FEATURING: HIGH ALTITUDE ADVENTURE + BUYING SMART

CONTRACTOR OF MOTORCYCLING

ALSO RIDDEN 2016 Yamaha WR450F and MT-07HO

> PLUS AUSTRALIA TO LONDON BY ROYAL ENFIELD

KAWASAKI ZX-10R

Summer 2016

WE HOPE you enjoy our Summer Special edition of Cycle Torque, combining January and February for some excellent summer motorcycle reading.

It's an exciting time for new bike buyers, and we have some excellent machines on test - Kawasaki's rip-snorting Ninja ZX-10R, Yamaha's dirt king the WR450F and the de-restricted MT-07 HO Yamaha twin.

If you're wondering how to afford the bike of your dreams, check out my story on buying any bike you want for \$100 per week - yep, it is possible!

For the tourers there's North to Alaska, we have a great feature on a mechanic who started out as an apprentice with Royal Enfield in Britain and there's lots, lots more.

Thanks for downloading this issue and please, please please go on to iTunes and give us a review and rating - even if you've done this before, every time we make the slightest update to the App the rating and reviews are reset.

> - Nigel Paterson publisher@cycletorque.com.au





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Intervention Inter

FEBRUARY 26-28's opening round of the 2016 FIM Motul Superbike World Championship at Australia's motorcycling mecca, Phillip Island, is just around the corner.

And with Australia's Josh Brookes now confirmed for Milwaukee BMW on the WorldSBK grid, young Sydneysider Lachlan Epis in world supersport, and four more of our best riders hoping for wild card starts, there's going to plenty of Aussies to cheer on.

There's more on track action this year too, with 15 championship races, and for the first time, a Saturday race for world superbikes.

In a fresh approach, the traditional double-header Sunday format will be jettisoned in favour of one world superbike race each day, with both 22-lappers to be held at 3:00pm on February 27 and 28 respectively.

As well as the three world championship races, there will be a packed program of 12 support events over the weekend, with Australian superbike, Australian supersport and Australian 125GP/ Moto 3 classes competing in three races per category (instead of the previous two for superbike and supersport) across Saturday and Sunday.

Each race is 10 laps and will also count towards points in the opening round of the 2016 Australian Superbike and Phillip Island Championships.

The superbikes of yesteryear, historic bikes manufactured between 1973 and 1990 (aka period 5 and 6) return for 2016, and are set to pack a mean punch piloted by some of the retired greats. They'll compete across three, six-lap battles.

On-track action will begin at 8:30am on both days, and conclude at approximately 6:00pm on Saturday and 5:00pm on Sunday.

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Nicky Hayden will be joining the WSBK ranks for the first time, riding for Honda.



Josh Brookes returns to the fold, continuing his association with the UK based Milwaukee team, who have made a shock change to BMW machinery, despite the fact Brookes won the 2015 British Superbike Championship on a Yamaha.

For tickets go to <u>www.ticketek.com.au</u>



Farewell to an All-round Racer



IN OCTOBER the Wollongong motorcycling community mourned the loss of Kevin Cass. He raced motorcycles through the late 1950s, the 1960s and into the '70s, first at national level on dirt and tar, then on the international stage. Yet the riding was only half the picture – the engineering, the development and the tuning of high performance racing motorcycles gave Kevin equal satisfaction as riding them to the limit.

Kevin was born into a working class family in Ramsgate in 1938. The family moved south to Port Kembla when his father obtained work at Commonwealth Rolling Mills in Port Kembla. Kevin was exposed to the inner workings of machinery from a young age and by 16 he wanted a motorcycle, an idea his parents initially opposed. As a teen he took on control-line model aircraft flying at competition level. The quality of his workmanship, attention to detail and involvement with high-revving small capacity two –stroke engines was to stand him in good stead throughout his later career in motorcycling.

Upon completing his leaving Certificate at Wollongong High, Kevin commenced a Mechanical Engineering apprenticeship with Australian Iron and Steel. Kevin's father was eventually persuaded to let young Cass hit the road on his own motorcycle, a second-hand BSA Bantam. At 17 he joined Wollongong Motorcycle Club and used his burgeoning mechanical skills to make the Bantam suitable for club trials and gymkhanas. Kevin was a standout competitor; his riding and tuning ability meant the Bantam was noticed around the state. He fitted a DKW two-stroke engine to a Jawa frame for 250 dirttracking and had the Bantam percolating well enough to win the Australian Short Circuit titles in 1962 and 1963.

Kevin tried his hand at scrambling. He then put his quick Bantam into road racing trim and made his Bathurst debut in 1962. Kevin showed promise, holding fourth place when the rings broke, though he was able to nurse it home for sixth. The big break came in 1964 when Wollongong motorcycle enthusiast Jeff Martin offered Kevin a ride on a British 250, the new Cotton Telstar and it earned many good placings. In January 1965, Kevin sailed for England where Jeff had arranged for Kevin to pick up a new Cotton Telstar, a new 125 Bultaco from Spain as well as a job at the Cotton factory. He went on to successfully score his first international win in Spain. In 1966 he celebrated wins at Croft, Snetterton, Scarborough and Mallory, plus podiums at most other national events. In the GPs there were numerous top placings, culminating in a third place in the 250 Ulster Grand Prix on a TSS Bultaco. At the Isle of Man, Kevin set the fastest privateer practice lap.

Kevin, married a London girl, Virginia and rode for a short time on Team Suzuki before returning to Australia. He took up his old job back at the steelworks in the "Gong" and

set up a workshop at home where he built the KBC (Kevin Brian Cass) Special. This featured a TR250 Suzuki engine brought back from England. He improved the motor and installed it into a Bultaco TSS frame. Kevin's KBC was immediately competitive at local racing. He was also sponsored by Frank Ellis who put Kevin on a TR2 350 Yamaha and had instant success in the 500cc title at Phillip Island's TT meeting. In 1969, Kevin got caught up in a bad



accident at a Hume Weir meeting and he decided to scale down his riding.

With arrival of baby John, Kevin took the plunge into motorcycle retail, taking over Bill Morris' shop in Wollongong and establishing Kevin Cass Motorcycles. He kept his hand in the business by sponsoring several well-known riders including Geoff Sim, Peter Stronach, Warren Willing and Murray Sayle. His development work on a Yamaha TA125 was so effective, he helped Geoff Sim to capture the 1975 and 1976 Australian title. In years to come, Kevin encouraged a young Wollongong rider by the name of Wayne Gardner, giving him advice and technical assistance.

Through the years Kevin Cass Motorcycles prospered. Eventually Kevin sold the business to lifetime friend, Geoff Sim. Kevin retired to the "farm" near Dapto with second-wife Helen. They shared a son Ben, who tragically died in a motor vehicle accident. Kevin was deeply affected by Ben's loss.

Kevin took to tackling the restoration of veteran and vintage motorcycles with the same passion and nous he applied to his racing pursuits. Not restricting himself to two wheels, he undertook a magnificent restoration of a 1927 Alvis Tourer car. Kevin regularly attended rallies. He was supported by Australian Geographic magazine to make a trouble-free lap of Australia on a 1924 Douglas and took a 1926 Henderson 4 from Wollongong to Perth and back.

Kevin passed away on October 11th, aged 76.

By Chris Sim and Jane Sim

NEWS TORQUE



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Going Global

GLOBAL helmets are now legal to wear and sell in NSW.

Minister for Roads Duncan Gay recently the news, which is a great win for motorcyclists, and a nod to sensibility by the government.



"This is a great day for our riders; helmets that meet the Global Standard, adopted in Europe and many other countries around the world, can now be worn and sold right here," Mr Gay said.

"Over the last few months, I've been talking to the federal government, asking for amendments to Australian consumer law.

"This law was amended in late November, and we've quickly updated NSW regulations, meaning helmets manufactured to the Global Standard can not only be sold in NSW, but legally worn here as well.

"It's a big win for riders and retailers, with a wider range of safe products now on the market," Mr Gay added.

Considering the recent debacle over whether helmet cameras and tinted visors are legal, it's great to see some real world decisions being made by the authorities.





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NEWS TORQUE Cycle Bayliss Classic

EIGHT of the world's best flat-trackers will be giving a good crack at the 2016 Troy Bayliss Classic at Old Bar this January 16.

AMA Pro Flat Track Expert Grand National Champion Brad Baker, who won the recent Superprestigio ahead of MotoGP Champion Marc Marquez and defending AMA Pro Flat Track Grand National Champion Jared Mees, will make his first visit to Australia for the 2016 event.

The American was scheduled to race the 2015 Troy Bayliss Classic, but was ruled out after injuring his shoulder during practice at the 2014 Superprestigio.

Event Organiser and winner of the 2014 event, Troy Bayliss said he was looking forward to racing Baker on the iconic Taree track.

"I am really looking forward to going head-to-head with Brad in January," Bayliss said, "it will be great to finally get him here."

"The calibre of riders we have confirmed for the 2016 event is incredible and to have these eight internationals as part of the rider line-up is a massive achievement."

2015 Troy Bayliss Classic winner Jared Mees (USA) returns in 2016 to defend his crown along with compatriots, runner-up and two-time AMA Pro Grand National Singles Champion Henry Wiles and 2014 Troy Bayliss Classic Americana winner Sammy Halbert.

Japanese flat-track sensation Masotoshi Ohmori will also return in 2016, marking his third appearance at the popular event.

The 2016 Troy Bayliss Classic will see three of the eight international racers make their Australian debut including four-time Long Track World Champion Joonas Kylmakorpi, two-time AMA Grand National

Champion Jake Johnson and dual British Supermoto Champion Chris Hodgson.

Kylmakorpi, who is one of the world's most successful long track racers, also boasts



an illustrious international speedway career. The 35 year old, led the Finnish national team in the 2007 Speedway World Cup and is a multiple medallist of Team Championships in Sweden, Great Britain, Poland and Denmark.

Now in its fourth year, the Troy Bayliss Classic is one of Australia's marquee motorcycle racing events.

"I love bringing the best riders from different disciplines together to create an incredible event not only for Taree and the Taree Motorcycle Club, but also for motorcycle racing in Australia," Bayliss added.

"Taree Motorcycle Club has undergone some major upgrades including resurfacing the track for this year's event and some additional improvements to spectator facilities.

"2016 promises to be even bigger than this year and the level of competition on January 16 will be even tougher than previous years," Bayliss continued.

Tickets to the 2016 Motul Pirelli Troy Bayliss Classic presented by Insure My Ride, Garden Master and Shark Helmets are on sale now via <u>www.troybaylissevents.com</u>



NEWS TORQUE CVC BNNV TS Safari

BOOKINGS are now open for the 2016 BMW TS Safari, which will be run from Byron to the Blue Mountains, March 13-18.

For the first time, participants will also be able to 'bring a buddy' who rides another brand of bike. This provides an opportunity for regular ride groups to share the TS Safari experience.

Miles Davis, Spokesperson for BMW Motorrad Australia said the event "gives the opportunity for all BMW riders to enjoy magnificent riding in the company of pillions and other BMW riders.

"To experience the TS Safari with friends or make new friends along the journey is one of the joys of motorcycling."

The TS Safari promises five days of tarmac oriented riding through some of the most magnificent roads in Australia.

