

cyclenation

NO PRETENDER

Triumph Tiger Explorer

**Ducati's
Diavel**



ALSO TESTED
YAMAHA WR250F,
BMW R 1200 R

Devilicious

Welcome to the **August** issue of **cycletorque**

TRIUMPH believes its new Triumph Tiger 1200 Explorer is going to be an important, long-lived model for the company - otherwise why would it have taken many Aussie bike journos on a very long, very expensive ride from Adelaide to Australia's Red Centre? Of course, that's just the sort of ride many people buying Adventure bikes hope or plan to do, and riding Adventure bikes in the outback is an amazing thing to do.

Editor Chris Pickett's review of the bike is here, while his story of the trip will be in the September issue of *Cycle Torque*.

The other bikes tested this month include Yamaha's venerable WR250F, BMW'S R 1200 R, our long-term TE310 Husqvarna, Ducati's Diavel muscle machine and there's also the Kawasaki KVF300 in Quad Torque.

I hope you enjoy our huge variety of machines we've tested for this issue as well as the news, columns and features.

- Nigel Paterson



Triumph Tiger 1200 Explorer

+ **KEEP
UP-TO-DATE**
**PRESS TO
RECEIVE OUR
NEWSLETTER**

RIDDEN



REGULARS

- 5** ▶ NEWS
- 12** ▶ DIRTY NEWS
- 14** ▶ SMALL TORQUE
- 16** ▶ EDITORIAL
- 17** ▶ DIRTY TORQUE
- 18** ▶ RACE TORQUE
- 20** ▶ GUNTRIP
- 38** ▶ BOOK SHOP
- 54** ▶ MARKET TORQUE
- 58** ▶ BIKE STUFF
- 68** ▶ USED & REVIEWED
- 74** ▶ TORQUE BACK - LETTERS

FEATURES

COVER PHOTOS:
TRIUMPH ADVENTURER
BY JEFF CROW AND
DUCATI BY PATERSON



▲ A TRAILER FOR
ALL SEASONS **56**



▲ CT PEOPLE –
MALCOLM HALL **70**



▲ CT LONG TERM
HUSQVARNA TE310 **72**



▲ QUAD TORQUE TEST
KAWASAKI KVF300 **76**

Now RECRUITING New RIDERS

NEW TO RIDING? WE WANT YOU!

Motorcycle Boot Camp is an event perfect for that younger generation who have always dreamed of owning a Harley but haven't taken the next crucial step – walking into a H-D dealership!

A social platform to connect with other riders, learn the basics and get the technical aspects of customisation and performance of your new Harley-Davidson.

⊕ **WHERE**

⊕ **WHEN**

⊕ **WIN**

GO TO
www.h-d.com



NO SURPRISES AT HRC LINEUP

WITH Casey Stoner announcing his retirement early in 2012 there was much speculation as to who would fill his shoes.

Of course just about everyone and their next-door-neighbour expected former 125GP champ and current Moto2 hard charger Marc Marquez to get the ride, despite the fact there was in place a 'No rookie' rule for factory teams.

But he's Spanish, the HRC team's biggest sponsor is Spanish, and the championship boss is Spanish... Next thing you know the rule has been thrown out the door, and Marquez is signed up to ride for Honda for 2013-14.

Despite Dani Pedrosa's form for HRC being very inconsistent for a number of years, the team has renewed terms with the Spaniard, and he will be riding in Repsol HRC leathers for another couple of years at least.

Marquez does deserve the ride though, regardless of the Spanish Motorcycle Mafia influence. The 19 year old has proven he has the goods to race in the top level championship, and has already won 21 races, and leads the Moto2 championship.

"To reach MotoGP next season with Repsol Honda is a dream come true and I want to thank HRC for their confidence in me," said Marquez.

"I am very proud to be part of the big Honda family for the future and I don't want to forget all the people have helped me since I began to ride motorbikes. Now my focus is on Moto2 where my team and I are working very hard and we are excited to achieve our goal, which is to win the World Championship in 2012."

HRC vice-president Shuhei Nakamoto had this to say. "We are very pleased to renew our contract with Dani and welcome Marc to the Repsol Honda Team. Dani is enjoying a very strong season and currently fighting with Casey and [Jorge] Lorenzo for the championship, we are very pleased with his performance. Marc has already proved how fast he is in 125 and Moto2, and we believe that, giving him the right time to adapt to the new class, he will also be able to show this in MotoGP in the future." ■



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

VENTURA®

The advertisement features the Ventura logo on the left, which consists of a stylized black and white shape above the word 'VENTURA' in a bold, sans-serif font. The main image shows a collection of black motorcycle luggage, including saddlebags and panniers, arranged on a road. In the background, a motorcyclist is riding on a scenic road with a bridge and a lake. The text 'It's not where you're going, It's how you get there!' is written in a large, red, italicized font across the top of the image.

SUPER FACTORY

APRILIA has released a limited edition model of its very potent RSV4. The RSV4 Carbon Special Edition is fitted with a full carbon fibre bodywork and engine covers. And the cool thing is the carbon bodywork is clear coated, not painted over in colour.

Sharpening up the performance and handling is an Öhlins TTX shock and a full titanium/carbon Akrapovic exhaust, plus the engine is equipped with the Aprilia race map.

Other parts fitted especially to make it not only look awesome but give the bike an extra track edge are billet rear sets, lightweight lithium battery, carbon fibre exhaust hanger and heel guards, Aprilia DPM clutch and brake levers, and special Aprilia insignia stand pick up knobs and handlebar weights.

John Sample Automotive National Manager Kris Matich said "most people who buy Aprilia do so because they want the best. We also know from previous Limited Edition models that the more exclusive the model the more desirable they are. The Carbon Special Edition represents the best of the very best that Aprilia can offer right now and in very limited numbers making it a very desirable bike to own."

In addition to this extraordinary list of high quality components each Carbon Special Edition is also fitted with an individual numbered identification plate fitted to the frame representing the Carbon SE's build and VIN number.

Not only does the owner of the Carbon Special Edition get a very unique superbike built from the class leading Aprilia RSV4 Factory APRC but there is also a bonus merchandise pack which includes:

- A set of Pirelli Diablo Corsa SP super Hi Performance tyres.
- Aprilia Genuine Aprilia Merchandise pack of race jacket, race cap, key ring and USB with Aprilia Racing video.
- Aprilia rear race stand and bike cover.



To build this bike from the Aprilia Factory race catalogue would cost around \$17,000 on top of the cost of the bike itself. Somehow Aprilia Australian dealers are offering all this technology, performance and uniqueness for just \$10,000 above the cost of the original RSV4 Factory APRC donor bike.

The RSV4 Carbon Special Edition will sell for \$39,990 plus On Road Costs.

If you want to own a very special Aprilia RSV4 that not even Max Biaggi can get his hands on, you should see your Aprilia V4 dealer very soon. Aprilia has not confirmed the exact number of bikes that will be available but it's expected to be less than 20 units Australia wide.

To view this very special and limited new model from Aprilia contact your Aprilia V4 Dealer or visit www.aprilia.com.au/carbon for further information. ■

PSF KX-F



KAWASAKI'S 2013 KX450F is available in dealerships now!

Featuring an all-new Pneumatic Spring Fork (PSF) that replaces traditional springs with pressurized air, the new KX450F looks set to continue its winning ways into 2013, and only costs \$11,999. The model already boasts back to back AMA Supercross championships (2011 & 2012) at the hands of Ryan Villopoto.

The 2013 KX450F retains its 4-way adjustable Renthal handlebars and 2-way adjustable foot-pegs as introduced on the 2012 model. Piston, cam and ECU upgrades, Electronic Launch Control and 3 x plug and play DFI couplers that come with the bike out of the box will continue to give racers that much needed edge.

For more information on the new 2013 Kawasaki KX range, visit www.kawasaki.com.au.

GET CONNECTED

HANDSFREE WIRELESS COMMUNICATIONS VIA BLUETOOTH



SMH10
Motorcycle Bluetooth® Headset & Intercom **RRP \$399**
DUAL PACK

DEALER LOCATOR  **TAP**

SENA

distributed by **Abbor Sales**
PH 1300 115 007
www.abborsales.com



SMH5
Motorcycle Bluetooth® Headset & Intercom **RRP \$249**
DUAL PACK

 **TAP FOR MORE INFO**

Richards crowned King of Nepean

LUKE Richards claimed the 2012 KTM King of Nepean and the \$1000 winner's cheque from Jamie Stauffer and Brody Nowlan, to complete an all-Honda podium at Nepean Raceway, NSW on 15 July. Last year's winner Marty McNamara (Yamaha) finished fourth. Champion road racers Stauffer and Team Honda teammate Josh Hook managed to upset some of the fancied runners in the biggest dirt track title of the year, the pair calling for more of their tar-track colleagues to join them next year.

In front of a record crowd, Stauffer placed in all three of his race finals with Hook making all his finals and claiming third in the Pro Open. Hook fell on the last corner whilst running in fourth position in the King of Nepean final.

The Pro Open Class was won by Grant Charnock from newly-crowned 16-year-old Australian Senior Dirt Track Champion Jake Allen with Jamie Stauffer third.

The Unlimited Open class was a very close tussle between eventual winner Luke Richards and Jamie Stauffer, with Jake Allen in third.

The Procycles ProLites was won by young Peter Smith (Honda CRF 250) with Charnock second and Hook finishing third. Charnock crossed the line first, but was demoted to second position after being deemed to have passed under a yellow flag.

The 85cc Juniors was won by Jahkia Nelligan (KTM SX85) with Haydon Spinks and Mackenzie Childs second and third respectively on Honda CRF 150s.

AMA flat-track hopeful Mick Kirkness (Honda CR500) won the King of Nepean repechage, but was forced out of the final just laps in due to brake problems. The sole slider piloted by Joey Ringwood exited on the same lap after the dry conditions destroyed his rear tyre. Kirkness made up for his disappointment in the solos with a convincing win in the King of Nepean Sidecar final.



RICHARDS HEADS THE FIELD AT NEPEAN. (PIC KEITH MUIR.)

– Darryl Flack

ULTIMATE PROTECTION

Barkbusters

HANDGUARDS

Manufactured in Australia
by Rideworx
T 02 4271 8244
Find what fits your bike at: www.barkbusters.net

JET **EGO** **VPS** **Storm** **ADVENTURE**
MODEL SPECIFIC

TAP EACH PRODUCT ABOVE FOR MORE INFO

NEW DAWN FOR HUSQVARNA



HUSQVARNA has released two new models, continuing its surge into the road/adventure market kicked off by the groundbreaking Nuda earlier this year.

The TR 650 Strada and TR 650 Terra are aimed at different riders but come from a very similar design.

Both bikes are powered by the same 58 HP 652cc single cylinder engine from BMW's G 650 GS, although it has been extensively modified for use in the Husqvarna.

Both styles are similar, with the Strada designed for tar riding, and the Terra at home on fire trails and the like.

A LAMS version is available from the factory so it's safe to assume that version will be available in Australia also.

ABS comes standard on the Strada, and is an option on the Terra.

No word on prices or when the bike will be available in Australia at this stage. ■

Johnny Pag is coming!



THE Johnny Pag Motor Co, an American custom motorcycle builder, has arrived in Australia and New Zealand.

Coming soon to 2012 the market will see the Malibu 320i and 600i, following with the company's Ventura and Pagatti models.

A full size motorcycle, 23 inches longer than a Harley Softail, Johnny Pag's motorcycles have been developed with the custom bike out of the box in mind.

The bikes feature stainless steel spokes with Billet T6 6061 Hubs, 21" front and 18" rear wheels, fat one-piece stainless pull back bars, bullet style headlight, billet T6 6061 triple clamps, billet T6 6061 foot controls, stainless single sided dual layer exhaust, upgraded front brakes, 16 gauge rear fender, 18 litre fuel tank and a chassis made from seamless steel tubing.

The accompanying photo of the twin cylinder 350 should whet your appetite.

For more information contact (03) 9078 8050 or view the landing page – www.johnnypag.com. ■

can-am | 

DISCOVER RIDING RE-INVENTED

To explore features, tap on the orange circles

- **The Can-Am Roadster.**
Advanced technologies for exhilaration & peace of mind.



● Spyder RS



● Spyder RT

FOR MORE INFORMATION
VISIT BRP.COM/EN-AU

SPYDER

Aprilia RS4 competition WON

CHRIS Donovan from Victoria is the lucky winner of the Aprilia RS4 in *Cycle Torque's* 'Win an Aprilia RS4 125' competition to celebrate the launch of *Cycle Torque's* iPad edition in April 2012.

Entering the competition was only available via our website or iPad edition, and over 30,000 entries were received. ■

WIN AN APRILIA RS4 125
valued at \$6490

Enter in the iPad edition
or at
www.cycletorque.com.au

Terms and Conditions: Entrants must be over the age of 17 years. Entry is free. Only one entry per person is permitted per day. Entries open March 24, 2012. Entries close at noon, July 18. Prize will be drawn at 3pm, July 20, 2012 Cycle Torque Offices, Warners Bay, NSW. Entry is by online form located at www.cycletorque.com.au. Prize is not redeemable for cash. Entry is not open to employees or family members of an employee of Motorcycle Publishing Pty Ltd. or Aprilia. The single (1) prize is an Aprilia RS4 125cc motorcycle valued at \$6490. The prize also includes delivery to the winner's nearest Aprilia dealer, vehicle registration and on-road costs (value variable dependant on winner's address, age, driving record and experience). The prize will be awarded to the first complete, legible coupon drawn from all entries. The winner does not need to be present at the draw. The results of the draw will be published in Cycle Torque Motorcycle Newspaper, August 2012 issue, and on www.cycletorque.com.au. The promoter is Motorcycle Publishing Pty Ltd. The name of the promotion is "Cycle Torque's iPad Launch Give-Away". Permit No.: NSW LTPS/12/01976 VIC 12/574 SA T12/480

Highway Performance Bikes

KTM
HUSABERG



2013 MODELS IN STORE NOW!



NEW BIKES

USED BIKES

SERVICE

PARTS

TAP TO EXPERIENCE MORE

309 PRINCES HWY, ROCKDALE, NSW

(02) 9599 0011

www.ktmmotorcycles.com.au

AMA MX SILLY SEASON

IT'S that time of year again and the AMA motocross and supercross teams are trying to sort who is riding what for whom and at the time of writing here is where we are at...

This we know: Davi Millsaps has left JGR Yamaha to join the Rockstar Suzuki team on a 450 Suzuki joining Blake Wharton and Jason Anderson on their RMZ250s, while the Yoshimura Suzuki team has James Stewart penned for 2012 with his team mate yet to be signed.

Justin Barcia and Trey Cannard have signed for the factory Muscle Milk Honda team on CRF450Rs, while predictably Ryan Dungey, Ken Roczen and Marvin Musquin will all stay at KTM.

Jake Weimer will stay on the factory KX450F, Andrew Short has another year with Jeremy McGrath's Honda team and Josh Grant will stay with Jeff Ward Racing on the KX450F.

Geico Honda has confirmed the signatures of Zach Bell, Wil Hahn, Zach Osbourne, Eli Tomac, Justin Bogle and Kevin Windham while the 'other' Honda team Troy Lee Designs has Cole Seeley on the CRF250R in supercross and the 450R in motocross as well as Jessy Nelson on 250 machinery in both codes.

Mitch Payton's Pro-Circuit team has signed Blake Baggett, Martin Davilos and Daryn Durham so far and the fourth rider has yet to be named.

What we don't know: Dean Wilson wants a 450 ride but hasn't signed with anyone yet. There is talk of Deano riding with Chad Reed's team but nothing concrete there yet.

Ryan Villopoto is not happy with the offer on the table by Kawasaki so has put himself on the open market alongside Brett Metcalfe, Michael Byrne and a plethora of other top 20 AMA pro riders.

METCALFE OUT UNTIL 2013

YOSHIMURA Suzuki's Brett Metcalfe will miss the rest of the 2012 season after a crash during practice at Glenn Helen Raceway which has left him with a dislocated wrist and broken tibia.

