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FEBRUARY 2015

# **cycl**etorque

**FREE**



# I Am Scrambler

Ducati Scrambler

ALSO RIDDEN

Indian Chief Vintage ■ Harley-Davidson V-Rod Muscle ■ Yamaha YZ250FX

# February 2015

*Welcome to the February 2015 issue of Cycle Torque. Retro and being hip is all the rage at the moment and Ducati hasn't missed the boat. I went to Palm Springs in the USA to check out the all-new Scrambler; it's got all the style of the past but a modern heart. I loved it.*

Todd Reed visited the south island of New Zealand to ride the Yamaha YZ250FX, part enduro and part motocrosser. He was similarly impressed by this ground breaking machine.

We've got cruisers too, the Indian Chief Vintage and Harley-Davidson V-Rod Muscle.

Part II of Darryl Flack's tour of Tassie with the BMW Safari is in this issue, as are products, columns, and a catch up with our long term LAMS Ducati Monster 659. There's all that and more so check it out.

And don't forget, series two of Cycle Torque TV will hit your screen in March this year. More on that soon.

**- Chris Pickett**

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

## RIDDEN



◀ **DUCATI  
SCRAMBLER  
LAUNCH**  
**24**



◀ **YAMAHA  
YZ250FX  
LAUNCH**  
**34**



◀ **HARLEY-  
DAVIDSON  
V-ROD MUSCLE  
TEST**  
**43**



◀ **INDIAN  
CHIEF  
VINTAGE  
TEST**  
**52**

## REGULARS

- 05** NEWS TORQUE
- 16** SMALL TORQUE
- 19** EDITORIAL
- 20** DIRTY TORQUE
- 21** RACE TORQUE
- 22** GUNTRIP
- 73** BIKE STUFF
- 76** USED & REVIEWED
- 78** QUAD TORQUE
- 81** BOOK SHOP
- 80** MARKET TORQUE
- 83** BOOK SHOP
- 91** TORQUING BACK: LETTERS

ON THE COVER: SCRAMBLER BY DUCATI

## FEATURES



▲ **DUCATI MONSTER 659** **61**  
LONG TERM



▲ **BMW TS SAFARI** **64**



▲ **GP FUTURE** **68**

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# Price Podium in Dakar

*AUSTRALIA'S Toby Price has battled back from injury to take on the world's toughest off-road race and finish on the podium, winning a special stage along the way.*

Price showed he was more than capable of taking on the established Dakar stars right from the start, progressively moving up the field as he came to grips with the navigation aspect of the rally held in South America in some of the toughest terrain imaginable.

Price rode a factory supported KTM and beat quite a number of factory riders to get his third spot overall. You could say it was in the spirit of the great Aussie KTM Dakar racer Andy Caldecott.

The battle between first placed Marc Coma and runner-up Paulo Gonçalves went right down to the wire. It was the fifth win for Spaniard Coma, and the 14th for KTM. Gonçalves finished 16 minutes and 53 seconds behind Coma but had received a 17 minute penalty for an engine change. Take that away and the result could have been quite different.

The most successful Dakar racers obviously have the speed but they also have the navigational skills, personal stamina and machine sympathy to have a great overall package. Price has proven he has these too. He chipped away to get closer and closer to Coma, finishing less than 25 minutes behind the Spanish rally superstar after nearly three weeks of racing.

"Well, what a ride that was! One of the toughest and badass races I've ever done," said Price. "Just getting to the finish line is a win for everybody but I somehow managed third overall and a spot on the podium with these two legends. I'm lost for words but once again, thank you to everyone for the support worldwide and most of all Australia. I'm glad I could get this one for myself and Australia. A huge congratulations to Marc Coma on his fifth Dakar Rally win. You are a true legend and badass my friend!"

Ben Grabham KTM Off-Road Racing Team Manager: "I knew that barring anything crazy overnight he was going to be standing on that podium today, so as soon as I woke up this morning I rang to congratulate him. Because I've done Dakar I know what an amazing ride he's had to be able to do that straight up. I never doubted for a minute that he could beat all those guys speed-wise, but I haven't seen too many people go and show that kind of consistency and keep themselves out of trouble like he did. He's got two guys ahead of him with a lot of experience, but by gee he beat a lot of other guys that have wads of experience compared to him. He proved he can use his brain and think a lot on the bike as well." ■





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# Adventure Bound

*HEAD to Bright in the Victorian mountains from February 13-15 for the Adventure Travel Film Festival where a number of motorcycle travel films are being shown, as well as other adventure films.*

For example, in 2011 Ed March posted his pizza bike to the other side of the world with the aim of riding it home. There was no plan, no script, no backup crew and no-one to tell him what a stupid idea was.

Over the next eight months, Ed and his trusty C90 travelled through 17 countries, including Malaysia, Thailand, India and Iran. In Vietnam he got very drunk with a little old lady and in Bangkok there were wedding bells.

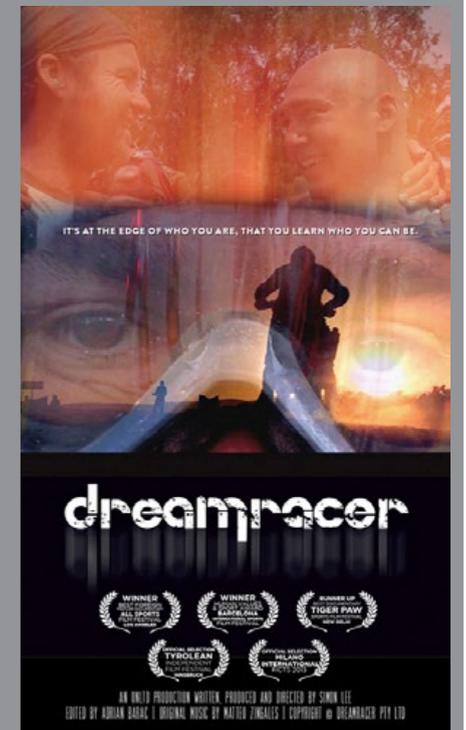
Where will he sleep tonight? What happens when you bribe a Cambodian army weapons store with \$400? Can you get to Everest Base Camp in a pair of trainers? These are all questions that Ed March didn't even know needed answering.

Ed shows us what the world is really like when you have a big smile, a small bike and an even smaller budget.

Continental Drift is another film being shown. It covers an exciting 25,000-mile motorcycle ride from London to Sydney by two ordinary men looking for the trip of a lifetime.

It took just ten seconds for Darren and Dave, both keen motorcyclists and amateur film makers, to decide to travel half way around the world and 'Just do it!' The task was simple – ride from Darren's home in the UK to Dave's home in Australia. The trip would take them through Europe and onto the mighty Russian steppes, Kazakhstan and Kyrgyzstan before they rode through the Himalayas winding up just 80kms from Mount Everest. And that's just part of the journey.

This is just a taste of what's on offer so if you have a sense of adventure make sure you get to Bright. ■



## Street Tracker Spied

*SPY photos of a new Triumph big capacity Street Tracker have been released, with two models seen, one with conventional style forks and one with up-rated upside forks and big brakes.*



Triumph has already trademarked the name 'Street Tracker' and it makes sense that while the current 865cc models are good, a bigger capacity engine would be better.

One interesting thing the photos show is a radiator mounted vertically in front of the front frame down tubes. What else can we expect? Well, 1000cc or bigger parallel twin engine is our guess, with probably a 270 degree crank setup to give it a V-twin style note and feel. As a result the power should be way up from the current 865cc Bonnie standard.

The engine looks very similar to current ones but there are some styling differences. Both bikes are wearing what looks like 17 inch alloy wheels with a decent width, and keeping it retro are twin shocks. And if the production models can keep the reverse cone megaphones from the prototype models then that would be real cool.

It's about time Triumph has gone the extra mile with it's parallel twin Bonneville, and it should give the new Norton Commando a real run in the market. ■

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## Enduro-X ready to riot

*THE three round 2015 InsureMyRide Australian Enduro-x Nationals series is ready to kick off at the Archerfield Speedway in Brisbane on Saturday, February 7.*

The series has definitely gained momentum over the past three years, and for this year all event finals will be held on a Saturday night under lights!

Considerable changes have been made to the race format, which promoter Dave Robbins expects will enhance and highlight the night's racing.

All support classes, heats and qualifying will be run during the afternoon. All support class finals and all pro heat qualifying and final races will be held between 7pm and 9pm making the evening more high energy under the lights.

USA pro rider Mike Brown has also committed to doing the last two rounds of the series, another reason to make sure you catch one of the rounds.

Round 2: Saturday 28th February 2015 – Sydney Dragway, Eastern Creek, NSW.  
Round 3: Saturday 14th March 2015 – Calder Park Raceway, Diggers Rest, VIC. ■

## BACK TO BROADFORD

*OVER the Easter weekend (April 4-5) the Victorian Broadford Motorcycle Complex will be awash with classic motorcycles of all types, from road, trials, speedway, enduro, you name it. If it's old and cool it will be there.*

The Penrite Oil Broadford Bike Bonanza will be celebrating 50 years of Bathurst from 1938 to 1988, so the circuit will be awash with racers and their machines from that period.

The HBBB is also celebrating British motorcycle oddities so if you have some weird Brit bike you'll most certainly be welcome.

Really there's lots to see and do there, both dirt and road so all classic roads will head to Broadford at Easter by the looks of it. You can enter by going to [www.ma.org.au](http://www.ma.org.au) and following the prompts. ■



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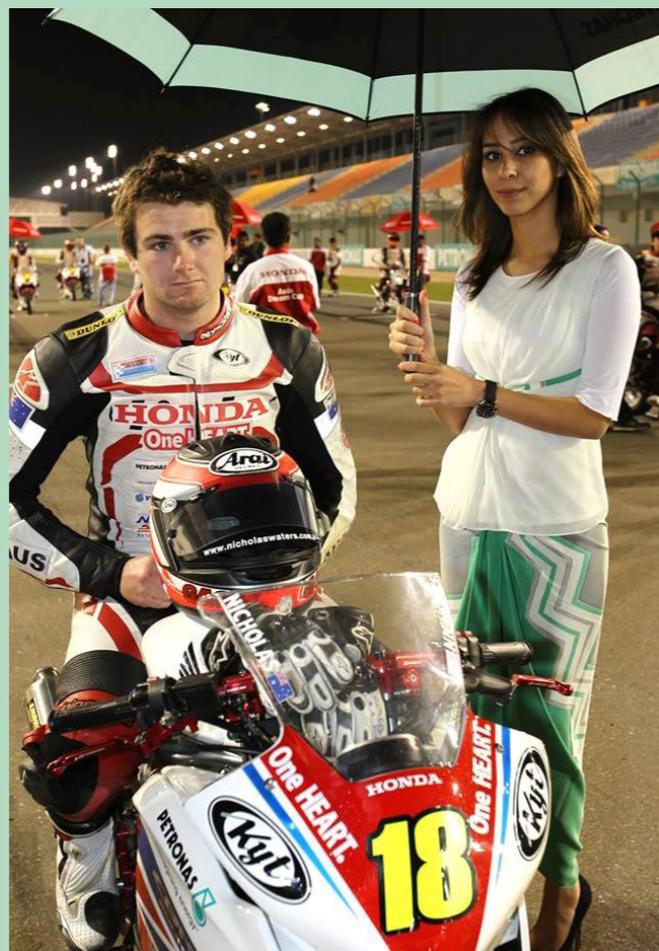


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## Waters to WSS

*NICK waters, the youngest of the three Mildura brothers who all make their living from racing, will contest the 2015 World Supersport Championship with Perth based AARK Racing.*

AARK Racing's Andy Offer has ventured overseas on a few occasions now, with Australian racers, with Matt Davies the first of these to earn championship points in a world championship with AARK Racing.



But the road to championship success is long and hard, and costly. "We know it will take Young Nick a bit of time to get to the level that he wants, but with the first race on a track who knows Nick may be able to run with the guys to get a top 15 finish."

Offer is looking for support to help fund these young Aussies he is helping so if you are interested in some form of sponsorship you can always contact the team via email at [andrew@aark.com.au](mailto:andrew@aark.com.au) or call 0407 445 105. ■



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## Dunlop to Yamaha

*TT GURU Michael Dunlop has signed with Milwaukee Yamaha for the 2015 Isle of Man TT Superbike and Senior races.*

Despite winning three TT races in 2014 for BMW and putting the firm back on the TT map, TT man of the moment Dunlop was without a ride for the 2015 TT after BMW looked to the Northern Ireland based TAS Racing team to head its 2015 'Roads' campaign.

TAS Racing has long been associated with Suzuki and have had many successes. And TAS team riders Guy Martin and William Dunlop have extensive experience with different brands of machines but Michael seems to be the only real TT rider out there with the ability to put whatever he's riding into the winner's circle. In his current form he could probably ride a barn gate to a TT win.

The North East UK based Milwaukee team will be providing a full spec Yamaha YZF-R1 Superbike for Dunlop for the RST Superbike and PokerStars Senior TT Races as well as the North West 200 and Ulster Grand Prix.

The Milwaukee team has extensive experience and have enjoyed some success at the TT including podiums with Guy Martin. They supported Josh Brookes and Ian Hutchinson in the 2014 TT meeting and Conor Cummins and William Dunlop also rode for the team in 2013. There is no doubt though that the team has not had the success expected of them, with some TT pundits believing the current Yamaha R1 is not suited to TT racing. The same was said about the BMW S 1000 RR before Dunlop won three times on one.

Dunlop will be looking to add to his 11 TT Race victories on the brand new yet to be released Yamaha R1. He is currently fifth in the TT winners standings of all time and has a fastest lap to date of 131.890mph, the fastest-ever standing start lap around the Mountain Course, which he set in 2014.

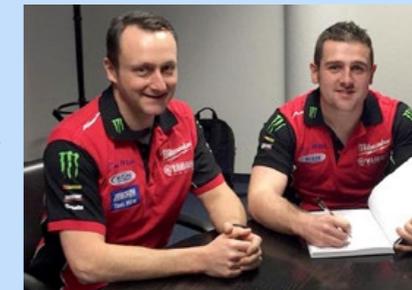
Milwaukee Yamaha team owner Shaun Muir commented: "Michael Dunlop has proved himself to be the leading road racer over the last few years and his recent TT record is second to none. We are really confident that the new Yamaha will prove to be more than competitive on the Isle of Man and in Michael we have the rider to deliver its potential."

Michael Dunlop commented: "I've gone on record as saying that I'll only race if the package is right and in the Milwaukee Yamaha team I'm confident in both the bike and the support team that will be in place. We've already had a look at the bike that I'll be riding and the early indications are really good but I'm looking forward just to getting out on the track and testing it properly."

Our guess is he'll do some winning on the R1 in 2015. ■



Dunlop leads the Milwaukee Yamaha in the 2014 TT



# Mees Wins Classic

*ANOTHER star studded rider line-up and massive crowd made Old Bar the place to be on Saturday, January 17.*

This is the third year the Troy Bayliss Classic has been run at the oil track near Taree, and the event just seems to go from strength to strength.

Once again a number of riders from overseas took on Australia's best dirt track racers, road racers and heroes from the past.

A high number of current Aussie road racing stars compete in the event, and fittingly so because most of these riders started in dirt track.

This year three Americans Jared Mees, Sammy Halbert and Henry Wiles wowed the crowd, this being the first time to the event for Mees, who is perhaps the current hot shot in USA flat track racing.

The two headline acts were the Americana, an attrition event run over numerous races to see who comes out on top as the lone victor. It's fast and furious and this year was won by Troy Herfoss, a name which needs no introduction to supermoto or road racing fans in Australia. In second was Luke Richards followed by Troy Bayliss himself.

Then came the 21 lap feature event of the evening, with the top 12 riders after qualifying battling it out. Veteran rider Paul Caslick led the race in the initial stages before being run down by the younger Americans Jarad Mees and Henry Wiles, but Caslick still managed to hold off Bayliss for the final podium position. Mees took the win. ■



*Pic: Buggantar Photographics – Darin Fitzgerald*



*Pic: Keith Muir*



# BATTLAX

*Crafted from Moto GP*

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190/55WR17 RS10R (Type R)  
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## Late Start for Ducati GP15

*DUCATI MotoGP racers Andrea Dovizioso and Andrea Iannone will be behind the eight ball somewhat before the 2015 season even starts after it was revealed the all-new GP15 Desmosedici*



*MotoGP race bike will not be ready for the first official MotoGP test at Sepang on February 4.*

The new bike, which is the first Ducati to be entirely designed by former Aprilia technical guru Gigi Dall'Igna, will now get its first public outing at the second Sepang test that starts on February 23.

Dall'Igna has dismissed claims the late completion of the GP15 would seriously harm development time for Italian duo Dovizioso and Iannone.

Dall'Igna has also always maintained that engineering staff in Bologna needed time to make sure the first version of the GP15 is ready to be competitive.

He said: "I prefer to start 2015 late but with the right machine." ■

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## Road bike sales are up

AUSTRALIA'S new motorcycle market performed solidly in 2014, with total motorcycle, ATV and scooter sales reaching 111,599—only 2.2 per cent lower than 2013 figures.

Road bike sales were strong, increasing 1.5 per cent compared to 2013 and accounting for 39.9 per cent of the total market. Total road bike sales were 44,530. Honda took out top position for sales in this category. Honda's 9,011 new road bike sales accounted for 22.3 per cent of the total road bike market and also helped Honda become the top selling brand in 2014. Honda sold a total of 24,866 new motorcycles, ATVs and scooters in 2014.

In second place for total sales was Yamaha with 18.3 per cent of the market (20,394). Kawasaki was third with 9.9 per cent (11,024), Suzuki was fourth with 8.7 per cent (9,745) and Harley-Davidson was fifth with 7.7 per cent (8,577).

In the road bike category, Harley-Davidson was the second highest selling brand with 19.3 per cent of road bike sales (8,577). Harley-Davidson was followed by Kawasaki with 13.4 per cent (5,964), Yamaha with 11.9 per cent (5,290) and Suzuki with 6.8 per cent (3,017).