From the coastal start, the Safari traverses The Great Dividing Range through stunning forests and rolling farmland with the opportunity to stop and explore many scenic towns along the way. The traditional closing dinner on the final day will be held at an historic location, which will be revealed in due course.

Additionally the TS Safari will now offer Optional Luggage Support for participants. This option is aimed primarily for riders of machines with limited luggage capacity or those travelling two-up and who would appreciate a little weight reduction.

"I would encourage customers to register as soon as possible as places are limited," Mr Davis said.

For registration details and the latest BMW TS Safari news go to <u>www.bmwsafari.com/events/2015-bmw-ts-safari/</u>



You too could be smiling this much on the next TS Safari.



DVD Review
 - Eyes Wide Open

I bought a copy of Eyes Wide Open at the recent Sydney Motorcycle Show and slotted it into the ol' DVD player the next morning, full of anticipation. I was absolutely blown away. I wrote a quick email to Editor Chris Pickett: "Absolute cracking film, superbly written, shot, and edited. Congrats to all." The film documents TT-crazy Picko turning his dream of competing at the Isle of Man into reality with super-talented son Alex festooned into the journey. Central to this happening is Chris's wonderful wife Kerrie, who in the 1990s stood in his way to race at the IoM only to relent in 2013 when father and son debuted in the Manx GP.

Chris's fascination with Mona's Isle comes from his devotion to the late Joey Dunlop. It is quite moving when Chris and Alex pay a visit to the Dunlop memorial during their 2013 debut. I was aware of their arduous preparation for the Manx GP, and the film does a great job highlighting the tireless help from Shaun Sutcliffe and others. Chris's beautiful Ducati 851 is primed to a full-spec 888 with Öhlins front and rear, but an EPROM chip bug interrupts his practice sessions. The self-confessed "wobbler from Australia" nevertheless completes the F1/P2 race, but doesn't achieve his much-desired 100mph lap. It's of little consequence since Chris had a

ton of fun and there is tons of love in the Pickett family.

Alex is the undoubted star of the film, turning heads with his 114.8mph lap in practice to become fastest newcomer on his repairable write-off Ducati 848. I loved the 'Post-Race Delirium' segment, the stunning shots of the once Norse stronghold, the on-board/on-track footage and the intimate interviews including a cameo from Alex's mentor Cam Donald, who reveals that after a TT his head "feels like a marshmallow". Mine does just watching it.

I was going to give it **** but seeing a photo of Picko in his '20s with a full head of hair bumps it up to *****!

To purchase a copy for \$24.95, visit <u>www.cycletorque.com.au</u> and go to the online bookstore.



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In 1994 the original Speed Triple burst into showrooms and set the scene for 21 years of naked dominance by mixing cool, café racer culture with the muscular aggression of the streetfighter scene, wrapped up in sportsbike-style handling prowess. The combination was an instant hit, wowing all kinds of riders from the spectrum of biking. Whether you were a hard-core sportsbike enthusiast or a relaxed Sunday-afternoon cruiser, you could find what you wanted in the Speed Triple.



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NEWS TORQUE Camp Quality

ARE you a keen motorbike rider? Would you like to help raise awareness and funds for local kids who are living with cancer? If so, Camp Quality has the event for you!



The inaugural Camp Quality Moto Cyc motorcycle ride will take place from Friday, 11th March to Sunday, 13th March, 2016.

This event is a spin off from the very popular 1,000 Ks 4 Kids Bicycle Ride which is in its fifth year, however this event is aimed at people that love their motorcycles, and who like to go a little faster than 25 km per hour!

The ride will be packed full of mateship, fun, and laughter, and will see 40 to 50 riders/passengers make their way from Heatherbrae to Mudgee, Mudgee to Gunnedah, and Gunnedah back to Heatherbrae completing 1,200 km over three days to help raise awareness and much needed funds for our local heroes – kids living with cancer and their families.

The event will see riders engaging with local communities whilst raising awareness for the work Camp Quality does in communities involved with the rides.

For more information or to register please visit: <u>www.</u> <u>campquality.org.au/events/moto-cyc</u>

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NEWS TORQUE

Get some Old Gold

ALL classic motorcycle enthusiasts should head to Old Gold Motorcycles on February 20, for their massive bike sale.

Old Gold is situated at the rear of 99-109 Carrington Road, Londonderry (Sydney area) and has hundreds of project motorcycles which have to go.

'60s through to the '80s, everything from eclectic tiddlers to big sports bikes from that era, everyone will be catered for in their desires for old gold.

It could be running, it might be incomplete, it could be wheezing and coughing, it might be immaculate. There's over 70 bikes to choose from so there's bound to be your pot of gold at the end of the rainbow.

A final stock list will be available from Old Gold Motorcycles by February 6, and there'll be bargains galore. Eftpos facilities available on the day. And transport can even be arranged.

Call Steve for more info on 02 4574 2885 during business hours or on 0423 096 447. ■





NEWS TORQUE

Vampire Diaries

THE TEAM at Transylvania Live Motorcycle Tours has an exciting new itinerary to tempt you to Romania.

Cycle Torque has done a tour with Transylvania Live before and it's one of the best things we've done on a bike. Friendly people, good bikes, fantastic roads.

The latest road to be conquered by Transylvania Live is the Transbucegi Road. Reaching 1925m in altitude, it's now the newest mountain road in Romania.



Known as The Old Ladies Road – Transbucegi is a narrow, sinuous road leading up to Bucegi Plateau, close to The Old Ladies and The Sphinx – famous Romanian rock formations shaped by the wind.

The Transbucegi Road is filled with road bends and hairpin curves, unveiling amazing views over the mountains.

This is just part of one of the many tours the tour company offers, but as one of the newest they offer, there's no doubt previous customers will be back to sample it.

"Adding Transbucegi Road (1925m in altitude) to Transalpina Highway (2145m in altitude) and Transfagarasan Road (2042m in altitude, in our Best of Transylvania - Motorcycle Tour will complete the motorbike riding experience in Romania and will add value to the rides that we offer our adventurers. We make it our responsibility to offer our riders the best roads to ride in the area. It's a two wheel adventure - in the end, it's all about the ride, isn't it?", says Claudia Palfi – manager at Adventure Motorcycle Tours – Transylvania Live.

For more details you can contact Adventure Motorcycle Tours – Transylvania Live at <u>www.motorcycle-tours.</u> <u>travel</u>



NEWS TORQUE

Ducati and Italia Independent produce limited edition Scrambler

DUCATI and Italia Independent eyewear have announced a three-year partnership to produce limited edition Scrambler models.

Ducati Australia/New Zealand has secured a handful of these bikes from the first run and is currently taking orders.

The Ducati Scrambler Italia Independent is aimed squarely at the out of the box café racer market, standing out with handcrafted and custom details.

The leather seat is exclusive to the model and the frame and wheels are painted 'Night Copper', which is also unique for this model.

The engine is blacked out with brushed cylinder head fins and visible machining, matching black full exhaust unit with Termignoni silencer, low handlebar with variable section and aluminium bar-end mirrors.

The partnership has been described as "a breath of fresh air and creativity" by Ducati CEO, Claudio Domenicali.

Lapo Elkann, spokesperson for Italia Independent said, "Art Basel has a certain charm which makes the launch of this all-Italian partnership even more special.

"Style and technology, heritage and innovation, but more than anything else cohesion and synergy between the two teams, consisting of men and women working together, are the true strength of our two companies and the key to success for this collaboration."

The model is expected to arrive in May this year, priced at \$18,777 plus on-roads.

There is no word yet on the availability of the Italia Independent eyewear collection.





NEWS TORQUE Vale Eric Hinton - Family Statement

AUSTRALIAN international racing motorcyclist Eric Hinton passed away peacefully in Sydney's Westmead Hospital today, December 17th, surrounded by his family. He was 81 and had been in full-time care for several years with Parkinson's disease and the effects of a stroke.



Prior to his illness, Eric and wife of 56 years Kathleen had lived in Baulkham Hills for 40 years and raised sons Peter and Tony.

Eric Hinton was the middle of three sons of Australian motorcycle racing legend Harry Hinton Snr and a toolmaker by trade. He was a multiple Australian TT and Bathurst winner and first travelled overseas in 1956 as a member of Australia's official Isle of Man TT team. His nine-year international career included winning the 1959 Czech Grand Prix.

After returning home from Europe in 1969, Eric continued racing locally until the early 1970s, then helped prepare winning machines for younger brother Robert, and later for his sons.

He is survived by brother Robert, wife Kathleen, sons Peter and Tony and 4 grandchildren.













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NEWS TORQUE News TORQUE Victory Combustion Combustion concept



Victory Motorcycles has revealed the final instalment in their 1200cc concept series at the recent International Motorcycle Show in New York City.

The Combustion concept was built by Zach Ness of Arlen Ness Motorcycles in Dublin, California.

"Our family has a long-standing relationship with Victory Motorcycles customizing many Victory production bikes in the past," Ness said.

"It's always fun to look into the future – so to have the trust of Victory to create a more conceptual bike has been great.

"Also, as one of the first to ride this new engine it absolutely rips."

Gary Gray, spokesperson for Victory said the concept is intended to show what this motor is capable of in very distinct, visual forms, "this new engine platform offers the most versatility in American Motorcycling," he said.

The Combustion concept is propelled by a production-intent engine that will power a new model Victory Motorcycle, which will be revealed in 2016.

The engine is a 1200cc liquid cooled 60 degree V- Twin design with four valves per cylinder that will deliver the kind of engine performance enthusiast riders find exhilarating. ■



INEWS TORQUE Josh Hook to race World SBK in 2016

AUSTRALIA'S Josh Hook will join compatriot Josh Brookes in the 2016 FIM Motul Superbike World Championship (WorldSBK), with the Taree (NSW) native to join the Grillini Racing Team aboard the updated Kawasaki ZX-10R.

Hook will debut for Grillini at his home circuit, Victoria's Phillip Island Grand Prix circuit, with the world season kick-off in Australia from February 26-28.

Hook, 22, will ride alongside Swiss rider Dominic Schmitter at Grillini Kawasaki, across a number of circuits which were familiar to him during his Red Bull MotoGP Rookies Cup campaigns in 2009 and 2010.

Hook then returned to Australia and won the 125 GP Aussie title in 2011 before joining the powerful Team Honda outfit from 2012-2014, competing across both the superbike and supersport categories.

In 2015 Hook raced in Japan, with his best result a second place in the iconic Suzuka 8-Hour world endurance race alongside Dominique Aegerter and Kyle Smith. Hook then deputised for the injured Aegerter in the final four Moto2 world title rounds, which included Phillip Island.

"It's an amazing opportunity and I can't thank Grillini Racing Team enough for making it possible," said Hook. "It's a new machine, championship and team for me but I'm looking forward to the challenge and I'm sure we can make good results with this package."



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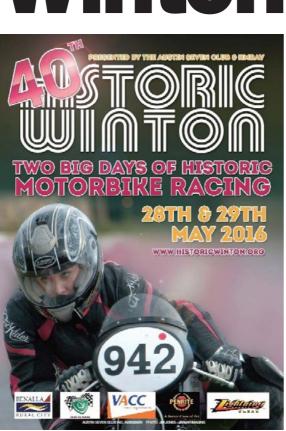
NEWS TORQUE Historic Winton

AUSTRALIA'S huge historic race meeting for cars and motorcycles will again showcase over 400 machines from the 1920s right through to the 1980s on May 27-29, 2016.