Metcalfe was testing for the second half of the 2012 AMA Motocross Championships when he was sent over his 'bars after running out of fuel in a fast rhythm section of the track.

"Rough day practising, ran out of gas last lap of Moto on a rhythm section. Ejected over front. Thank u for all the kind msg's I receive! As of now, had a dislocated wrist and broken tibia. Both require surgery 9am tomorrow. Spirits are still high." Tweeted Metcalfe after the crash.

"We are all saddened that Metty's season came to an end like this," Team Manager Mike Webb commented. "He has been so solid all year and lately has been gaining great momentum in the outdoors - we all certainly expected podium results throughout these last rounds. It's a shame he won't be able to realise those goals."

Metcalfe was sitting fifth in the championship points after recording a top-10 finish at Budds Creek last month.



BRETT METCALFE

SHINERAY

XY250GY-2



MOTARD
TAP FOR MORE INFO



ENDURO
TAP FOR MORE INFO



MOTOCROSS
TAP FOR MORE INFO

WWW.ZUMA.COM.AU
(02) 4285 9400
AUSTRALIAN EXCLUSIVE IMPORTER FOR SHINERAY

TAP TO PLAY VIDEO

REARDON RETIRES

ACCOMPLISHED Australian Motocross and Supercross racer, Daniel Reardon will retire from professional competition at the end of 2012 after years at the pinnacle of the sport.

After much consideration, Reardon has made the choice to hang up his helmet at age 26 to follow a career in the fitness industry.

The Queensland-based rider has captured multiple national Motocross and Supercross titles, and it was success on a domestic level that catapulted him to a career in the United States in 2007.

"It's been a tough decision but one I wanted to announce early to ensure I have the time to thank and recognise everyone that has played a part in my career," said Reardon.

"One of the races I'll take with me for a long time is the one I had with Chad Reed back at Raymond Terrace in 2006 which led to the opportunities I've had in America."

Reardon will see out his final season of competition with JDR Motorsports in the remaining Monster Energy MX Nationals rounds and the new Australian Supercross Championship.

RED BULL X-FIGHTERS FINALE FOR SYDNEY

THE world's top Bull X-Fighters freestyle riders will converge on Sydney's iconic Cockatoo Island on October 6 where the final round of the World Tour will be played out.

The course will be designed and shaped from the ground up with a series of challenging jumps built entirely from 6500 tonnes of dirt. Last year's inaugural event saw a local triumph as West Australian Josh Sheehan double-backflipped his way to a historic win.

A World Heritage-listed site, Cockatoo Island played host to over 11,000 fans in 2011 and Geoff Bailey, Executive Director of the Sydney Harbour Federation Trust, said the event offered a great chance to showcase the setting and its rich history.

"Cockatoo Island is the largest island in Sydney Harbour. Its convict heritage and industrial landscapes, combined with the incredible views across Sydney Harbour, make it a spectacular setting to end the Red Bull X-Fighters World Series Tour," Mr Bailey said.

Ticket packages start at \$69.00 (plus booking fee) including ferry transfers, and are on sale now at ticketek.com.au. ■



EGO HD

Mini Extreme Sport Camera for Surfboards, Autos, Bikes, Motorcycles, Kayaks or anything you want to mount your Ego to.

LIVE Wi-Fi streams video to smartphones, tablets, or computers.

WiFi

Size: 1.6"x1.2"x2.5"H (40.5x30.5x63.5mm)

Ego - Mountable Sport Camera 1080P HD
Records HD 720P/60fps, 1080P/30fps (with audio)
Continuous Photo Mode, WiFi Enabled, IOS (iPhone) and Android Apps
12MP Still Images
Model 727BLK - Black
Model 727W - White
Model 727BLU - Blue
Model 727Y - Yellow
Model 727R - Red

Mounts and Water Proof Housings available for virtually any sport.

No extra wireless module attachment is required for wireless Live Streaming.

PRESS HERE TO SEE FOOTAGE

LIQUID IMAGE®

BAYLISS FOR EXPO

AUSTRALIA's triple World Superbike Champion Troy Bayliss will be a star guest at the Australian Motorcycle Expo Melbourne this November.

"I am looking forward to the Melbourne Expo which showcases everything in the world of motorcycles," said Bayliss.

"It's great meeting so many fans that have supported me over my racing years."

He will visit the show on Saturday the 24th and Sunday the 25th of

November to meet with fans and sign autographs.

Junior MX entries

MOTORCYCLING Australia (MA) has released the Supplementary Regulations for the 2012 Honda Australian Junior Motocross Championship, to be held from 29 September – 6 October at Coolum, QLD. Find them at www.ma.org.au/suppregs.

BLACK DOG COUNTDOWN

The Black Dog Ride, in its third year, is a national fundraiser aiming to generate awareness of depression and suicide prevention in Australia. Funds raised by the riders go directly to the Black Dog Institute, to assist in the implementation of their Community Education Programs.

The Ride to the Red Centre departs from all major capital cities on Saturday 18th August, arriving in Alice Springs on 23rd August. For more information on how to show your support, visit www.blackdogride.com. To make a donation, go to <http://www.everydayhero.com.au/blackdogride>.

MR VINTAGE MOTOCROSS
Maitland Mazda
RELIVE THE GLORY DAYS
FIVE ERAS
OF MISTER MOTOCROSS
FOUR MOTOS
Pre 75
Pre 80
EVO
Pre 85
Pre 90
Two age divisions for each era
Cash Awards
Perpetual Trophies
Show N Shine
Prizes to be won
2012
AN EVENT FOR RIDERS 30 YEARS AND OVER
21st October "Barleigh Ranch"
RAYMOND TERRACE NSW
Vintage friendly track
HUNCEY
WZ
VMAX
Find us on Facebook
www.facebook.com/mrvintage

purchase a new 2012
streettriple
675
and receive

1 of 6 mens or Ladies jackets valued up to
\$675
and
\$675
off mlp

YouTube
Available until 30th September or while stocks last, does not apply to Street Triple R

CREATE MY TRIUMPH
www.triumphmotorcycles.com.au
TRIUMPH
GO YOUR OWN WAY

NZ STILL A GOER

GET Routed has advised that in spite of the earthquakes last year in Christchurch, its New Zealand shipments are still operating as usual.

NZ's NIWA (the Climate & Atmospheric research outfit) are predicting a long hot Summer for New Zealand so Get Routed is expecting plenty of bike shipping bookings for the November, December, January and February shipments, so get in now and call Dave on 03 9351 0612 or an email to dave@getrouted.com.au.

LAVERDA CONCOURS

DUE to high levels of rain the Laverda Concours in Queensland is postponed to Sunday August 12.

Go to www.clublaverdaqld.com.

RAGGED FRINGE

THE Moto Guzzi Owners Association will be holding its annual Ragged Fringe Rally on the weekend of September 8-9.

Held at the Bretti Reserve, 33 kilometres north of Gloucester on Thunderbolt's Way.

Entries: The Secretary M.G.O.A of NSW, PO Box 392. Camperdown. NSW. 1450. \$15 inc. badge.

CRUMP INJURED IN RUSSIA

TRIPLE World Champion Jason Crump sustained a broken collarbone after crashing during a Russian League match at Vladivostok.

Crump, who currently lies second in the 2012 FIM Speedway Grand Prix World Championship title chase, flew to Geneva in Switzerland to undergo surgery to repair the collarbone.

RIDE 4 KIDS

ANGRY Anderson has put his weight behind the Ride K's 4 Kids charity, which kicks off on September 29 at Coolangatta. The charity is about raising funds and awareness on child abuse.

Riders will depart at 7am, meeting other riders along the way at designated points, finishing up at Hornsby on October 1.

All riders are welcome and to find out more go to www.projectkidsafe.org.au.

RIDE FOR JAMIE

A FEW years ago, Jamie Lord had it all. With a beautiful wife and daughter by his side, life couldn't get much better. But as Jamie will tell you, things can quickly change.

In May 2010 Jamie lost his 34-year-old wife Jayne to thyroid cancer. Left to raise his two-year-old daughter Isabella on his own, Jamie decided to pack up his home in Sydney and start a new life on the Sunshine Coast. "I decided to come up here and make a bit of a life for us after my wife passed away," he said.

"I started to get a bit of a routine happening back then and I thought I'd lash out and buy myself a motorbike to live a bit of life again - I didn't expect this to happen that's for sure."

In November 2010, just six months after the death of his wife, Jamie suffered horrendous spinal injuries in a motorcycle accident and became a ventilated quadriplegic.

He spent the next 17 months in hospital with his mother Shawn, father Phil and daughter Isabella never leaving his side.

Jamie, 32, now lives in his rented home in Wurtulla where he receives around-the-clock care with his daughter Isabella also being cared for.

"I have a nanny taking care of her and I have my carers taking care of me," Jamie said.

"I suppose that I'm the authority figure in the end and she always comes to me to me to ask things.

"Being here to do that is very important to me.

"It's all about her really."

Jamie and Isabella need your help as they look to rebuild their lives and plan for the future.

You can assist in making their future brighter by registering for the Ride for Jamie Lord at www.rideforjamielord.com.

Registration is \$10 with the ride to commence on Sunday, October 13 from the Dayboro showgrounds to finish at Ettomogah Pub.

The day will be followed by entertainment with organisers hoping to draw in excess of 200 riders. Do it for Jamie, or do it for one of the many prizes offered. Whatever the reason, it's a great cause.

For information email rideforjamielord@gmail.com ■



VICTORY
THE NEW AMERICAN MOTORCYCLE™

VICTORY WEEKEND ESCAPE TEST RIDE PROGRAM

INCLUDES FREE ACCOMMODATION & A FREE TANK OF FUEL

**TAP TO BOOK A
TEST RIDE**



LAUGH AT THE COLD TEST RIDE A VICTORY TOURING BIKE

- VICTORY COMFORT CONTROL SYSTEM
- DUAL HEATED SEATS
- HEATED GRIPS
- ADJUSTABLE WINDSHIELD
- ADJUSTABLE PASSENGER FLOORBOARDS
- ABS
- CRUISE CONTROL
- 4 SPEAKER AM/FM STEREO WITH IPOD CONNECTION
- CLASS LEADING STORAGE SPACE

RIDE ONE AND YOU'LL OWN ONE.

1300 721 360 | www.victorymotorcycles.com.au

*Offer only available at participating Victory Motorcycle Dealers. Some features listed are not available on certain touring models. Overseas models are shown.

Style evolution

I WONDER if, like me, your choice in bikes has changed over the years.

I often chat with Dennis Penzo, our advertising guru, about whether we like the looks of a certain test bike. His tastes are pretty different to mine, and one look at his Deus Triumph Bonneville will tell you my taste is better. His Bonnie is a cool bike but his choice of handlebars and handgrips is a bit naff if you ask me.

Another good friend of mine, Billy Ray Longbottom, is another rider who has dodgy taste I reckon. He has a few bikes, a Kawasaki Z400, Suzuki GSX750 and a Honda CX500 Custom. None of them are desirable to mainstream riders, but they are decent bikes all the same. But he has bought a bike from me, a mint VFR750 Honda which is one of the prettiest bikes ever made so he can't be too bad I suppose.

I have a few bikes which are things I lusted after when I was a young bloke, and my lustfulness was varied I can tell you. Take my 1971 Norton Commando for example, British Iron at its best, or worst, depending on who you speak to. It has given me loads of fun and has been reliable as well. I'm seriously thinking of moving it on because I have too many bikes and just not enough time to spend riding them all. I said I'd never sell it but I am known for changing my mind, sometimes. I remember seeing them around the place when I was a kid and four or five years ago sold a perfectly good Suzuki Bandit 1200 (another great bike) to buy a basket case Commando. I was struggling to buy the bits needed (the forks alone cost me a grand in pieces, and you can't exactly go to the wreckers to buy them) and one day saw a brace of Commandos blast through my little township. That was it, the project was duly sold to a mate and I had talked my lovely wife into allowing me to buy a Commando that was actually a going concern. Yes my mate is still a mate, and he has finished the bike so that story has a happy ending. If only he could stop an oil leak and get it running properly...

When I was in my early '20s the king of bikes was either a Honda RC30 or a Ducati 851. Both were out of the reach of most wage earners my age but I never stopped desiring one. I mentioned

these carnal thoughts to another friend who just happens to be a Ducati specialist. One day he rang about an 851 for sale. Shortly after the bike was owned not by me but by *Cycle Torque*. You see, CT's publisher Nigel Paterson was a pimply youth back in the late '80 and he also had a soft spot for the first of Ducati's four-valve superbikes. I love that bike, and even though we don't ride it much it's nice to have. I guess we were lucky RC30s went up and up in value and the 851 sort of stagnated. It sounds glorious with the race pipes on it.

Probably my biggest motorcycle weakness is for Honda's V-Four engine, specifically the mid '80s VF1000 range. I now have three of them, and it wasn't long ago I never thought I'd have one. About 15 years ago I had a pristine 1985 VF1000F and I loved it. I bought it from the original owner with low kays on the clock. Well, my family car crapped itself – imagine a Jaguar having an engine fire. Bet that never happened before – and I had to sell my beloved VF to buy a second car. That really hurt at the time. Fast forward to three years ago and I was web surfing bikesales.com.au, as you do, and what did I find? - another 1985 VF1000F, exactly the same as I had. No it's not the one I sold years ago but it was in fantastic original nick. I bought it on the spot for peanuts really. It's one of the best I've seen, the engine is an absolute gem. I then bought another one to turn into a Period 6 race bike. Its race debut wasn't exactly confidence inspiring seeing my son Alex crashed it in half a lap, yes that's right, he lasted four corners before he slid off.

I did fix it for this year's Barry Sheene Festival but it was hopelessly outclassed in every way really. With the standard wheels and lack of tyre choice it was hard to get it anywhere near competitive lap times. The fact it weighs as much as the Bismark doesn't help. As a friend commented when I was a little downhearted with my performance on the bike: "Picko, there's a



reason why there's not another one here today."

Despite that vote of no confidence, I did a deal to buy a 1984 VF1000 from Peter McWiggan at Manta Engineering in Victoria. But this is no ordinary VF, it's a superbike from back in the day, complete with factory race exhausts, radiator, triple clamps, rear sets etc. It's been sitting for a while but Peter has got it running and is kitting it out with 17-inch wheels and decent suspension. This is the bike I plan to ride at the Isle Of Man in the 2013 Manx GP.

I can't wait to ride it, hopefully at this year's Historic titles at Eastern Creek for the first time.

Oh, I nearly forgot. Where do my tastes lay now? Well, I love the look of bikes like the new Panigale, it's outside the box styling wise. I really like different looking bikes, like Yamaha's MT01. I reckon my next project will be a flat tracker style bike for the road, maybe an XR1200 Harley-Davidson with a racing kit, high pipes, single seat. Yeah, that's the go.

It's a sickness, I know.

- Chris Pickett



Old time motocrossing

AT THE time of writing this I am just a few weeks away from competing at the inaugural Maxima Oils Conondale Classic Motocross meeting and I figured that it's as good a time as any to take a look at the appeal of racing a Classic and Post-Classic motocross machine.

When I returned to the pits and told the owner of the problem he piped up with, 'Oh shit, is it still doing that?' Hmm, would have been nice to know something like that could happen *before* the race...

My final foray into the scene was only a few years ago when I was offered a ride on a competitive machine for the Australian Classic Motocross Championships at Conondale. The bike was a well set up Maico chassis with a very fast TT500 motor bolted in and after a few practice sessions I handed the hybrid back to owner for some final tweaks and a new set of tyres before the big race.

The morning of the race I picked the bike up and headed to Conondale and after unloading the bike I was devastated to see that the owner had changed the front brake lever and clutch lever with old school shorty versions and without much time before qualifying I went out and qualified in fourth with a useless clutch and no front brakes.