Off-road motorcycle purchases accounted for almost 33.7 per cent of total market sales, with 37,670 Australians taking home a new off-road bike. The popularity of these vehicles has fallen since 2013, with the 37,670 sales representing a 4.3 per cent decrease on 2013 figures.

Yamaha led the market for off-road motorcycles, selling 30.1 per cent (11,356) of the total off-road bikes sold. Yamaha was followed by Honda with 26.2 per cent (9,871), KTM with 15.2 per cent (5,730), Suzuki with 11.7 per cent (4,417) and Kawasaki with 10.4 per cent (3,920).

The ATV market grew by 2 per cent in 2014 (compared to 2013), with a total of 21,723 ATVs sold. The total sales represent 19.5 per cent of the total 2014 motorcycle market. Polaris was the leading brand in the ATV market, selling 27.1 per cent (5,892) of the total ATV sales. Honda was second with 23 per cent (5,007), Yamaha was third with 15.6 per cent (3,391), Suzuki was fourth with 10.2 per cent (2,215) and BRP was fifth with 8.5 per cent (1,853)

Scooter sales continued to decline in 2014, with total sales down 19.7 per cent on 2013 sales figures. Piaggio topped the list in the scooter market, selling almost 16.8 per cent (1,295) of the total 7,676 scooters sold. Vespa came in second with 14.8 per cent (1,140), Honda was third with 12.7 per cent (977), SYM was fourth with 8.7 per cent (670) and Kymco was fifth with 7.2 per cent (550). Scooter sales represented 6.9 per cent of the total motorcycle market. ■



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Honda Dollars can be used at the dealership on a wide variety of accessories such as helmets, gloves and jackets, for servicing, or as a credit toward the motorcycle purchased.

To take advantage of the Honda Dollars offer or for more information visit your local Honda Dealer, call 1 300 1 HONDA or visit [www.honda.com.au](http://www.honda.com.au).

## TEAM GREEN WSBK

FOR Kawasaki fans is there any better way to watch the 2015 Phillip Island WSBK round than actually being in the Kawasaki Team Green Australia hospitality marquee? We think not.

How do you get to be a part of this. Firstly you need to join, which is free. Secondly you pay a paltry \$495, which gets you a huge array of benefits, like the three day admission ticket, garage walks and pit tours, trackside seating, meeting riders, food and beverages, a gift bag from Kawasaki plus lots more.

If you're a KTGA member you can visit [www.kawasaki.com.au/kawasaki-team-green-australia](http://www.kawasaki.com.au/kawasaki-team-green-australia) to get tickets, and if you want to be a KTGA member and get tickets go to the same place.

## RICKMANS TO THE FORE

ARE you a Rickman owner or aficionado? If so head down to the Surfside Motorcycle shop and cafe at 42 Wimbourne Rd Brookvale. Rickmans are the featured marque at the store from February 8 right through to March 1. For more info call John Matthews on 0403 394 940.

And if that doesn't do enough for you then the Rickman Metisse will be featured heavily at the Bradford Bonanza this Easter and will include some very rare and desirable machinery including road, race, scrambles and enduro. The guest rider will be Jim Scaysbrook, who will not only be reacquainting himself with the Aeromachi Metisse on which he covered himself in glory but will be riding it this time naked!

Any riders/owners wishing to attend, ride or display are asked to ring John Matthews again or in Victoria Rod Menzies on 0419575518 or Bruce Wheeler: 0431372294.

A dinner is being planned for the Sunday evening at the Broadford Bonanza so RSVP is appreciated for catering reasons.

## NEW OLD STOCK

APRILIA Australia has some great deals going for remaining 2014 brand new stock.

So if you are looking for a scooter or an RSV4, and anything in between then visit your local Aprilia dealer to see how much you can save or go to [www.aprilia.com.au](http://www.aprilia.com.au).

## HIGH HOG

HARLEY-Davidson riders from all over Australia will converge on Tamworth in NSW for the annual Harley Owners Group (H.O.G) Australian National Rally from February 28 through to March 1.

This truly is one of the most anticipated events of the year for HOG members, with all 50 of the enthusiast club's chapters set to attend.

Just a stone's throw away from the historic city's famous Golden Guitar landmark, AELEC (Australian Equine and Livestock Events Centre) will play host to the 2015 event. Headlining the opening night will be rock band, The Screamin' Eagles, before a real-life rodeo and Country Spectacular entertains the crowds on Saturday afternoon.

Other festivities, including a full roster of live music, bike games, a bike show and tattoo competition are also on the bill. The event will again conclude with the celebrated Sunday Thunder Run, offering the chance for locals to be part of the action and come out in force to cheer on the procession.

For more information about the 2015 H.O.G Australian National Rally visit: <http://www.australiannationalrally.com> or download the H.O.G Australian National Rally app on iTunes or Google Play.



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## IT'S COMPLIMENTARY

INDIAN Motorcycles are offering complimentary on-road costs with the purchase of any remaining new or ex demonstrator 2014 model Indian Motorcycle. This deal ends January 31 or until stocks of remaining 2014 models last.

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## ASBK TYRES

MOTORCYCLING Australia (MA) has released the 2015 Australian Superbike Championship Homologated Tyre List for competitors.

The three brands will be Pirelli, Dunlop, Bridgestone and Sava, and the complete list of tyres can be downloaded by visiting [www.ma.org.au](http://www.ma.org.au).

"It's fantastic to have three brands of quality tyres available to our riders for this year's series," said Dale Gilson, CEO of MA.

"Combining with these manufacturers is a major step forward in providing stability, consistency and safety to competitors in the ASBK Championship."

Due to the unique conditions Phillip Island presents, both Pirelli and Dunlop have supplied an exclusive "Phillip Island tyre" for the Superbike class to provide maximum safety and performance for Superbikes in Round 1 and Round 5.

Rd.1 WSBK, Phillip Island Grand Prix Circuit, Vic - February 19/20/21/22

Rd.2 Morgan Park Raceway, QLD - April 10/11/12

Rd.3 Barbagallo Raceway, WA - May 22/23/24

Rd.4 Symmons Plains Raceway, Tas - September 4/5/6

Rd.5 Phillip Island Grand Prix Circuit, Vic - October 2/3/4

## DUCATI RIDE DAYS

WITH so many Ducati models born to excite it seems only natural that the Australian Ducati importer, NF Importers, organises Ducati supported ride days.

The NF Importers team, along with the local Ducati dealership will be available at select dates listed to provide complimentary technical advice and suspension advice and adjustments as well as riding tips for Ducati owners participating in the events organised by Phillip Island, Sydney Motorsport Park and Champion's Ridedays at Barbagallo Racetrack.

At certain events support and advice will also be on hand by NF Importers 7-time and reigning Pro Twins Champion, Craig McMartin.

Phillip Island Rideday Events, Champion's Rideday at Barbagallo Racetrack and Sydney Motorsport Park Ridedays Events are organised by Phillip Island Circuit, Champion's Ridedays and Sydney Motorsport Park consecutively, and are not a Ducati or NF Importers specifically organised event.

Visit [www.ducati.com.au](http://www.ducati.com.au) for dates from February to June, and dates for the second half of the year will be released around May 2015.

## 50 YEARS STRONG

THE Newcastle Vintage Motorcycle Club is celebrating 50 years on February 7.

The dinner is a formal affair with a number of guest speakers, including Jim Scaysbrook.

The club caters for a wide variety of classic motorcycles, of all makes, and regular runs are available.

All current, former and prospective members are invited to attend the celebrations. For more information call (02) 4969 5249. ■

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# The buying experience

**I HAVE to confess I love cars nearly as much as I do bikes, and I'm an avid buyer off the interweb.**

We all know that motorcycle shops right across the world are up against the wall, with lots of people doing their buying off the 'net, mainly because the prices are sharper and it's generally easier to click 'buy' and wait for the bits to turn up, especially if the part is for a mode of transport you don't need day to day.

But it's never as easy as that, is it? I can't say I've ever been 'burned' by buying something off the internet but I have had some buying experiences which have not lived up to my expectations shall we say. As I write this I'm in the middle of rebuilding a set of forks for a classic road racer a mate and I am building. I needed to buy a set of seals so I hopped into my local Yamaha dealer, Maitland Motorcycles, and ordered a set of genuine fork seals. I could have got pattern parts but for a little extra I went genuine. When I pulled the forks apart I decided to renew the bushes as well. Easy I thought, I'll just get them off the internet, and purchased a bush and seal set. I thought this would give me a spare set of seals so all good. They turned up but when I attempted to fit the non genuine internet bought bushes and seals, the seals weren't the right size, nor was one of the bushes. Faaaark, but guess what? The genuine seals fitted, funny that. I could chase up the bush/seal provider but what's the point, especially if they are overseas.

Personally I like to support the bike shops in my area, I know many of the people there, and being in this game I try to support the businesses and people who support *Cycle Torque*. If I can get it locally I generally will. But the internet has opened up buying markets we could only have dreamed of 20 years ago. In 2013 while building our Ducati 848 for the Isle of Man an outside business misplaced the crankshaft while they were supposed to be balancing it. With little time up our sleeve we had no option but to buy a crank via eBay from Lithuania of all places.

I said earlier I'm into cars as well as bikes, and these are generally classic vehicles. Without the internet, buying parts for old bikes and cars would be a nightmare these days. I'm building a '69 Holden Panel Van – I know, putting '69 and Panel Van in the one sentence makes me sound like a deviate but I'm not really – and I've bought many parts off the internet, both through eBay and directly from websites. These businesses actually have a store front but sell on the web too. So, when I bought an engineered special gearbox mount for my Panel Van I didn't have to drive interstate or even to ring them, I just did it from the comfort of my lounge chair using an iPad. These businesses have moved with the times, they have combined old school store front selling with online. You could argue before the internet these businesses sold plenty of stuff interstate from phone sales, but the truth is their owners know how most buyers do their research these days. And that's online.

I've also made the decision to buy locally on a few big ticket items recently instead of going the 'cheaper' route from overseas. My son Alex and I have been building an engine for his American Dodge Dart. Dodge/Chrysler stuff is not easy to get in Australia but via the internet we were able to track down a freshly rebuilt 360 short motor and then bought Edelbrock alloy heads for it and a host of other performance goodies. Sure we could have saved a few hundred on the heads, and maybe a couple of hundred in other areas but when you are talking five or six grand you want to have as little drama as possible. I knew that if the wrong \$2300 heads turned up from the Australian supplier I could sort it out much easier than if they came from the 'States.

But a perfect example of local businesses not cutting the mustard price wise was when the starter motor on my car failed on Christmas day. I had the car towed and pulled the starter motor out on Boxing Day. I had already



checked out prices online and found I could get a good quality one for just over \$100. But I went to a local auto store to buy one so I could possibly get the car back on the road quicker than a week. I was quoted \$375 but there were none in stock. I then rang another nearby store and was quoted over \$600 for a non-genuine starter. But seeing as there was a sale on I could have it for \$425. You know what, I would have paid \$250 to get one there and then but not over 400 bucks. Get real. I decided to take the risk of the internet buy instead of being gouged. The eBay bought starter motor is still going fine by the way.

Now that our exchange rate for American dollars has dropped quite a bit compared to what it was a year ago it makes much less buying sense to get stuff from America and other overseas markets. Sometimes you have no choice, you might not be able to get the bits here but if you can support your local store then please do so, After all, it helps Australia go round.

– Chris Pickett

## The Quads

**WAY** back in the early 1980s traditional motocross changed forever as a result of supercross style obstacles being put into track layouts across the world and of course, riders pushed the limits of what could or couldn't be jumped. Here is the story of one day of racing where one obstacle created a sensation.

On May 17, 1981, the best motocross riders in Australia were on hand to contest the Winternationals at Queensland's Tivoli Raceway, which at the time featured a monster set of quad jumps the club had put into the middle straight during their annual track refurbish. These were four good sized jumps spaced out evenly in a row coming out of a bermed left hand corner.

The track designer obviously had the idea that riders would 'double-double' their way through the obstacle and this was the case until the Open Support class was let out for practice. There were two things that turned heads during this practice session, one was that there was a young kid out on the track on a Suzuki DR400 four-stroke, twin shock trail bike and the second was that this kid was jumping all four jumps in one leap! That kid was me and here is the story behind 'The Quads'.

In 1980 our family moved from Mt Isa to Ipswich and we joined the Ipswich Motorcycle Club so Tivoli became the home track for my brother Paul and I. It wasn't long before I befriended Greg Temme who was an apprentice motorcycle mechanic at Darryl Reek's Suzuki and within a year I was working at 'Reeksies'.

In 1981 Suzuki released the DR400R and I really don't know why but before I knew it Greg and I were stripping a brand new DR of its entire road going gear, we modified the suspension, took the muffler off and headed off to Tivoli for a practice leading up to the Winternationals. While Greg and my dad put the final touches on the DR, Paul and I took our RM125Xs out onto the track for a warm-up. The track was perfect that day and during this session I came screaming out of the left hand berm leading up to the quads and didn't quite scrub off enough speed to 'double-double' and cleared the third jump before 'singling' out of the quads.

I rode back to the pits and told dad that I was sure that IF I got a good run out of the berm and hit the first jump flat-out I could make it all of the way over so everyone went down to watch me have a crack at this jump and fortunately one of my mates brought his camera along to take a photo. With everyone watching I hit the berm in second gear, pulled the throttle to the stopper, clicked third then fourth and just held the thing pinned all of the way up the jump face and I was as surprised as any that I came down absolutely perfect. I rode back to where my dad and the rest of the crew were standing and said, "let's get the DR out, I reckon that will clear it as well."

I rolled the completely un-tested DR400 out onto the track and on the fourth lap I came around the berm before the quads, pulled third gear early and hit the first jump laying over the back mudguard and sure



enough this 120kg trail bike cleared the fourth jump BUT before I knew it I was in a horrible tank-slapper and spewed off the track before coming to a very wobbly stop. Both wheels had completely collapsed. When I looked around Greg and my dad were running towards me and they were absolutely ecstatic that I had pulled the jump off, so plans were immediately afoot to replace the shattered wheels with sturdier units so we could race the DR400.

Race day arrived and as I started my second practice lap I worked my way up to race speed and when the quads came around I stretched the DR out and cleared the quads without even wondering if the new wheels were going to hold up. I jumped those quads on every lap of every race that day.

As the day wore on Stephen Gall and a couple of other riders were also jumping the quads and when I watched them do it I was just so impressed yet completely unaware at the time that it was I who actually got them thinking that the leap was possible. From that day on there wasn't a jump combination at a motocross or supercross track in Australia that was safe from someone having a crack at clearing what wasn't intended to be cleared. It really was a sensational period in our moto history.

Former Pro-motocrosser Dave Sutherland was there on the day. "I remember my mate telling me that Smarty had cleared the quad jump in practice, I was pretty surprised to hear he'd cleared it on that DR400, it

would've been a pretty mean feat on a race bike, let alone an air-cooled four stroke trail bike and to this day I still can't figure out how he managed to get that thing airborne."

Gally himself remembers the day well. "33 years have passed but I still remember that day at Tivoli, this guy on a trail bike clearing the quads? Wow, this is special! I went down to watch a guy named Darren Smart completely clear the quads. So I thought if he can do it, so can I and from memory I finished up winning that day and Darren certainly helped me achieve my results by showing me the way!"

I will let my brother Paul have the final word, "I was standing where the Pro class riders were waiting for their turn at practice and the first time Darren leaped the quads not everyone saw it and I remember a mechanic bringing it to everyone's attention and all of a sudden every Pro rider took a greater vantage point for Darren's next lap and when they saw him do the quads their heads were shaking and fingers were pointing all over the place. Only Darren and a few of the Pro riders were jumping the quads consistently that day and the massive crowd witnessed the biggest single leap on a motocross or supercross circuit in Australia to date, it truly was a great day!"

– Darren Smart

# It's Not A Race

I WAS caught a bit off-guard by Picko's Xmas editorial describing me as CT's 'road racing expert who doesn't road race'. I don't consider myself to be an expert, just a long-time race fan with an opinion or three. I'm sure there's a hundred blokes out there who could do a better job writing this column but they don't have the opportunity. It is true that I don't road race, and since leaving school many decades ago, I have not participated in a lot of competitive sport, a bit of tennis and two games of rugby. And one road race.

I also competed in a club Trials, a Supermotard and a Blue Light enduro, but the road race was the most memorable and instructive. I made my debut in Formula 2 D-grade at the Eastern Suburbs MCC inter-club event at Oran Park North in 1994 when I was 34, an age when many blokes have hung up their leathers. I piloted a Honda CR500 Chookie owned by Jason Baillie, and faced off against a sea of spotty-faced teenagers on RGV250 and older blokes like me on a 10-year-old RZ350s and the like. To be honest, it was a battle of attrition with many of the RGVs going down like a bag of spuds in the opening laps after playing chicken at the end of the short straight under the bridge doing what was described to me back in the 1970s as "a C-grade trick"; standing on the back brake in a blind panic when you thought you weren't going to make a corner. Many of the battle-scarred RGVs made it back to the grid for the remaining races, a few of the young blokes hobbling around on twisted ankles, others too frightened to go back out. It was a fascinating insight into racing, as the emotions ebbed and flowed from coming down after a race before heading out again for the sighting-up lap and feeling the adrenaline rush when the flag dropped. Every time I slipped my helmet strap through the D-rings and pulled it tight then secured the Velcro tabs on my studded Fieldsheer race gloves, I could almost hear my own heartbeat. If you aren't nervous before a race, you're lying.