Winton Raceway in regional Victoria remains a popular venue for the event, and besides the racing there'll be numerous trade and club displays, and even oddball things like Historic commercial vans, vintage

caravans, speed boats, go-karts, speedway and even steam engines.

Prices for entry start at \$30 for a Saturday ticket but you can also buy weekend passes etc. All enquiries should be made to Noel Wolcox on 03 5428 2689 or email noelwilcox@rocketmail.com





NEWS TORQUE Former ASBK champion comes out of retirement for PI classic

FORMER two-time Australian Superbike Champion Marty Craggill is coming out of an eight-year retirement to compete at the Island Classic's International Challenge, January 22-24.

Craggill joins Steve Martin, Shawn Giles, Cameron Donald, Jed Metcher, Paul Young, Beau Beaton and John Allen in the Rex Wolfenden-captained Australian squad, who will attempt to reclaim the International Challenge trophy from the Jeremy McWilliams-led UK team.

Both Craggil and Allen will be riding two-stroke Yamaha TZ750s, "I have ridden the bike at Broadford and Phillip Island, and we've been working hard trying to find consistency and reliability," Craggill said.

"It's been fiddly."

Only eight riders from each team are allowed to compete in each International Challenge race.

Australia will take on the likes of the United



Kingdom, New Zealand, America and Ireland, making a 40-rider grid.

The packed Island Classic schedule also includes races for motorcycles and sidecars from 1919 to 1990, across a range of capacities.

For tickets and camping for the 23rd Phillip Island Classic, visit <u>www.islandclassic.com.au</u> or call the circuit on (03) 5952 2710 on weekdays. ■

SMALL TORQUE

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Speedway Champs

MOTORCYCLING Australia is looking for expressions of Interest to hold the 2016 Australian Speedway Championships.

The following championships are now available for hosting in 2017 by suitable applicants: Australian Senior Solo Championship; Australian Senior Pairs Championship; Australian Under 21 Solo Championship; Australian Senior Sidecar Championship; Australian Under 16 - 125cc Solo Championship; Australian Under 16 - 125cc Teams Championship; Australian Junior 250cc Solo Championship and the Australian Junior 250cc Sidecar Championship.

All enquiries and completed forms should be sent to Robert Dunt from MA at PO Box 134 South Melbourne, VIC 3205, email Sport@ma.org.au. Closing date is February 1, 2016.

A Royal Deal

ROYAL Enfield Australia has a great deal going for the retro Continental GT, perhaps one of the best value fun bikes on the market.

Purchase the Continental GT in your choice of red, yellow or black and you'll receive a free sports exhaust. The offer lasts until 31 January 2016.

Test ride one at your local Royal Enfield dealer.

Island Classic

THERE'LL be special guests galore at 2016 Island Classic. Normally it's just one distinguished visitor, but revellers at the 2016 AMCN International Island Classic historic motorcycle race meeting from January 22-24 are in for a treat with the chance to meet a quartet of special guests: former racer Paul Smart, chassis gurus Steve and Lester Harris, as well as David Hailwood, son of former nine-time world grand prix champion Mike Hailwood.

There'll be several occasions to meet the four, with motorcycling guru Alan Cathcart interviewing them at the Friday night cocktail party for all teams on pit roof, the autograph signing sessions in the paddock and guest spots on commentary across the weekend.

Boorman rides with Compass

Charley Boorman, renowned adventure motorcyclist, TV presenter and doco maker is partnering up with the Australian based Compass Expeditions, one of the world's leading adventure motorcycle tour companies.

Boorman has been working with Compass Expeditions for some time now but his involvement will now be a bit more formalised than before, so you are likely to find him on a few more tours than in the past





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"Our adventure rides into the Outback and Tasmania have been so popular, we've now decided to use the same model in South America and Africa. Our groups just can't get enough and keep coming back for more. Compass have that adventure magic and I'm looking forward to 2016 as we ride across Australia again and, later in the year, South America and Africa." Charley said.

Charley will also be offering African adventure tours with Compass, with dates to be announced in 2016. His extensive experience of riding in Africa along with his friend and business partner, Billy (Biketruck) Ward, means that riders can be assured of that trip of a lifetime – along with the thrill of sharing stories and adventures with one of the world's leading characters in the adventure motorcycling fraternity.

Find out more at www.compassexpeditions.com

2016 ASBK classes

THE Australian Superbike Championship has six classes nominated for the 2016 championship, including the new Over 300 Production class.

Classes for the 2016 ASBK are: Superbike; Supersport; Moto3/125GP; Up to 300 Production (up to and including 300cc); Over 300 Production (301cc to 400cc); Women's up to 300cc. Class rules are available from <u>www.moms.org.au</u>.

Junior classes will be included in selected rounds which will be announced at a later date.

The provisional championship dates kick off with Round One at Phillip Island on February 26-28 with WSBK. Then it's Wakefield Park March 25-27, Sydney Motorsport Park April 16-17, Winton April 29-May 1, Barbagello June 3-5, and Morgan Park June 17-19.

Hot deals for RM-Z range

SUZUKI is running a promotion for the 2016 RM-Z motocross range that includes a \$500 factory bonus, free factory inspired graphics kit and a low finance comparison rate of 2.95% p.a.

The 2016 models feature a more advanced version of Suzuki's Holeshot Assist Control system and ultra-lightweight and easily tuneable air suspension with its rugged, yet super responsive chassis.

Terms and conditions apply, so head to your local accredited Suzuki Finance dealer for further information.

KTM Adventure Training Series

KTM has announced a three-part adventure training series available for orange riders throughout January and February.

Enduro legend Chris Birch and Maschine operator Nick Selleck are running the training courses, Birch is a household name in hardcore enduro circles and Selleck has a vast expanse of knowledge from running large adventure rides with his company.

The training series is open to adventure riders with KTM 640, 690, 950, 990, 1050, 1190, 1190R and the 1290 super Adventure.

The adventure experience is priced at \$695 per rider, including two full days coaching, meals, twin-share accomodation and a bag full of KTM goodies. Woodford, QLD - January 22-23 Bowral, NSW - January 29-30 Dixons Creek, VIC - February 5-6 Visit <u>ridektm.com.au</u> to register or find out more information.

Shoalhaven Motorsport Complex Receives NSRF Grant

SHOALHAVEN Motorsport Complex has received a \$9.5 million dollar federal grant under the National Stronger Regions Funding Initiative.

Motorcycling NSW President Christine Tickner said the announcement shows the importance of a motorsport complex not only for the local area, but also for the motorsport community.

"It is pleasing that the Federal Government joins with the Shoalhaven City Council, the Department of Regional Development and the local community in understanding the significance of this project," Tickner said.

The Shoalhaven Motorsport Complex will bring together varying disciplines of motorcycle racing with various forms of car and kart racing, along with rider and driver training.

Daniel Gatt, General Manager of Motorcycling NSW said, "the funding does not guarantee the project proceeding, with it still being subject to Joint Regional Planning Panel (JRPP) approval.

"We will continue to work diligently to ensure that the significant requirements of the JRPP are met before a determination can be provided."

SMALL TORQUE

cycletorque.com.au JAN/FEB 2016 | 25

Dr Small

THE 2016 model of Suzuki's popular junior dirt bike, the DR-Z70 is now on sale in Australia.

Designed specifically for young riders, the Suzuki DR-Z70 is a little bike with a big heart, featuring a 70cc engine with 10-inch wheels and is the perfect tool for youngsters learning the fundamentals of riding or developing their skills.

Between now and January 31, every DR-Z70 purchased will come with a bonus Factory graphics kit making sure your child will be the envy of all others at the track.

An electric starter makes things simple for the young rider, and power can be controlled to suit rider's experience via the adjustable throttle limiter and there's the security of a keyed ignition to provide maximum parent control.

Costing \$2,390, you can find out more at your local Suzuki dealer.

Barry's Back

THE 2016 Barry Sheene Festival of Speed is going to be a fantastic event, celebrating seven world champions, and a massive array of classic bikes from the era.

Held at Sydney Motorsport Park on March 18-20, you'll see some fantastic machinery and some fantastic racing.

Along with Jeremy McWilliams, who will ride a replica XR69 Suzuki, Kevin Schwantz will be riding his original XR84, and Freddie Sheene and his mum Stephanie will be there this year also. Freddie will be doing some laps on Barry's original Assen winning Suzuki XR14, so it will be an exciting weekend all round.

There will be the complete 'Green Machine' stable in the hands of Croz, Kork Ballington and Murray Sayle, while Steve Parrish will pilot the RGB500mk7 and Kevin Magee will have a crack on his old YZR500.

As well as the usual three days of qualifying and racing, the event will again host the Kiwis for the Trans Tasman Championships, (Australia won last year, so they are keen to have a go at wrestling that trophy back across the ditch), and Round 1 of the F1 Sidecars Australian Championships.

Trade stalls and bike displays will open for your viewing pleasure, as will be the Show and Shine on Sunday.



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EDITORIAL Into the sunset

FIRST up, this is the first time we've done a combined issue, but it will be back to normal from March onwards. We needed some breathing space after a hectic 2015 and this was the best time for it. So when I'd normally be back at the helm straight after Xmas I'll actually be on a cruise around New Zealand with my wife and daughter.

After 10 years at *Cycle Torque*, and more than half of that as editor, I'm stepping back to focus on some new challenges.

It has been a wild ride, dominating my last decade. There have been times I wanted to rip the remaining hair out of my head, times when I've felt like throwing my computer and phone through the window and times when I have experienced fantastic things many motorcyclists only dream of.

All my friends have told me I've been living the dream all these years, but those friends are usually not here for deadlines, or if they are they have called in on the busiest day of the month for a brew and a hour long chat. I always seem to accommodate them.

This has been coming for a couple of years really, but our foray into TV has held that back until now. The last couple of months have been extremely busy, doing the third series of *Cycle Torque* TV, getting *Australian Historic Racer* in the newsagents and helping with our Isle of Man DVD *Eyes Wide Open*. And that's on top of getting *Cycle Torque* out. It all came to a head getting these ready for the recent Sydney Motorcycle Show. I think we were all ready for a nervous breakdown but we got it done.

Australian Historic Racer has been a project for some time really, bubbling away in my head, but I never really thought we would produce it, expecting time and money to get in the way. But the classic motorcycle tests on *Cycle Torque* TV has shown us how popular classics are. I always knew this, I just had to convince the other *Cycle Torque* team members. So, when the motorcycle magazine game is the worst I've seen it in the decade I've been here, we bite the bullet and launch another magazine. Some in the industry reckoned the Australian motorcycle

scene doesn't need another motorcycle magazine, but this is not mainstream. No-one was catering specifically for historic road racing enthusiasts in this country, so we decided to fill that spot.

I'm proud of many things since I've been at *Cycle Torque*, and *Australian Historic Racer* is one of them. Now I don't profess to be a great writer, and what you won't get from me is hyped up bullshit. But we have a couple of great writers on *AHR*, with the experience and knowledge to give you more than five minutes of reading in each story. I've been racing classic bikes for 25 years plus and it's in my blood. I'm passionate about it.