I spent some time between qualifying and the first race trying to get things working but it made no difference anyway as the Maico/Yamaha failed to fire up for the first race. In disgust I packed up my gear bag and with my girlfriend at the time hit the coast for the weekend, such are the problems with loaner bikes to go racing.

The vintage motocross scene was originally aimed specifically for Pre-1975 class motocross machines but it is now divided into Classic Motocross which includes Pre-1978 and older machinery and Post Classic Motocross which includes Evolution (Non-Linkage Suspension/Drum Brakes/Air-Cooled), Pre-1985 and Pre-1990 classes.

This has opened up a whole new can of worms and a walk around the pits at any of these classic meetings is like a motocross history lesson while a chat with any of the owners will give an insight into their passion and the hours put into the pride and joy(s).

And it is not cheap. To get a classic or post classic motocrosser back to mint condition you won't get much change out of ten

thousand dollars if you do most of the work yourself. I have restored a 1981 Yamaha YZ250H and a 1981 Suzuki DR400 and I don't want to think about the money and time sunk into those projects.

The great thing is that once you are out on the track the racing is as fierce as it has ever been, spectators love it and any old time motocrosser in the crowd will fully appreciate what the riders are going through.

Classic motocross is a sub-culture that will not be ignored. There are more and more events creeping into the calendar and the Maxima Oils Conondale Motocross Classic joins the annual Classic and Post Classic National Championships, the Canowindra Cup, Mr Vintage Motocross, Broadford Bike Bonanza, VIPER Series, Classic Dirt, Crawford River Classic and Double The Dirt to name a few.

Another great aspect of this type of racing is that it gives some of the legends of the sport the opportunity to re-live their glory days and there isn't a top class motocrosser from yester-year who hasn't given classic motocross a go.

1996 World Motocross Champion Shayne King has been to a few of these events all over the world and will be in Australia for the Conondale Classic while the likes of American legend Jim Pomeroy and Brad Lackey have graced many a classic motocross events here in Australia.

Finally, legend of all legends, a man we can all look forward to seeing at a Post-Classic event in the near future is *Cycle Torque's* Chris Pickett. 'Picko' has picked up an early '80s Honda CR250 and I for one would pay good money to see the former road racer hook into the Ol' CR around a motocross track, though in saying that I would prefer to be a fair distance from the edge of the track.

You see, it is a sport for *anyone* with a passion for old time motocross and the intestinal fortitude to put in the hours to keep the bloody things going.

- Darren Smart

In the modern era I have stepped back in time and raced a 1969 Yamaha RT360, a 1979 Suzuki RM250, a 1983 Kawasaki KX500 and a 1981 Maico 490 with a TT500 motor shoe-horned into the chassis. Some experiences have been great while other have left a little to be desired.

I raced the RT360 at the Barleigh Ranch facility just outside Newcastle back in 1992 at a pure Pre-1975 meet and was having a pretty good day until the rear tyre blew out on the face of a double jump that no-one else was doing on the day... the ensuing 50 meter tank slapper gave me a fair idea why I was the only rider doing that jump on vintage machinery.

I then raced the 1979 RM at a 'Legends' race at the Conondale round of the 2006 Australian Motocross Championships and that could well have been a great day's racing until the promoters decided to give us just two laps and call it a day. At the time I said never again but...

The following year we were talked into another 'Legends' race at the Coolum round of the MX Nationals and I was entered on a borrowed 1983 KX500 and I was really looking forward to it as I had raced the KXs back in the day.

Well, after blasting out of the gate and battling with my old mates like Stephen Dinsdale, Andrew Bailey, James Deakin, Dave Armstrong and Bryan Flemming I was having the time of my life until I launched off a little step-up jump in the middle of the circuit and almost went over the 'bars when the big KX decided to jump out of gear under full load. I saved it but it happened a few more times so I coasted for the final few laps.

Dollars and sense

I HAD an interesting conversation with a long-time race devotee and blogger at the Phillip Island WSBK round about the upcoming debut of the CRT (Claiming Rule Teams) in MotoGP. He certainly knew more about how it all worked than me, and saw it as a bid by Dorna supremo Carmelo Ezpeleta to take on the manufacturers with his dollar-saving CRT concept.

I suggested that while from the outside it may look like a text-book power struggle between Dorna and the factories, it is a fight that Ezpeleta never wanted but is now one which he cannot afford to lose. And if he does win, how will a CRT team ever afford an elite rider who now commands over €10 million a season, and keep him in MotoGP? That's if he wants to actually race a 'modified production bike' as CRT has been described by Casey Stoner. Colin Edwards has called his BMW-Suter CRT bike something else.

To understand the genesis of the CRT push and its role in this pivotal time for GP racing, we need to go back almost 15 years to when the factories, led by Honda, first floated the idea of 1000cc four-strokes to become the blue riband GP formula. The year was 1998, and just three factories - Honda, Yamaha and Suzuki - were building bikes for the 500 class. Cagiva had been the lone European entrant from 1986 until 1994. In the early 1990s, following the takeover of GP racing by Bernie Ecclestone and Dorna, a plethora of ROC and Harris-framed Yamahas helped fill the grid but by the late-90s their numbers had dwindled.

Proponents of the 1000cc four-stroke 'GP1' formula argued that racing V-four two-stroke 500s was an irrelevance to both manufacturers and fans. With sales of 1000cc sportsbikes representing a huge slice of the Western motorcycle market, the factories argued that it was only logical that the premier GP formula should reflect that fact. They further argued that the new formula would see more factories enter the GP paddock, with

the return of Kawasaki, Ducati, BMW and Aprilia mooted. It was a very convincing case, one that the media was happy to run with. The only question was money. The budgets to develop, build and maintain high-revving 1000cc GP engines would be excessive by the factories' own admission, but since it was their idea, surely they would make the necessary dollar commitment to make it all work. The other concern was whether the tyre technology would be able to cope with the 250bhp, 145kg GP behemoths. They would.

When the 990cc four-strokes made their full-season debut in 2003 under the new 'MotoGP' banner Kawasaki, Ducati and Aprilia joined the party as the MSMA suggested. However, the party did not last for long with Aprilia pulling out followed by Kawasaki, and Suzuki, in 2012. BMW took a wait-and-see approach, and eventually threw its lot into WSBK. The original 990cc formula was changed to 800cc in 2007 due to safety concerns, with a 21-litre fuel limit added, and slightly heavier weight limits and engine-usage restrictions. In 2009, thanks largely to the lobbying by Valentino Rossi, a single-manufacturer tyre rule was introduced, with Bridgestone winning the bid by default after long-time supplier Michelin withdrew in disgust. For 2012, engine displacement was moved up to 1000cc with an 81mm bore limit, with non-factory teams eligible for CRT status that brought double the engine-usage limits and affordable engine supply deals. We're talking about a bunch of very big changes in less than a decade as Dorna tried to keep the major stakeholders - factories,

international broadcasters and fans - happy. Overlay all this with the GFC that hit in 2008, and it's easy to see just how perilous this balancing act had become for Ezpeleta. The other fly in the ointment was Valentino Rossi. Since 1996, Rossi has transformed GP bike racing across the world, and especially in Europe. His immense popularity has brought benefits to everyone from Dorna to even his fiercest rivals, who have been able to ink deals beyond their wildest dreams because of Rossi's extraordinary bargaining power in raising the contract stakes. Like all supernovas, Rossi's trajectory would decline.

In developing the CRT concept, Ezpeleta had several huge forces bearing down on him; the recession, shrinking factory budgets, falling TV ratings and Rossi's failure to master the Ducati. He has done all he can to placate Rossi, and cajole/badger the factories into boosting their presence on the grid, to no avail. While CRT may be a worthy method of boosting grids, with further limits imposed for factory bikes in 2013 and beyond, the question must be asked: could a CRT team ever afford to sign a top rider? The answer is "no", and this is the fundamental weakness of CRT. It solves the problem of shrinking grids, but its discount mentality will prevent it from securing the world's best riders for MotoGP, and therefore maintain its all-important TV ratings and broadcast rights dollars.

CRT has already claimed one high-profile casualty, Casey Stoner. He wants no part of it. Honda has said it will quit GP racing if CRT becomes the



dominant formula. No factories means no mega-buck contracts. Valentino has always said he wouldn't mind going WSBK racing, and a possible showdown with ageing rival Max Biaggi would be more interesting than CRT. Nicky Hayden revealed he has had offers from WSBK, and there would be other GP pilots of his vintage considering that relatively more lucrative option. MotoGP's loss could be WSBK's gain. It is a very delicate time for GP racing as it transitions from a prototype to a production-based formula, which is what WSBK has been since 1988. It is a very plausible scenario, therefore, that given the choice between a CRT ride or a better-paid seat with a factory-supported WSBK team, there could be surprise moves to the WSBK paddock in the coming years. If CRT is the answer to MotoGP's woes, what was the question?

- Darryl Flack

PURE PERFORMANCE



Way of Life!

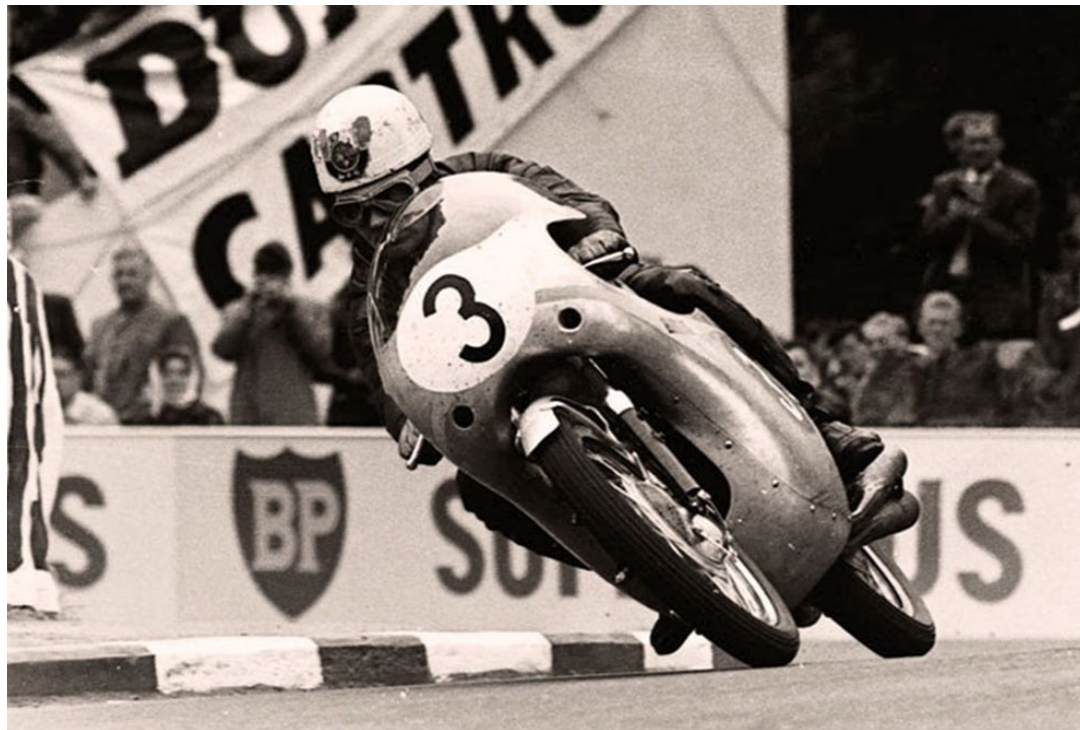


suzuki.com.au

Experience GSX-R performance at its fastest, lightest and most responsive. The all new Suzuki GSX-R1000 is back and better than ever with Brembo front calipers, super light pistons, upgraded crankcases, 4-into-1 exhaust with titanium muffler, increased power and acceleration with an impressive 2kg reduction in weight. To experience 136kW of pure GSX-R1000 performance, take a test ride today.



GSX-R 1000



Bob Mac famously failed to win a world championship and has only a handful of grand prix wins to his name, yet his legacy is of a man who could ride and win on anything, anywhere; of a man who routinely took on Geoff Duke and John Surtees in the first half of his career and Mike Hailwood and Gary Hocking during the second; of a man whose character won him as much respect off the bike as on it.

An apprenticeship as a mechanic in a garage not far from his Scotstoun home, he got oil under his fingernails and the aroma of petrol in his nostrils. His first motorcycle was a pre-war 16H Norton, a side-valve 500cc single reviled by a generation of British Army dispatch riders (R G McIntyre among them). Later he bought an Ariel Red Hunter and spent his weekends slithering around in the mud of the Scottish lowlands at the Mercury MCC's scrambles.

His first road race came at one of the wartime airfields that then littered the UK. Ballado Park, once home to Spitfires, was transformed into a racetrack with the distribution of hay bales. Mac entered four races on a borrowed 350 BSA Gold Star, won three of them and fell off in the fourth.

For the 1952 season he was signed up by local garage proprietors Sam and Leslie Cooper and given a 350cc 7R AJS. He repaid his sponsors' kindness by winning that year's Junior Manx Grand Prix and finishing second in the Senior event on

the same bike. In the season ahead, Mac's collection of trophies swelled irresistibly. Despite having to journey hundreds of miles to compete on unfamiliar circuits at the heart of British racing, the Cooper 7R became a regular fixture at the top of result sheets around the UK. The 7R was later joined by a long-stroke 500cc Manx Norton tuned by Bellshill engineer Joe Potts. But what would become the defining relationship of McIntyre's career would not yet bear full fruit. First, there was the small matter of an AJS works contract for 1954. The Plumstead outfit provided Mac with a three-valve 7R for the 350 class and, initially, a G45 Matchless twin for the bigger division. Both bikes were up to snuff for early-season, non-championship events, with McIntyre and team-mate Derek Farrant dividing plenty of spoils. But when the business of the year began in earnest the British team found itself struggling against more powerful hardware. And soon the gremlins that dogged his career began to arrive. At the TT Mac qualified only modestly, retired early in the Junior race and in the Senior, which was run in some of the worst weather in living memory, he finished a dull 14th on one of the revived AJS Porcupines. At the Ulster GP he retired from the Senior and finished third in the Junior. In Belgium Mac ran sixth in the 350 race and fourth in the 500. By now the poor performance and persistent handling problems of AJS's finest had just about written off the season. After a sixth in the Junior Swiss GP and a retirement in the Senior, Mac returned to Britain and signed to ride Joe Potts' fine-fettled Manx Nortons in British events the following year. AJS withdrew from racing.

Two fruitful seasons followed. With no budget for European racing, McIntyre made hay at short circuits the length and

Anniversary

ROBERT Macgregor McIntyre was a son of the Glasgow shipbuilding community, a tough man from a tough environment who blended the iron self-reliance and self-determination of his countrymen with a rare array of talents to become one of the greats on a racing motorcycle.

breadth of the UK, looking in at the TT and Ulster GP to hound Moto Guzzi in the 350 class, MV and Gilera in the 500s. He was too good to ignore. Gilera knocked at his door at the end of 1955 – too late, because Mac had re-signed for Potts; they came back at the end of '56 on Geoff Duke's recommendation that they make him team leader. This time he signed up and gave the Italian team its greatest moment at the TT, winning both 350 and 500cc events, setting record laps in both and becoming the first man to lap the Isle of Man Mountain circuit at more than 100mph. That was as good as it got. He fell at the Dutch TT, collecting a neck injury that wrecked the remainder of his season. And then Gilera withdrew from racing.

The pattern was set: seasons of towering achievement on privateer Nortons in Britain, factory contracts for GPs, next with Bianchi and Honda, littered with DNFs. In 1961, riding Bianchi's feisty 350cc twin, he was sidelined at the West German GP with piston failure, went out with a broken gearbox layshaft at the TT, finished second to Gary Hocking's MV at the Dutch TT, ran third at the East German GP, broke another layshaft at the Ulster GP, developed a misfire at the Italian GP and eventually retired with yet another gearbox failure. He fared better with Honda, collecting GP wins in Ulster and Belgium, lapping at 99.58mph during the TT before retiring, this time with a seized engine.