I almost forgot to mention that I must've set a world

record when I crashed in my first corner of my first-ever practice aboard the CB125 Bucket I was also racing that day. I was travelling so slowly that I slid maybe two metres right in the middle of the track. I stood up with about 20 more Buckets heading straight towards me but they were going so slow that they could never had knocked me over. For years, I always wondered why guys didn't look over to their rivals on the grid. As I sat on the CR staring down the short straight into the tight right at turn-one without the slightest inclination to check out whoever was beside me, I understood why. I couldn't have rubbernecked away those nervous moments if I tried. Gaping Zen-like down the straight left me calm, for I knew that in a matter of seconds we would be funnelling into the turn one where all hell would break loose. After avoiding yet another bunch of rookies whipping it down the road, I had a real ding-dong with a bloke on a RZ350. I slowly caught him, and I did everything I did to get by him. The deep grunt of the CR allowed me to pull alongside him on the run up over the bridge, and being on the outside granted me the line to have a go into the tight left that looped around to the bridge. But lap after lap, I just didn't have the confidence to make the pass. The CR's lazy MX geometry didn't exactly inspire deep braking, nor did its year old Bakelite-hard front slick. I mentioned all this to Wayne Clarke a few months later, and he told me, "In that situation, you just have to make the pass and deal with whatever happens. Just jam it in as hard as you can, forget about the tyre and everything else and see what happens." That's the only regret I had that day; not really going for it in the heat of battle, but at the time I figured that it wasn't my bike, I could ram this bloke and I just didn't know how much I could load the front tyre. I was also accumulating points, something I had preached piously to some of Australia's leading riders over the years in my haughty race reports.



Darryl back in the day terrorising the Northern Beaches

Going into the last race of the day, my team told me that I was in with a shot of finishing top three overall in D-grade if I could finish on the podium. After starting out with about 20 D-graders at the beginning of the day there were only about 12 of us gridded up for the final eight-lapper. Starting from the front row of six bikes, I made an average start and was fourth into turn one. I think the same RZ350 was ahead and he had a nice buffer on me in the early laps. I pushed as hard as my faith in the front-end allowed me to, and bit by bit I narrowed the gap to the RZ down to maybe a second or so. I sensed that he knew he was being closed down, although I was never going to get within striking distance entering the last two corners. Then peeling into the last left-hander the guy lost the front-end and tumbled heavily off the track, and I inherited third. I found out later that he broke his shoulder. I felt bad about that. I also felt that this would be my last race meeting because I was too old and poor to make a go of it, or so I thought. As Picko has so ably proven, you're never too old and it's never too late!

– Darryl Flack





CHARLIE spread his hands on the table and looked down hard at them, trying to gather his thoughts. It was Christmas Eve, but the pub was quiet: two or three regulars at the bar, a couple at a corner table, and us: Charlie, Drip (so named because of his love for old Brit bikes with vertically split crankcases ...) and me. Charlie raised his head and looked hard at Drip and carried on. "I think wringing wet, Jake's VTR1000 was never good for more than about 17 litres, and he wouldn't have had more than a couple left by now. But the real problem was that the weather was changing. There was a big streak of ugly cloud blowing in from the west and I reckoned we'd be getting snow within the hour.

"But all we had to do was follow the road along the edge of the ravine and cross at the next bridge, outside Denison Flat. Couple of kays the other side there was a T junction and we'd be right: take a right there and we'd

# Follow the light

be on the road to Corryong. Trouble was, the road along the ravine was wet, rutted dirt and we weren't getting anywhere very fast.

"We were in for a shock at the bridge, too. It was – or had been – an old wooden thing put up plenty of years ago, and now it was well and truly out: it was all right on either bank, but I reckon 15 metres of the centre span had gone and been replaced by two old steel joists laid on their sides and spaced the track width of your average ute.

"We didn't fancy that so kept going along the creek bank, thinking there'd be another bridge not far away, even though the road wasn't much more than a track by this stage and the trees were getting thicker. Jake would've been down to an eggcupful of juice when we spotted the light about half a kay ahead. It turned

out to be the craziest thing you ever saw: an old bloke boiling a billy at the side of the track by the light of a hurricane lamp. Had this old WLA Harley, olive drab paint, white star on the tank, serial numbers, the works. And fortunately for Jake he had a couple of gallon cans of fuel strapped to the rack – and I do mean strapped: thick leather belts with buckles, no ocky straps for this fella.

"After he'd refuelled us – he wouldn't take any money – we explained the situation, which made him laugh. He told us in a thick Yank accent that Denison Flat bridge had gone about 20 years back. Anyway, we'd probably been there an hour – it was full dark by now and I was bloody freezing – when he packed up his little camp and told us to follow him. He kicked his Harley into life and off we went, deeper into the wood. After about ten minutes he took an abrupt left and

we followed a faint, narrow path that angled steeply down the ravine towards the creek. Jake made history that night, riding a VTR down this bank and out onto a shale creek bed. But the Yank knew his way around, and picked a route across the creek where the water was only about six inches deep. Jake lost his footing on a big rock and down he went, splashing and cursing, but we got him upright and the pair of us wobbled up the far bank behind our guide.

"Once we made the Corryong road we stopped and said all the usual stuff – thanks, yadda yadda – but he insisted on coming with us as far as the nearest servo, where we stopped. He turned round, gave us a wave and headed back into the country. While we filled up it dawned on me that I didn't know his name. So I asked the counter jockey if he knew of any WLA Harleys in town.

"'Chuck had one,' he said. 'He came out here during the war with the US Army and used to bash about on it. They had a big engineering depot not far from here and used to build temporary airstrips and bivouacs. When they weren't doing army stuff they looked after the local roads and bridges. Anyway, Chuck decided to stay on after the war. Went to Melbourne for a while but eventually came back and got a job with the shire council – maintaining bridges and rushing about on that old Harley. They reckoned he was about the best they'd ever had. Poor bugger died in the flood that took out the bridge at Denison Flat – ooh, 20 years back. They'd got a couple of steel beams across the broken span then he ignored all the local advice and went back out to start work on the timbers. That was the last time he was seen alive. Found his body about a mile downstream. His bike's in the local museum. Why do you ask?'"

– Bob Guntrip



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# I Am Scrambler



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**Simplicity,  
Style, Easy,  
Fun: all these  
words perfectly  
describe the  
Scrambler**



# DUCATI SCRAMBLER

CYCLE TORQUE  
Launch

# I Am Scrambler

★ REPORT BY CHRIS PICKETT, PHOTOS BY DUCATI

★ RIDING GEAR: SHARK HELMET, M2R JACKET,  
RST GLOVES, TKD JEANS, DRIRIDER BOOTS

*I NEED to get one thing straight about the Ducati Scrambler before I go any further. Ducati is marketing this bike as a whole new brand, Scrambler, so therefore I will refer to it as only a Scrambler from now on.*

## Blast from the past

The inspiration for the Scrambler came from one single press photo of the original Scrambler from the late 1960s, with the bright yellow tank and hip rider and pillion. This became the focal point of the design of the modern Scrambler. The designer's office became Scrambler central, with yellow everywhere, and even a fake grass floor. They got right into it by the looks of things, and being young and a bit hip themselves, the design team built a bike they thought would fit the current hipster biker's lifestyle perfectly.

Even the two Ducati employees from the original 1960s press photo, a test rider and an admin staffer – got an injection of youth and became a promotional tool. They are probably in their late 60s now but 'Franco' and 'Elvira' as they were nicknamed by the design team, became stars in a movie using plasticine figures (think Wallace



and Grommit) where Franco goes from the future back to Woodstock and falls in love with a girl and a bike, then fast forwards to find the new.... I don't want to spoil the story so watch it yourself by going to [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more) and following the link.

## More than a show pony

It's almost as if the design ethos was all about the lifestyle rather than substance. My initial thought from the press launch at Palm Springs – before I rode it I have to say – was that almost more thought went into the look and accessory range than the bike's on road performance, but then isn't that the point? The first thing any self respecting hipster does is wreck the on-road performance of a bike to alter the styling. Maybe

that's taking it a bit far but there's more than a few bikes like this wobbling around the roads. And that's cool, whatever floats your boat. I'm into modified bikes so I get all that anyway.

Three things the press launch team did continually emphasise was the bike was designed to be easy to ride, to be fun, and that it was a Scrambler, not a Ducati. They also said a lot of thought went into the easy and fun side of it, and a look at some of the specifications of the bike show just how much thought went into that part of it.

The engine comes straight from the 796 Monster, an 803cc air/oil-cooled V-twin, Ducati of course. But when I say straight from, along the way it lost one throttle body, got some tweaks to the fuel mapping and other alterations to produce an engine happy to tootle along and let the rider enjoy the ride and look cool rather than



# DUCATI SCRAMBLER

## CYCLE TORQUE Launch

worrying about exactly which gear they should be in etc. The result is the engine is an absolute beauty. Power is good, I mean you can notice the moderate drop in power from the Monster spec engine but who cares. Fuel mapping, while not perfect at a closed throttle in lower gears is pretty much as close as it could be to perfect. It is hard to fault and one of the strong points of the riding experience. Top gear roll-ons are strong and you can loft the front if you so wish. The engine is a lot of fun and easy to use so it didn't take long for me to realise they had nailed that part of the Scrambler design ethos.

Upside down forks are used, and a side mounted single shock. Part of the ethos was to have more suspension travel than a regular naked road bike but not as much as an off-road bike, and the 150mm of fork travel and 150mm of shock travel indicate this. It's not meant to be some off-road blaster, rather a bike that can handle a wide variety of road surfaces, including dirt roads and some trails. There's no suspension adjustment, other than pre-load on the shock, and this is an old school design where you use a C spanner to change it. Simple.

Our launch route was through the mountains near Palm Springs, up through the snow and into the mountain town of Idyllwild, and back down again. The road surface was very good so there were only one or two occasions where I thought the preload of the shock was a bit firm, but it was set on the hard side and is easily changed so I didn't think that to be a fault as such. The front end never put a foot out of place to be honest, even when pushing it hard into corners. Same goes for the single front brake. Scrambler's design team said they thought twin four-piston calipers would be overkill, and as it's a Scrambler and not a Ducati, they didn't want the twin calipers causing any confusion. No matter I reckon, the single brake was very good. Sure it didn't have the same power as a twin set up but there was great feel on offer,

and more than enough power to suit the task at hand. I never thought I needed more brakes, and I got to test them pretty hard at times. ABS was part of the set up on the test bike too, and when I set out to engage it I found it worked faultlessly.

Once again, the chassis falls into the same design criteria, not too steep a steering angle that it's too twitchy and not too raked out that it's a slow steerer. I found it just right, just like Goldilocks.

Pirelli has made an adventure style tyre especially for the Scrambler, it almost looks like a road racing 'wet'. Tyre sizes aren't over the top width wise and both tyres (18 inch front, 17 inch rear) look to have the same tread pattern. When pushed hard you could feel the tread blocks squirming ever so slightly but realistically once again, hard to fault. You can't make a tyre great at everything, and considering the Scrambler is partly designed to hit the dirt I think Pirelli has done a fantastic job with the tyre.

Looking through some of the press release pics I saw some with the rider doing some pretty decent imitations of Steve McQueen through the desert but we never got to try that. I'm sure the Scrambler can do it but it's probably not really its forte as such. On the road route of over 200 kilometres, some town, some freeway and then plenty of sweet corners through the mountains I loved it. It looks small but I'm six foot and never felt cramped, with plenty of leg room etc. Whether it be cursing through traffic or punting hard through the bends chasing journos from all over the world, the Scrambler was simply a delight. Fun and Easy. Who would have thought. It's simple too, no traction control, no gimmicks, nothing not needed.

### And there are four

There are four Scramblers: Icon, Classic, Full Throttle and Urban Enduro, all using the same engine, frame and

suspension. All look similar but look closer and you'll see two have spoked wheels instead of alloys, different guards, different handlebars and so on. Part of the design ethos was that Scrambler wanted people to be able to chop and changed each bike to suit themselves. You want an Urban Scrambler front and rear guard on an Icon? Well of course sir or madam, it will bolt straight on.

And there's a pretty big array of accessories and clothing too, from T-shirts to proper riding jackets, leather and adventure style. On the hard equipment you can get Termignoni exhausts, soft waterproof and semi-hard panniers, seats, tank bags and so on. To be honest I wouldn't really care which one I had, but I'd put the accessory MX handlebars on it, a high mount Termi pipe, wire mesh headlight guard, and tank bag just for starters.

### The low down

Prices start from \$12,990 for the base ICON in Red, \$13,140 for the ICON in '62 Yellow, which is outrageously inexpensive in my opinion. That puts it right at the LAMS approved Monster 659. The other Scramblers, the URBAN ENDURO, CLASSIC, and FULL THROTTLE are all retailing for \$14,990 + ORC. I think for the bike to be really successful the Scrambler needed to be priced right, and that it is, big time. As a result I think we will be overrun with hipster guys and girls on Scramblers in the near future. But saying that almost waters down how good the bike is. On the launch a couple of us talked about who would buy a bike like this. I don't think it will be just the "in" crowd, it will be riders, whether they are 20 something or 60 something, looking for a lightweight and fun naked bike, a bike which will put a massive smile on your face, whether you are cruising down the beach or twisting the throttle to the stop. This bike is that good.

The Scrambler crew had a goal with the type of bike they wanted to build. Well, they kicked that goal first go. ■



# DUCATI SCRAMBLER

CYCLE TORQUE  
**Launch**

**DRY WEIGHT: 170KG |**

**PRICE: FROM \$12,990 + ORC (RRP) |**

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**SEAT HEIGHT:  
790MM**

**FUEL CAPACITY:  
13.5 LITRES**

**FRONT SUSPENSION:  
UPSIDE DOWN KAYABA  
41 MM FORK**

**REAR SUSPENSION:  
KAYABA REAR  
SHOCK, PRE-LOAD  
ADJUSTABLE**

**FRAME TYPE:  
TUBULAR STEEL  
TRELLIS**

**REAR TYRE:  
180/55-17**

**FRONT TYRE:  
110/80-18**

**BRAKES:  
SINGLE DISC  
FRONT AND REAR**

**TRANSMISSION:  
6-SPEED,  
CHAIN DRIVE**

**ENGINE TYPE:  
AIR-COOLED L-TWIN  
CAPACITY: 803CC**



**DUCATI  
SCRAMBLER**

**CYCLE TORQUE  
Launch**

# THE LINEUP



**ICON**



**URBAN ENDURO**



**FULL THROTTLE**



**CLASSIC**



CYCLE TORQUE  
**Launch**

**DUCATI  
SCRAMBLER**

# GALLERY



*There are a couple of different exhaust configurations available.*



*No need for lots of instruments, just get the 'feel' for the Scrambler.*



*Upside down forks have decent travel.*



*803cc engine is all about usability.*



*Shock has 150mm of travel, same as the forks.*



CYCLE TORQUE  
Launch

DUCATI  
SCRAMBLER

# GALLERY



CYCLE TORQUE  
**Launch**

**DUCATI  
SCRAMBLER**

# GALLERY





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**YAMAHA**  
**YZ250FX**  
CYCLE TORQUE  
**Launch**

CYCLE TORQUE FEBRUARY 2015 - 34



**Enduro X**



**YAMAHA**  
**YZ250FX**  
CYCLE TORQUE  
**Launch**

CYCLE TORQUE FEBRUARY 2015 - 35



**A purpose  
built enduro  
racer with a  
motocross  
heart.**



- ★ REPORT BY TODD REED, PHOTOS BY YAMAHA
- ★ TROY LEE DESIGNS HELMET AND APPAREL, ALPINESTARS BOOTS.

*YAMAHA has always had an interest in the offroad market, but has never seemed to dip into the niche market categories. Until now. The YZ250FX is exactly that, it's a bike which is aimed at a smaller segment of the market, "cross country", closing the gap between a road legal WRF and motocross competition YZF models.*

## The Specs

The Yamaha YZ250FX is the hybrid many have been waiting for, as it takes key features from the Enduro based, fully registrable WR250F and motocross bred, championship winning YZ250F.

The motocross bred YZ 'F' is the base which Yamaha started with when it began developing this bike. The 'FX' is aimed at the rider who rides a bit of motocross, but may also find themselves out in the Aussie bush riding a few cross country style trails.

The first thing Yamaha threw at the FX were a few parts off the WR. A wide ratio six-speed gearbox, an 18 inch rear wheel and the all important electric starting system were immediately bolted up. From there Yamaha engineers and test riders set about tweaking the rest of the YZ components to build a more friendly and versatile package.

The KYB SSS suspension was next on the list, on the outside the forks and shock are the same as the YZ, but on the inside Yamaha tweaked the valving to make it more compliant and supple over the small stuff and not so hard and harsh at the beginning of the stroke. Once down further in the stroke the FX begins to stiffen up, more like the YZ, to avoid nasty G-outs and hard hits.

While working on the suspension and handling of the bike Yamaha developed a different style of engine mount. It doesn't sound like much, but the FX engine mounts are made from a different material which gives different flex characteristics. Simply put, this goes hand in hand with the suspension to make the bike feel more compliant and easier to ride.

The engine is not too dissimilar to the suspension in concept, it's all YZ with a flair of WR thrown in for good measure. The YZ camshafts, piston and cylinder head design, complete



# YAMAHA YZ250FX CYCLE TORQUE Launch

the top end, with the WR gearbox, clutch and coil completing the bottom end. With the exception of the ECU, the rest of the parts, including the YZ exhaust, are common between the F and the FX models. The ECU takes on its own mould, with a setup that is specific to the YZ250FX. It features fuel and ignition mapping which is designed with all of the above combinations in mind, and the ability to plug in the GYTR power tuner.

The braking system is once again a combination of parts. The rear brake features a WR rotor and caliper matched up to a YZ master cylinder and lever. This is claimed to give the ultimate mix of durability and power. The front brake system is a complete setup straight off the YZ.

## On the track

The YZ250FX is a very easy bike to ride. It has smooth and rideable developed into every aspect and it shows as soon as you get going up the first trail of the day. The six speed 'box and FX ECU somewhat transforms the power down low when compared to the YZ. It allows you to ride at much lower speeds and RPMs than normal without worrying about stalling and flaming out the engine, a great feature for when you're crawling around rocks and hopping over logs where it chugs along much like a WR.

Get it revving more, and it begins to open up, as it takes on a more free revving and lively top end. For most riders it will be every bit as good as the YZ, but for those who tend to ride close to the rev limiter, well the YZ over-rev can't be beaten here. Overall, it has great power from top to bottom, with a strong

pull right through the rev range. Someone who may not be as aggressive as an A grade motocross rider will probably find themselves faster on this bike due to its more rideable and less aggressive nature.

The suspension and handling of the YZ250FX is, in one word, awesome. On our test it was really hard to fault the FX. It is a comfortable bike to ride, easy to adapt to and gain confidence on. Through the bush it was soft enough to absorb the small roots and rocks, and hopped over logs and trees without a hitch. Not having a skid plate as a standard item is a bit of a let down, but that's really not much to complain about.