I'm also proud of *Cycle Torque*'s team. Nigel, Dennis and I have been together for most of that 10 years, and our book keeper Rebecca has been with us at least half that. We have a new guy on the block too, Ryan Grubb. He's close to 30 and just finishing a media/communications degree and he's one of the guys very important to our TV show. Nigel has put in many hours to get the TV show to you and without his drive and tenacity it would not have happened. I guess it's the same for *AHR*. Without my drive to get it done it would still be a dream.

I won't be leaving entirely, I'll still be testing bikes and





attend the odd launch or three but I won't be doing the day to day stuff. I'll be indulging myself in my two passions, buying and selling classic motorcycles at Classical Gas Motorcycles, a business I kicked off six months ago with my mate D'Longie. You might have seen his name on a few tests in *Cycle Torque*. And I'll be continuing with Australian Historic Racer as its editor, bringing it out quarterly.

2016 will see a lot of changes for old Picko. My wife and I have sold our property and moved into town at Maitland and will build a new house. We'll be going back to the Isle of Man this year to help our son Alex at the 2016 TT and I can now give a fair chunk of my attention to Classical Gas Motorcycles. I guess I'll be busy as usual but I'm looking forward to it.

- Chris Pickett

Ryan and Nigel will be the guys behind *Cycle Torque* in 2016 and you'll probably find there will be some changes. It's always good to have a fresh pair of hands at the keyboards, so stick around, I'm thinking you'll like what's coming.



Email us your feedback



DIRTY TORQUE cycletorque.c

WHAT a cracker year 2015 was for us motocross fans! The 10 round MX Nationals was a barn burner as far as excitement goes with all of our top professional riders pushing their bodies and machinery to the absolute limits every time the gate dropped. Let's see what made this year so special.

Despite the attention of a talented MX1 field that included a huge number of big name riders, it was Kirk Gibbs who overcame some late season injuries to take out his first national motocross championship for the KTM factory team.

What kept us interested throughout the series is that almost all of the top riders had their time in the spotlight and on top of the podium but it all started with Gibbs winning both motos at the opening round at Broadford. He then went on to swap moto wins with Kade Mosig, Adam Monea, Ben Townley and Matt Moss over the next four rounds at Appin, Murray Bridge, Coolum and Raymond Terrace with Mosig and Lawson Bopping winning the overall at Appin and Coolum respectively.

Mosig swapped moto wins with Monea at Shepparton for the overall then it was Dan Reardon's turn to take the overall after swapping moto wins with young Dylan Long who was filling in for the injured Jake Moss on the Kawasaki team. At Toowoomba we saw a dominating



Email us your feedback

performance from Mosig with rare double moto wins before Townley returned to the series and took out the final round after swapping moto wins with Monea.

It really was a lottery as to which rider was going to pop out of the pack to take out each moto win and the racing at times was dead-set ferocious with the big winners being the spectators and moto fans.

The MX2 class was a seesawing battle between defending champion Luke Clout and young Jay Wilson. The back drop to this battle is that Clout and Wilson were team-mates on the Serco Yamaha team the year before and to everyone's surprise Serco dropped Wilson in favour of teenage sensation Jed Beaton for the 2016 season. That decision looked sound after the opening round at Broadford with Beaton taking the overall after swapping moto wins with Clout while Takeshi Katsuya and Wilson were third and fourth on the day.

Wilson was only racing the MX Nationals thanks to the generosity of his New Zealand team, Josh Coppins Racing and at round two in Appin the young Queenslander showed why Coppins has so much faith in his young charge by taking the overall after swapping moto wins with Clout while Queenslander Nathan Crawford managed the podium ahead of Katsuya and Beaton.

Caleb Ward completely dominated the third round at Murray Bridge ahead of Luke Arbon and Katsuya while Wilson and Clout had shockers for 6th and 10th overall respectively. Then at Coolum, Ward and Crawford swapped moto wins with Ward taking the overall but as far as the championship goes Wilson came home in third well ahead of Clout who finished 10th overall for the second round in a row.

Caleb Ward won his third round in a row at Raymond Terrace ahead of Wilson, Dylan Willis and Clout then Shepparton was another Caleb Ward overall but it was moto wins to Katsuya and Clout with Wilson managing third overall to keep himself well and truly in the title hunt.



Another championship for Yamaha.

Clout and Willis swapped moto wins at Nowra giving Clout the overall with Wilson in second place but Toowoomba would be the undoing of Clout with Wilson taking the overall after swapping moto wins with Katsuya with Caleb Ward finishing third overall and Clout back in 8th overall so it all came down to who would make the most of the sandy conditions at the final round at Coolum and there was no denying Wilson who blitzed both motos to take the overall and the Australian MX2 Motocross Champion.

After 10 rounds of racing it was all summed up soon after the final moto as we all watched Josh Coppins, Jay Wilson and the rest of their team hugging and swapping huge smiles, Luke Clout rode slowly by in the back ground completely covered in the dark Coolum sand with his head hung low and clearly dejected after losing his number one plate.

That's motocross, winners are grinner, Kirk Gibbs and Jay Wilson will bask in the glory while the rest of the riders get to think things over until the new season starts and this year could well be the year of redemption for so many riders who want to win the most sought after championship in Australia, the 2016 MX Nationals.

– Darren Smart



RACE TORQUE Track Changes – Part 1

SADNESS. That's the only word for it. Here I was watching the final 2015 ASBK round at the majestic Phillip Island on crystal clear HD TV not long after the fabulous 2015 Australian MotoGP, and NOBODY was there. I didn't see a soul as the cameras panned lap-after-lap around the 4.45km circuit, not a single heartbeat pounding as seven, count them, SEVEN Moto3s/125s buzzed around the track. Commentator David Tapp was trying his darndest to whip up some kind of excitement and co-commentator Steve Martin sounded almost embarrassed to be there. Is that what Australian road racing had come to?

The major classes had anywhere between 10 and 16 starters, the Hartwell Rising Stars events attracting a heartening 24 starters. But it's all relative. At the risk of living in the past, I came across a race program to a long-forgotten Oran Park C-grade only meeting in September 1978. I counted 194 entries. No wonder the ACU (NSW) established D-grade in early 1979. Earlier the same year at Australia's biggest meeting, the Unlimited C-grade race at Bathurst featured 86 starters. The Unlimited/750 Production race had 93. Bike sales had been declining since 1974, so 1978 was seen as a comeback year but it had nothing on the early '70s. In June 1973, Oran Park claimed a world record 1400 entries generated by cross-entries for individual riders in two, three and sometimes four different classes.



Contrasting entry numbers from the 1975 to 2015 is like comparing a cumquat to a nebula, but the question still remains – what the hell has happened? Number one, demographics. Young people simply aren't buying or racing motorcycles in the numbers that they once did. This is reflected in the rise of classic/historic racing in the last decade or so with large entries and healthy crowds of rustedon enthusiasts. Witness the growth and delayed TV coverage of the Island Classic, and the big plans for the Barry Sheene Festival of Speed. Out on the streets, middle-age riders are the largest group in most western markets. In America back in the 1970s, 50 per cent of riders were under aged 18-30 while 20 percent were middle aged. Now the opposite is true; 50 per cent of road riders are aged 40-55. The fear for manufacturers and promoters and controlling bodies alike is that once the baby boomers stop riding and racing, there won't be enough Gen X-Y-Zs to replace them. That's already happening.

Allied to the shift in demographics is the psychographics of what young people are spending their money on, using the huge growth in V8 Supercars over the decline of modern road racing as an example. In February 1997 standard variable interest rates dropped below eight percent for the first time since 1973. This set off a housing boom in Australia that fuelled the rise of a new, powerful demographic; the cashed-up tradie. In early 2013, the Australian Bureau of Statistics reported the growth of salaries for technical and trade workers was the highest across Australia between 2010 and 2012. Combined with the demand for tradies in the mining boom, this demographic had been building for a decade.

Many cashed-up tradies are V8 Supercar fans. They quickly became another demographic that advertisers and media buyers were targeting across their vast



The Island Classic has now become the biggest home grown motorcycle road racing event in Australia.

matrix of psychographic-based research. By delivering such a well-defined demographic, major brands have been able to target V8 Supercars through their sponsorship of either cars or events with a mix of advertising, corporate hospitality, merchandising, PR, special events, and driver appearances to achieve their marketing objectives. By 2000, the asking price of naming sponsorship of a top V8 Supercar was \$1m, reaching \$1.5m a decade later with major team budgets hitting \$10m per annum. That meant a total sponsorship budget of \$2m and \$3m per annum respectively to effectively leverage the entire marketing plan.

For sponsors like Coasteshire or Supercheap Auto, V8 Supercars deliver on several levels. As franchise retail businesses, corporate hospitality is a major part of their respective V8 programs, so they invite their top franchisees and suppliers to each round. The cashedup tradie is a key target of both businesses, so it is a good fit both culturally and commercially and sponsors pay huge money to get an edge of their competition. Even with all that, V8 Supercars has been struggling in recent years. (Part II next issue)

– Darryl Flack

GUNTRIP

A Christmas tale

JIM gradually became aware of a painful knocking in his head. He opened one baleful eye to discover five-year-old Sophie beating him on the temple with a plastic duck. "Wake up, grandad!" she was shouting. "Wake up! It's Christmas!"

He put out a hand and gently took the duck from her. "Don't hit grandad, lovely," he said, "it's Christmas." He sat up in bed in time to see Sophie's three-yearold brother, Timothy, tottering towards him with a mug of tea clutched uncertainly between his hands. "Bekkfuss!" the boy yelled and, sure enough, tripped over Sophie's spare duck. The tea – cold, Jim noted, – cascaded over his chest. Right on cue, both kids started crying.

Ten minutes later Jim had showered and dressed and felt more like tackling the perils of 25 December. Adeptly manoeuvring to avoid a clutch of children playing at the foot of the stairs he found his slippers and even remembered to check them for errant and painful pieces of Lego. The living room, he wasn't surprised to discover, was strewn with disaffected teenagers in a range of crumpled sleeping attire. Most were watching a music video with the sound wound up, while others were locked in a shouted argument. About what, it was difficult to be sure.

There was at least one oasis of calm. In a corner of the



dining room June had gathered a selection of children and doting adults round the tree from which she was distributing presents. Jim figured he had five minutes to carry out his plan. He slipped into the kitchen, gathered up the four unopened cartons of milk he found in the fridge, then eased out of the back door and down to the shed. He put the milk inside his bar fridge behind his reserve supply of Crownies and got back into the house unobserved. He poured himself a coffee, grabbed the current issue of Cycle Torque and settled down to wait.

Breakfast came and went. A wall of cereal boxes appeared to the accompaniment of a growing row between June and her younger sister. "Where's the gluten-free? Demanded Angela, sneering at a wholemeal loaf. "What's this? Supermarket bread, wrapped in plastic? You know Tris can't eat this, it brings him out!"

Jim was reading about the new 1200cc Triumph Bonneville when he heard his brother's voice from the kitchen. "There's no milk," yelled Damian. "Thought you were getting some light soy? There's only half a carton of full cream in the fridge and I can't drink that."

Jim slipped a little lower in his seat and braced himself. June, by now manoeuvring a hefty turkey into the oven, didn't disappoint. "What?" she roared. "There should be four litres in there. Never mind your soy, I've got custard to make and bread sauce! Hell! Jim! Do you know anything about this?"

"Erm no. Out of milk, is it? Shame."