He rode his last race almost exactly 50 years ago, a streaming wet 500cc British Championship event on 6 August 1962 at Oulton Park, one of his favourite circuits. Starting well down the field, McIntyre had got up to second spot and was closing on leader Derek Minter when he crashed at Clay Hill, some say with a gearbox seizure. We'll never know for sure.

He died nine days later.

– Bob Guntrip



Reevu MSX1 Rear Vision Helmet

**THE WORLD'S FIRST
MOTORCYCLE HELMET WITH AN
INTEGRATED REAR
VIEW SYSTEM**

REEVU[®]

**AVAILABLE IN
SELECTED STORES NOW**

**TRIUMPH TIGER
EXPLORER**

CYCLE TORQUE
Launch
REPORT

CYCLE TORQUE
AUGUST 2012 - 22



NO PRETENDER



**Some big bore
adventure bikes
are more show
than go in the dirt.**

**Triumph's
new Tiger
Explorer isn't.**

MORE



CYCLE TORQUE
Launch
REPORT

NO PRETENDER

WITH the release of the Tiger Explorer 1200 Triumph now has one of the most comprehensive adventure bike ranges on the market. Whether it be a solo day in the ranges or a two-up fully laden trip around Australia, the Explorer is more than capable. In fact it's probably one of the best all-round motorcycles ever produced.

Clean slate

Triumph already had the Tiger 800 Adventure bikes and the Tiger 1050, a road bike in adventure styled clothes. The 1050 was most likely never meant for off-road riding, and if it was it missed the mark a bit. A great road bike but not at home on gravel roads. Both 800 Tigers though are a different kettle of fish. While the XC is more adventure targeted, the standard Tiger 800 with its 19 inch front wheel is still very capable on fire trails and the like.

Enter the Explorer. Triumph set out to produce a bike to take BMW's R 1200 GS head on. It knew the 800cc unit wouldn't suffice, even though it is a very sweet three cylinder engine. Triumph guessed, and rightly, that many Explorer buyers would want a bigger donk.

There would have been no valid reason to go away from a three cylinder engine, a design trait synonymous with Triumph, and even though a slightly bigger 1050 engine would have been OK, the engineers wanted more. Not more power, more torque.

An engine benchmark of 130PS was set, so was shaft drive, ride-by-wire and cruise control, and a high output generator.

The project actually started in 2006, with the first development mule running in 2010. Originally a much larger fuel tank was earmarked for the bike but this had to be revised in the final stages of the design, with a restyle necessitating a smaller 20 litre tank, down five

litres from the original.

137PS was the eventual engine power output, with 127Nm of torque providing loads of bottom end. One look at the dyno chart shows a sublimely linear line from just off idle to 9000 rpm where it makes maximum power. Maximum torque is produced at 6400rpm, so really there's little point revving past that unless you are having a play.

There are no external oil pipes on the engine, and minimal water pipes, so falling over at slow speed in rocky ground is unlikely to take you out of the game with a broken oil line.

Triumph must be confident with its design because service intervals are 16,000 kilometres, with major services at 32,000 kilometres. Yes, that's 16,000 kays between oil changes. That might sound a bit scary but it's said by many oil producers that modern oils are easily able to handle these distances.

One of the handy extras incorporated into the design is the 950W generator which is never likely to let your battery go flat, even if you are charging your laptop. The system is designed for you to run extra electronic gadgets on the run without overloading it. Much thought has gone into the engine design which should make it a very long lasting unit. One trick we liked is the generator overrun decoupler which is all about



■ RIDING GEAR:
ZEUS HELMET,
TRIUMPH
ADVENTURE SUIT,
IXON GLOVES,
FORMA BOOTS.

■ REPORT BY CHRIS PICKETT
PHOTOS BY JEFF CROW

saving that high output generator. Generators usually rotate at much higher speeds than an engine, and when you shut down an engine quickly it can cause damage to the generator which can cause reliability issues long term. This system is designed to negate those long term issues.

Lots of thought has gone into the shaft drive to make it feel 'unlike' a shaft drive. It looks very similar to BMW's shaft, but Triumph says it's internally stronger. If it is then you are not likely to break one in a hurry.

We've had a few BMW GS long termers/owned and not broken a shaft drive so if these are better...

On tour

Doing a four day, 2000 kilometre run from Uluru to Adelaide was a perfect chance to test the bike in conditions right up the design brief alley of the Explorer. We were warned before we set off that we might find the ride-by-wire throttle a little 'touchy' until we got used to it. There are no moving parts in the system but to be honest we didn't find it touchy at all. It's light but not overly so. The couple of hundred kilometres of open highway allowed us to test the cruise control, which is superb. Think of a car cruise control and you'll get the idea of how easy and well the Explorer's system works.

A couple of bikes had the tall accessory screen which suited our tester at six foot. It's manually adjustable and you can do it on the fly. After our first fuel stop I was impressed at how good the seat was, and after 2000 kilometres it is most likely the best seat I've sampled on a motorcycle. The only one which pops to mind as competition is the Tiger 800 seat.

It's hard not to like the Explorer's engine. There are no spikes in the power delivery, and the torque makes the bike so easy to ride. It's very smooth too, and while some vibes make their presence felt through the handlebars they are of little consequence. The final piece of the driveline package, the shaft drive, is a real feather in Triumph's cap. It feels like a well oiled and adjusted chain is turning the back wheel, it's that good. Under hard acceleration you barely feel any suspension rise, if at all. There's minimal backlash, and the gearbox shifts beautifully too.

ABS is fitted standard, and combined with the twin four-piston calipers up front make for a comprehensive braking package. When pushing hard on the tar in racer mode, especially maybe two-up you could find the limits of the brakes, but on dirt roads they work perfect for the task at hand, and the ABS couldn't be faulted by us but you can turn it off if you like.

With fly-by-wire you also get a two level traction control, which you can also switch off. Generally we ran it in the least intrusive TC setting. With TC off at one stage we thought we might have had a flat rear tyre,

but no it was just the rear wheel spinning at 140 km/h or thereabouts. At one stage we had a roll on test on the dirt from 80 km/h with one bike in TC1 and the other in TC2. Surprisingly there was little difference in actual acceleration, but you can certainly feel the difference between the settings when riding the bike.

We were a little surprised spoked wheels weren't used on the Explorer but as it turned out they were fine for what we did. A few of the bikes copped small dents in their front wheels but these were from big impacts, and it's something you need to almost expect these days from our roads. The 19 inch front and 17 inch rear wheels feel great in the dirt, and Triumph resisted going too wide in the rear, which is a plus for the bike. Explorers come standard with 110/80 R-19 and 150/70 R-17 Metzeler Tourance tyres and they felt fine for everything we did, even playing boy racer in the bends outside Adelaide. You could induce some small slides on the tar from both tyres but considering what we were exposing them to they were pretty impressive.

We were also a little surprised Triumph didn't go with an electronic suspension option but then again we found it hard to fault the suspension. The transport sections didn't tax the forks or shock, and when on the Oodnadatta track we gave it a fair workout. Not once did we feel it needed adjusting, even jumping off a cattle grid or two. Only on one section of bumpy tar did we find it a bit stiff, which was odd considering it was fine on the dirt. It's something you can easily adjust yourself though, especially the rear with its hydraulic pre-load adjuster.

While the bike is very comfortable in sit tour mode it's equally easy to ride standing up, something we did a lot of on the Oodnadatta Track. The ratio of 'bars and 'pegs is spot on, and we don't think you'd bother with handlebar risers, but you can adjust the standard 'bars if you wish.

Luggage and accessories

Hard panniers are available for the Explorer, as is a matching top box. The right-hand pannier holds 25 litres due to the exhaust, while the left pannier holds 37 litres. Our test bike was fitted with a seat bag and huge tank bag which took generous amounts of stuff, and kept the dirt out completely, and while the tank



bag was fine for sit down riding it was a bit big for standing up in the dirt, not allowing you to get in the best stand up position. You can get smaller ones though.

There's plenty of accessories available too, like the spot lights, heated seats (awesome), different seats, Arrow muffler, engine 'bars, bash plates. The list goes on and it's plenty long. The heated hand grips which come standard were appreciated in the early outback mornings.

Verdict

What a great bike the Explorer is. We're not sure if prospective Tiger 800 buyers will go for the bigger Explorer, and if they want to do some harder off-road stuff they should probably go with the 800. Prospective BMW R 1200 GS buyers will be silly if they don't test ride the Explorer, it is that good. At \$21,790 it's in base model 1200 GS territory. The R 1200 GS has long been the big bore adventure bike benchmark but we can tell you the Explorer is now sitting right up there on that very same bench.

Now, will Triumph bring out an XC version? ■

MORE



TRIUMPH TIGER EXPLORER

CYCLE TORQUE
Launch
REPORT

SPECIFICATIONS:

- ENGINE TYPE: LIQUID-COOLED TRIPLE
- CAPACITY: 1215CC
- TRANSMISSION: 6-SPEED
- FUEL CAPACITY: 20 LITRES
- FRAME TYPE: TUBULAR STEEL TRELLIS
- SEAT HEIGHT: 837MM
- WET WEIGHT: 259 KG
- FRONT SUSPENSION: KAYABA 46MM USD
- REAR SUSPENSION: KAYABA MONOSHOCK
- BRAKES: TWIN 4-PISTON CALIPERS ON FRONT, SINGLE CALIPER REAR – SWITCHABLE ABS
- TYRES: 110/80-19, 150/70-17
- PRICE (RRP): \$21,790 + ORC

WWW.CYCLETORQUE.COM.AU/MORE

 **QBE** CALL FOR A QUOTE
1800 24 34 64
WE'LL BEAT ANY PRICE GUARANTEED*



www.cycletorque.com.au/more
www.triumphmotorcycles.com.au



Rear shock pre-load changes are via the handy hydraulic adjuster.



Cruise control comes standard and is easy to use.



It would want to be a big gooly to get through this bash plate.



Instruments share the same style with many other Triumph models.



Left switchblock house loads of buttons so you can heat your hands and turn the traction control off for example.



Engine is an all-new design.



Shaft -drive. The best we've sampled.



Some say the front brakes are underdone but we think they are spot on for adventure touring.



**TRIUMPH
TIGER
EXPLORER**

CYCLE TORQUE
Launch
REPORT

GALLERY





CYCLE TORQUE TEST
2012 YAMAHA
WR250F

CYCLE TORQUE AUGUST 2012 - 30

KEEPING
THE
FAITH





When you build something right in the first place you don't need to update it every year for the sake of it.

MORE



KEEPING THE FAITH

YAMAHA hasn't needed to make many changes to its class-leading WR250F since the adoption of the new frame a few years back: the WR has evolved into the benchmark 250cc enduro machine and it's still as competitive, reliable and fun to ride as ever.

It's hard to believe the Yamaha WR250F has seen more than a decade pass beneath its wheels, yet this venerable small capacity enduro machine keeps the hearts and minds of many an off-road rider well within its grasp.

What's new and what isn't

The feisty and hard revving engine still has a displacement of 250cc with a bore and stroke of 77mm x 53.6, with the compression ratio of 12.5 to 1. Five very light and hard working titanium valves continue breathing life throughout the motor from the double overhead camshaft engine. Yamaha has continued supplying fuel to the motor via the Keihin FCRM37 flat slide carburetor, unlike its big brother which has already received the fuel injection treatment. Maybe next year? A dry sump and liquid cooling keep the internal masses operating at the desired temperatures, while an eight litre fuel tank holds enough of the octane to keep most riders at bay for a reasonable day's riding.

As mentioned earlier, very little has changed on this year's WR250F, as Yamaha has continued with the YZ-bred advanced aluminium semi-double cradle frame, along with the Kayaba 48mm USD front suspension which delivers 300mm of travel and has a 20 way adjustment for both compression and rebound. Even though the WR250F is fitted

with fork guards, a set of seal savers may be a wise investment for additional protection of the oil and dust seals on the front end. Out back the rear suspension duties are also handled by the Kayaba rear shock with piggy back reservoir, which delivers 310mm of travel, and features a 20 way adjustment for both low speed compression and rebound damping, while separate adjustment is on offer for the high speed compression damping. Both the front and rear suspension are well balanced on the WR250F and with Yamaha keeping this tried and true suspension outfit on the current bike, we can only assume they are more than happy with its performance, and who are we to argue with their logic as the suspension works well over all terrain and is suitable to all levels of riders.

Braking is handled by Nissin, with a 250mm fully floating wave disc and a twin piston caliper keeping the front end on a tight line and pulling up when desired, with great feel and progression felt right through to the fingertips. The rear end, also handled by Nissin has a 245mm wave disc and single piston caliper, which is both strong and progressive without being too strong or causing excessive lock-up.

A waterproof electric start button along with a



■ TEST BY SHAUN MOLONEY
PHOTOS BY CHRIS PICKETT

separate on/off switch beside the digital allows the WR250F to be fired into life without the use of a key, which some may see as a good or bad idea, depending on your standpoint. If you have ever headed out of town with the bikes and gear loaded up and left your key on the coffee table, this will certainly sway your point of view. The factory lightweight exhaust breathes a very credible note from the small bore motor, which delivers plenty of

punch from the moment the throttle is tweaked. Strong and progressive, yet very controllable is the best way to describe power delivery and this little 250cc engine really loves to be revved, which makes this bike not only suitable for top end riders but less experienced riders as well, not to mention it is a Learner Approved Motorcycle, which is a big drawcard for younger riders. Although kick start bikes have all but gone the way of the dodo, the WR250F still



comes with the kicker on it and to prove a point we even used it just to remind us that if we ever are required to adopt the old method, starting the bike is pretty easy. The sealed six amp hour battery is well tucked out of the way within the airbox which can be accessed without a single tool required to remove the side plate. It is a gel filled type which will not leak in the event the bike ends up on its side.

Seating and cockpit have good spacing allowing riders of various height, shape and weight to be comfortable when in the saddle. Like all enduro machines, the seat is flat and grippy allowing the rider to push forward towards the aluminium Pro Taper bars when needed, so ripping through tight sections is easy. The digital dash keeps check of the time, kilometres travelled along enduro/race settings for those intending to enter the world of off-road competition. Seat height comes in at 990mm, with a wheelbase of 1480mm from the 21 inch front wheel and 18 inch rear.

The WR250F has a stated weight of 118kg including eight litres of fuel, which hits the scales maybe a little on the bulky side, but it is not really a major issue as it does hide its weight well. For someone jumping off a two stroke machine, this will seem drastic, but for those upgrading from an older four stroke bike, the difference is far less an ordeal.

Is it still current?