We hit the track later in the afternoon and found a few jumps and some higher speed sections. The YZ FX held up well again and never wanted to blow through or bottom out once we really got things moving. It's surprising how versatile Yamaha has made the YZ250FX. With the change of a few clicks here and there on the suspension, the FX can be transformed from a very capable bike in the bush to a very comfortable bike on the track.

The standard Dunlop AT81 tyres are relatively new to the market and are something we have never ridden with before. During our test we put these tyres through a fair pounding and walked away quite impressed with their grip and durability. FX owners would have no real reason to be changing the Dunlops out for some different rubber anytime soon.

## The Final Word

In our opinion, this is a fantastic concept from Yamaha. There are plenty of riders out there who



have no use for a registrable bike, but aren't out there cutting laps at their local motocross track every weekend either. If you're one of those riders, then this is the bike for you, especially at \$11,499 or \$11,999 with the optional Cross Country kit for recreational registration. It's fast and edgy, yet compliant and easy to ride. It's built with Yamaha reliability and fitted out with quality components. For those who want a more WR styled bike, Yamaha offer a competition kit which comes complete with a headlight, tail light, horn, aluminium bashplate and plastic handguards. ■



# YAMAHA YZ250FX

CYCLE TORQUE  
Launch

DRY WEIGHT: 106KG |

PRICE: \$11,499 |  
(\$11,999 WITH OPTIONAL  
CROSS COUNTRY KIT FOR REC REGO)

[WWW.CYCLETORQUE.COM.AU/MORE](http://WWW.CYCLETORQUE.COM.AU/MORE) |

[WWW.YAMAHA-MOTOR.COM.AU](http://WWW.YAMAHA-MOTOR.COM.AU) |

SEAT HEIGHT:  
965MM

FUEL  
CAPACITY:  
7.5 LITRES

REAR SUSPENSION:  
SINGLE SHOCK,  
318MM TRAVEL

FRONT SUSPENSION:  
TELESCOPIC FORK,  
330MM TRAVEL

REAR TYRE:  
130/90-18

FRAME TYPE:  
BILATERAL BEAM

BRAKES:  
SINGLE DISC  
FRONT AND REAR

TRANSMISSION:  
6-SPEED,  
CHAIN DRIVE

ENGINE TYPE:  
LIQUID-COOLED SINGLE  
CAPACITY: 250CC

FRONT TYRE:  
90/90-21



CYCLE TORQUE  
**Launch**

**YAMAHA  
YZ250FX**

# GALLERY



CYCLE TORQUE  
Launch

YAMAHA  
YZ250FX

# GALLERY



CYCLE TORQUE  
Launch

YAMAHA  
YZ250FX

# GALLERY





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**HARLEY-DAVIDSON  
V-ROD MUSCLE**

**CYCLE TORQUE**

**Test**

CYCLE TORQUE FEBRUARY 2015 - 43

# Muscled UP



**HARLEY-DAVIDSON  
V-ROD MUSCLE**

**CYCLE TORQUE**

**Test**



**Is the V-Rod  
one of the  
most underrated  
Harley-Davidsons?  
It shouldn't be.**



# HARLEY-DAVIDSON V-ROD MUSCLE

CYCLE TORQUE  
Test

## Muscle Up

- ★ TEST BY CHRIS PICKETT, PHOTOS BY NIGEL PATERSON
- ★ RIDING GEAR: BELL 500 CUSTOM HELMET, ARLEN NESS JACKET, IXON GLOVES, FALCO BIKER BOOTS.

*HARLEY-Davidson already has a Sportster in its lineup, in fact it has half a dozen of them, but I reckon the V-Rod Muscle is Harley's true Sportster.*

With over 120 horsepower and crap loads of torque from the 1250cc liquid-cooled engine, this is Harley-Davidson's most powerful production motorcycle. And with a top speed over 200 km/h no other Harley-Davidson, unless it's substantially modified, is going to stay with a V-Rod.

### More than muscle

But is it all engine? Does the rest of the bike allow you to explore the performance of the engine? Well it does to a point.

Weighing in at just over 300 kilos ready to rumble, with a 240 rear tyre and a wheelbase of 1.7 metres it is more of a traffic light racer than it is a track star. That's to be expected, and to be honest it doesn't detract from the riding experience. You know what this bike is good at just looking at it.

But that doesn't mean the bike can't be fun riding windy road conditions, you just have to muscle it through corners a bit more than a bike with a smaller rear tyre. That said, that fat rear tyre does look pretty good, and is a big part of the styling.

The engine is totally different to an air-cooled Harley donk, and feels it. The 60 degree V-twin Revolution engine in the V-Rod revs quicker, revs higher and accelerates faster. This is helped no end by its short stroke.



The five-speed gearbox is slick, and first gear is quite tall. It also has a slipper clutch, something you'd usually find on track focused bikes. You can feel it working when braking hard for a corner and cranking down the gears..

And pulling it up is dead easy, with the four-piston calipers front and rear having no issues bringing the bike back down from high speed, and as you would expect, the low centre of gravity, long wheelbase and the raked out front end makes sure it's stable doing so.

### Straight or kinked

On the open road the bike is fun to ride, once you have it sorted and into the corner the bike feels very stable, and the 34 degree raked out inverted forks



# HARLEY-DAVIDSON V-ROD MUSCLE

## CYCLE TORQUE Test

CYCLE TORQUE FEBRUARY 2015 - 46

work surprisingly well. It could have more ground clearance and the rear suspension could have more travel but for this type of bike it gets itself around corners better than you might think, especially on smooth roads.

If you've never had much to do with cruisers, even sporty ones like the V-Rod you are better to adapt your riding style to the bike rather than expect it to cope with your style.

On tight roads with a good surface you can ride the V-Rod a lot faster than you might think by the look of it, more so if you adopt the point and squirt method. And it has plenty of squirt I can tell you that.

Overall the comfort side of things is pretty good, and racking up decent milage is easy enough without making you feel like a violated contortionist at the end of the day. A friend of mine has a V-Rod and he's fitted a small screen, saddlebags and a short back rest, and with these accessories he tours the bike regularly. The fact it's got a 19 litre tank helps here too, it can go decent distances between fuel stops.

### Picko's point of view

The V-Rod Muscle has a sweet engine. It likes to rev and really has some top end mumbo, something air/oil-cooled Harley-Davidson engines are not renowned for, and the engine really does suit the ethos behind the V-Rod. It's not to everyone's tastes I guess as it's a more, dare I say, modern Harley, and that's probably not what most Harley buyers are looking for. That aside, the whole mechanical package – and by that I mean the drive-train – of the V-Rod Muscle is one of refinement. The other mechanicals work well in the overall scheme of the bike too.

I like the overall look of the bike but the one thing I don't like are the mufflers, I much prefer the stacked pipes of the Night Rod Special, the only other V-Rod Harley-Davidson sells in Australia. But that's easy to change if you want to, it's



always a subjective thing and has nothing to do with how the bike actually rides. As for the aural pleasure the standard mufflers sound good, they are not overly quiet. Same goes for the sand colour, not my go but hey you can get other colours.

Priced at \$26,995 it's what I'd expect to pay for one, and prices have not gone up much in the last few years or so, just like our pay packets.

I think if you've been wondering about being a part of the Harley lifestyle but at the same time you want to stand out from the crowd you should look at the V-Rod Muscle. Even though it's the sportiest of Harley-Davidson's offerings, and the most different, it still has enough Harley heritage in its DNA to do what a Harley does best, and that is cruising along, letting its rider enjoy life in the best possible way. On a bike. ■



# HARLEY-DAVIDSON V-ROD MUSCLE

CYCLE TORQUE  
**Test**

WET WEIGHT: 292KG | PRICE: FROM \$26,995 + ORC (RRP)  
[WWW.CYCLETORQUE.COM.AU/MORE](http://WWW.CYCLETORQUE.COM.AU/MORE) | [WWW.HARLEY-DAVIDSON.COM](http://WWW.HARLEY-DAVIDSON.COM)

SEAT HEIGHT:  
705MM

FUEL CAPACITY:  
18.9 LITRES

FRONT SUSPENSION:  
USD FORKS,  
NON ADJUSTABLE

FRAME TYPE:  
STEEL CRADLE

REAR SUSPENSION:  
DUAL SHOCKS

BRAKES:  
4-PISTON  
CALIPERS  
FRONT AND  
REAR

REAR TYRE:  
240/40-18

FRONT TYRE:  
110/70-19

TRANSMISSION:  
5-SPEED,  
BELT DRIVE

ENGINE TYPE:  
AIR-COOLED V-TWIN  
CAPACITY: 1247CC



# HARLEY-DAVIDSON V-ROD MUSCLE

CYCLE TORQUE

Test



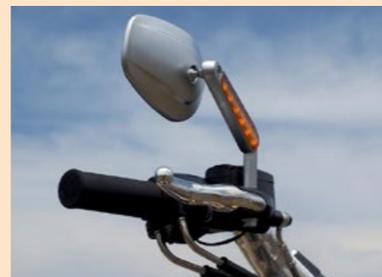
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VIDEO NOW



Engine is liquid smooth.



Rider's seat good for longish rides,  
pillion seat good for a run to the cafe.



Indicators in mirror stalk are a  
nice touch.



Raked front end suits the style of the  
V-Rod.



Twin rear shocks are better than  
expected on rough roads.



CYCLE TORQUE  
**Test**

**HARLEY-DAVIDSON  
V-ROD MUSCLE**

# GALLERY



CYCLE TORQUE  
**Test**

**HARLEY-DAVIDSON  
V-ROD MUSCLE**

# GALLERY





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**INDIAN CHIEF  
VINTAGE**

**CYCLE TORQUE**

**Test**

CYCLE TORQUE FEBRUARY 2015 52



# **Time BANDIT**



**INDIAN CHIEF  
VINTAGE**  
CYCLE TORQUE  
**Test**

**Rose tinted glasses are  
great things but you  
don't need them with the  
Indian Chief Vintage**



# TimeBANDIT

- ★ TEST BY D'LONGIE, PHOTOS BY NIGEL PATERSON & INDIAN
- ★ RIDING GEAR: NOLAN HELMET, LEE PARKS DESIGN GLOVES, SCHOTT JACKET

*On first sight the Indian Chief Vintage looks like you just stepped back in time with the styling reminding you of yesteryear. The bike is fitted with an array of old style equipment like the front screen, tank mounted speedo, desert tan coloured leather seat and traditional style leather saddlebags also in desert tan. Add to the mix a classic low stance, full covered guards, white wall tyres and lots of chrome and you have all the ingredients which I feel gives the bike the look and the right to the vintage tag. To me this motorcycle is a thing of beauty but it is also a little intimidating due to its sheer size and imposing visage.*

## On the stand

It has an upright riding position with forward mounted brake and shift levers set above a running board. Start is by keyless fob which is becoming more common on a lot of bikes these days. As mentioned the Speedo is mounted in the tank and includes an LCD display giving you all the relevant information including revs, fuel and gear indicator etc. The bike is also fitted with twin 300mm anti-lock brakes on the front and a single 300mm anti-lock brake on the rear so despite its bulk it has the ability to pull up without hassles. It has single rear shock and twin chrome exhaust which I think adds to the bike's classic good looks and the bike is also fitted with a quick release front screen and cruise control.

It comes in a number of colours including red/thunder black, solid red, red/ivory cream, solid thunder black and green/ivory cream.



## On the road

I mentioned earlier how imposing the bike looks just sitting there on the stand, but like many big capacity cruisers with a low seat height, you don't really notice the weight – in this case 364kg – once you are underway. The bike is fitted with a six speed transmission and on changing into first gear you noticed a distinct 'clunk', once again a big capacity cruiser 'trait' but after that the gear



# INDIAN CHIEF VINTAGE CYCLE TORQUE Test

changes were smooth and the bike's torque allowed you to motor along with very few gear changes required. I found the bike to be well balanced and surprisingly nimble having no issues with clearance even on tighter sections. Don't get me wrong, I'm not saying you won't scrape if you are going ridiculously hard but if you ride sensibly it will surprise you just how well the bike can corner. I found the power delivery was more than adequate but this really didn't surprise me as the motor fitted is what they call the Thunder Stroke 111, which is just over 1800cc and with 139 Nm of torque chiming in at a low 3000 rpm.

During the time I had the bike I took it on a variety of different road types and conditions, finding it was more comfortable and handled better than I expected, and more than capable of taking the worst out of the ride. I also had a chance on some of the highway sections to try out the cruise control and found that it worked great being able to hold the selected speed and allowing you to just relax and enjoy cruising along, which in reality is exactly what this bike is designed to do. Overtaking was always a breeze as the engine has more than enough power to hustle along and with the torque on tap I never needed to rev the engine or even to change gears.

## Overall View

During my time with the bike I really did enjoy every minute I had with it and despite its weight I found it to be a pleasure to ride no matter what the conditions with the suspension able to soak up the rough surfaces and glide over the better ones. The engine's power delivery was one of the best things



about the bike as it had more than enough so you never had to rev it. On the highway the engine's torque just allows you stay in top gear all the time.

Finally for me it's the overall look of the motorcycle, which although it is a modern motorcycle its retro styling made me feel like I'd gone back in time or won lotto and been able to purchase one of the originals. This bike is a real tribute to those past Indian motorcycles. This was highlighted to me during our photo shoot when we had an elderly gentleman walk up and compliment me on the great restoration job I had done.

At \$31,495 the Indian Chief Vintage does represent a substantial investment but this is a bike most people will cherish for many many years. It will have that effect on you. ■



# INDIAN CHIEF VINTAGE

CYCLE TORQUE  
**Test**

WET WEIGHT: 364KG | PRICE (RRP): FROM \$31,495 + ORC  
[WWW.CYCLETORQUE.COM.AU/MORE](http://WWW.CYCLETORQUE.COM.AU/MORE) | [WWW.INDIANMOTORCYCLE.COM](http://WWW.INDIANMOTORCYCLE.COM)



FRAME TYPE:  
STEEL CRADLE

SEAT HEIGHT:  
660MM

FUEL CAPACITY:  
20.8 LITRES

FRONT SUSPENSION:  
TELESCOPIC FORKS

FRONT TYRE:  
130/90-16

FRONT BRAKES:  
DUAL 4-PISTON  
CALIPERS

ENGINE TYPE:  
LIQUID-COOLED V-TWIN  
CAPACITY: 1810CC

TRANSMISSION:  
6-SPEED,  
BELT DRIVE

REAR  
SUSPENSION:  
SINGLE SHOCK

REAR TYRE:  
180/65-16

REAR BRAKES:  
SINGLE 2-PISTON  
CALIPER.  
WITH ABS



# INDIAN CHIEF VINTAGE CYCLE TORQUE Test



WATCH  
VIDEO NOW



CYCLE TORQUE  
**Test**

**INDIAN CHIEF  
VINTAGE**

# GALLERY



CYCLE TORQUE  
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**INDIAN CHIEF  
VINTAGE**

# GALLERY



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# Monsterrific

*FOR about two months, Cycle Torque's LAMS approved Ducati Monster 659 was my only mode of transport, and during that time I managed to put about 4000km on it, and in lots of different riding conditions. I've ridden it as an everyday commuter, and done a fair bit of touring on it considering the short amount of time I had with it. Over half of the distance travelled would have been on both open and winding roads.*

## Initial impressions

The first time I threw a leg over the bike was in the middle of winter last year on a two-day shoot for Cycle Torque TV. Three of us on bikes and two were in the van, we met at the office early and headed to Gloucester and its surrounds, which is about an hour and a half travel. Initially, I wasn't too keen on the riding position, at 6'4" and a touch over 100kg there isn't a great deal of room to stretch out between the seat and footpegs. More convincingly for me though was instantly understanding 'the Ducati experience' Picko' talks about. Although it does have a smaller capacity engine, the 659cc L-twin engine gives you enough of a taste of the lumpiness of a Ducati engine to want more. The feeling travels from the seat to the 'bars to make them shake ever so slightly, you can feel the bike accelerate with every revolution. It is impossible to deny yourself a grin from ear to ear. By the time we had arrived at Gloucester about two hours later, my backside and legs did need a break. What I had found out in this time was if you aren't expecting a solid bump on the open road, it can take you by surprise. The rear suspension is adjustable for preload only so the issue can only be fixed by rider awareness or by backing off the preload a bit, where for me it can be written off as inexperience riding on some pretty ordinary roads because as I rode further there were fewer surprises. There are Brembo brakes at each end and the bike is equipped with ABS which can give riders a bit of confidence if they are a bit too hard on the trigger. With twin 320mm discs up front, there is a lot of stopping power at lighter braking pressures, so the Monster pulled up quickly in most situations during my time on the bike without ever engaging ABS.

## First big trip

After a solid week or so riding the 659 Monster as an everyday commuter, the foot peg to seat height was no longer an issue, which meant I was feeling much more



comfortable on it and could spend more time in the saddle, enough time to head up to Byron Bay to attend my best mate's wedding and have a bit of a working holiday at the same time.

The trip was planned from Newcastle to pass through Thunderbolts Way, Waterfall Way, the Gwidyr Highway through the Gibraltar National Park to Ballina in two days. The Monster and I loved just about every second of it.

Armidale to Dorrigo got a little bit scary, at that time of year sometimes there can be thick leaf cover on the roads, I could tell it was a beautiful part of Australia from the limited visibility I had, though it was eerily scary. Roads were wet and slippery, this was the first time I had ridden in this type of condition, and it is not very enjoyable. 100km/h sections were being taken at a much slower speed because of the low visibility to give myself more time to navigate corners and be prepared for anything like the bad sections of road that had earlier taken me by surprise. I didn't have one issue with the Monster through this section, tyres, brakes and suspension were all flawless.