"Shame? Shame? Get off your butt and get some."

"It's Christmas Day, sweetness. The shops are shut."

Damian began looking for his car keys. "'S'all right, June, I'll find some."

This was dangerous. Jim leapt to his feet. "Suddenly discovered your way around, have you? As I recall you



had to stop for directions twice on your way here from Sydney. I'll get it."

"Where?"

"I dunno. There'll be a service station open somewhere." In the background, a glass broke as the teenagers began a dispute for possession of the TV remote.

Jim grabbed his helmet and gloves and headed for the shed. He warmed up the Aprilia, slotted it into gear and eased his way past the house. June ran out of the kitchen door and raised her hand. He rolled to a stop alongside her, trying to keep a straight face inside his helmet. "I'll be as quick as I can, love."

Her mouth widened into a broad grin. "Oh, no you won't Jim Bennett, you conniving bastard. Just make sure you're back in time to carve the turkey, yes?"

"Yes, love."

"And if you're not back before then, is there anywhere else we might have some milk?"

"You could try the bar fridge in the shed."

"Just as well. You won't find any milk on the Putty Road today."

– Bob Guntrip

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Less action but faster lap times. That's what the new ZX-10R offers.



Bom to Race

 ★ REPORT BY CHRIS PICKETT, PHOTOS BY KEITH MUIR
 ★ RIDING GEAR: KABUTO HELMET, GLOVES BY FIVE GLOVES, JOE ROCKET LEATHERS, ALPINESTARS BOOTS

IT'S A funny thing this technology lark in motorcycles. All the top litre sports bikes are great machines, each and every one of them. They all have more power than most can use on the road, they are all incredibly fast, and their handling ability is better than the average punter can cope with anyway. But, it seems to be on top of the sales charts each new model has to step it up in the technical aids game.

A bike with so many rider aids can only be at its best if the rider takes the time to explore all the aids in detail. Many probably won't delve too much into it, finding a setting that suits them and leaving it at that. It seems funny that bikes will be bought on what they bring to the table without the owners looking all that hard at what is actually on the table.

The 2016 Kawasaki ZX-10R is a good example of that. The bikes at the launch all came with the same suspension and rider settings, sorted by Bryan Staring, but it didn't take long for people to change things to suit their own riding styles and beliefs. On the road you might never really even notice it but you can on the track that's for sure.

Track Focused

Matsuda San, the engineer in charge of this project told us his budget was used mainly on essentials needed for faster lap times, not for aesthetics, hence why the bike doesn't look startlingly different. His aim was for the bike to be the fastest it could be on the track, not to be a fun machine where wheel stands and brutal acceleration are the norm. "If you want that," he said, "buy a Ninja H2". I finally realised a few hours later while charging on to the main straight at Wakefield Park what he was talking about. I 'got it'. And that's the reason why I think the new ZX-10R is the easiest to ride at speed sports bike I have ever ridden. It's one thing to get a sensation of speed because the bike is frighteningly fast or loves to launch out of corners on the back wheel, but I cannot think of another bike which has allowed me to ride as comfortably fast as the 2016 ZX-10R. Plenty have been close, and arguably more fun, but the Kawasaki is King Lap Timer at the moment, for me at least.

Straight from the track

Look at this, is exactly what Kawasaki Australia's team were telling us when pointing

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to the new Showa External Chamber forks. These type of forks are usually found only on superbike grids and are extremely expensive. Showa has obviously made a set a bit more obtainable price wise and they look the business, they really do. They are internally essentially the same as WSBK spec forks but with a smaller diameter, which should help give a bit more flex and 'feel' for the road.

Another area the bike has been changed for the track is the lower seat height. This gives the rider more of a sitting in feel than a perched on top. Personally I've never liked race bikes that have the rear end jacked so high you feel like you are looking at the front wheel. It's a personal thing I know, but the new riding position suited me. The offset though is the reduced distance between the seat and footpegs. Yes you sit more 'in' the bike but there's less leg room than before. Shorter riders will prefer this I'm betting. We must remember the bike has been designed to be faster on the track and most racers are not six feet tall.

There's been a few chassis changes suiting the new track focused mantra. The previous generation ZX-10R needed a lot of height in the rear to get it to turn better. This was usually done by simply adding spacers under the rear shock, quite a few in fact, and many riders preferred their rear wheel to be as far back as possible to improve stability,

2016 KAWASAKI ZX-10R CYCLE TORQUE LAUNCH

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usually brought on by the fact the rear end was so high. The 2016 model has the steering head now brought closer to the rider and it has a longer swing arm. Part of the race kit is an adjustable steering head and swing arm pivot for further chassis tuning ability, and the engine has been placed higher in the frame too, which is to help improve corner turn in by having a higher centre of gravity.

Engine and electronics

It really is more a case of what hasn't been updated rather than what has with the 2016 ZX-10R. The engine was never short of outright grunt and hasn't been changed too much. Power is much the same as before, 200hp at the crank (207 with ram air effect), but there's been improvements in cylinder head porting, exhaust valves, cams and the combustion chamber. It's all about a better burn and exit of the gasses by the sound of it. It does have more power but doesn't necessarily feel like it on the track.

Other engine related improvements are electronic throttle valves, a lighter crankshaft, bigger airbox, cassette style gearbox and a titanium exhaust.

Like I said, there's a raft of updates but these are the ones which stood out for me.

S-KTRC – This traction control system is way ahead of the previous generation system. It is linear in its action, by that I mean there are no real steps that you feel. There are five settings and the aim, according to Kawasaki literature, is to maximise acceleration rather than save you from a high side as such. I really noticed this on corner exit, with the bike seemingly unable to wheel stand out of the corner. Remember that 'got it' moment I mentioned earlier. That's when it all made sense. The bike wouldn't let you wheel stand because it wanted to get you to the next corner as quickly as possible, and pulling 'wheelies' isn't the way to do that. There's no wheelie control as such, just a very sophisticated traction control system.

Bosch Inertial Measurement Unit (IMU) – This is the brain which controls the electronics by taking data from five different axis, angle, pitch, yaw, braking and acceleration. The IMU interacts with the traction control, the cornering management function and other electronic features of the bike to get you cranking around the circuit as fast as possible.

Balance Free Front Forks – These WSBK derived Showa forks are sublime. Wakefield is a bumpy track but these forks soaked up everything thrown at it. Under braking or through very quick bumpy corners I could not fault them. Never once did I feel like changing the settings from what Bryan Staring delivered. Possibly the best stock forks I've ever sampled.

Brembo brakes – These 50mm Monobloc calipers and 330mm discs also proved faultless. They are a great balance between initial strong stopping power and feel. The bike comes standard with race quality braided lines too, so no need to change anything for racing.

Kawasaki Engine Brake Control – This was an area I played around with a bit. I shared the bike with Steve Martin and for the second session he changed to no engine braking. Of course there is still engine braking but it's much less intrusive than standard. I didn't know this had been done and in my second session I couldn't put my finger on what had changed, but I wasn't as comfortable at pace. Once I found out what had been changed I reverted to the standard engine braking settings and preferred it like that. Many racers will probably like the bike with as little engine braking as possible, to allow faster corner entry but it wasn't for me. I do like the fact it's available though.

Power Modes – There are three, Full, Middle and Low. Middle is 80 per cent and Low is 60 per cent of full power. The power didn't feel as strong as the previous model ZX-10R but it is stronger on paper. But the two factors which would affect this is we were on a tight track where outright speed couldn't be exploited and the gearing is standard. Realistically the standard gearing would be lowered substantially if the bike was raced on this track. And the traction control getting involved in the mix too would have given me a slightly different perception of speed. Remember that Fun V Lap Time I was talking about? It is still wickedly fast though.

There are quite a few updates besides the ones just mentioned, like the electronic steering damper, titanium exhaust, 'high vis' instruments and the quickshifter and KIBS (Kawasaki Intelligent anti-lock Brake System. Both ABS and Non-ABS versions will be available, with the ABS version retailing for \$23,000 and the Non-ABS version for \$22,000. A Limited Edition (Winter Edition) model will also be available, with some styling tweaks, for \$23,200.

Riding It

The thing that really stands out for me with this bike is how easy it is to ride fast. The engine spins up very fast and the brakes are extremely potent, but the bike always felt planted under hard acceleration, hard braking and through very fast corners. I've ridden plenty of other superbikes around Wakefield Park Raceway and in certain spots of the track have struggled to keep my composure on the bike, usually under hard braking. Not so with the new ZX-10R, the bike felt so easy to control and get into the corner under hard braking, which had the added benefit of pretty much no arm pump.

Initially I thought the bike understeered and at first thought it was me not trusting the bike on turn in. We increased the compression damping slightly and it made a difference, but it was most likely helped by me having more confidence in the front end as well.

I don't believe I have ever ridden a bike as fast around Wakefield Park as easy as I did the ZX-10R.

Verdict

No doubt many of the features of Johnny Rea's 2015 world championship winning ZX-10R have made their way onto the 2016 customer machine. It will be interesting to see how it compares with the other hot shots on the race track here in Australia in 2016. It's a bike which has plenty of technology on it but it doesn't overwhelm you like some bikes can and is very intuitive in the way it interacts with the rider. It's one of the best at doing it in fact.



I WET WEIGHT: 206KG I FRAME TYPE: ALLOY TWIN SPAR I PRICE (RRP): FROM \$22,000 + ORC













DIRECTLY INSPIRED AND DEVELOPED FROM THE CHAMPIONSHIP WINNING WORLD SUPERBIKES OF TOM SYKES AND JONATHAN REA, THE 2016 NINJA ZX-10R IS THE CLOSEST THING TO A FACTORY SUPERBIKE KAWASAKI HAVE PRODUCED YET.

ENHANCED ENGINE DESIGN PUMPS OUT A HUGE 147.1 KW (200 PS) Advanced 'Balance Free Front Fork' developed from world superbike Horizontal Back-Link Rear suspension with New-Spec Showa BFRC Lite Shock HYBRID PREDICTIVE/FEEDBACK SPORTS TRACTION CONTROL SYSTEM KAWASAKI LAUNCH CONTROL MODE (KLCM) FOR THE ULTIMATE STANDING STARTS POWERFUL MULTI-SENSING INTELLIGENT ANTI-LOCK BRAKE SYSTEM HIGH PERFORMANCE LIGHTWEIGHT TITANIUM HEADER PIPES AND SILENCER ÖHLINS ELECTRONIC STEERING DAMPER INCREASES STABILITY AT HIGH SPEEDS BOSCH IMU MEASURES 5 DEGREES OF FREEDOM FOR PRECISE CHASSIS ORIENTATION AWARENESS

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Aussie Bush Bred



CYCLE TORQUE LAUNCH

Yamaha's WR450F might not be born in Australia but it's bred for it.

2016 YAMAHA WR450F CYCLE TORQUE LAUNCH

Aussie Bush Bred

★ TEST BY TODD REED, PHOTOS BY IKAPTURE
 ★ RIDING GEAR: BELL HELMET, THOR APPAREL, ALPINESTARS BOOTS.

IF THERE was ever a bike built for Australia, then this is it. The WR450F. Originally developed by Yamaha Australia in the late 1990s as a WR400, the 2016 WR450F marks the 5th generation of this iconic machine. It is the most popular off-road bike on the market, collecting almost 20,000 unit sales over the past 18 years, making Australia the biggest market in the world for Yamaha's WR range.