With sleek lines, bold new graphics and a heritage of over a decade of enduro racing and trail riding within its genes, the 2012 WR250F already has the runs on the board, even before it has turned a wheel. The 250cc four stroke market is highly contested across the range of manufacturers all vying for your hard earned dollar, which makes choosing a new machine even harder. The number of bikes sold and seen in the bush or at an event is a real testament to any manufacturer, and the WR250F is one of those bikes that is often seen at both. The overall



■ RIDING GEAR:
SHARK HELMET,
EKS GOGGLES, ZAC
SPEED ARMOUR, AXO
NYLONS & BOOTS.

design and layout may have been around for the past couple of years, but it really demonstrates how well Yamaha has built this exciting little 250cc machine. The WR250F is available in the Team Yamaha Blue and White livery, but for a limited time the Black Knight plastics are available for free when a new bike is purchased. The RRP for the 2012 WR250F is \$11,999 but there are also some great factory cashback offers running as well, so getting one at a good price might be possible if you act quickly. ■

MORE



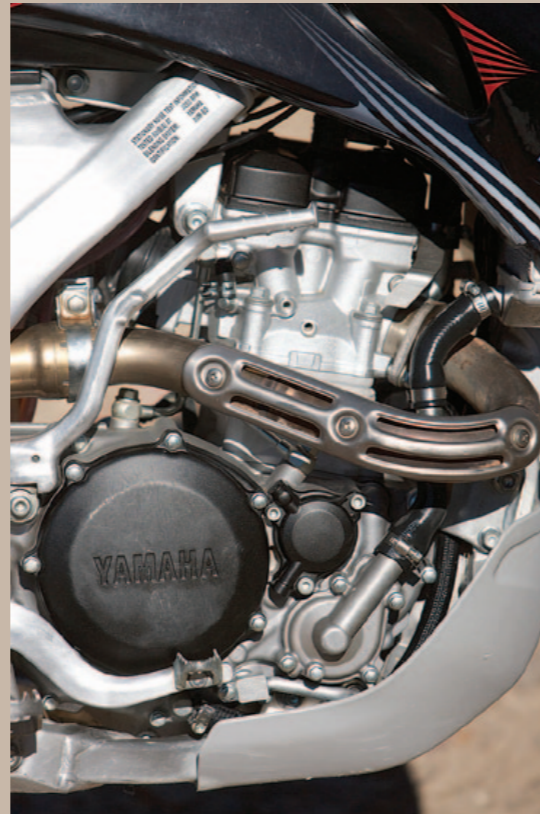
CYCLE TORQUE TEST
2012 YAMAHA
WR250F



SPECIFICATIONS:

- ENGINE TYPE: LIQUID-COOLED SINGLE
- CAPACITY: 250CC
- TRANSMISSION: 5-SPEED
- FUEL CAPACITY: 8 LITRES
- FRAME TYPE: ALLOY TWIN SPAR
- SEAT HEIGHT: 990MM
- WET WEIGHT: 118 KG
- FRONT SUSPENSION: USD ADJUSTABLE
- REAR SUSPENSION: MONOSHOCK ADJUSTABLE
- BRAKES: SINGLE CALIPER FRONT AND REAR.
- TYRES: 90/90-21, 130/90-18
- PRICE (RRP): \$11,999 + ORC

WWW.CYCLETORQUE.COM.AU/MORE



Yamaha's WR250F engine has proven to be tough and reliable.



No fuel injection yet for the WR.

www.cycletorque.com.au/more
www.yamaha-motor.com.au



There's now black as well as blue available.



Handguards now come standard.



Plastic bash plate offers some protection, but not enough for hard riders.

CYCLE TORQUE TEST
2012 YAMAHA
WR250F

GALLERY





BOOK SHOP

1. 365 MOTORCYCLES YOU MUST RIDE

These 365 must-ride motorcycles range from classic gaslight-era bikes, racers, and modern sportbikes to oddities that have to be ridden to be understood (or believed). From the 2007 Ducati 999R to the 1909 Harley-Davidson Silent Grey Fellow, 365 Motorcycles You Must Ride promises hours of entertainment (and a thrilling to-do list) to any motorcycle enthusiast.

RRP \$24.99

2. 100 YEARS OF MOTORCYCLES

A visual history of two-wheeled motorized transport: the motorcycle. Contains around 300 photographs from PA Photos' huge archives, spanning the whole of the 20th Century. The story of the motorcycle starts when it was little more than a bicycle frame with an engine strapped on, soon becoming a purpose designed vehicle for cheap every-day transport, navigating congested urban traffic, for long distance travel, cruising and holidays. Some machines became test-beds for mechanical refinement and thrilled spectators at race circuits and off road tracks throughout the world. From the temperamental vintage machines of the early 1900s, to the motorcycling subcultures of the 1940s Hells Angels, the 1950s Cafe Racers, and the Mods and Rockers of the 1960s, all aspects of the motorcycle are celebrated.

RRP \$24.99

3. ESSENTIAL GUIDE TO DUAL SPORT MOTORCYCLING

Everything you need to buy, ride and enjoy trail and adventure motorcycling. Sections on riding gear, tools, riding tips and safety and maintenance keep you well informed for the trip ahead.

Exploring and navigating are also covered in this comprehensive guide book.

RRP \$49.95

4. ESSENTIAL GUIDE TO MOTORCYCLE MAINTENANCE

The purpose of this book is to introduce the novice motorcycle mechanic to the basic mechanical concepts that go into designing, building and maintaining modern motorcycles. By performing their own basic maintenance readers will gain a much better understanding of how motorcycles function, and develop a much better feel for the health of their bike and deal with little problems before they become a big one, or worse, a serious safety issue. This text is written so that anyone with the proper training and the right attitude can become a competent if not excellent mechanic.

RRP \$65.00

5. ESSENTIAL GUIDE TO MOTORCYCLE TRAVEL

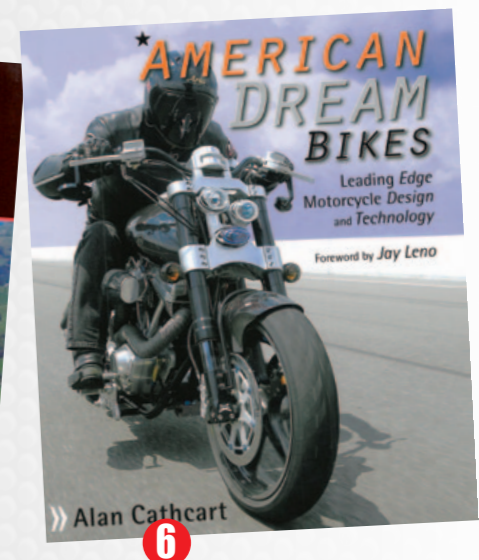
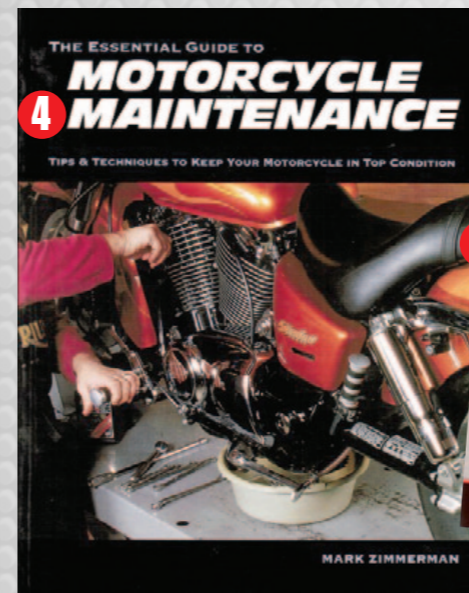
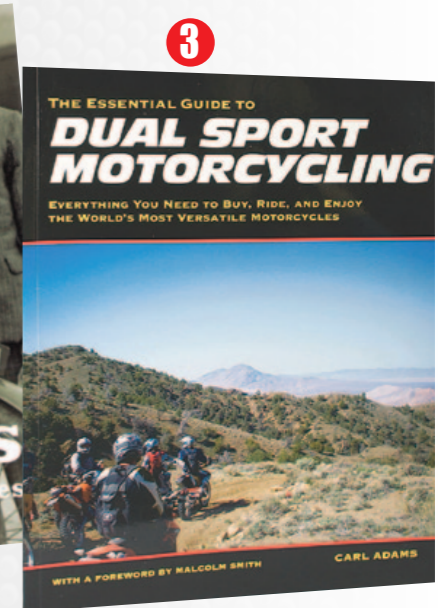
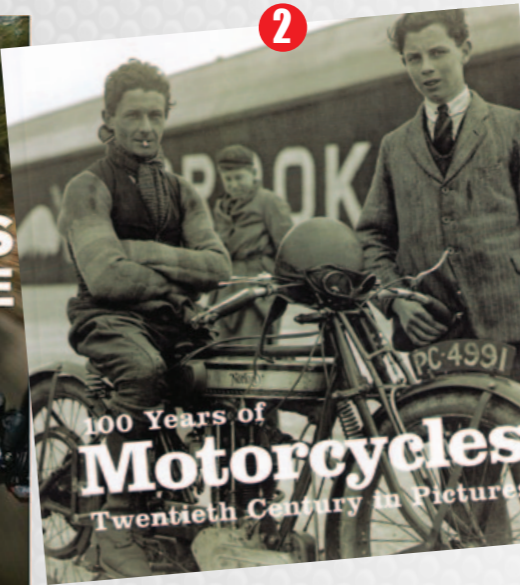
This book is written to help motorcyclists prepare themselves and their motorcycle for traveling long distances over extended periods. Whether you are getting ready for a weekend trip beyond your home turf, or for a transcontinental odyssey lasting several years, Coyner's book details the fundamentals for riding in comfort, safety, and convenience.

RRP \$55.00

6. AMERICAN DREAM BIKES

Unappreciated by the world is the fact that in today's elusive studio of motorcycle design America is a major player - for some, the major player. Dozens of designers, engineers and craftsmen are creating some of the most exciting and innovative motorcycles the world has ever seen - ever dreamed about. This doesn't just mean "yet another chopper". It means names like Confederate, Ecosse, Fischer, Roehr, Vectrix (producing an electric sportbike), and MotoCzysz in addition to, and no less worthy in this context, the establishment Harley-Davidson with Buell, Victory, and even Indian. Award-winning author Alan Cathcart visits 25 shops interviews the designers and engineers and rides the motorcycles. Each shop, interviewee and motorcycle has been photographed especially for this book.

RRP \$59.99



To Order Call 02 4956 9820 or
www.cycletorque.com.au



WINTER SALE

CYCLE TORQUE AUGUST

FREE SHIPPING ON ORDERS OVER \$100

FROM \$99



RADIATOR GUARDS



AVAILABLE FOR SELECTED

- APRILIA
- BMW
- DUCATI
- HONDA
- KTM
- KAWASAKI
- MV AUGUSTA
- SUZUKI
- TRIUMPH
- YAMAHA

50% OFF

NORMAL BGW PRICE ON ALL GALFER PRODUCTS

- PADS
- LINES
- ROTORS



GALFER

* OFFER ONLY APPLIES TO ITEMS IN STOCK

50% OFF

NORMAL BGW PRICE ON ALL JOE ROCKET BALLISTIC 7.0 JACKETS



MEN'S RRP \$349 BGW \$279

NOW \$139.50

WOMEN'S RRP \$399 BGW \$249

NOW \$124.50

50% OFF

NORMAL BGW PRICE ON MENS AND WOMENS INTAKE II TOURMASTER JACKETS



RRP \$349 BGW \$249

NOW \$124.50

* PHONE ORDERS ONLY TO GET THESE SPECIAL PRICES * FREE SHIPPING DOES NOT APPLY TO SALE ITEMS.

Join our newsletter & receive exclusive deals save up to 90% of RRP. Go to <http://newsletter.bikegearwarehouse.com>



Website: www.bikegearwarehouse.com.au Phone: 1300 7000 44 Address: 72a Topham Rd, Smeaton Grange NSW 2567

Opening hours: Saturdays 9-12pm. *Price and availability can change without notice

TAP TO SAVE UP TO 90%

BOOK SHOP

1. NORTON COMMANDO

The aim of this book is to provide a wide range and collection of road tests, comparison tests, new model descriptions, long term tests and other articles, taken from the world's motoring magazines. Informed and reliable test comments, specifications, performance data and photographs. The most comprehensive book of our several road test book series, containing 208-220 pages with 400-450 illustrations.

RRP \$39.95

2. RIDING IN THE ZONE

Riding motorcycles is fun but Ken Condon maintains there is a state of being beyond the simple pleasure of rolling down the road, this book was written to help other riders find that state of being. It's the experience of being physically and mentally present in the moment, where every sense is sharply attuned to the ride. Your mind becomes silent to the chatter of daily life and everyday problems seem to dissolve, you feel a deeper appreciation for life. Your body responds to this state of being with precise, fluid movements, you feel in balance, your muscles are relaxed, and it seems as though every input you make is an expression of mastery. This is the Zone. Condon has identified all the factors that affect entering the Zone and addresses each one individually, from the development of awareness and mental skills to mastering physical control of the motorcycle. At the end of each chapter are drills designed to transform the book's ideas into solid riding skills. A companion DVD is included to demonstrate each concept and technique.

RRP \$49.95

3. HOW TO TUNE AND MODIFY MOTORCYCLE ENGINES

From electronic ignition to electronic fuel injection, slipper clutches to traction control, today's motorcycles are made up of much more than an engine, frame and two wheels. And just as the bikes themselves have changed, so have the tools with which we tune them. How to Tune and Modify Motorcycle Engine Management Systems addresses all of a modern motorcycle's engine- control systems and tells you how to get the most out of today's bikes.

RRP \$29.99

4. TROY BAYLISS

This is the story of a life dedicated to racing, the story of a man who has always lived among motorcycles. The Ducati Yearbook chronicles the life of Troy Bayliss, Ducati World Superbike Champion through his memories and his experiences (on and off the track), his relationship with his team and with the bikes and the thrilling emotions experienced together. Take a look into the life of Troy Bayliss, his racing career and his passion for Ducati. Troy and the bikes from Borgo Panigale, like the 999 and 1098, together made history. This is a book of photography with images accompanied by the words of the rider, fellow Ducatisti friends, colleagues, family and fans all who came in contact with this Superbike legend a true icon for all passionate motorcycling fans, Ducatisti and non.

RRP \$19.95

5. THE CASTROL SIX HOUR PRODUCTION RACE

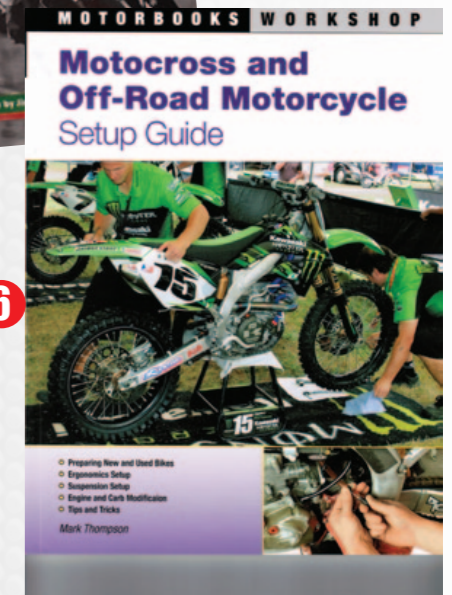
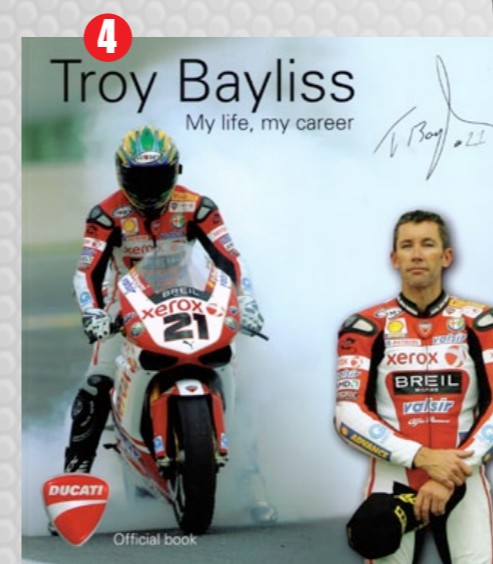
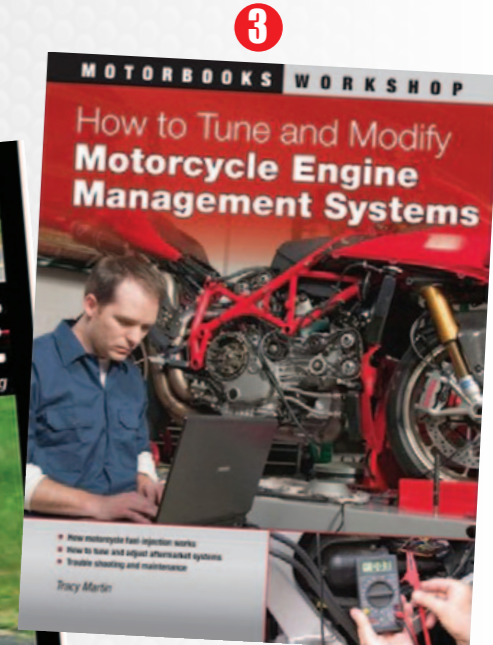
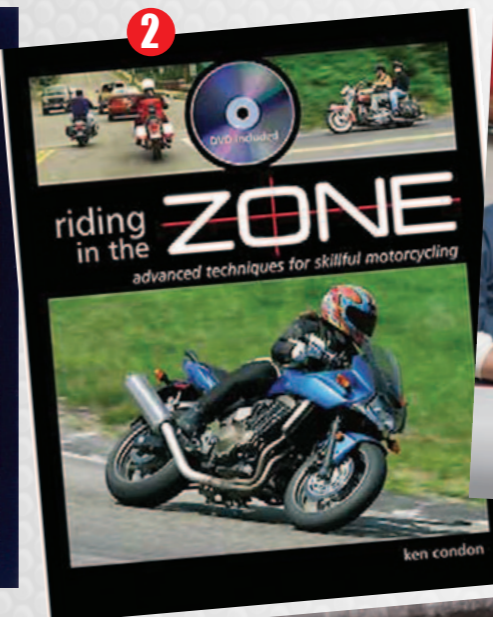
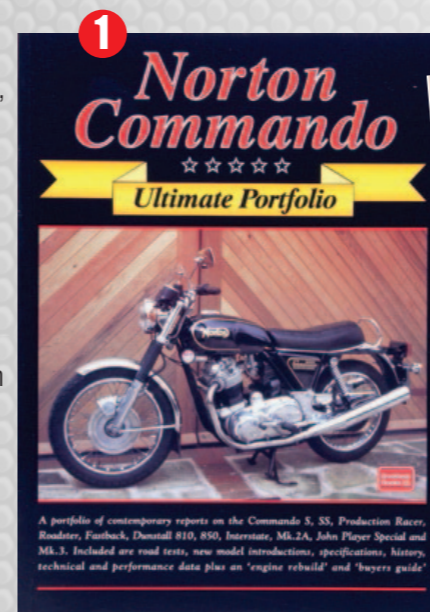
For 18 years, the Castrol Six Hour Production Race was the biggest event on the Australian motorcycling calendar. Controversial, important and exciting, the Castrol Six Hour Production Race was one of those rare events which had bikes and tyres developed specifically to win it.