## CYCLE TORQUE LONG TERMER - DUCATI MONSTER 659

What soon followed was the tight corners of Waterfall Way, a section of road between Dorrigo and Coffs Harbour, New South Wales where winding road, rainforest and waterfall collide to create what I can only describe as a permanently inspiring riding experience. Not only is this section astonishingly picturesque, but this is where I felt the Monster came into its own - an absolute delight. Here I got to test the acceleration, braking, suspension and handling, where it was simply outstanding. Heightened by the scenery, the Monster allows you to enjoy every metre of road. This bike was being pushed further than the limits of legitimate learners, where restrictions mean sticking under 90km/h and those learners looking for a tourer may not necessarily consider the Monster range as a touring option, because there isn't a huge variety of storage available for a Monster.

### Back to reality

As a commuter, the Monster is a fantastic choice once again, enough power to get out in front of most cars and enough stopping power to pull up quickly. Low speed manoeuvres are a little bit more difficult at first because the bike likes a few revs to get off the mark and will initially pull a bit harder than other learner bikes, the rear wheel will start to spin taking off on loose surfaces. Once you get a feel for the clutch and amount of rear brake you need to apply and allow for it, it is business as usual. All commuter rides were under 45 minutes, and there were no issues with comfort. Pirelli Angel ST tyres were also used for the duration of the test and cannot be faulted during the time I had on the Monster.

What I can say about the Ducati Monster 659 is if you are a solo commuter during the week and want to get out into the corners on the weekend, if you plan your routes and pack light, you won't look back. You may have some second thoughts on longer stretches of open roads if you are as tall as me, though the amount of joy you will receive from the tight, twisty corners more than makes up for it, whether you are on your L plates, P plates or beyond.

- Ryan Grubb



*You'd hardly call me a learner, and owning numerous Ducati motorcycles over the years, you'd hardly call me a Ducati newbie either. So why does the LAMS Monster 659 appeal to me so much? I can only say it's the sum of the bike's parts which go together to make one special machine.*

*Recently I did a 450 kilometre day on the bike and loved every minute of it. I had initially wanted to take a Ducati 851 I own on the day ride with a number of friends but seeing as this would have been the first decent run for the bike in some two years I decided to ease it back in to service slowly, choosing instead to take the 659 sitting beside it in the garage.*

*I'd already done a few shortish rides on the 659 and was impressed but after a run from Newcastle to Gloucester, up Thunderbolt's Way to the lookout and then back via Nabiac and Bulahdelah I have become smitten with the baby Monster.*

*I've also noticed it has freed up a bit since I last rode it too. It now has over 5000 kilometres on the clock and is running faultlessly. The 659's power is limited to make it LAMS eligible but this doesn't detract from the riding experience, even in the country where the open roads beckon. The only time I found the 659 slightly 'wanting' was overtaking cars up steep hills, and even then it wasn't an issue, just that I'm used to having more power at my disposal.*

*For a bike with minimal suspension adjustment, and even then only on the rear shock, it handles very well and can handle quite rough roads.*

*As Ryan said, even taller riders cope well with the riding position, although the seat does push you towards the tank more than perhaps you'd like. Like any riding position this is a subjective take on things, and anyway, I was fine after 400 plus kilometres of solid riding so it can't be too bad.*

*For someone who has ridden many machines, and some pretty special ones at that, the little Monster 659 has really impressed me. I love the simplicity of it, the styling (especially with the Imola 72 body kit we have on it), and the way it makes you feel you are riding anything but a LAMS bike.*

- Chris Pickett



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## CYCLE TORQUE TOURING FEATURE – BMW TS SAFARI 2014

★ WORDS AND PHOTOS BY DARRYL FLACK

**Part II**

# Some Kind Of Wonderful

## Darryl Flack continues celebrating 21 years of the BMW Safari in Australia.

.... continued from last month.

I raced home from the run up to Strathgordon aboard the S 1000 R to make the river cruise on the Derwent, whereupon I added a tenor, a technician and a teacher to the rich BMW palette. Again, everyone was having the time of their lives. Next morning I was aboard the brilliant R 1200 RT. Safaris by nature are all about the journey, the more kilometres the bigger the smiles, so the group gamely headed over the Tasman Bridge past Bellerive and past the lush green fields of Lindisfarne before gathering at Richmond for coffee. What struck me as the keys clicked by was Tasmania's resemblance to NZ's south island right down to stealing their town names like Queenstown and Glenorchy. When the super continent Gondwana broke up about 70 million ago, it appears what is now Tassie was part of the same land mass as the NZ south island, while Victoria was connected to the north island. Oh for geology.

### Through the middle

The run up the Midlands Highway to the old convict town of Bothwell was happily narrow and sinuous. We stopped for a quick breather at the café/fuel station before heading across the deck to the Steppes State Reserve. I tucked in behind a big bloke aboard a GSA,



and what a fang it was. Fast and seductive, this superb ribbon of bitumen made interesting by random deposits of gravel will stay with me forever. It couldn't get much better than this, but I was wrong. After 46km of super-touring bliss, we stopped at the turn off at Poatina Road, where GSA said he would wait for his mate. I continued along the fast and flowing sweeps and came across one of the most unusual sights I have ever seen – a cemetery of dead gum trees on my left. Dozens of massive off-cuts the size

of small cars lay dormant in an abandoned paddock, and were so big they looked disturbingly out of proportion with the adjacent smaller gum trees that stood as natural tombstones to these grey wooden behemoths. I pressed on to the slippery dip hairpins on the run down to Arthurs Lake, and caught up to another GS, this time with a pillion aboard. The loaded GS passed a number of geared-down trucks with my RT in tow and when the traffic cleared, the GS upped the pace and how lively it was. Miles Davis and Geoff

Continued on next page



## CYCLE TORQUE TOURING FEATURE – BMW TS SAFARI 2014

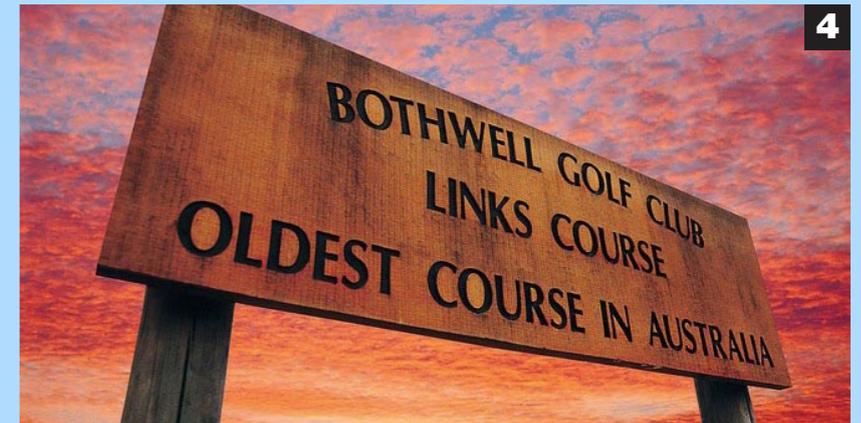


Seddon had also caught up, and too fell into the surprising slipstream of the two-up GS. With temps hitting the high 20s, we filled up on fried giblets and fuel, and headed back down to the junction for the final run into Launceston less than 100km away. That morning, Miles alerted the TS crew to an alternate route that ventured to the east coast via Bicheno and the Elephants Pass before looping back through Fingal and Longford to Launceston. Miles said it was a five-hour trip. It was already 1:30pm, and we wanted another ride but five hours was an awful long time in the saddle but the hour run into Launceston was too short. I asked Miles how far the east coast loop was – 325km. That's not five hours, I protested, less than four even with stops, but I was still prevaricating.

You may recall in Part 1 of this story that in 1981 I turned down the invite from the charismatic president of my college motorcycle club to join him and his gang on a Sunday ride. That president was Geoff Seddon. Over 30 years later, Seddo was asking me again, "what do you want to do?" and as I ummed and ahed, he cut through the crap and said, "c'mon let's go," and I knew immediately he was right. I jumped on the RT, leading Seddo to the mid-point village of Campbell Town. The first 30km scythed between low-lying crops before we hit the brilliant Lake Leake Highway. Open and insanely fast with a magically grippy surface that never wavered in its consistency, the LLH played host to one of the most memorable rides of my life. My only regret is that I didn't dial the RT into 'Dynamic' mode.

By the time we reached the gorgeous coastal town of Bicheno, Seddo and I were absolutely buzzing. Miles arrived at the blowhole five minutes later aboard his K1300, a hootin' and a hollerin' from beneath his

*Continued on next page*



1. Free spirits of different types.
2. Mechanical and tree art.
3. Tassie's most famous devil.
4. History is everywhere in the Apple Isle.
5. Including the architecture.
6. Railway in the wilderness.

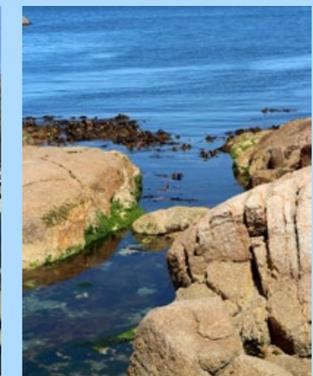


## CYCLE TORQUE TOURING FEATURE – BMW TS SAFARI 2014



lid. He'd had the time of his life too. A whole bunch turned up a bit later including John, Donovan and Frank. With the Safari gang in town after such an exhilarating ride, motorcycling simply does not get any better than this.

We looped back to Launceston into the hot setting sun, the 20th anniversary dinner beckoning 24 hours later. Somewhat surprisingly, there was only four of us who had attended the very first Safari to Fraser Island; Ian Anderson, former BMW employees Steve Adcock and Steve Anderson, and myself. The former three each spoke humorously of their memories over many Safaris, Ian leading the way with his fond recollections from Safari 1 notably the infamous antics of Mal 'Second Gear' Potter and the late Baron Herbert de Longueville. The Safari is now bigger and even more diverse, but what hasn't changed is its ability to surprise, delight, challenge and amaze. When former BMW Motorrad boss Chris Van Wyk first came up with the Safari concept in 1993, I thought it was too grand to survive even year one. I've never been so happy to be so wrong! ■





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# New Wave

It's a long and winding road for young Aussie GP hopefuls.

★ STORY AND PHOTOS BY BUGGANTAR PHOTOGRAPHICS – DARIN FITZGERALD

*WE'VE heard it said on numerous occasions that Casey Stoner's success has cost a lot of people a lot of money in recent years, as young riders and their parents chase the MotoGP dream. It costs lots of money and is an extremely hard journey, and sponsorship is always hard to come by no matter how talented the rider, especially in the current financial climate. As we know, not everyone can be the next Casey Stoner, with Jack Miller our current 'most likely'. Many of these riders and their families are criticised for chasing this dream but what right does anyone have to do this? Even if these racers never actually make it to the big time what price can you put on the experience? Darin Fitzgerald recently caught up with three young hopefuls in different stages of their dreams to hear about their journeys so far.*

## Joel Ricky Kelso #66

Joel you are 11-years-old how old were you when you started riding and how did you get into bikes?

"I was two-years-old when I saw my sister on a bike and thought that was cool and when I turned three my parents brought me a Pee Wee 50 and was riding around the backyard. When I was four I entered my first race and the following year my parents bought

me a KTM 65. By the time I had turned seven I had won three Australian titles on the KTM and was then sponsored by Husqvarna motorcycles. Husqvarna gave me heaps of bikes to ride at a number of events and they really looked after me well."

So at the age of seven things really started to turn around for you in Moto X?

"Yes it did and from then on I learned a lot from racing at different events and by the time I was nine I had 14 Australian dirt track titles with Husqvarna."

Joel how did you get into road racing and why the change?

"Well my time with Husqvarna had finished and one of my friends said, 'heard about road racing?' and I said, 'no what's that'. My friend told me I should look at junior road racing so a few weeks later my parents got onto the MRRDA Motorcycle Road Race Development Association and my road racing started from there.

"My first road bike experience was at Small Wheel Sunday which is held at the Lakeside Motorsport Complex. Since then I have been racing at Mac Park, Broadford, Phillip Island and a lot of other tracks too. My home track is now Hidden Valley as we moved to Darwin recently, which unfortunately



**JOEL RICKY KELSO #66**



Continued on next page

## CYCLE TORQUE FEATURE

has no dirt tracks.”

You’re now 11 with 14 Australian dirt track titles under your belt so where to from here and what bike are you racing at the moment?

“I have 17 Australian titles, 14 dirt and three road. At the moment I have two bikes - a wet bike and a dry bike. The wet bike is a Metrakit 70cc and the dry bike is an RMU 70cc. I race with 9- to 16-year-olds as our category is normally raced with the older racers. They are on bigger bikes 150cc and we start 15 to 20 seconds behind the older kids. By the time the race is nearly finished I am chasing for a top three finish and sometimes the lead but the 150cc are so much quicker down the straights than my bike.”

Besides racing two different brands of bike is there much of a difference between the two?

“Yes there is a lot of difference, the Metrakit has less down low so it’s less snappy, so in the wet it’s easier to keep it upright. The RMU dry bike is much quicker up the straight by 10km/h or more and is snappy on the throttle.”

Mum (Nayelle) comes with you when you’re racing. Is Mum good in the pit crew?

“Yes Mum comes and so does Pop. Mum changes tyres and works on the bikes when needed and she also cooks me a mean bacon and eggs. Jake Skate is my mechanic and I couldn’t have done it without him. Thank you Jake.”

The last round in your series was at Broadford, how did the weekend turn out?

“It was really good and a lot of fun and I was just 100th of a second off the lap record. I qualified in 4th (14 in the field) and we raced with three classes on the grid, 70s 80s and 150cc. We had two races on Saturday and three on Sunday and I came second in most of the races. The ages range from 9- to 16-year-

olds. It was a lot of fun getting the shoulder and elbow down but then when I got back to the pits we realised I was grinding away the bottom end of the front forks.”

You must be happy to qualify 4th being on the smallest bike in the field and to finish second in most of the races. Did you have any hairy moments?

“Yes at Crash Corner my back tyre slid out and down the straight I had the tank slappers but hey that’s racing.”

Where would you like to see yourself in five years’ time?

“When I turn 12 in 2015 I hope to go overseas and race in a Moto3 250cc class and then Red Bull Rookies when I’m 14. From then on I would like to be a wildcard rider for Moto3 in the MotoGP round at Phillip Island. My dream is to be with the KTM Red Bull team and eventually my dream is to be in MotoGP.”

Who’s your hero in the modern day racing whether it be road or dirt?

“Casey Stoner and Marc Marquez and for flat track Ricky Carmichael was my idol when I was growing up. I met Marquez in 2013 and again in October he remembered me by saying, ‘You’re the kid from last year, we spoke in my garage’. We talked about all things bike racing in Marc’s garage.”

## Tayla Relph #28

Tayla, you have been racing for a few years now, when did you start?

“I started when I was three-years-old on a Pee Wee 50 and my parents took me to a Crusty Demons show afterwards. I sort of chucked a tantrum on the floor and said I really want to get a bike and



**TAYLA RELPH #28**



Continued on next page



## CYCLE TORQUE FEATURE

I got one for Christmas that year. Mum and Dad said I couldn't ride it until I could ride a pushbike without training wheels so I learned how to ride the pushbike in about two days and then dropped the pushy and started riding the Pee Wee."

From the Pee Wee 50 where did you go from there?

"From the 50 we got the KTM 65cc and did Moto X and flat track for a few years until I was 10 and stopped riding for about a year."

During the dirt period were you mainly Qld racing or all over?

"Yes only racing in Qld and after a year away from dirt Dad knew someone who ran the club for the Motorcycle Sportsman who suggested we put some slicks on the KTM 65 to see how I like it on the road so dad did and I've absolutely loved the bitumen ever since."

A lot of riders have accidents and I've seen you come through a few, how did you manage that?

"In 2013 I had some serious crashes and I was probably doing the best as I was battling for positioning and first place. I was sometimes probably pushing a little further than my limit racing the Moto3 Honda 250cc. My most serious crash was in Darwin at Hidden Valley and I was trying to overtake second place when I had a bit too much lean angle and the footpeg dug into the bitumen, high siding me over the front handlebars and the bike running over my neck. I spent seven hours in the emergency and finally got clearance so I raced again the next day."

Was that the crash we saw in the video on Facebook where you got up and hobbled/stumbled away?

"Yes that's the one and in 2014 I've been struggling a little with confidence and my times have been affected by it but Dad and I are working on that really hard along

with physical fitness and we're getting there."

That's more of a mental thing or blocker throwing a switch in the brain.

"Yes, it is a mental thing as every time I'd come out of a corner I'd be hesitant getting on the throttle because Darwin pops back into my mind but we have pushed past that point now and I'm back to my personal best times."

When you were growing up who were your influences or heroes whether it be dirt or road?

"Pretty much since I started road racing it's always been Marc Marquez, I've always loved his style, how he has ridden from the back of the grid to win races."

When I caught up with you at Phillip Island Moto GP you were pit crewing for your dad. What was your dad racing?

"Dad was racing in the Supersport class on a Yamaha R6, it was great to help dad for a change as he's been helping me all year with my racing."

Following Moto GP you were going to Malaysia to ride, what's it all about?

"I went to the Asia Talent Cup selection event where 170 kids from around Asia, NZ and Australia competed. It's similar to the Red Bull Rookies selection event. We all get given a Honda 125, all the same spec machine, then we go out in groups of 15 to show what we can do. It's all based on lap times and not racing. They then pick 22 riders out of the 170. Dad is coming with me to help out so when we get the bike it's not allowed to be touched or modified so it's fair for all of us. The 22 riders will then get a chance to ride with professional racers. I missed out, however I was doing the same times as the guys who were chosen."

How did you get that opportunity?

"I put an application in and out of 850 kids I was selected so it's a pretty big honour for me to be selected."

What have you done in the way of training for your racing career?

"I've done all four levels in the California Superbike School and I found that has helped me a ridiculous amount. I have a personal trainer who trains me at the gym."

Where would you like to see yourself in five years' time?

"Hopefully get a ride with Mahindra and in the meantime get on a 600cc bike and use a year of two to get more experience on the 600. I'd like to go overseas and race however the cost is about \$250k for a year so finding a sponsor is very important. The CV Repsol Spanish championship for the Moto3 it's pretty much known as the junior world championships. The front runners are pretty much doing the same times as the world Moto3 guys are and the competition is tough."

You are now 18 and knowing what you know - if you were 11-years-old what would you do different to get to where you wanted to be?