Tech Specs

You can almost forget about the 2015 WR450F here, as the 2016 WR450F is completely redesigned. Using the current generation YZ450F as a platform, Yamaha has targeted certain areas, turning the motocrosser into a very capable bike through the trees.

The reverse fed, rearward slanting, fuel injected 450cc four stroke engine comes directly from the YZ450F and gone are the days of different camshafts, flywheels and other restrictive mods. Larger radiators are bolted on along with a cooling fan to decrease operating temperatures, especially heat soak while the engine is switched off but remains in a hot environment.

A new electric starting system has been designed and added to the YZ engine, making starting the WRF easier than ever. If for any reason you are unable to use the electric starting system, a kickstarter is included on the WRF.

A long ratio five-speed gearbox is added, which comes straight out of the previous WR450F and into the 2016 model with 13:50 final drive gearing. Off-road the YZ gearbox is just too short and will leave most riders running out of throttle down on the open trail.

The ECU is very similar to the YZ, with only minor fuel and ignition mapping changes to make sure the long ratio gearbox works in sync with the YZ engine.

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It is interesting to note that only the Australian and New Zealand model comes with a programmable ECU, where users can modify fuel and ignition at their leisure with the GYTR Power tuner. Elsewhere around the world the ECU is fixed and cannot be modified due to registration rules.

The chassis and suspension area retains all of the same basic components as the YZ: KYB Twin Chamber Speed Sensitive forks, KYB shock and the Controlled Flex Aluminium Bilateral Beam frame. All are tweaked however, to suit the conditions WRF riders will face. Beginning with suspension, the KYB forks and

2016 YAMAHA WR450F CYCLE TORQUE LAUNCH

shock are re-valved and re-sprung to an Enduro specific setting, where a softer and more compliant setup has been developed. The aluminium frame remains the same, with the upper and front engine mounts changed from 8mm to 6mm thick plated steel, reducing rigidity and adding rider feel and comfort.

A 270mm oversize front disc, which was added as a standard component on the 2016 YZ450F, has been carried over to the WRF, which adds some much needed stopping power in the front end. The 21 inch front wheel stays put with a Metzler 6-Day Extreme tyre added, further back an 18 inch rear wheel is fitted with a matching Metzler 6-Day Extreme tyre.

As most off-road riders will quickly let you know, riding in the bush requires taking off a few rego necessities and adding a few extra bolt-ons. On the new WRF, Yamaha has included an "off-road" kit including a full coverage WRF bashplate, Barkbuster handguards, a rear pedal brake snake, lightweight LED taillight and licence plate holder, braided steel front brake line, larger diameter muffler kit, full throttle stopper screw kit, and a keyless engine start and stop switch.

Let's Go Riding

Instantly you notice how lean and nimble the cockpit and riding position is. The instrument panel is small and tucked away neatly behind the headlight. Around the grips and throttle, gone are all the bulky add-ons, replaced by simple buttons and switches. The riding position is exactly like the YZ with the 7.5 litre fuel tank tucked away neatly under the seat, and air filter sitting upfront. Tapered handlebars, adjustable handlebar mounts and YZ levers give the WRF a racebike feeling.

Once we got set up, Yamaha technicians set our rear shock sag to 115mm, which is their recommended starting height to ensure a nice balance on the trail. The KYB SSS forks and KYB rear shock are class leading in the motocross world, and for off-road use, they didn't appear to be any different. We tested

MORE

SPECIFICATIONS:

- 2016 YAMAHA WR450F
- **ENGINE TYPE:** Liquid-cooled 4-stroke single
- **CAPACITY:** 449cc
- **TRANSMISSION:** 5-speed and chain drive
- **FUEL CAPACITY:** 7.5 litres
- **FRAME TYPE:** Alloy semi double cradle
- **SEAT HEIGHT:** 965mm
- WET WEIGHT: 123kg
- FRONT SUSPENSION: Adjustable USD, 310mm travel
- REAR SUSPENSION: Adjustable monoshock, 318mm travel
- **BRAKES:** Single caliper front and rear
- **TYRES:** 90/90-21, 130/90-18
- **PRICE (RRP):** From \$12,999 + ORC
 - www.cycletorque.com.au/more

alongside other riders who varied in all shapes and sizes, and the comments were overwhelmingly positive on the handling and suspension of the new WRF. It's a stable and comfortable set up across the board much like the YZ. On the open trail and at higher speed the WRF is very stable and doesn't feel soft and bouncy, while at low speed it isn't too stiff and rigid for the tree roots, logs and rocks which can sometimes be tricky. To begin with we noticed a small amount of deflection in the slower terrain, but after a quick stop the Yamaha technicians stiffened up the front suspension four clicks, and stiffened up the high speed damping 1/4 turn in the rear shock. These small changes also helped keep the bike planted through corners and in tricky ruts.

The WR450F engine is a ripper. For an enduro bike the power is exciting, strong and broad. On the single trail, hopping over tricky logs and climbing up rocky hills is made easy with the almost instant power the WRF provides. It's strong off the bottom and into the mid, with the long range gearbox helping out up top to give some extra RPMs on the open trail.

Verdict

After two days of solid riding on the WR450F we came away very impressed with the overall package. Yamaha has returned to the formula that worked so well with the WR450F for many years. Take a YZ450F and modify it to suit off-road conditions. And with the YZ450F being so good, the 2016 WR450F is equally as good in its domain. The KYB suspension worked great in all the conditions we rode, and the engine was full of life and character, making the WRF a whole lot of fun.

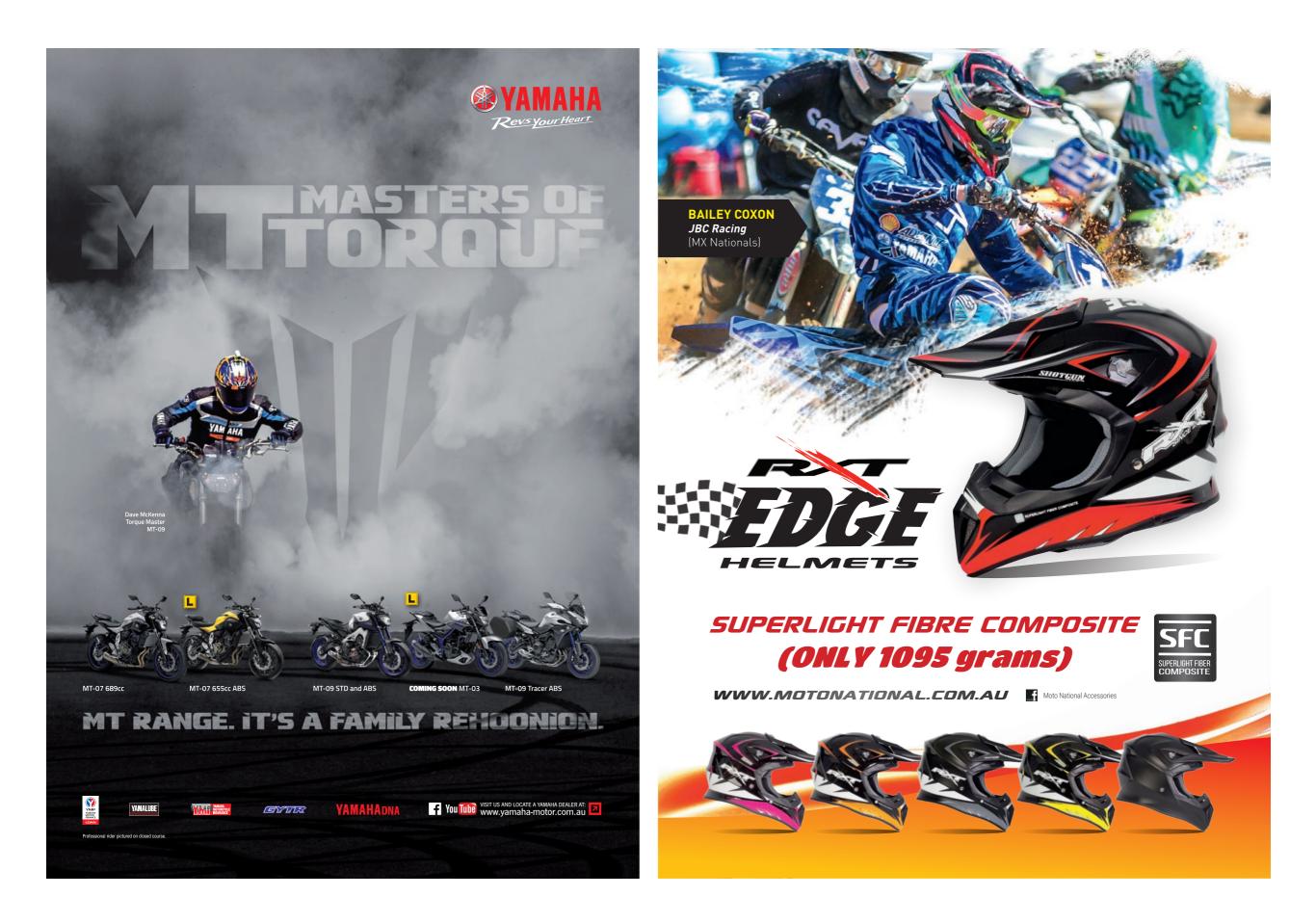
The off-road kit as mentioned previously, is a huge value-add for customers and it comes included in the \$12,999 price tag. The special edition 60th anniversary yellow model, available to Australian and New Zealand customers only, is an extra \$200, setting you back \$13,199. ■















The Victory Gunner has the striking throwback styling riders want, with the ride and handling that comes standard in a Victory cruiser. This bobber features factory custom Suede Titanium paint, white-letter high-profile tyres, blacked out slash-cut exhausts, black beach bars, 24-spoke cast wheels and a low 635mm solo seat. Powered by the Victory Freedom V-Twin 1731cc engine and 6 speed overdrive transmission.

RIDE ONE AND OWN ONE

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1

8

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Not Suitable for LAMS

•

Hi Ho Silver

★ REPORT BY RYAN GRUBB, PHOTOS BY CHRIS PICKETT
 ★ RIDING GEAR: KABUTO HELMET, SPIDI GLOVES, SPIDI JACKET, FALCO BIKER BOOTS

Yamaha's MT-07HO is a lively little beast for anyone out of the learner scheme or someone who either isn't ready, or doesn't feel the need to jump on a supersports 600 or 1000cc superbike. Credit must really go to Yamaha for bringing the MT-07 to Australia, because it proves to be a really great example of why you don't need the power those other bikes provide on the street to still be able to have massive amounts of fun.

High Output Vs Learner Approved

The HO in the model variant stands for high output - because as you may have guessed, it is a high-output version of the LAMS approved MT-07, which was released in late 2013. Cycle Torque attended the Australian launch, which you can read online. The earlier model has most recently been given a spin-off, with 'LA' post nominals now indicating 'learner-approvedness' for 2015. Basically, the only performance differences between both models is the cylinders are sleeved on the 'LA' model in order to get the engine capacity to 655cc and the throttle is also restricted for a tamer LAMS compliancy. There is another major difference safety wise - the 'LA' model has been given ABS brakes which are not currently available on the 'HO' model.