RRP \$44.95

6. MOTOCROSS AND OFF-ROAD MOTORCYCLES SETUP GUIDE

For many motorcyclists, the most popular part of a cycle magazine is the question-and-answer section dealing with maintenance, modification, and setup how-to information. The Motocross and Off-Road Motorcycle Setup Guide eliminates guesswork by providing setup and maintenance information every rider needs in a series of step-by-step photo sessions and to-the-point chapters.

RRP \$34.99



To Order Call 02 4956 9820 or
www.cycletorque.com.au

MOTOVUDU

Dark art of performance



MOTOVUDU, the essential guide to track riding in either dvd or book.

After 13 years of racing professionally and winning at the highest level, Simon Crafar, the former 500GP winner and World Superbike racer passes on the essential rules learnt throughout his career in these instructional books and DVDs.

The techniques in the book and DVD are designed to teach any rider how they can ride faster and stay away from unnecessary risks.

Containing detailed descriptions, illustrations and stunning photography the book and DVD show Simon's 'On Circuit' techniques in an easily understood manner with simple and logical techniques and covers such areas as body position, braking, corner entry, mid corner and corner exit as well as other essential tips and tricks.

The books are available in an easy to store soft cover book, ideal for your kit bag or a collectors edition hard cover book signed by Simon Crafar himself.

The DVD is 'region 0' and has lots of bonus footage including exclusive behind the scenes footage. ■

SOFT COVER – \$34.95
DVD – \$34.95
SIGNED HARD COVER
– \$49.95



CYCLE TORQUE TEST
BMW R 1200 R

CYCLE TORQUE
AUGUST 2012 - 42





The R 1200 R might be one of BMW's most stripped down models but it's not a cost cutting exercise.

MORE



ROCKIN' ROADSTER

THERE are plenty of reasons why motorcycle buyers are heading away from sports bikes, and BMW's R 1200 R is one of them. It's comfortable, quick, nimble, and just plain fun to ride. Naked (BMW calls its naked models Roadsters) boxer Bee Emms have been around forever and the new R 1200 R deserves to be seen for the modern bike it is, not just a plaything for old riders wanting to relive their youth.

On the stand

There are two models available, standard (with alloy wheels, \$21,880) and the Classic Edition (\$22,190) which comes with wire wheels, chrome mirrors and a white stripe down the centre of the tank. As you can see in the pics, it's the Classic edition we tested.

If you have the extra cash you can go for some of the many optional extras available for the bike, with the main ones being the Electronic Suspension Adjustment (ESA), traction control, and partially integral ABS. All good ideas for sure, but for us the main ones would have to be the ESA and ABS. If you've never ridden a BMW with ESA you are definitely missing a great riding experience. There are other options too which would be a must for most buyers, like the 32 litre panniers, and bling bits like the Akrapovic muffler and chrome rocker covers if you so wish. This is just the start though, if you want low seats, sports screens, heated hand grips and tank bags, your BMW dealer should be able to help.

Some people tend to think of BMW's Boxer engine as being 'old hat'. It's anything but, and the number of R 1200 GS's going out the dealers' doors show the modern Boxer has many fans. The air/oil-cooled DOHC engine has been tuned to go, and with 110hp at 7,500rpm and 119Nm of torque at 6,000 rpm, go she does. Sure it's not in the realm of modern sportsbikes but it's no slug. We didn't test the bike's outright top speed but over 200km/h is a given. The radial four-valve head design is actually derived from the HP2 Sport. There's a few minor changes from the previous model which are all responsible for the noticeable increase in horsepower, and the extra rasp in the exhaust note.

■ TEST BY CHRIS PICKETT
PHOTOS BY NIGEL PATERSON



■ RIDING GEAR: HJC HELMET, MOTODRY JACKET, IXON GLOVES, HORNEE JEANS, DRIRIDER BOOTS.

Backing up the engine is a six-speed gearbox which is easy to use, but does like you to get the revs right to achieve the smoothest shifts. Likewise for the shaft drive which does have a hint of backlash but then this is common for most shaft drive equipped machines, regardless of make. Only the most pedantic of riders would find it an insurmountable issue.

Most motorcycle enthusiasts would be aware of BMW's Telelever front suspension system which pretty much eliminates front end dive but also gives the rider amazing feedback on the road. Cycle Torque is a big fan of the Telelever system because it works extremely well in just about all conditions you'll encounter.

The Paralever single shock system is used at the rear of the R 1200 R, and as said earlier you can go for a traditional manually adjustable set-up or the ESA. More on that later.

On the road

It's a very comfortable bike: you sit in the bike rather than on it and the reach to the ground is easy even for shorter riders. Very small riders might go for the low seat option.

Sitting at the lights it's still nice to blip the throttle and have the engine lurch to the right. In traffic the R 1200 R is so nimble it's ridiculous for a bike this size. It weighs in just about right on 200 kilos dry but it tips into and out of roundabouts like a bike half its size. Very confidence inspiring. The first time we gave the bike its head was coming onto a freeway and this thing boogies along quite nicely, with that Boxer rumble through the 'bars and 'pegs coming along for the ride too. It's never an uncomfortable feeling, and the only time you will notice anything more is at the top end of the rev range. But this really is an unnecessary way to ride this bike. With this sort of torque available you do not need to rev the ring out of the engine. Top gear overtaking is child's play for the big Boxer, and as you would expect a section of twisty road can be dispatched using only one or two gears. And once you come to grips with the characteristics of the engine you can adapt your riding style to get more out of it. For example, shutting off the throttle as you enter a left hander will have the bike tipping in even easier than normal, and winding the throttle on

in a right hander will see the bike hold a tighter line.

Seeing we are such fans of ESA here at *Cycle Torque* we were a little disappointed in the settings on the R 1200 R. Even on the softest of its three settings the ESA was a bit too firm on rougher roads, giving the odd jar or two. It's something you could live with easily enough, and if we had a pillion or luggage fitted it might have been spot on.

With modern 120/180 tyre sizes you can fit some very sticky rubber on this bike, and with the ESA set in Sport mode, and your race face on you could certainly ride this bike very fast indeed in the tighter stuff. It holds its line very well, ground clearance is a non-issue with the higher mounted engine, and the way it tips into corners is astonishing for a bike of this design. On faster open high speed corners it's no different, stable as can be.

The four-pot brakes are awesome. If you need more than they give we would suggest you might be taking the late braking thing to extremes. Anyway, once you start using the ample engine braking the brakes are almost unnecessary. We liked the ABS brakes too. Only the front to rear is linked. If you use the rear brake only then the front isn't engaged – perfect we reckon.

There's a few other things we liked; the 350 kilometre fuel range (if riding sensibly), the centrestand and the quirky styling.

The final say

The R 1200 R is very much all about fun. If you kit it out with luggage options you can tour around Australia if you like because it's a very comfortable bike to ride. Constant higher speeds



will dictate putting a small screen on it but this is a simple affair.

We can see this bike being used in many different roles. Weekend scratchers will love it, commuters will love it. In fact if you ride one you'll probably love it too. ■

MORE



CYCLE TORQUE TEST
BMW R 1200 R



www.cycletorque.com.au/more
www.bmwmotorrad.com.au

SPECIFICATIONS:

- BMW R 1200 R CLASSIC
- ENGINE TYPE: AIR/OIL-COOLED FLAT TWIN
- CAPACITY: 1170CC
- TRANSMISSION: 6-SPEED
- FUEL CAPACITY: 18 LITRES
- FRAME TYPE: TUBULAR STEEL
- SEAT HEIGHT: 800MM
- WET WEIGHT: 223 KG
- FRONT SUSPENSION: TELELEVER
- REAR SUSPENSION: PARALEVER
- BRAKES: TWIN 4-PISTON CALIPERS ON FRONT, SINGLE CALIPER REAR
- TYRES: 120/70-17, 180/55-17
- PRICE (RRP): \$22,190 + ORC

WWW.CYCLETORQUE.COM.AU/MORE

 **QBE** CALL FOR A QUOTE
1800 24 34 64
WE'LL BEAT ANY PRICE GUARANTEED*



Telelever front end is loved by many riders.



Brakes are more than up to the task, and the old school wire wheels fits the image.



Boxer engine has been around for eons but the 21st Century version has plenty of grunt.



Stainless muffler emits a grouse note.



CYCLE TORQUE TEST
DUCATI DIAVEL

REVIEW

**Ducati's
designers have
worked hard to
get the detail in
this devil.**



MORE



Devilicious

POWER cruiser, sporty cruiser, call it what you like, the Ducati Diavel is one hell of an engine in a handling package which is more capable than you might think just looking at pictures in a glossy magazine. Sure you can cruise along to the beach for a coffee on the Diavel but if you are keen for a bit of scratching on the way to the cafe it will give you a thrilling ride, and not thrills of the bad kind either.

First look

It's a very different looking motorcycle, that's for sure. Ducati has never been afraid of styling a bike which you either love or hate, just look at the first and second generations of the Multistrada, and the huge 240 rear tyre is all about style, not ride quality.

If you know anything about Ducati's 1098 engine you know this thing will punt you into the distance quick smart, that's a given, but most prospective buyers would be more concerned about how it handles, how comfortable it is to ride, and how much it will cost to maintain long term.

Engine

During its life Ducati has never been too far away from engine issues or servicing costs

but the modern Testastretta engines are proving to be reliable, and the new motors have their major service intervals at 24,000 kilometres which is much easier on the wallet than say a decade ago. Unlike say an 1198 Superbike owner, we can see Diavel owners covering much larger distances. On *Cycle Torque's* own 1200 Multistrada with the Testastretta engine we have racked up 12,000 kilometres in a matter of months with no issues so we reckon if you want a Diavel don't be afraid of poor reliability.

We could go right into what's inside the fuel injected 1198cc 90 degree L-twin engine but what's the point? It's got all the bells and whistles but what you'll want to know is it's got a slipper clutch, ride-by-wire technology which allows you to select different power modes, for example a sports mode which has 162hp and a city mode which gives you 100hp (heavily revised cam timing gives more low down torque than on the 1198 Superbike), and a wet clutch which is easier to use in traffic. Besides the selectable power modes you also get the DTC, Ducati's traction

■ TEST BY CHRIS PICKETT
PHOTOS BY NIGEL PATERSON



control, which is altered by the ECU depending on which of the three power modes you have selected. A six-speed gearbox is fitted, with top gear for the freeway.

Running gear

For a cruiser it's got some pretty trick forks and shock. 50mm Marzocchi's up front are fully adjustable, as is the Sachs rear shock. Both ends are stiffly set up straight from the factory.

Both rims have 14 spokes, and as said earlier the back one takes a massive 240/45-17 tyre which does affect the handling somewhat.

Keeping the wheels in control are four-piston Monobloc Brembos, with ABS, and a two-piston caliper at the rear.

The ride

Even though it looks like a cruiser it doesn't feel like one in the riding position. It has a low seat height of 770mm so riders with a shorter inside leg measurement won't be troubled. And even though it weighs in at 210kg dry it doesn't feel like it when you are riding. Having said that though, you sit 'in' the bike so you sort of still feel it's a big machine.

The rider's footpegs are set back, as are the handlebars, so it feels very normal to ride, part way between a cruiser and say a naked sports tourer. You either love or hate cruiser riding positions, and even in *Cycle Torque's* office we have people on both sides of the fence, but everyone liked the riding position of the Diavel.

Two instrument panels greet you, the LCD unit above the 'bars and a Thin Film Transistor (TFT) display



which is set into the petrol tank. Very cool.

Fire up the 1198 engine and it sounds 'angry' just like a high bred Italian twin should. It likes revs so doesn't like being lugged along like you might a 1700cc cruiser. Put it in full power mode, light the wick, and see how quick this baby surges forward. There's no shortage of grunt on tap but it's an engine which doesn't like a lazy rider.

You soon get an appreciation of how wide that rear tyre is, as soon as you hit the first roundabout or tight corner. The bike simply wants to stay upright and does require some rider input to hustle through said turns. When we first saw the bike you could tell there would be two limitations to riding this bike quickly; the rear tyre, and ground clearance. Both are

issues to be sure but you can work around them by changing your riding position to suit. For those who've ridden a Suzuki M109R or a Triumph Rocket III will know what we mean. The bike likes the point and squirt method, and has the brakes power to let you explore this to the full. If you want to use the high corner speed method it will cope OK, better than other cruisers we've ridden, but the mufflers start to look awfully close to the ground on tight right handers. We never touched the bike down, even when punting along, so it can be ridden with 'verve'. The cover shot should tell you the Diavel is no ordinary cruiser.

We did try it pillion style but let's just say it's a short distance two-up bike only, unless your pillion of choice is harder than the norm.

It's best you stay on smoother roads too, unless you want to slow down substantially. Remember when we said it was stiffly sprung? You could

modify the suspension softer of course, depending on what you want to do with it.

Verdict

The Diavel will appeal to a wide range of riders. It's not really a cruiser but then again maybe it is. One thing we do know it's got a stonking engine and looks like a weighlifting supermodel.

Three models are available, the standard (as tested by *Cycle Torque*), and Carbon Red (\$29,490 and Carbon Black (\$28,990) limited edition models.

At \$23,490+ORC for the stocker it represents reasonable value for a bike this much fun to ride and to look cool on. ■

MORE



CYCLE TORQUE TEST
DUCATI DIAVEL



www.cycletorque.com.au/more
www.ducati.com.au

SPECIFICATIONS:

- ENGINE TYPE: LIQUID-COOLED V-TWIN
- CAPACITY: 1198CC
- TRANSMISSION: 6-SPEED
- FUEL CAPACITY: 17 LITRES
- FRAME TYPE: TUBULAR STEEL TRELLIS
- SEAT HEIGHT: 770MM
- DRY WEIGHT: 210 KG
- FRONT SUSPENSION: 50MM MARZOCCHI USD
- REAR SUSPENSION: SACHS MONOSHOCK
- BRAKES: TWIN 4-PISTON FRONT CALIPERS, SINGLE REAR.
- TYRES: 120/70-19, 240/45-17
- PRICE (RRP): \$23,490 + ORC

WWW.CYCLETORQUE.COM.AU/MORE

 **QBE** CALL FOR A QUOTE
1800 24 34 64
WE'LL BEAT ANY PRICE GUARANTEED*



Comprehensive instruments.