"I probably wouldn't have spent so long on the KTM 65 and the slower bikes and got on a better bike in the beginning. Having said that I think what my family has done for the last four years has been the smart way as a lot of riders jump from 125 to 600s within six months. I think you've got to do it the smart way and for safety. The main thing I would have changed was getting sponsorship earlier as we were pretty slow until we changed to the Morawaki and it all clicked, finding that we had something and can actually go somewhere. It would have been good to have a relationship with sponsors back in the day, which of course would have helped now."



## CYCLE TORQUE FEATURE

**Olly Simpson #45**

Olly where did it all start for you and at what age did you start riding in a bike?

"I was three years old living in Adelaide and I found a Pee Wee 50 under the Christmas tree and then when I was eight-years-old I started racing dirt and did Moto X for a while. I was thirteen when I hopped on my first road racing bike and loved it and have been doing it ever since."

What was your first road racing bike and what series were you racing in?

"A Honda CBR 150 production bike and I was racing in the junior championship with the MRRDA. I was racing in the series for two years and then I made the step up to the Red Bull Rookies when I was 14 and have been doing that for the last two years now. All the European rounds of the Moto GP series have the Red Bull Rookies tagged on so we get to race on the same days with the big boys for eight rounds."

How did you come about getting a wild card entry into the Moto3 at Phillip Island in 2014?

"I've always wanted to do one and it's just been a case of age as you have to be 16 so now I'm 16 I put in my application and got it. I've been backed by Phillip Island and Steeline."

Is this the first time racing on this Moto3 bike or have you ridden it before?

"I've been racing this bike in the British Superbike series and also the CV Spanish Championships along with the Red Bull Rookies."

How different is this bike compared to the Red Bull Rookies bike?

"It's pretty much identical, same suspension and brakes however for this round we have made the bike a bit faster by changing some engine parts. The bike steers the same and handles the same although it's not like the factory bikes."

How long has it been since you've ridden around Phillip Island?

"It's been three years now so I haven't ridden with the new surface but it should be okay on a Moto3 bike."

What happens after this race, do you get to go back to Red Bull Rookies?

"I have been invited back to the Red Bull Rookies so I will race for another year and get some good results and hopefully get picked up by a Moto3 team."

Is your family with you throughout the year?

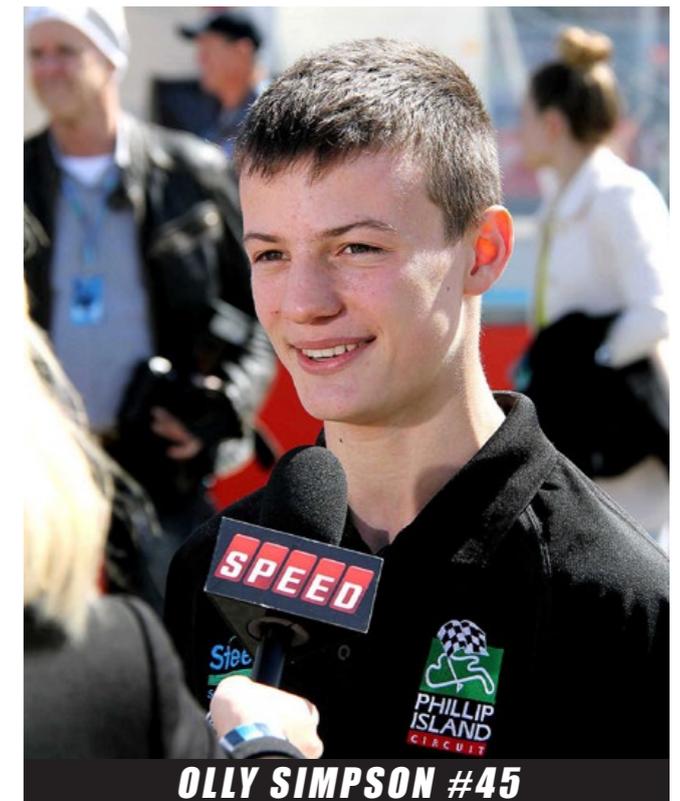
"In 2014 it's been my brother and Dad living in a motor home and driving track to track. It sometimes gets a little cramped but it's not a bad way to get around."

Where would you like to see yourself in five years' time?

"Well on the top step of a MotoGP podium is the place to be."

Who's been your hero in the sport you love dirt or road?

"I've always loved Casey Stoner he's always been my hero and Mick Doohan." ■



**OLLY SIMPSON #45**



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# BIKE STUFF



## 1. FALCO TO THE MAXX

FINDING a new pair of riding boots that fit perfectly and are fashionably acceptable can be a long and daunting task. Fortunately Falco has now made this ordeal a simple process by unveiling the new Maxx boots. The Maxx boots have an elasticated insert and "air-tech" vented lining, so sweaty feet will be a thing of the past. Combine this with the reinforced toe and heel counters and TPU ankle cups, these boots are the perfect answer for warmer riding conditions. Available in a sleek jet-black in sizes from 41-47.

- **Price:** RRP \$179.95
- **Availability:** Good bike shops
- **More info:** [www.ficeda.com.au](http://www.ficeda.com.au)

## 2. ZAC PROTECTION

THE Sprint R-3 pack has been purpose built for race orientated riders with its minimalist approach and aggressive graphics. The designed is low profile to minimise lateral movement in a high-speed environment. A Source 3 litre hydration bladder provides ample water storage with a quick connect hose for quick refills. While the Sprint is the smallest of the EXOTEC packs it still offers four individual compartments with two deep sidewall pockets ideal for tyre lever/tool storage. The Sprint R-3 is fully compatible with Zac Speed's chest protector system. Two chest plate sizes available: S-L and XL-2XL.

- **Price:** \$275
- **Availability:** Good bike shops
- **More info:** [www.motonational.com.au](http://www.motonational.com.au)

## 3. ULTRA LITE

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- **Price:** \$27
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- **Availability:** Good bike shops
- **More info:** [www.ficeda.com.au](http://www.ficeda.com.au)



# BIKIE STUFF



## 5. SEASONAL COMFORT

WITH Autumn approaching fast you should check out the ladies Crew Neck mid player long sleeve top.

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- **Price:** \$129
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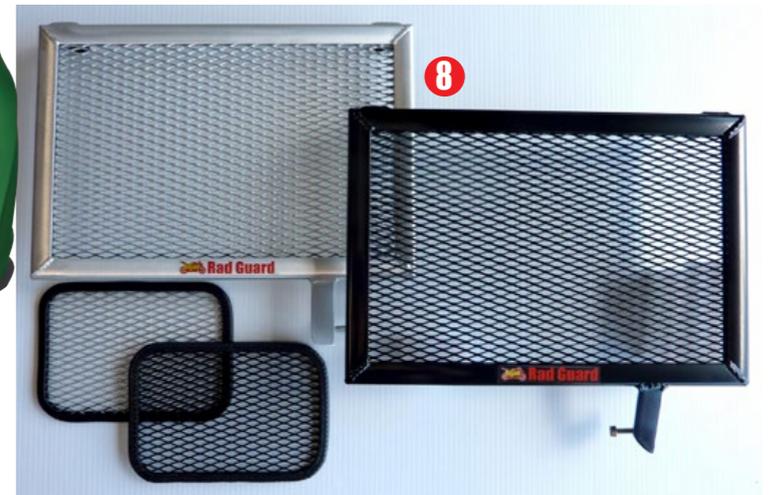
- **Price:** From \$299 for mini bikes, from \$369 for full sized bikes.
- **Availability:** Good motorcycle shops
- **More info:** [www.kenma.com.au](http://www.kenma.com.au)



## 7. KABUTO COOL

Developed in a wind tunnel, with lightweight composite construction, and designed for all day comfort, the Kabuto Aeroblade III is loaded with features. Sharing the same SAF quick-change shield from the FF-5V—with a PINLOCK anti-fog lens insert (not included) — makes riding in any weather as close to fog-free as it gets. When the temperature rises a COOLMAX interior and adjustable ventilation with side outlet trim will keep you cool and is easily removed for cleaning. Patented Wake Stabiliser anti-buffeting technology allows high speed and long distance riding without the fatigue of fighting the wind. Comes in 2 shell sizes. Check out Episode 13 of Cycle Torque TV on Youtube and watch us saw one in half!

- **Price:** \$399
- **Availability:** Good bike shops
- **More info:** [www.motonational.com.au](http://www.motonational.com.au)



## 8. A READER SPECIAL!

RAD Guard have a Radiator and Oil Cooler Guard for the New Ducati Multistrada 1200. All Guards are made out of High Grade Aluminium and are available in powder coated black or polished alloy. They are lightweight, very strong and easy to fit. A Rad Guard is an essential aftermarket accessories to protect your radiator core from stones, bugs and other road debris. Don't get stuck in the middle of nowhere with a hole in your radiator. Grab a Rad Guard today! Special offer for Cycle Torque Readers - \$25 off the already discounted price. Enter "cycletorque" in the coupon code section at the end of your order at the checkout. Limited time only.

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- **Availability:** From radguard (02) 6658 0060
- **More info:** 02 6658 0060





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# USED & REVIEWED



## Contour +2

CONTOUR is back with action cameras better suited to motorcycling than even the most high-profile names in the business.

We started using Contour cameras for Cycle Torque's TV program and have been impressed with the shots, sound, reliability and ease of use of the Contour +2.

Mounting action cameras is a big issue. Boxy cameras are often very hard to set up so the horizon is straight - the Contour gets around this with a rotating front lens, and you can check the shot with the built-in laser sight or Bluetooth on your smartphone - which has a lot less lag than WiFi systems.

Contour's range of mounts are great for bikes, too. We're showing it here using the rubber strap system, which loops around almost anything, pulls tight and absorbs vibration.

Gloved hands can easily slide the big on-off switch forward to start recording.

There's also GPS, a mic input socket, it comes with an underwater case, there's a built-in tripod socket...

The Contour +2 is one of the best cameras around to get great motorcycling action - on your helmet, your bike, anywhere.

– Nigel Paterson

- **Price:** \$269.99
- **Availability:** Good bike shops
- **More info:** [www.motonational.com.au](http://www.motonational.com.au)



## Hipster Boots

HOT and wet aren't combination we enjoy while riding, so it's great Falco produced a boot which is built for summer as well as being stylish and comfortable too.

The new Shiro (Urban Trend) has hipster style with its high-top sneaker design, but that's a disguise, there's a proper short motorcycle boot built in there. Out of sight is a reinforced toe area, ankle cups, heel reinforcement, High-Tex waterproof liner and full-grain leather.

I love the way they have a zip on the inside of the boot as well as the laces - typically I'd have to pull the laces through a couple of eyelets to get this type of boot on or off, but the zip gives that extra bit of room so I don't.

The Shiros are comfy, too - especially if the weather is warm. The other thing about Aussie summers is the rain - it comes down hard in the warmer months, so having the High-Tex liner means your feet aren't sodden when you get off the bike.

At just under \$200 the Shiros are great value. They offer lots of protection, although that protection doesn't rise up the shin as far as a conventional motorcycle boot, so I'd recommend the Shiros for commuting, heading out to meet friends and summer cruising.

They're available in black or brown.

– Nigel Paterson

- **Price:** \$199.95
- **Availability:** Good bike shops
- **More info:** [www.ficeda.com.au](http://www.ficeda.com.au)



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## QUAD TORQUE

## NEWS

## JOINT EFFORT

*BRP and Polaris have joined forces to start a new legal entity called the Australasian Off-Road Vehicle Association (AORVA).*

The key mission of AORVA is to promote the safe and responsible use of ATVs and side-by-side vehicles and to collaborate with local and state agencies to gain fair access for users.

AORVA will be an independent and not-for-profit organisation that will lobby all levels of government to overcome current limitations around land access for recreational riders, with the goal of achieving legislative change to allow the same recreational access for ATVs and Side x Sides that is currently afforded to trail bikes and 4WDs in allocated national parks and state forests.

"The launch of AORVA is intended to provide riders, across the country, with greater recreational riding opportunities. By increasing access to more places to ride in a respectful way, our sport becomes even more appealing" said vice-president and regional general manager of BRP's Asia Pacific region, Grégoire Dupont.

These sentiments were also echoed by Managing Director of Polaris Australia, Peter Alexander. "It's all about providing riding opportunities for our customers. Our customers will love the creation of AORVA as it strives to create responsible riding opportunities all over Australia and the chance for them to enjoy all the benefits of their products in the most structured and safest way possible," he said.

Ultimately, AORVA seeks to become the voice of off-road vehicle users across Australasia and to provide a structured, safe and enjoyable riding experience for its members. Benefits of membership include access to AORVA ride locations map, Code of Conduct and access privileges, email newsletters and event calendar updates and AORVA member website login, with insurance also slated to be included in the membership package in future.

Work to increase recreational riding opportunities in various regions and areas has already begun. As a special introductory offer, AORVA is offering free membership to ATV and SSV users until 31st December, 2015.

For more information on AORVA, please visit the website at [www.aorva.com.au](http://www.aorva.com.au). ■



## STAYING SAFE

*THE Federal Chamber of Automotive Industries is reminding Australians that known safety practices and training help keep all-terrain vehicle (ATV) users safe when using their vehicles.*



FCAI Chief Executive Tony Weber said it is important that when using an ATV, users follow known safety practices such as wearing a helmet, not using the ATV for tasks or in environments which it is not suited, and not using an ATV under the influence of drugs or alcohol.

"Riders should undertake training, read the owner's manual and watch the safety video provided with the ATV, before riding," Mr Weber said.

"Users should also be conscious that many ATVs are single rider only vehicles. Carrying passengers, particularly children, even for a short distance can be dangerous."

Mr Weber again called on parents who've bought children ATVs for Christmas to ensure vehicles meet the strict American National Standards Institute (ANSI/SVIA) standards for ATVs, and be aware at all times.

"Before using a new ATV, parents and children should take time to understand the vehicle by reading the safety manual and watching the safety video provided with the ATV," Mr Weber said.

"Parents and children should also undertake training prior to riding."

The FCAI stresses that children under the age of 16 must only ride specifically designed and labelled age appropriate ATVs, under adult supervision, and never be allowed to ride adult sized ATVs.

For more information on ATV safety, including the 'nine steps to stay safe', visit the ATV Safety website at [www.atvsafety.com.au](http://www.atvsafety.com.au). ■





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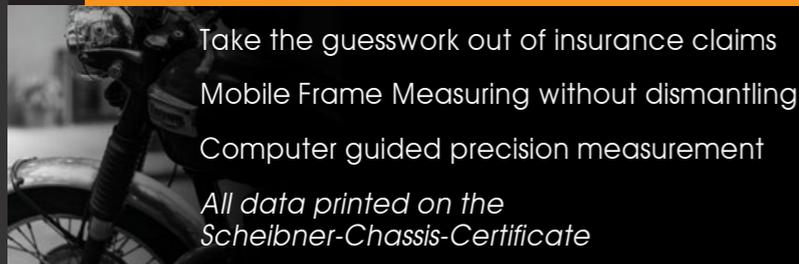
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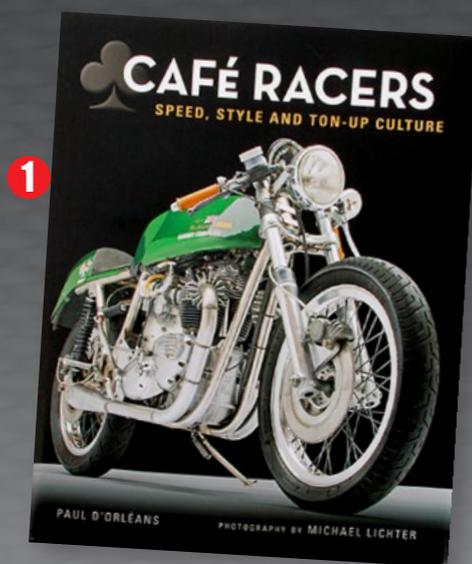
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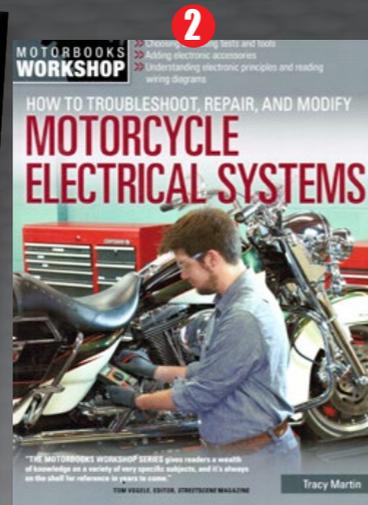
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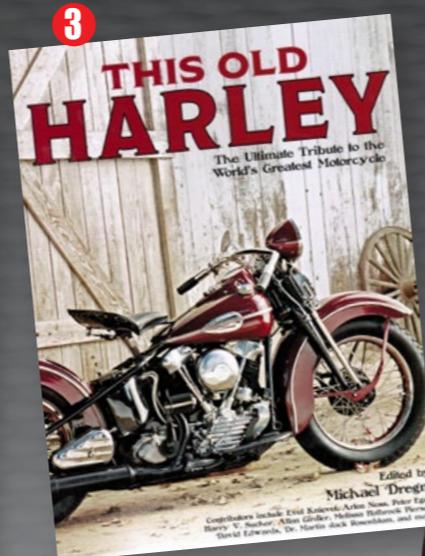
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**1. Café Racers: speed, style and ton-up culture – \$69.99**  
 Master photographer Michael Lichter and motorcycle culture expert Paul d'Orleans visually trace cafe racer motorcycles from their origins in the mid-twentieth century all the way into modern times.



