Chris Pickett.

Entrapment revisited

This letter is in reponse to previous letters relating to the 'entrapment' of riders on some NSW winding roads. See www.cycletorque.com.au/more for links to previous articles and letters.

SCOTT Morris's explanation of events is totally wrong. There was no radar gun or police speed camera, it wasn't a member of the public innocently allowing riders to pass. There were police in an unmarked SUV deliberately blocking the path of riders, then encouraging them to pass and filming it with a hand held video camera, then radioing ahead to other police to pull the riders over once the ruse was complete. People were booked for speeding based on an estimate, not with a radar gun. Scott sounds like an apologist for the Police. There were 68 riders caught up in the sting, many 'copped' it on the chin and paid up but there are a few who are still fighting this corrupt use of police time and resources. One rider that took it to court found the magistrate very concerned over the behaviour of police and reduced the penalty as a result, even though he pleaded guilty. There is more to this than Scott wants to understand.

Rod Ward.

Tyre choice

I HAVE been learning to ride for over 40 years. I recently sold my 2009 Ducati Monster 1100 (purchased largely due to a test in your mag and a helpful email from your tester – thanks), it was the BEST bike (of many) that I have owned but was riding it very little of late. I ran Pirelli Super Corsa and Conti Sport Attack tyres and was very happy with these (favourite rides are the old road and Sandy Creek Rd/Woolombi/Kulnura). A couple of weeks ago I bought a CBR250R in Sydney (purchased new May 11 but only 2000kms on it), rode it home (Warners Bay) via old road; was happy with the way it went and used the best part of the tread (despite misgivings about the tyres). It has IRC Road Runner tyres. Are these a grippy tyre or would you recommend going to Pirelli Rosso 2s? The bike is fitted with a Yoshimura exhaust. Does this exhaust make any worthwhile improvement to performance? Should the inlet/air cleaner and/or engine chip [?] be changed to go with the exhaust? Is it legal in terms of noise? Would a change back to a standard exhaust detract significantly from performance?

I would appreciate any advice you may have to offer.

Thanks, Jim O'Neill

Hi Jim, I have found tyres over the years to be a very subjective subject. I have ridden on so many different types of tyres over the years, and I believe many of the misgivings people have over tyre grip to be in their heads. A few friends of mine with sportsbikes would buy the stickiest tyres they could buy for the road, mainly because it gave them a sense of security cheaper tyres, ones with perhaps less of a sporting name, couldn't give them.

This was despite a few of us running tyres which were cheaper, would last longer, and gripped less riding faster than them in corners on road rides. I'd be happy with the tyre walking around a bit but they weren't, so they chose to go the more accepted sports tyre route.

On the racetrack lots of ideas on tyres come from feel rather than actual measured performance. It comes down to budget and how you ride. You must have faith in the tyre you buy to feel comfortable pushing the envelope so to speak.

WRITE A LETTER! WIN A GREAT PRIZE!

This month Bert Furmston has won an authentic Cargol Turn & Go puncture repair kit. Available from better bike shops everywhere and there's a video of one being used on the Cycle Torque website.

Send your letters (and/or great bike pictures) to The Editor, Cycle Torque, PO Box 687 Warners Bay, NSW 2282 or email chris@cycletorque.com.au.



Regarding the muffler, the idea is to have one which isn't too loud but still gives a nice note. Without hearing it I can't say if it's too loud or not, but to get the best out of a sports muffler it's advisable to go the performance air filter and fuelling device route. I don't think putting the standard muffler back on, if you have to, would significantly reduce horsepower. Chris Pickett.

Authenticity

THE November issue of Cycle Torque features the Falco Biker boot. One of the listed features is Authentic pull tabs. I'm interested to know if they also come with Classic pull tabs, or alternatively Heritage pull tabs?

I'm sure an article about the benefits of these variations would be of interest to many of your readers as these features are normally hidden by the leg of the riders jeans and their performance advantages unknown to the many people who ride sports machines and adventure bikes.

Another great article would be the aerodynamic improvements gained by attaching bar end tassels to your Harley-Davidson race machine!

Yours (in appreciation of great advertising copywriting)

Bert Furmston

Well said Bert. Chris Pickett.

Bad roads?

I FOLLOWED with interest the remarks in previous Cycle Torque issues about NSW roads. Well guys and gals, come to sunny QLD where the roads are repaired with a sign saying "reduce speed rough surface".

I live in the Lockyer Valley and this the normal road repair, along with the Warrigo HWY.

Wal Morgan.



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