Radical styling.



Long fold-away pillion pegs.



Hand adjustable spring preload.



AIRHAWK COMFORT SEATING SYSTEMS

1300 783 128

www.compassexpeditions.com
Contact 1300 887 327

Motorcycle tours in South America, Australia, Turkey, Cambodia, Africa, Russia and now BMW bikes for rent in Australia.

SHORAI The World's Lightest, Longest Lasting Powersports Batteries

www.shoraipower.com.au

Lite Motorcycle Accessories

Phone: (02) 6569 5276

Mobile: 0412 170 020

Email: info@shoraipower.com.au



Save \$100's off top brand accessories at www.peterstevens.com.au

FREE FREIGHT AUSTRALIA WIDE for all online orders over \$50



DIRT BIKE SKILLS COURSE... ON A TRIALS BIKE!

WE SUPPLY EVERYTHING

COURSES IN VIC, NSW & CANBERRA

CALL 0402 181 943

Unleash yourself in pure merino motorcycle gear

Cool in Summer
Warm in Winter
SEXY ALL YEAR 'ROUND



www.reddog.com.au

Enjoy your ride more with



Innovation - Function - Design - Comfort - Durability



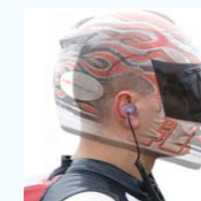
- Backpacks
- Tailpacks
- Tankpacks
- Waistpacks
- Hydration
- Helmet Bags
- Drybags
- Accessories

Ph: 0409 959 737

Want to experience sensory overload... Then come tour Vietnam with us

Discover Vietnam's rugged and scenic countryside on one of our tours. See remote places inaccessible through mainstream tours. Tours range from 1 to 9 days, or customise your own.

enquiries@motourcyclevietnam.com
www.motourcyclevietnam.com



A Custom Moulded Noise Plug and Music Listening Interface all Built into One.

Designed by Motorcyclists, for Motorcyclists.

Call Hearlink on 1300 HEARING

www.noiseguard.com.au



MARKET TORQUE

MOVE YOUR BIKE
The Motorcycle transport professionals

NATION WIDE COVERAGE
★★★★★ 5 STAR SERVICE



1300 663 266
www.moveyourbike.com.au

J&S JACKS WORLD'S FINEST JACKS AND LIFTS

Order Your Jack Now:
www.rockycreekdesigns.com.au
02 6689 5703



GET UNDER IT



Tyre Warmers

BANDIT

33 World Championships

Ph: 1300 BANDIT
info@bandit.com.au
www.bandit.com.au



Get the latest from
cycle torque

 **WEBSITE**

 **FACEBOOK**

 **VIDEO**

 **TWITTER**

 **NEWSLETTER**

*motorcycle media
everywhere*

A TRAILER FOR ALL SEASONS

IT REALLY
IS AS EASY
AS 1-2-3.



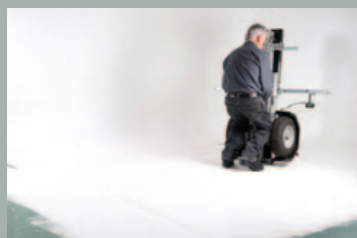
Step 1: With the FMT trailer standing on its end (the draw bar being folded and tucked under) you gently push the wheels apart with your knees. Our guinea pig was advertising manager Dennis Penzo and even though he's 163cm and weighs less than 70kg it was easy.

Step 2: You pull on the draw bar and lower the trailer down to the ground gently, which allows the wheels to fold out and into place.

Step 3: A pin with an R-clip then slips into place to firmly secure the draw bar.

Step 4: Attach your brake light and blinker wires and, hey presto, ready to roll.

And that's the key to this whole trailer, the simplicity and ease of use as well as the convenience of being able to store your folding trailer into such a compact package.



When securing a bike a handy tip is to have the straps set up on the trailer before you load your bike. Push the bike onto the trailer and then put the bike in gear. Secure one middle strap to the bike which is long enough to lean the bike away from you but be held by the strap on the lean. This will hold the bike on the trailer while you walk around and secure the other straps onto the bike.

The other important thing to remember is that the fastening points are in the middle - either to the central frame or footpegs. A central motorcycle tie down point is critical to the stability of the bike. Ratchet straps are recommended.

Our trailer came equipped with the extra crossbars and top checkerplate sheets so that we could convert our trailer to carry a decent sized quad.

The other option is the double-track accessory kit so you can carry a mate's dirt bike as well for that weekend away trail riding.

For such a compact little trailer it is quite versatile in its ability to adapt to your trailering needs. All

the extra cross members and plates are secured by pins with R-clips so it's not a feat of major engineering to convert the Folding Motorcycle Trailer to suit your needs.

Cycle Torque is always transporting quads and various dirt bikes around to photo-shoot locations. Not all of these vehicles are road-registerable so the need for a versatile trailer that can multi-task has proved to be a very handy piece of equipment around here.

We know it can handle a long trip down the freeway as we've taken our Shineray 250 to Zuma's offices in Wollongong and back when we arranged to have the motard wheels put onto our long-termer.

The trailer actually only weighs about 60kg and can fold up and fit into the boot of a reasonable size sedan.

For more information check out www.foldingmt.com or you can ring (08) 9468 0315 or email phc@foldingmt.com. ■





TOURATECH iBRACKET ¹

DESIGNED to secure Apple's iPhone to motorcycle handlebars, the iBracket allows easy access to iPhone features like GPS navigation and travel applications while commuting or touring. The mount uses UV-resistant elastic bands, impact-resistant plastic and Touratech's proven vibration dampening technology to ensure that the phone remains secure over even rough roads. The unit's adjustability allows it to work with many add-on iPhone 'skins' and protectors.

PRICE: \$211.91.

AVAILABLE FROM: Touratech Australia (03) 5729 5529

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



AKIYOSHI 2

- » Dual density impact absorption liner
- » Top aero ventilation system
- » Wake stabilizer (pat.no. 4311691)
- » Saf shield system pat.p.
- » Detachable and washable interiors (inner pads, cheek pads, chinstrap covers)



TANKS BAGSTER! 2



BAGSTER has released custom tank covers for the new Suzuki DL650-L2 V-Strom. Made specifically for this model the fit and colour is perfectly matched to this bike. It provides full tank protection as well as allowing fitment of the optional Bagster Tank Bag.

PRICE: \$237

AVAILABLE FROM: Good bike shops

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



KEEP YOUR MACHINE CLEAN **3**

KAL-GARD Prep & Shine is formulated for use on plastic, painted, fibreglass and metal surfaces. Developed for the motorsports and automotive racing industry to aid in the preparation and maintenance of today's high end street and off-road machines. This high gloss silicone detailer even has a cherry fragrance. Sweet!

PRICE: \$9.95

AVAILABLE FROM: Good bike shops

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



PANIGALE PROTECTION 4

THIS latest and much anticipated addition to the GBRacing range has been busy proving itself at the British Superbikes over the last couple of months. Now on general release, this new two-piece set for the Ducati Panigale is sure to be a hit with those lucky enough to get their hands on this awesome bike. A must-have accessory for racing, GBRacing's bolt-on covers are also a very sensible choice for street-only riders too. You never know when you might have a little whoopsie.

PRICE: \$253

AVAILABLE FROM: Direct from Carrera Group Australia on 02 9011 6130.

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



LARO

MOTORCYCLES & ACCESSORIES

RIDE YOUR OWN WAY

LARO 250 CRUISER

FEATURED WITH LARO CUSTOM BOBBER KIT

LAMS APPROVED

WWW.LARO.COM.AU | SALES@LARO.COM.AU



GET TOUGH 1

THE new ADventura Tough-Rack system is very different to the current Ventura bike pack systems but does however utilise all existing Ventura Bike Packs and Monza 42-56 litre panniers. Tough Rack is beefed up to handle the extreme conditions and loads dished up by Aussie Adventure tourers. The system comes as model specific Tough Rack kits and Pannier Support assemblies, which can be purchased together or just the stand-alone Tough Rack only.

PRICE: From \$390 - various loyalty discounts apply to current Ventura pack owners

AVAILABLE FROM: All good bike shops

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



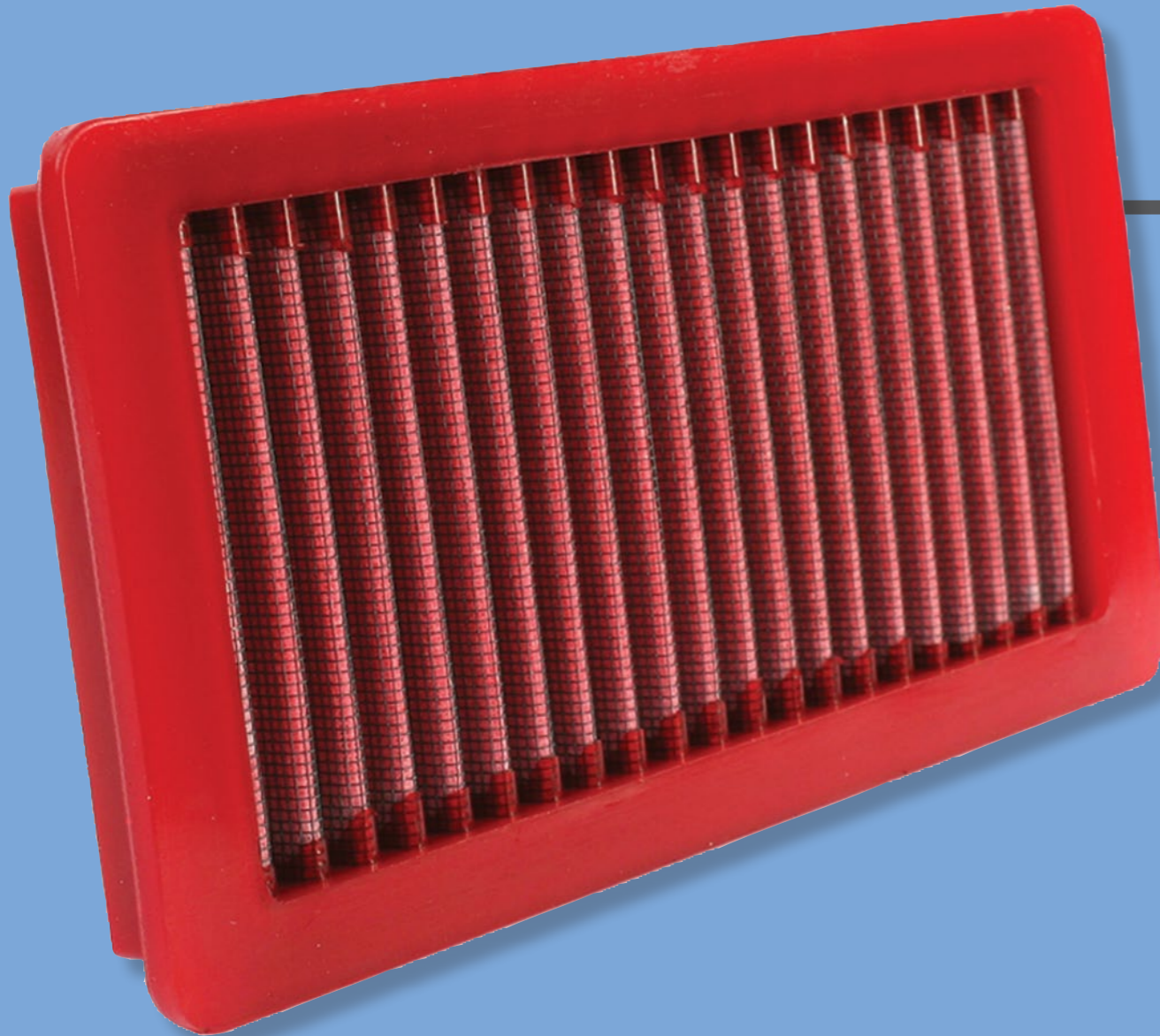
PROTECTING THE DUKE 2

YOU love it, now you need to protect it. You can keep your Panigale looking in showroom condition with Clear Armour's revolutionary, tough 3M transparent paint protection. Keep it safe from stone chips, bugs and scratches. Easily applied and with a five-year guarantee it requires no maintenance. Check the website for all the different versions available for various models and makes. Mention you saw this item in Cycle Torque and get a 10% discount!

PRICE: \$255 plus \$15 postage for the full kit.

AVAILABLE FROM: Clear Armour 0412 199 299

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



CLEAR AIR³

BMC Air filters has increased its range of air filters to cater for more models. Recently arrived in Australia are the filters to suit Kawasaki Z1000 from 2010 on, Yamaha TRX850, Kawasaki ZX10R 2011 on road and race filter, Honda VFR1200 from 2010 on, MV Augusta F4 1000 from 2011 on, Suzuki GSXR600 and 750 from 2011 on as well as Triumph Speed Triple 1050 from 2011 on.

All filters are oiled and ready to use straight out of the packet.

PRICE: \$99.95

AVAILABLE FROM: Leading motorcycle stores

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

NEW AGE LITHIUM BATTERY

THESE ultra light batteries are about one-fifth the weight of a traditional lead-acid battery, so there's no explosive gases during charge, no lead, no acid. They offer faster cranking for better starts and can hold an unloaded charge for about a year without maintenance. Shorai's advanced Lithium batteries also have a super fast recharge rate, military spec carbon fibre casings and a two-year warranty.

Your new Shorai battery comes about 70% charged and shouldn't require charging before installation. It comes in a neat box packed with varying size self-adhesive foam sheets that can be cut to size so your Shorai battery sits neatly in the battery compartment - very cool.



PRICE: From \$137.95 for 7ah

AVAILABLE FROM: Lite Motorcycle Accessories (02) 6569 5276 or 0412 170 020

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





ARLEN NESS STYLE

I'VE enjoyed wearing my Arlen Ness 3303 jacket. It's made of high quality, cowhide leather which has been drum dyed for excellent colour and comfort, as well as being stone washed for a distressed vintage look. Pre-curved sleeves offer comfort while riding and there's removable back pad, CE elbow and shoulder protectors. The removable fleece lining is so comfy I never want to remove it and damn the temperature! And it looks so cool. There is accent stitching throughout as well as technical embroidery throughout. It has an internal zip pocket and two outside zip pockets as well as zipped pockets on the upper arms. The Arlen Ness features two ventilation zips front and back as well as belt style adjusters at the waist. The 3303 is available in SM to 6XL and is a beautiful blend of function and style.

- Dennis Penzo

PRICE: \$549.95

AVAILABLE FROM: Good bike shops.

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



BIG BANG FOR YOUR BUCK

I'VE been wearing these Joe Rocket Big Bang boots since 2007 and I have worn them everywhere - road trips, weekends away, on photoshoots for everything from scooters to heavy duty kilometre eating cruisers. They are a seriously comfortable short boot. They have leather patches on the inside steps to protect from scuffing, moulded plastic side impact protection, a padded cuff and a lace-up as well as alloy side clasp to keep your tootsy snug. Even after hundreds of kilometres a day on the road they are still comfy to wear around the pub while I allow the boss to thrash me in the pool comp. Available in sizes 7 to 13. And they are now even cheaper than they were in 2007! Go on, your feet will love you.

-Dennis Penzo

PRICE: \$139

AVAILABLE FROM: www.bikegearwarehouse.com.au

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



MALCOLM HALL

An Englishman in Newcastle

FRASER Motorcycles at Newcastle has a new man at the top. Malcolm Hall has had a wide and varied career, from working on naval ships to selling Aston Martins and motorcycles.