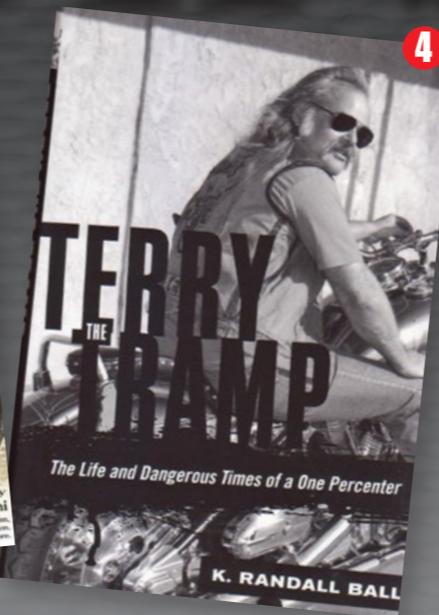
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**2. How to Troubleshoot, Repair and Modify Motorcycle Electrical Systems – \$49.99**  
 Your one-stop manual for every aspect of DIY motorcycle electrical repair and modification. We've all stood at the front desk of a repair shop at some point, staring at an invoice, gritting our teeth and nursing our injured wallets. All vehicles will inevitably need maintenance - and we pay a premium in labour fees every time we take them in - but unlike an automobile, which has its electrical components hermetically sealed within its bodywork, the electrical components on a motorcycle are on display for all the world to see. Out in the open, they are constantly subjected to destructive elements like rain, sand, salt, dust, and ultraviolet rays.



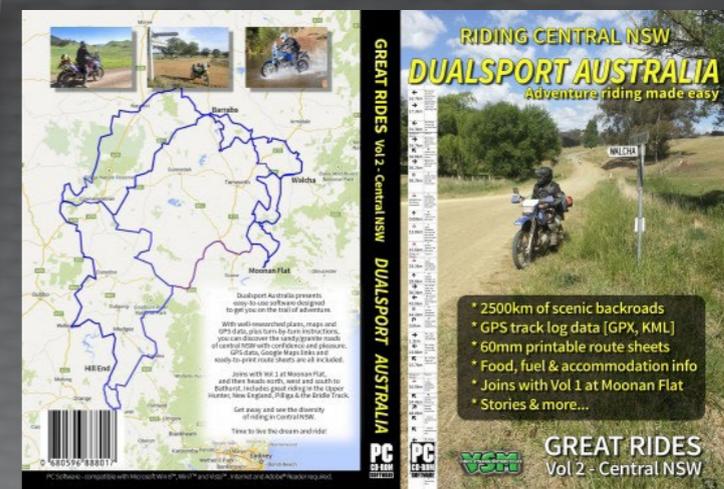
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**3. This Old Harley – \$34.99**  
 A roll down memory lane is a lot better on the back of a Harley. We all have "firsts" in our lives - our nervous first date, our euphoric first concert - and most of us who have motorcycling in our blood remember the first time we saw a Harley-Davidson. Harleys have a way of catching the eye, that extra 'something' that sets them apart as the proudest, baddest, best-built machines around. There's no denying the fact that Harley-Davidsons are more than just motorcycles; since its founding in 1903, the make has become an American icon revered around the globe.



4

**4. Terry The Tramp – \$24.99**  
 See what it takes to lead men who count themselves among the one percent. Terry "the Tramp," born in 1947 to a broken middleclass home and an absentee father in the blistering agricultural region of southern California, grew up with a violent chip on his shoulder. Raised in that tough-as-nails environment, he developed the courage to look right through a man twice his size and read his level of weakness to discover his breaking point.



5

**5. Dualsport Australia Vol 2 – \$33.00**  
 Dualsport Australia's presents Vol-2 Central NSW which follows on from Vol-1 Northern NSW, in the Hunter Valley before heading North, West then South on Dualsport Australia's quest for a national trail. Vol-2 Central NSW has over 2500km of GPS/Route-sheeted backroads, broken up into four regional loops. Combined there is a week of diverse adventure riding or you can customise loops for shorter rides. With two ways between towns there is an easier option but all routes suitable for all adventure bikes. Using the same easy-to-use format as Vol-1 with information on conditions, fuel distances, fuel locations, accommodation and a few stories from previous rides. With links to Google Maps, downloadable GPS data and printable route sheets in two different formats (forward and reverse) makes navigation a breeze and gives plenty of options to customise Central NSW to fit your adventure.

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6

### 6. BMW Cafe Racer – \$49.99

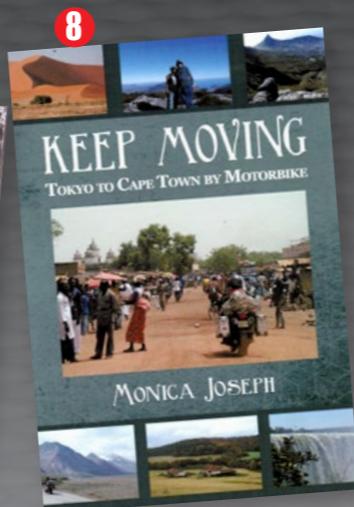
Covers the evolution of the BMW sports bike to the BMW cafe racer. This title commonly associated with the cafe racer scene, the growing trend of custom BMW cafe conversions is illustrated in detail with images of sporting, racing, and 'cafed' BMWs.

### 7. BMW Custom Motorcycles – \$39.99

Many books have been published about BMW motorcycles, but no-one has focussed solely on the BMW chopper, bobber, trike and quad bike custom scene - until now. Although not normally associated with the brand, there are some fantastic BMW customs out there, old and new; this book showcases them in all their innovative glory.



7



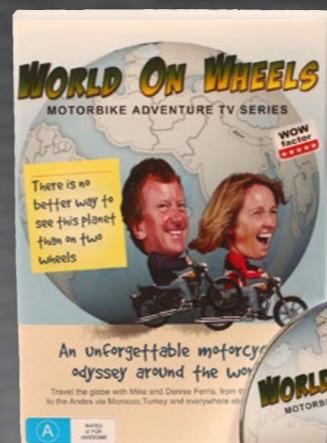
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### 8. Keep Moving – \$29.99

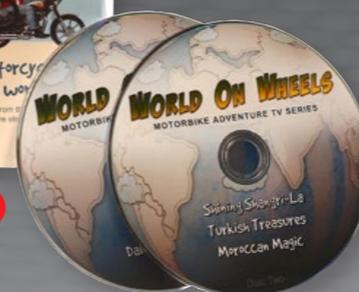
The idea to travel the world on a motorcycle did not 'come out of the blue' Monica's husband Simon had this dream for 30 years. The opportunity to go arose after their three children had left school and home. Monica had a motorcycle licence but no mechanical skills and very little riding experience. She didn't even have a motorcycle. At the end of a focussed year of preparation sandwiched between two busy jobs as a social worker she was more or less ready to go.

### 9. World On Wheels – \$30.00

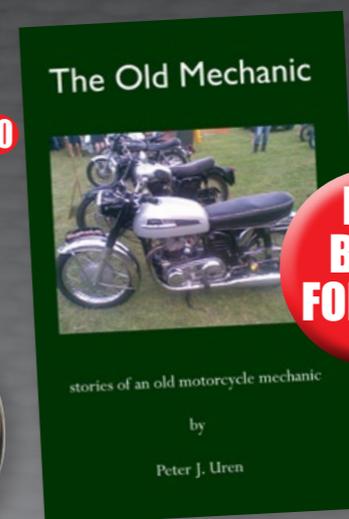
Travel the globe with Mike & Denise Ferris in the World on Wheels motorbike adventure TV series. From the Himalaya to the Andes via Turkey, Morocco and everywhere else in between.



9



10



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### 10. The Old Mechanic – \$17.00

The story of an old motorcycle mechanic who takes on an apprentice and, together, they restore a 1959 Norton 500cc ES2 motorcycle. The book takes the reader right through the process of restoring an old British classic motorcycle, from rebuilding the engine through to getting the bike on the road.

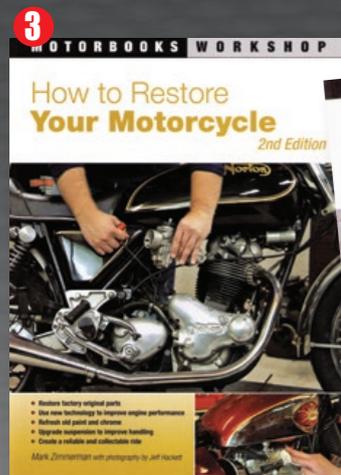
### 11. Dominator in the Shadows – \$23

Dominator in the Shadows is Peter J. Uren's second novel, and the sequel to his popular The Old Mechanic. Set three years later, it tells the story of two men who each have a dream to own their chosen motorcycle: one a Vincent Black Shadow, the other a Norton Dominator 650SS. The story again takes the reader through the process of restoring an old classic motorcycle. Along the way, they maintain, repair and service many classic British motorbikes.



11

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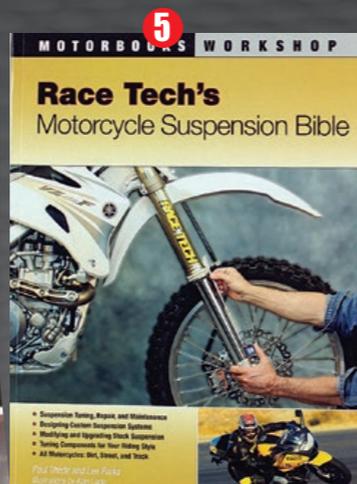
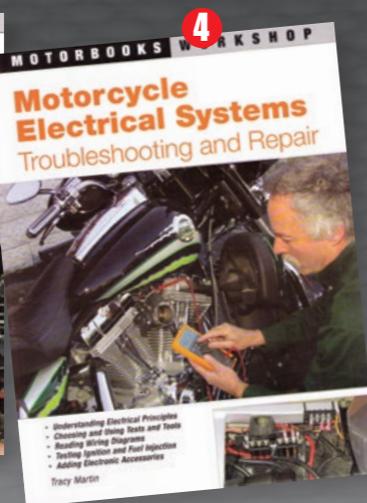


### 3. How To Restore Motorcycles – \$39.99

The market for used motorcycles is vast and deep, with many popular motorcycles available for a fraction of what they cost when new even a few years ago. With a little hard work and know-how, a restored used bike can become a reliable and stylish commuter vehicle. But restoring an older motorcycle can be challenging. Often you're dealing with old technology, parts that are hard to replace, rusty and stubborn bolts, etc. How to Restore Your Motorcycle walks the reader through the process of tearing down an old motorcycle and building it back up again. This revised edition adds colour photography throughout, as well as new information covering bikes and technologies new to the collector realm.

### 4. Motorcycle Electrical Systems – \$34.99

A motorcycle's electrical system can be daunting to even the most adept home mechanic. And yet, the more complex these systems become—and the more important to a motorcycle's function—the more useful, even critical, it will be to know something about them. That's where this book comes in with a user-friendly guide to understanding, diagnosing, and fixing the electrical systems and components that make a bike run . . . or falter.



### 5. Race Tech's – \$49.99

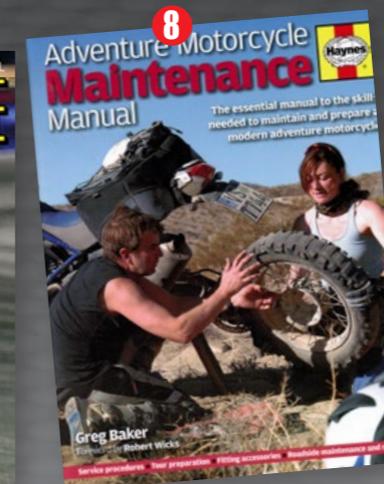
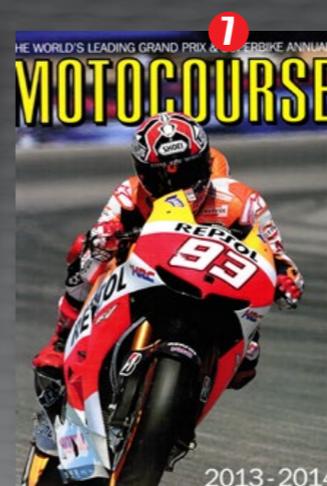
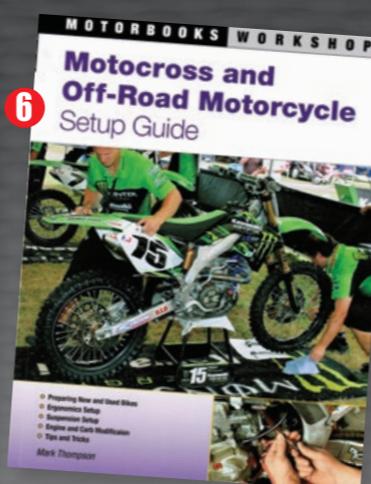
Based on Thede's world-famous Race Tech Suspension Seminars, this step-by-step guide shows anyone how to make a bike handle like a pro's.

### 6. Motocross and Off-Road Motorcycle Setup Guide – \$34.99

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.

### 7. MOTOCOURSE 2013/2014 – \$89.95

The World's Leading Grand Prix and Superbike Annual reaches its 38th year as the indisputable leader in its field, covering the world of motorcycle racing like no other publication. The 18-race MotoGP season is covered with its usual meticulous attention to detail as it also includes coverage of the Moto2 and Moto3 classes.

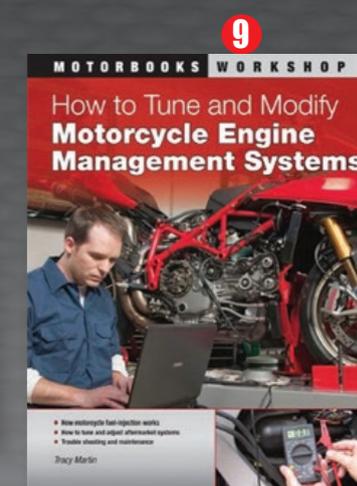


### 8. Adventure Motorcycle Maintenance Manual – \$36.95

This book is the definitive guide to keeping an adventure motorcycle running the way it should. Written for the rider who wants to be self-reliant while on the road, the book takes the reader through a series of practical, hands-on techniques designed to keep the bike in peak riding condition.

### 9. How to Tune and Modify Motorcycle Engine Management Systems – \$39.99

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.

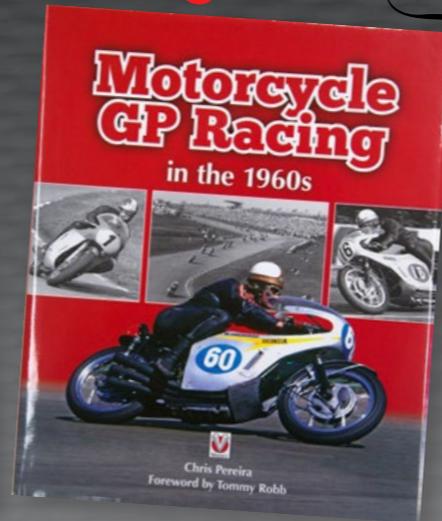
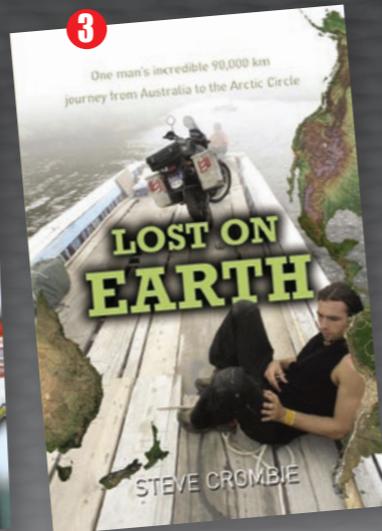
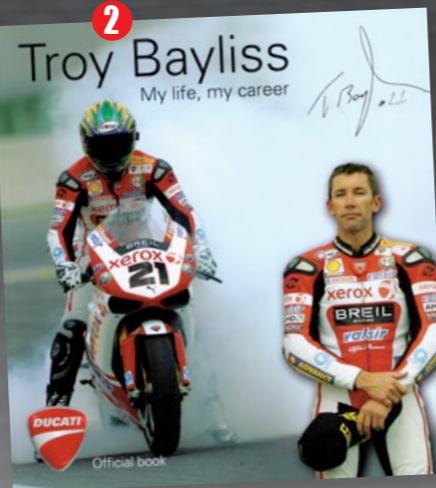
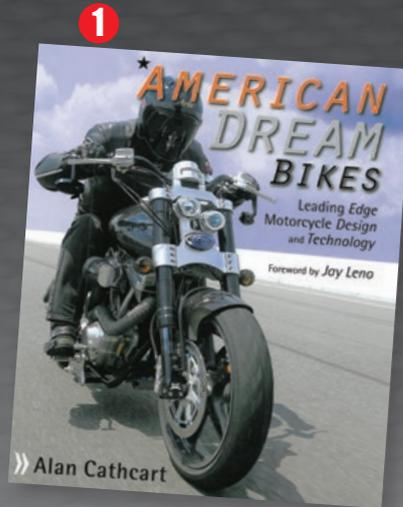


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Unappreciated by the world is the fact that in today's elusive studio of motorcycle design America is a major player - for some, the major player. Dozens of designers, engineers and craftsmen are creating some of the most exciting and innovative motorcycles 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.

**2. Troy Bayliss – \$24.99 SALE 25%OFF**

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.

**3. Lost on Earth – \$29.99 SALE 25%OFF**

"The only way I am coming home is by bike or by box," Steve Crombie writes when he first hits the road, travelling 90,000kms from Australia to the Arctic Circle via South America. It takes him two years. He suffers from dehydration, starvation and disease. He rebuilds his motorcycle four times. Along the way Steve not only tests his limits but meets the world head on - waking up behind iron bars in Tierra Del Fuego.