The MT-07HO's dimensions at first glance don't look too different from Yamaha's learner (and Doctor) approved YZF-R3 we tested a few months ago. As it turns out, they are pretty close in size to each other. One wonders how on earth they jemmied an engine over twice the size as the R3 in a frame that maintains a similar length, width and height; yet it still only weighs 179kg ready to rumble. Yamaha has also incorporated the same crossplane crankshaft technology into the MT-07's liquid-cooled, parallel-twin 687cc engine that goes into its other

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race-bred YZF-R1. This is done by creating a 270-degree firing interval which evens out the torque across the rev range and it also minimises vibrations common with conventional parallel-twin engines. Essentially, the crossplane crankshaft makes a parallel-twin engine fire the same way as a V-twin engine does. What can be seen in the flesh is also backed up on paper, and the equation spells F-U-N, but does the MT-07HO live up to that expectation?

First impression

My first thoughts after jumping on the MT-07HO were how well it handles tucking into corners so effortlessly I tended to oversteer into the first sharp corner I came across. It's surprising, not that I didn't expect it to handle well, but you approach a corner, brake and tip into it - the same goes for all bikes - the ease in which the MT-07HO responded to my input on corner entry required a quick readjustment and made blasting in and out of the twisties from that moment on an absolute delight. If this is how it's going to be, I'm more than OK with it and I've got a feeling you will too.

No ABS?

As I said earlier, the HO variant isn't equipped with ABS brakes, but the two 282mm four-piston calipers provide a strong initial bite and the feedback is intuitive. Yamaha has provided a braking package that is amply powered to pull up what is such a light and nimble bike but it requires the rider to be well versed in applying the brakes. The key is to apply brake pressure gradually and constantly so the front doesn't lock. The bigger issue with a lack of ABS is hindsight. Making an emergency stop in a moment when you don't have time to think about brake pressure, for whatever reason, is when you wish you had ABS on the MT-07HO. The brake levers are adjustable, but tend towards farreaching. With fairly large hands, the lever at its closest should really be the furthest setting.

Striptease

For a naked bike, the wind blasting against your body is surprisingly minimal up until freeway speeds where the MT-07HO is more than comfortable sitting all day long, just as long as you are too. Feeling the wind rush by you while you blast in-and-out of city traffic enhances the experience, but getting battered around at 110km/h for over an hour straight isn't many people's cup of tea. The geometry of the MT-07 is suited to anyone up to about six-feet tall, any taller and that's where the bigger capacity MT-09 comes into the equation. There feels like it could be a 'lumpy' little 689cc engine hiding deep down inside the MT— 07HO but the standard exhaust note hides it. There is good news if you want to give it more life - throw on a genuine Akrapovic accessory exhaust and that ambiguous reminder of a V-twin will become more of a reality, rewarding you with a sound that matches the feeling of riding it.

Another accessory worth looking at is the comfort seat. The standard seat isn't too bad but spending extended amounts of time in the saddle feels like the seat starts to wear thin. The MT-07HO's seat still has an edge on a lot of supersports 600 bikes which is amplified by a more relaxed and upright seating position.

Battle of the suburbs

Could I feel the benefits from Yamaha's crossplane crankshaft technology even though it sounds tame? Yes. The MT-07HO has an initial bite from the bottom end, the mid-range plateaus ever so slightly before providing a second helping of power that remains throughout the upper end of the rev range. The result from a roll on is an airborne front wheel - those neighbours that mow the lawn way too early (that is, if you get up that early) will shake their heads and clench their fists, though most others' jaws will drop in awe and excitement. If you want to take it easy, the MT-07HO benefits from short-shifting. Either way, you will love every minute feeling like you're being a bit of a hoon. Thoughts about whether you should have bought that litre-bike instead will soon disappear and quite frankly, when the MT-07 provides you with so much all-round fun at slower speeds and beyond, why should you?

As a commuter and an everyday bike - even hooning around from time to time, the MT-07HO ticks just about every box. Filtering and getting out in front of traffic is easily accomplished during peak hours, low speed handling is reminiscent of that LAMS approved 250 you just graduated from and at around 5L/100km, you should see well over 250km out of a tank of fuel... unless you are riding in the aformentioned hoon category. The extra money you spend on poor fuel economy from gassing it you will save by not needing to replace the front tyre as often, so the argument could be made that it balances itself out... Like I said earlier, the lack of ABS brakes on a 2015 bike when it is featured on the MT-07 LA model doesn't quite stack up and the seat is just comfortable enough.

Despite this, Yamaha's MT-07HO is still a very satisfying motorcycle. It is a great everyday alternative to the supersports 600 option that a lot of learner riders graduate to because it's easier to ride and more comfortable in most street riding situations. There's still enough power to have loads of fun, it looks fast in Yamaha's Racing Blu colour and you will feel it every time you take it for a ride. And it only costs \$9,999!















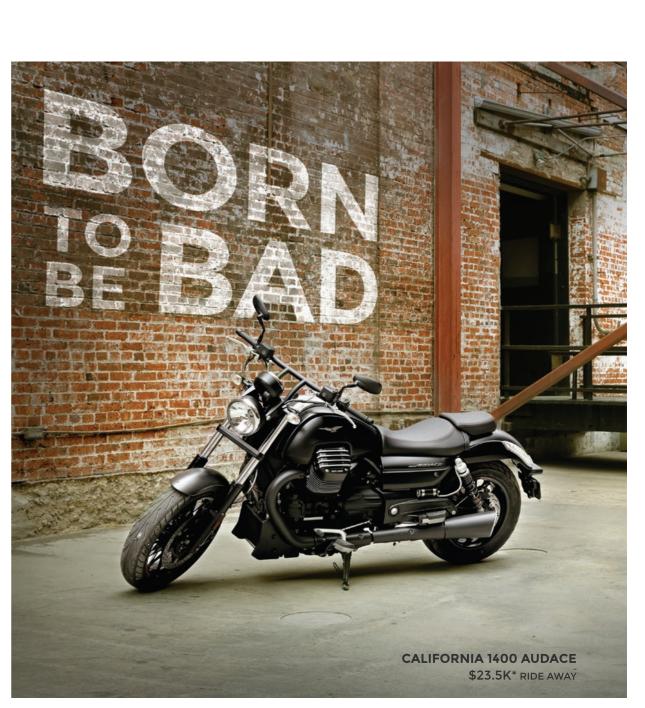
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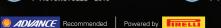
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Ostentatious and angry the Audace has added a modern menacing dark side to the legend of the California. The dark powerful lines of the Audace channel its inner darkness with each and every mechanical detail. At its heart beats the 1400cc 90° Transverse V-Twin. The Audace can be distinguished by its minimalistic round headlight, exposed front forks, carbon mudguard, drag style handlebars, mid mounted foot pegs and short megaphone exhaust system. Standard features also include Ride By Wire with three-way switchable mapping, cruise control, ABS and Traction Control. The Audace has performance, handling, technology and plenty of attitude. It demands to be ridden alone without a destination accompanied only by the roar of the powerful V-Twin engine.





"Recommended Ride Away Price. Price is subject to change without notice. Overseas models shown for illustration purposes. Consult your Moto Guzzi dealer for more details. Moto Guzzi Australia promote safe and responsible riding.



HANDLING

MOTORCYCLES - 2015

Monster 1200 S version show

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Torres del Paine national park

High Altitude Adventure

Raymond Danton samples the highs and lows, literally, of South America.

I'VE always loved motorcycling and when I got a Skype call from my friend Stephen in Scotland asking me if I'd like to join him and another friend Wilson, on an adventure riding our motorcycles from the southern tip of South America all the way up to the most northerly point in Alaska, I said yes without even thinking about it.

We planned to ride through 15 countries on a fairly aggressive schedule over a 19 week period.

One of my first thoughts was what bike do I need for such a journey? After considerable deliberation I decided to buy a six month old BMW R 1200 GS Adventure. Ultimately I'd had no regrets about my choice and the bike never once let me down over almost 38,000kms.

I had decided to travel to Scotland two weeks before our departure to Buenos Aires so the three of us could work together on all the last minute preparations. We even managed to get a slot on Scottish television who took an interest in our trip and we got the chance to plug our charity of choice – Deafblind Scotland. See www.justgiving.com/Thelongwayuppanamerican

Arrival in South America

We arrived in Argentina on Feb 2, 2015 and the following morning made our way to Buenos Aires airport to uncrate our bikes which had arrived two days earlier. We used a "fixer" to ease the process of clearing our bikes through the red tape and customs.

At last after many months of planning we were on the bikes and departing



Argentina's capital city and heading south to the province of Tierra del Fuego. We rode into Ushuaia seven days later, Ushuaia being the most southerly city in the world and in theory it was the official starting point for our adventure. As it was cold we opted to stay in a hostel rather than a campsite, and hostels are very cheap in South and Central America anyway and provide secure parking for the bikes – a must in my opinion.

The Bottom of the South American Continent

Southern Chile was perhaps my favourite part of the journey with its breathtakingly desolate huge open vistas, and as we moved north we decided to head to the Pehoe Campsite inside the Torres del Paine National Park. The first half of our journey that day was on paved roads and the second half on gravel or "ripio" as it's known in South America.

Our entry point to the park was at "Porteria y Guarderia Lago Sarmiento", and from then on the scenery was simply stunning. We stopped so many times

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during those few short kilometres to take photos. Stephen reckoned and I agreed that it was the most beautiful scenery he had ever seen. Words can't describe it and photos can only partly capture that splendour. The view from our tents that evening was amazing, with a panorama across several mountain ranges. As darkness fell, I took a walk outside my tent and the stars in the sky were breathtaking – no light pollution at all.

Border Crossings

We crossed over the Andes Mountains between Argentina and Chile many times on our journey north, and each border crossing was different in some way or another. The general flow at the border was to first find the outgoing emigration office or queue and process yourself out of the country you are exiting. Then find the outgoing Customs and export you and your motorcycle out.

Once you've cleared the bike you are normally free to leave and proceed to the next country first clearing yourself through immigration, and then head for customs completing the forms to get you and the bike through. Ensure you keep all the paperwork as you need this to get the bike out when you are leaving the country. This can take minutes and on other occasions hours. Sometimes border offices are in the same building, sometimes not. If you're in luck they are clearly marked, but on one occasion the Chilean border post was six klms down a ripio road.

The most stressful crossing for me was as we entered Colombia from Ecuador. Apart from the confusion of which queue to line up in and where to go next, we wondered was it safe to leave the bikes unattended outside? They wanted copies of passports, drivers licence, and proof of bike ownership. We had to wait in a long line to photocopy documents while four locals scratched their heads and tried to fix the ancient photocopier. People were jostling in front of me, it was crowded the mercury was north of 35 degrees Celsius outside, and hotter inside this stuffy little office with no air con! Handle that with your bike gear on, paperwork, and helmet in your hands, in nearly 100 per cent humidity and no morning coffee to calm the nerves! I went to the edge of sanity that day.

New Tyres

Fortunately we had checked tyre availability with Sandra from Dakar Motos in Buenos Aires before we left home. It turned out we couldn't buy them in Argentina or Chile for the new water-cooled bikes, so Stephen quickly ordered three sets of tyres online and had them sent to Moto Freight in Heathrow so they could be flown out with the bikes.