"I was born in the UK and moved to Australia in 1991. Prior to that I was a marine engineer with the Royal Navy. When I came Down Under I wanted a change of career and I found myself in the heady world of upmarket cars," he recalls.

"I worked as a manager or sales manager selling Aston Martin, Bentley, Rolls Royce, Jaguar etc. It was a tough business to be in but enjoyable all the same.

"I then progressed into motorcycles because that's where my passion lies. I was the general manager of a dealership that sold MV Agusta, Benelli, Bimota, Suzuki and some minor brands. So I went from high end cars to high end bikes."

So Malcolm isn't just a Johnny Come Lately to bikes?

"I've been a fan of motorcycles since I was a kid. Back in the UK I went to the IOM TT, did the Mad Sunday thing, loved going to Brands Hatch. Back in the '70s the motorcycling hero in the UK was Barry Sheene and watching him race was what really got me into motorcycles.

"I forgot about cars and got into bikes. I currently ride a Harley-Davidson Road King but I've owned all types of bikes: Suzuki, Honda, Yamaha, Moto Guzzi. I've got a Suzuki Bandit in the garage as well. My first bike was a



Suzuki TS250 back in the late '70s, and I've had a heap of bikes since then.

"It's hard to say what my favourite bike has been but I do love my Bandit. It's a great bike. I'm keen on the Road King at the moment too, it's fun to ride."

Fraser Motorcycles in Newcastle is one of, if not the, longest running dealerships in the Newcastle area with a rich history. Norm Fraser was instrumental in Ducati becoming the force it is in Australia. Was it that

history which drew Malcolm to this iconic dealership?

"I actually responded to an ad that Frasers was looking for a manager for its Newcastle store. Of course I knew who Fraser Motorcycles is, everyone in the industry does," Malcolm says.

"I was very much aware when I came here that things had to change. There was a feeling that we had to change the face of the dealership and I think we have done that. I believe Frasers had been somewhat forgotten in Newcastle and the challenge has been to let everyone know that Fraser Motorcycles is here and that we have four of the best brands of motorcycles."

With many different personalities coming through the doors catering for their needs is also a challenge for the sales staff.

"You know, we cater for every buyer, from a kids PeeWee 50 to ag bikes, quad bikes, cruisers and now the top of the line Ducati Panigale.

"It's a challenge to cater for the types of personalities that come in but that's part of the game really. We have everyone from the first time motorcyclist to the very experienced rider, and then the farmer who isn't a motorcyclist at all, he just wants a quad to get around the farm.

"At the moment Harley-Davidson is the busiest part of the dealership for us. It's a great brand to be associated with.

"The new Panigale is also fantastic. They are a brilliant looking machine and we've sold the first few into the Hunter Valley. I haven't had the chance to ride one yet, there's not many of them and we only have customer orders coming through. I'm looking forward to it though.

"Ducati has a great range at the moment with the Panigale, the Multistrada, Diavel and the LAMS 659."

Where to from here?

"We have changed a lot of the staff here. We have employed people who are enthusiasts. There's new spares staff and management,



including myself. My mission here has really been to improve how things have been done by Frasers in the past. We have a team who want to come to work because they are passionate about what they do. It's a work in progress but I think we are about 95 per cent there and I look forward in getting the other 5 per cent done."

- Chris Pickett

CYCLE TORQUE LONG TERM – HUSQVARNA TE310

OWNER OCCUPIER

WHEN you get a hankering for a new bike it's hard to stop it until you get one. I had been out of the dirt bike scene for a while and it seemed all my mates were getting into it again. Sure, I'd ridden a number of dirt bikes for Cycle Torque over the last couple of years but I'd been more interested in road racing.

I was getting asked to go on rides all the time, so I thought the best idea would be to buy myself an enduro bike. Originally I had my heart set on a new WR450F, or possibly a KLX450R. Being an apprentice and not earning squillions a big part of my decision was always going to come down to money. I also, naively I think, thought I could handle a rampaging 450 in the bush. But after speaking to a few people in the know they suggested I look at getting a smaller bike. I didn't really want a 250 so I looked at Husqvarna's TE310. Everything I had read about the bike, including Smarty's glowing praise, suggested this could be exactly what I wanted. The flickability of a 250 but with more grunt everywhere.



LET'S GET ONE!

After I decided to go that path I was able to get a good deal on a new 310 which included a Husqvarna tent. More importantly the bike would be pre-delivered by Husqvarna's race team in Queensland. I mean if they look after Glenn Kearney's TE 310... In fact, you only have to look at Kearney's result in this year's Hattah Desert Race to see how capable the 'little' 310

is. He finished sixth outright, and was the only sub 450cc machine in the top 10. We all know Kearney can ride, but that's very impressive from a 310.

Picking up the bike was a real buzz and I was very keen to get it dirty. Of course the weather conspired against me so I had to wait a week or so before the first ride. Before I knew it I had racked up over 200 kilometres (I had seven hours on the hour meter which Husqvarna had

fitted for me) so it was off to my local Husqvarna dealer, Track and Trail Motorcycles, Belmont (near Newcastle, 02 4947 9990) to get the TE serviced. For the first service there's an oil change, the valve clearances get checked, and everything gets the once over. The guys really helped me out with the bike, and their prices are very reasonable. I plan to do the oil changes between major services myself so I walked out with some oil and filters. The general consensus is around the eight hour mark, or up to 500 kilometres between oil changes. Modern enduro bikes don't hold that much oil so it's imperative you don't treat one like an old XR400 Honda. If you don't maintain these new four-strokes properly they will bite you in the hip pocket.

The day after the service it was a very early start to meet some work mates in apparently a primo riding spot just south of Taree, a couple of hours drive north.

Well, let me just say it was very slippery and very steep in sections. I had lots of crashes, thankfully mostly low speed ones. My back tyre only had around 230 kilometres on it before the ride and it looked pretty good. But trying to get up some of the slippery hills with the best bite gone from the tyre was difficult to say the least. My technique needs a bit of work too but I'm sure with more experience I'll sort that.

So, now the bike has around 300 kays on the clock and a few marks on the bodywork the manufacturer didn't put there.

WHERE TO NOW?

I suppose I could keep it bog stock but the bike gives Cycle Torque's advertisers the chance to display some of their products in the flesh. I mostly intend to trail ride the bike but I'm interested in trying some enduro racing as well, events like the Forest 300 at Dungog.

The bike already has enduro gearing fitted by the race team so that's sorted at the moment. I'd like to look at a bash plate, radiator guards and maybe a long range tank and slip on muffler. In the tight stuff the fuel light came on earlier than expected so a bigger tank would be perfect for some of the longer weekend rides I'd like to do.

I intend to ride the wheels off this bike, and I think it will be a great training tool for my road racing trip to the Isle Of Man next year.

Stay tuned to see what the TE and I get up to next.

– Alex Pickett

Got some suggestions for the CT TE310? Send them to chris@cycletorque.com.au



Zero kilometres.



An hour meter is a better indicator of when oil changes are needed than the odometer.



Last year's race pipe is fitted to this year's production bikes.



Fitting some radiator guards is a must.



Frame guards come standard.



First thing to go was the standard tailpiece.



Enduro gearing was fitted at pre-delivery.



While the original plastic bash plate is sturdy I think an alloy unit will replace it.

NSW roads

These are some of the replies we had to last month's Editorial column on the deplorable condition of NSW's roads.

IT'S time NSW was made accountable. Bullshit roads west of the Great Divide. NSW still stands for Newcastle, Sydney and Wollongong.

I SHARE your exasperation re the condition of NSW roads, Chris. A sojourn up the Bylong Valley Way last year resulted in a seriously dented rear rim on my F800 from a pot-hole lurking in the shadows just out of Bylong. Fortunately a sympathetic local helped get me going again.

I wrote to the Mid-Western Regional Council claiming they should have signposted the pot-hole which, according to the locals, had been there for some time and was growing by the day. We don't expect perfect roads, but anywhere else in Australia a 'broken surface' sign, or similar would have been erected as a minimum. I received a proforma response that in essence said the council is protected by law against any claims of liability under Section 42 of the Civil Liabilities Act 2002 whereby the council's use of resources is not open to challenge. Also that the council is entitled to rely on nonfeasance protection provided under Section 45 of the same Act. All liability was denied.

I didn't have the time, energy or legal knowledge to take the issue any further, but it seems unjust that the those responsible for our roads can hide behind the law. I wonder if the new work health and safety legislation will allow them to continue to hide behind the Civil Liabilities Act.

NSW goat tracks, which they pass off as 'roads', are just a joke. Even in my 4x4 around Penrith town I have to dodge some serious potholes to save wheel/suspension damage. Investment in roads? Zero.

LOOK at how the federal government hands out your tax dollars. NSW provides 70 per cent of Road tax revenue whilst only 30 per cent of it is spent in NSW. That's why our roads are cobblestone pothole filled freeways. Also you can't sue the state for the road condition contributing to an accident even those involving fatalities (when you write the law you can absolve your self of all responsibility). Yet you can sue local council for poor footpaths. WTF. So ride on the footpath, it is safer and better maintained;-)

LOL - Just been to Alice for the Finke Desert Race. My girlfriend and I had exactly the same conversation and asked the same questions from about Dubbo all the way to Lake Macquarie.

Brett

THE roads around my town have been destroyed by log trucks and dodgy/cheap road works that literally lasts days before falling apart. If they are going to let heavy vehicles on the roads they should build the roads to suit! I find it hard to believe the Govt, RTA, police, etc bleat on about road safety when they should be concentrating on fixing the roads.

David

Jim

Boorman fan?

Dear Charlie Boorman,

I am going to kill you. Ever since you and Obi-Wan made your adventure bike films I've endured a throng of middle aged, unbalanced, starry-eyed Rogers bumbling their way around the roads and trails near my home. Your films are awesome, watching them is great. Ol' Obi-Wan finding out the hard way he doesn't bounce is worth the price (I shoplifted the DVDs) alone. Many people have been inspired to buy bikes and come annoy the bejesus out of me (much to your enjoyment no doubt). I think they realised (judging by the huge flood of second hand Beemers on bikesales.com.au) that riding a bike is uncomfortable after 12 minutes. A dirt-biker can ride until he smells like Runkel's armpit, however, a film fan soon finds out that a seemingly innocent lump of alloy, plastic and rubber (bike) can develop a soul to the point of being able to shape-shift, and in a flash the former rider is being flung along the track with the bike on top. It's like bizzaro-world where your are cart-wheeling down the road with you trusty steed on top of your good self, dirt and blood filling your helmet, your chest acting as a guard to prevent damage to your bike's crank case, the handlebars punching out cute little pockets of flesh from your legs and the wheels suddenly becoming finger grinders worthy of a spot on Lucifer's kitchen bench.

Mark

It's somewhere between a miss-timed braking point and the removal of plaster, pins and screws that our Roger advertises his adventure bike as a 'motivated seller'. He then buys Fish and Boat monthly and moves on.

Rob

So Charlie, I'm afraid I have to kill you. It's cheating if you have Obi-Wan pull any Jedi shit too. Keep pullin' cool wheelies though.

Redmond

Nic

WRITE A
LETTER!
WIN A
GREAT
PRIZE

This month Redmond has won an Airhawk mid-cruiser seat for his bike, valued at \$159. Airhawk seats make riding a lot more comfortable by putting a cushion of air between you and your bike. Check out www.airhawkguy.com for more information.



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



TAP TO SEND
LETTER NOW



Tough. Affordable. Enjoyable.



CHINA'S LARGEST OFF-ROAD MANUFACTURER

CHINA'S #1

Our new range of quad bikes and Utility Terrain Vehicles are designed for the toughest conditions in Australia. These machines are manufactured to the highest standards by HiSun China's largest offroad manufacturer and are a breeze to service.

Fully backed by a 100% Australian owned, family company founded in 1968 you won't be let down when it comes to spare parts. With 400cc, 500cc & 800cc quad and UTV models available, whether it's for work or for leisure there's a machine that's just right for you.

Call us NOW for the name of your nearest dealer.

1 YEAR
HOME OWNER
WARRANTY



POWER PRODUCTS

Freecall 1800 671 417
www.parklands.net

CYCLE TORQUE TEST - KAWASAKI KVF300

SMALL CAPACITY

SURPRISE

KAWASAKI'S KVF300 PROVES YOU DON'T NECESSARILY NEED TO BE BIG TO GET THE JOB DONE.

KAWASAKI'S KVF300 might be small in engine capacity but it's a mid size quad with performance abilities which allow it to take on machines a couple of weight classes above.

Even the modern agricultural ATV market is about 'sportiness' these days, and although it's hard to imagine why you'd need a 1000cc V-twin firebreather while dishing out hay to the cows,

there's no reason to see all farmers as dour-faced people just going about their business day to day on the land. Why can't they have something which looks hot and goes like stink? It's the same reason why some of us buy sports cars and some buy people movers or shopping trolleys to get around. Not everyone wants to be 'beige'.

With the KVF300 you get a surprising amount of sport in a fairly cost effective package. It looks like a farm quad but it has a certain edginess about it too, with an aggressive front and 'apocalyptic' overall style. Powering the KVF is a 271cc liquid-cooled single cylinder engine. Don't for a second think the KVF is a slug though. Kawasaki gives a figure of 16kW, and engine performance is definitely higher than we expected. Unless you are trying to tow a heavy trailer or the like you will not need, or want, any more performance. Of course if you are in the middle of the Northern Territory and have a flat 5000 acres to patrol before



dinner it might be a different story but in most cases it's unnecessary. Fun maybe, but...

A Constant Velocity Transmission (CVT) and centrifugal clutch makes riding the KVF dead easy. There are high and low gears, and reverse as well. No cheap drum brakes here either, with two discs





on the front and a single on the rear there are no issues with stopping the KVF. In fact the braking package is impressive.

Front and rear racks are designed to take a reasonable load but you can't help thinking their load capacity should be higher. In the real world we think plenty of owners will load up the racks more than their limit of 20 kilos for the front and 30 kilos for the rear, and most likely they will be up to the job anyway. Likewise with the towing capacity, which is 227 kilos. This limits the KVF to a small

trailer without a heavy load. This is something owners will no doubt test for themselves because we guess not many of them will bother trying to weigh a trailer and its contents before giving it a run on the back of

the KVF.

Comfort is good, and leg room for six-foot riders is ample. All controls fall readily to hand and feet, and the three riders during the test all said the KVF was easy to control, even over larger obstacles.

It's only when tackling steep hills and larger obstacles will the KVF's lack of four-wheel-drive, and its mid size, be an issue. Up steep gradients the KVF will want to lift its front wheels if you are not careful but the same can be said of all quads this

size, especially ones with only two driving wheels. Likewise the KVF might struggle if you are trying to get over something like a big log, where the rear wheels will struggle to get traction. But this is only when you are using the KVF at the outer edges of its design brief.

In some situations though, the smaller actual size of the KVF will be a bonus. In heavily wooded areas or tight trails, rocky ground and so on you will appreciate the KVF's extra manoeuvrability. And if you somehow get stuck pulling around the front or rear of the quad will be much easier than if you were on a big bore full size monster.

At only \$6,499 the KVF300 represents outstanding value in our book. It's a major overachiever engine wise but it's also a very fun package to ride. It really does have a sporty chassis and it shows that good things really do come in small packages. ■



Digital dash is easy to read and has all the info you need.



Sturdy shaft rear is simple to maintain.



Single pot engine has more go than you might expect.



Pull start as a backup.



A handy weatherproof compartment has good storage capacity.

NEXT MONTH IN

cycletorque

In next month's issue we have the delectable 675cc MV Agusta F3 supersport contender, 2013 Kawasaki KX250F with air forks, and a huge touring trip where we ride Triumph's 1200 Explorer from Uluru to Adelaide via the Oodnadatta track.

Of course there's much more in our iPad edition than just this so make sure you check it out.

***Let's make Cycle Torque the Number 1 App.
Go to the App store to rate and review us.***