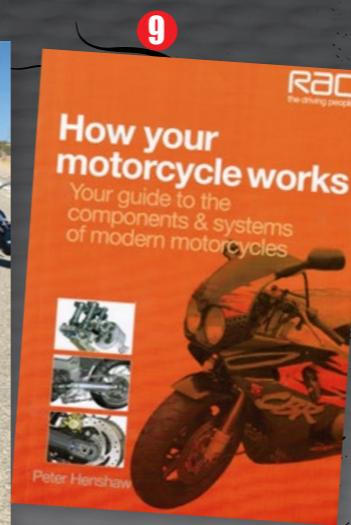
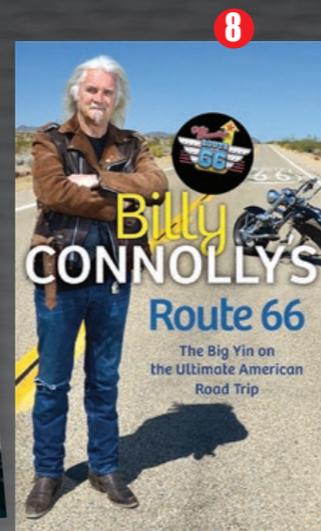
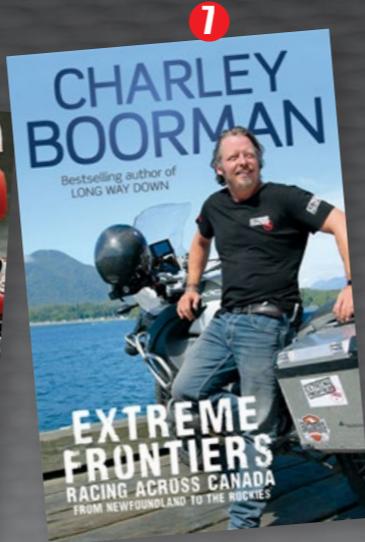
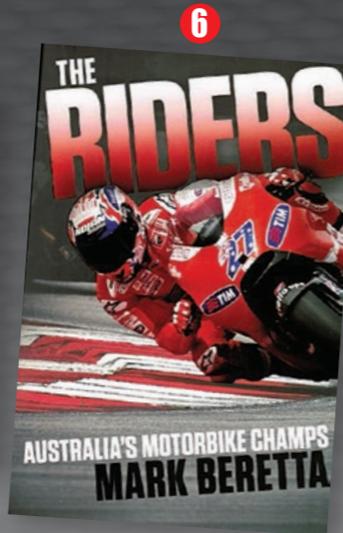
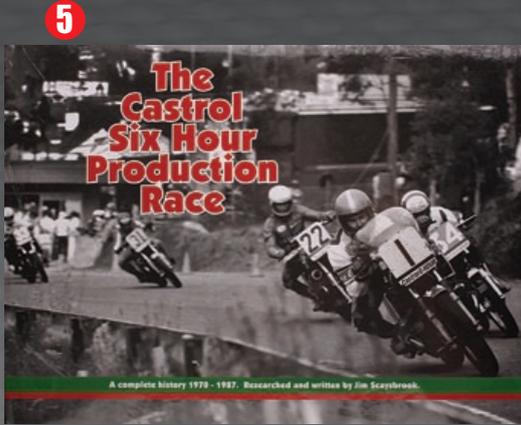
**4. Motorcycle GP Racing in the 1960's – \$59.99 SALE 25%OFF**

The 1960s was a unique era in the history of motorcycle Grand Prix racing, and arguably marked the last period of 'traditional' road racing. The decade saw the rise of the Japanese factories that would eventually dominate the sport, and the burgeoning two-stroke technology that would go on to replace the traditional four-stroke machines.

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**5. The Castrol Six Hour Production Race – \$39.95 SALE 25%OFF**

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.

**6. The Riders – \$35.00 SALE 25%OFF**

Australia's love affair with motorcycle racing and its fearless heroes was meant to be. Two things have made it so enticing. The first is the inherent love of freedom, speed and adrenalin - that wild feeling of the wind whipping your face as you fight to take the machine as fast as it can go. The second is the ingrained Australian desire to test ourselves against the rest of the world - to be the quickest of all.

**7. Charley Boorman Extreme Frontiers – \$29.99 SALE 25%OFF**

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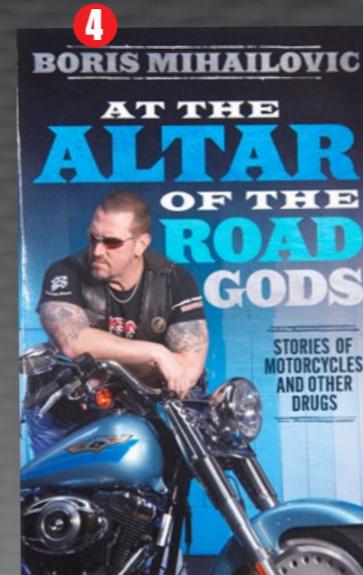
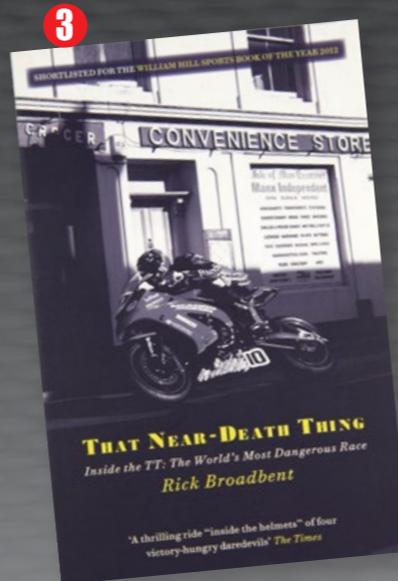
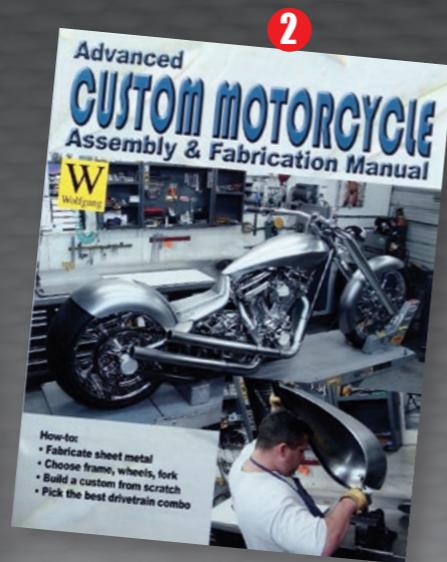
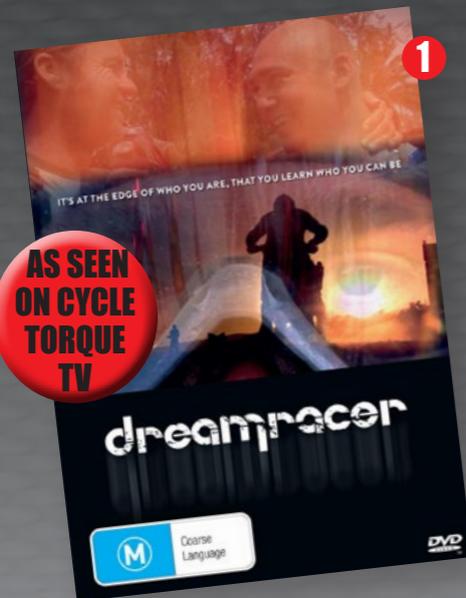
**8. Billy Connolly's Route 66 – \$29.99 SALE 25%OFF**

Having always dreamed about taking a trip on the legendary Route 66, Billy Connolly is finally heading off on the ride of a lifetime. Travelling all 2,488 miles of this epic road, known as 'The Main Street of America', the Big Yin shares the experiences of the countless travellers who have taken the journey before him. The tales he gathers on the way, from the skyscrapers of Chicago through the Wild West badlands of Oklahoma and Texas, and on to the beaches of the Pacific coast, tell the story of modern America. And they might just inspire a few readers to get on their bikes as well.

**9. How your motorcycle works – \$19.99 SALE 25%OFF**

The modern motorcycle is a fascinating and complex piece of machinery, easily as complex and diverse as the modern car. With clear, jargon-free text, and detailed cutaway illustrations, this book explains exactly how the modern bike works.

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### 2. Advanced Custom Motorcycle Assembly & Fabrication Manual – \$39.95

What started in the mid-90s when a few people decided to build stock Softails from aftermarket parts because they couldn't buy one at the dealer has evolved into a full-blown industry. Today, every small town has a Chopper or Custom bike shop and every cable TV channel has a Biker Build-Off series. No longer content to build copies of stock motorcycles, today's builder wants a motorcycle that's longer, lower,

and sexier than anything approved by a factory design team. Wolfgang Publications and Tim Remus were there at the very beginning of the trend with their Ultimate V-Twin Motorcycle book. Today they're back with their new book, Advanced Custom Motorcycle Assembly & Fabrication. Part catalog, part service manual, and part inspiration, this new book offers help with planning the project, getting the right look and actually assembling that custom bike you've dreamed about for years. Three start-to-finish sequences show not just how the best bikes are bolted together, but how the unique one-off gas tanks are shaped and then covered with candy brandywine paint.

### 3. That Near-Death Thing – \$22.99

A life-affirming journey to the heart of the world's most dangerous race, this account gets inside the helmets of four leading motorcycle racers as they battle fear, fire, and family tragedy for a gritty sort of glory.

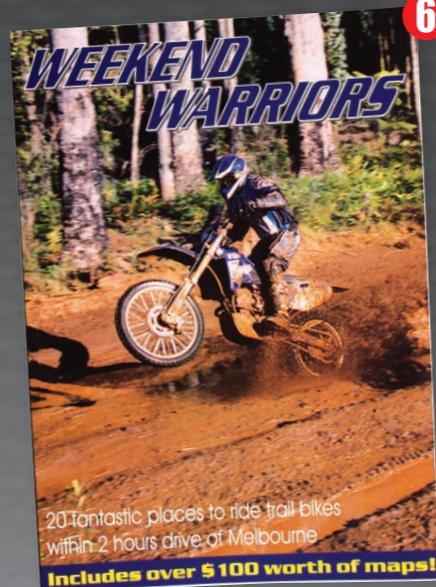
### 4. At The Altar of the Road Gods – \$29.99

His mother may not know it but Boris Mihailovic has lived a fast, furious, often politically incorrect life chasing the epiphanies of speed (the sensation not the drug). For Boris, motorbike riding was the rite of passage into manhood he'd been searching for. Now, nearly 40 years since he first rode a bike, the wisdom of age has provided the perspective for Boris to look back and realise some pretty wild shit went down.

### 5. TT Talking- The TT's most exciting Era – \$34.99

The decade between 2004 and 2014 was one of the most dramatic eras in the century-old history of the Isle of Man Tourist Trophy, which began with the races in decline, and many observers fearing that they would soon be killed off by a combination of rising costs, political correctness and logistical practicalities. But, just a few years later, the triumphant 2007 celebration of the races' centenary launched the TT into a whole new era of public and commercial success.

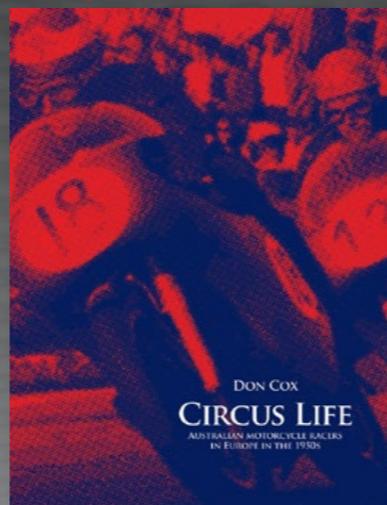
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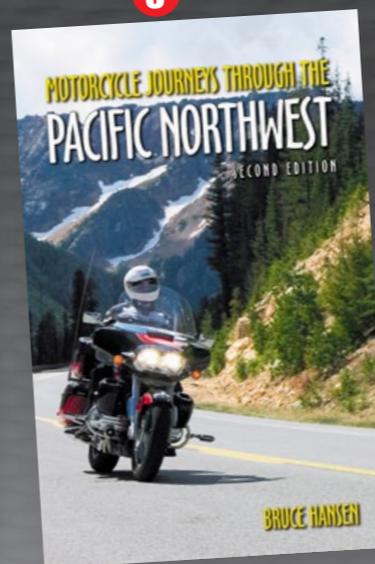
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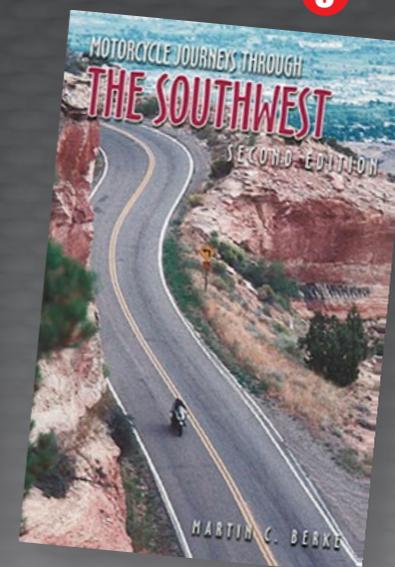
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## 6. Weekend Warriors 1 & 2 – \$44.95

About five years ago Shaun, Andy and I (Jake) started to run out of places to ride. We were sick of riding the same places time and time again so we decided to pay a visit to the Melbourne Map Centre in Chadstone to see if there was a guide book on the subject. Much to our surprise there was nothing to be found. Sure there were heaps of 4WD and Mountain Bike books but, alas, no trail bike books. The guys in the shop were also surprised, as they had had a lot of enquiries from other trail bike riders.

This gave us an idea..... Why not write our own book?

And that is exactly what we did!

## 7. Don Cox Circus Life - Signed – \$99.00

Welcome to the gypsy world of the Continental Circus private entrants - warts and all - with the joys, camaraderie, heartache, laughs and low acts. It was a time when rider usually had to be truck driver, mechanic, cook and start-money negotiator as well. And management help? You wish! In the 1950s, it was considered un-Australian to push your own barrow.

## 8. Motorcycle Journeys through the Pacific Northwest – \$44.95

Motorcycle Journeys through the Northwest, 2nd edition, by Bruce Hansen, is an important update to his very popular first edition. Hansen's enthusiasm for motorcycle exploration comes through in this full-colour, fully detailed tribute and guide to the great roads of America's Northwest. Both visitors to the region and lifetime locals will enjoy and learn from the exciting trips that Hansen has planned and perfected.

## 9. Motorcycle Journeys Through The Southwest – \$42.99

In this new, updated edition, motojournalist Marty Berke provides detailed routes to the best scenic, curving roads the great American Southwest has to offer. From Pikes Peak Highway, the Million Dollar Highway, and Route 66, to Bryce, Zion, and Grand Canyon National Parks, unforgettable roads and adventures await those wanting to explore Arizona, New Mexico, Colorado, and Utah on two wheels.

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- Centre clutch design with innovative oil flow for cooler operating temperatures for less fade and longer clutch life.
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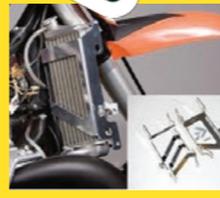
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## WRITE A LETTER! WIN A GREAT PRIZE

This month John Cross has won a Cargol Turn & Go puncture repair kit. Available from better bike shops everywhere and there's a video of one being used on the Cycle Torque website. Send your letters (and/or great bike pictures) to The Editor, Cycle Torque, PO Box 687 Warners Bay, NSW 2282 or email [chris@cycletorque.com.au](mailto:chris@cycletorque.com.au).



### Too True

REGARDING the Guntrip column recently, it's so sad, but also too true. My Prostate cancer diagnosis and (apparently successful) treatment produced exactly the opposite outcome - I bought a Kawasaki W800 after a 25 year post Ducati 900 pause. Time to live for me.

**Andrew Keays**

### A picture letter

A READER sent this pic in with only these words: "Only got broken leg!" We thought it was too good to leave out. Ed.



### Really?

A NUMBER of riders have recently been issued fines for having helmets fitted with tinted visors and also small cameras fitted to helmets.

I get being issued tickets for being a 'hoon' but to stop and book a mature couple and fine a senior lady for anything other than her helmet 'accessory' is surely beyond the pale.

We will soon need a permanent pillion, who is an expert on traffic law; add to this a trailer, to carry all the literature on law, as well as a computer to give instant updates to any changes in law and any of the latest enforcement notices that are being given out!

**John Cross**

Hi John

I agree, it seems to me that issuing fines for using tinted visors and small cameras is ridiculous and totally unreasonable in my book. Do the police really need to target normally law abiding citizens for these types of offences? I don't think so. Ed

### More phones needed

THE Roads and Maritime Services (RMS) have installed a number of emergency phones on the Putty. These phones use satellite technology as mobile phone reception is non existent in several sections where unfortunately motorcyclists have a tendency to crash.

## TORQUING BACK LETTERS

Kim at the Grey Gum Cafe has offered to check the phones on a regular basis on behalf of the RMS. This is a priceless offer on Kim's behalf. We, as the motorcycle community, need to recognise Kim's very generous offer in the interests of road safety, in particular, motorcycle safety. The Motorcycle Council of NSW had a hand in getting these phones installed. It would be good to also recognise the efforts of Justin Dorward and his fellow members of NSW Riders who rode the Putty 50 metres at a time, testing mobile phone signal strength. It was their report that got the RMS interested in providing the phones.

**Brian Wood  
MCC of NSW**

Hi Brian

The motorcycling community is lucky to have people like KIM and like minded enthusiasts help out in areas like the Putty Road. The Grey Gum Cafe is a very popular spot for motorcyclists as is the Putty Road, and a big thanks should also go out to the riders who mapped the Putty Road for signal strength and the RMS for installing the phones. Well done everyone. Ed.

### Between the hedges

CHRIS, after reading Part II Between The Hedges I was compelled to write to you and Alex.

I was there and keenly followed your exploits and was disappointed for you all to see Alex not finish races, especially considering how far you had come and the effort and expense involved.

But also I was very happy to see Alex safe and sound and I am sure wiser for the experience.

His description of the near crash and following decision to call it a day gave me a chill but also made me laugh as you can when it is well after the fact.

I am sure at the time and on his return to the pits things were not funny at all.

Whatever Alex does next he will always be a TT racer and I expect he will likely return with unfinished business on his agenda.

If so I wish him well and suggest the best result possible is to be back on that ferry at the end of the event.

He is too brave for me and many others including many current and past racers.

Good effort guys and good luck if you are brave and or mad enough to go TT racing again.

**Ross Thomson**

Thanks Ross. I agree, he will always be a TT racer, a pretty special thing. I think he'll go back, maybe take a couple of years off first though, although to be honest I'd be happier if he didn't, you can understand why.

When you do look back at the event and the near crash you mention, I have a laugh when I remember handing him a cup of tea well over an hour after he pulled in. His hand was still shaking. As we know the Isle of Man circuit is a very unforgiving place. Ed. ■

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