Continued on next page

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Our first set of tyres were Metzeler Karoo 3s which were very good for the ripio, but were wearing fast. Our plan was to change them in Mendoza in Argentina at the BMW Motorrad dealer there so with the help of friends we made in Chile we got all three bikes booked in for tyre replacement and a quick check over. The guys at BMW did us proud and washed the bikes so well we hardly recognised them when we picked them up.

The last Argentinian Border

Next morning we set off about 9:30am and headed north on the famous Ruta 40 for the last time. The paved road surface was awful! Our original plan was to camp at the small town of Las Flores but we discovered there was not much there! We grabbed a coffee at the local petrol station asking a truck driver how far it was to the border crossing and he told us that we'd better go today as it was closed tomorrow!

With that we made a decision to ride to the border, go through customs and immigration and then find something close by for the evening. If we'd known what lay ahead we would never have gone. Ignorance is sometimes bliss!

So, off we went again, and after a short distance we came across the Argentinian border post. We were the only ones there and they were fairly efficient, so we got through in around 20 minutes.

It was onward and upward for us, along the nicely paved road with no other

vehicles on it and then suddenly it turned to ripio, and we weren't expecting this as the map seemed to indicate the road was regularly used and a main route.

High Altitude crossing

So it was around 5:30pm in the evening, the border was 140 kms away, and we had to cross the Andes on ripio roads and border posts typically close at 9pm. potentially doable!

The road wasn't too bad, but then we reached road works again. Workmen were still busy on a few sections. There was one where a crew had just laid some fresh soil, and as we arrived they looked as if to apologise to us as they realised how difficult it would be for us to ride through that. We struggled, the bikes weaved madly about and we had our feet down like we were riding dirt bikes for the first time, the workers spectating at our challenge.

At around 9000 feet above sea level we stopped and I got off my bike to take some photos. I started to feel a bit breathless and light headed and was glad to get back on the bike. At that point the oxygen was obviously thinner in the air. However the mountain pass just kept going up and up and us with it, and I was beginning to wonder just how high we were going to have to go!

As it turned out it was nearly 16000 feet. (4,877 metres) - Mount Everest is 29,000 feet to put it in perspective. The Everest North Face Base Camp is at

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16,900 feet. It was now around 6:45pm. The temperature was six degrees Celsius and I was riding with my airflow jacket and gloves. I normally only wear this type of gear when it's above 25 degrees. We'd actually risen above some snow still lying on shaded parts the mountain. As we finally reached the summit we realised that going down was often more difficult than going up and we had a border post to reach by 9pm. Some of the downhill sections were pretty scary, and then of course it started to get dark.

We always said we'd never ride at night, especially on Ripio and yet here we were riding in the pitch black. In one particularly bad section of road works there was a lot of loose gravel with very narrow tracks to ride the bikes through and we were trying to cope with a gusting crosswind as well. I lost concentration for a moment, and the bike weaved into the deeper gravel and started oscillating from side to side! I sat down to try and stabilise it and as it thrashed about my legs got thrown forward so hard my hips hurt, and then I somehow managed to bring it back under control again. No time for a sigh of relief though as we still had a long way to go!

Soon we realised there was no hope of reaching the border by the expected 9pm close, so we resigned ourselves to the fact we'd have to cross, find accommodation and ride back the next day to get the paperwork done.

Eventually we reached the border post, and realised we couldn't just ride through this one as it was completely blocked off. Then a border guard came with a clipboard in his hand and proceeded to check our bikes through. He was obviously expecting us so the Argentinians must have phoned to say we were on our way. He told us that they had kept the border open and we could go through to immigration and customs and then he applauded and saluted us as we rode through. He seemed impressed that we had done that mountain crossing.

Next issue Raymond samples more high altitude delights and follows in the footsteps of the Dakar Rally. ■











GE

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Pic courtesy of the generosity of Heavy Duty Magazine.

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CYCLE TORQUE FEATURE BIKE BUYING

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Get any bike for \$100 per week

Yep, you can get the bike of your dreams for \$100 per week... here's how!

US ELDERLY folk, you know, anyone over 40, will happily tell you how cheap bikes are today. How anything over 750cc cost at least a year's wages when they were a teenager, how European bikes were only bought by cashed-up lawyers and bank robbers.

There's an element of truth to it all too, bikes haven't been rising in price in line with inflation, probably for decades - nor have cars, electronics, cameras, tyres... even booze seems less of an impost on the wallet than it did.

Real Estate, that's another question - and we aren't going there.

So back to bikes. New prices haven't gone up much in years, but a large capacity sportsbike is still north of 20K, a serious adventure bike easily \$5000 more than that and custom American Iron easily over \$30,000 - serious money, especially if you're starting from Ground Zero.

So my headline said "Get any bike for \$100 per week", and you want me to get to the point – which is... wait for it, wait for it... with patience.

Don't worry, I'm not going to divide \$30,000 by \$100 per week and tell you to wait a shade under six years... oh, I just did.



How to do it

So you want to buy a bike... you've got a job but not much else. So, save \$100 per week. After a year, you'll have \$5200, which will buy you a nice first bike - maybe even a new machine.

If you're just after cheap transport, a scooter will do the job, but *Cycle Torque* readers will probably be more interested in a second-hand Ninja 250/300, Yamaha FZ6 or KTM RC390.

Off-road fans can look for Suzuki's DR-Z400, Kawasaki KLRs, Yamaha WRs and maybe KTM EXCs.

The real trick

Once you've got that first bike, just trade it in on a nice new bike and pay it off, right?

Nope. Not if you want you dream bike for \$100/week. The trick is to get saving \$100 per week even after you've bought a bike.

I'll make the maths simple. If you've bought your first bike and keep



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saving \$100 per week you'll have \$5200 a year later. If you want to sell your bike and buy a better one OK, it'll delay getting the dream bike a bit, but that's OK - first bikes aren't forever.

If you can stretch the existing bike out a bit longer, you'll have \$10,000 in the bank and an ageing machine worth a few grand - in very broad terms a registered \$5000 machine would lose about 10 per cent of its value each year, so if you've had it 2-3 years it's probably worth \$3000 if you've looked after it.

Try to sell it privately because dealers aren't very interested in \$3000 motorcycles, but plenty of learners are.

The \$12,000 conundrum

There are lots and lots of great bikes in the 10-15 thousand dollar range - both new and used. Yamaha's MT-07 HO comes immediately to mind, but there is a huge range of machines from all the Japanese manufacturers and quite a few European bikes, too.

However, if your dream bike is north of \$15,000, you don't want to borrow the money, not yet, not if the \$100/week plan is still in action.

Nope, I'd recommend buying a new machine outright - two years' warranty, low ownership cost, the joy of having a new bike and no debt - but keep putting away that \$100/week.

Two more years

104 weeks after buying that new bike outright, you'll have saved \$10,400 (plus interest) and your existing motorcycle will be worth about \$7000 after depreciation. If your dream bike is under 20K, you're about there - you could finance the difference for probably less than \$100 a week and own it outright in a year or two. If the new price of your dream bike is north of \$20,000, maybe consider a second-hand model, or wait another year.

Keep your bike for three years and save \$100 per week and you'll have well over \$15,000 plus the trade-in value of your old bike to talk turkey with a dealer on the bike of your dreams.

Expensive bikes

If your dream machine is north of \$30,000, it's going to take a bit longer to get it at \$100 per week - probably another stage in the process. It would be smart to settle for something cheaper and keep saving for another two years, putting another \$10,000 away, and you'd be in a position to afford what you want - although keep in mind the ownership costs of expensive bikes (depreciation, insurance, maintenance) can be eye-wateringly expensive.

But what price your dream?

Conclusion

Most of us don't have the patience to save and step up through various affordable models of bike - we want it now and we borrow the money, which is fine if you know what you're signing up for. Indeed, many people struggle to save even if they have a good income, so the attraction of borrowing is strong - but every dollar you pay in interest is a dollar less you could spend on your next bike, so the equation really comes down to this - do you really want to make bankers rich?

- Nigel Paterson





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CYCLE TORQUE PEOPLE

Jonathan Gibson

A right Royal trek

What possesses someone to ride a 1967 Royal Enfield halfway around the world?

Is it motorcycles, wanderlust or just a love of the outdoors. For Jonathan Gibson, 28, of Sydney, perhaps it was a combination of all three. Jonathan grew up in Brisbane but lived most of his early life in Sydney.

An urban designer by profession with a love of the outdoor life one of his first motorcycles was a bright yellow GSF250 Suzuki Bandit.

"I used to enjoy things like fishing, hiking and rock climbing and the bike was a means of being able to get around to enjoy those things," Jonathan says.

"I actually never saw my father ride a motorcycle but I knew that he had ridden bikes, so it was always part of my psyche.

"I think the bike riders in my family tended to get rid of their bikes from about the age of 30."

And yet he was aware that not only his father rode motorcycles but also grandfather and that since 1913 there were several generations of Royal Enfield riders in the family.

And so it was in 2012 that the wanderlust finally overcame him.

"My first real long distance trip was a 12,000km ride through South America.

"I rode a Brazilian-made 150cc CG Honda.

"And that's where I kind of fell in love with long distance trips by motorcycle. I found that you could travel cheap and also on a fairly nondescript bike like that you could blend in and not stick out like a sore thumb."

That was to be a valuable lesson for the future.

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"In 2013 I bought a 1967 Royal Enfield engine with a 1969 frame, basically in parts. It was the same model bike that my grandad had owned at the same age."

And so the biggest adventure of his life was about to unfold, apart from putting the bike together into some semblance of a reliable steed.

Jonathan decided that he was going to London - the long way!

The next big lesson he learned was about breakdowns.

"Breakdowns force you to interact with the locals, they force you to slow down and at the end of it all you realise that these interactions become the best stories of your trip," Jonathan said.

His first breakdown happened before he even left Australia and is responsible for one of his bike's first decorations - the XXXX beer can wrapped around one of the front fork tubes.

CYCLE TORQUE PEOPLE

Jonathan Gibson

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"A mate in Brisbane gave me that can of XXXX with the instructions to "drink it when everything turns to shit."

"And so when my front end went on me I drank the can but didn't have the heart to throw the empty away - it was a gift after all.

"And so started my collection of what I call my sacrifices to the Gods of motorcycle travel.

"Ironically my other early gift was a bottle opener, affixed to the left-hand side of the bike, which was a gift from my sister because she knew whenever I was wrenching on the tools I'd often be having a beer, more often than not."

I had lost a few close friends to mental illness and depression and so I tried to raise some money for Beyond Blue as well."

So, with some money saved and some plans to do odd jobs on the way to supplement his kitty he headed for Darwin to catch a boat across to Timor - stage one.

"From Timor I made my way across to Indonesia, then Sumatra, then Kuala Lumpur, Chennai in India, Goa, Pakistan, through Iran, Turkey, Bulgaria, Bosnia, Serbia, Croatia, Slovenia, Italy, Switzerland, France, Spain, then London."

Just in time to make the trip to the Goodwood Revival festival in Chichester, which is where *Cycle Torque* first met Jonathan.

"People often ask me wasn't I scared travelling in place like Pakistan, Iran and the middle east in general," Jonathan muses.

"What I found was that the old Royal Enfield blended in. I wasn't riding some shiny, flash \$30,000 European bike. With the old bike and the old leather throwover saddle bags and my spare tools and minimal pack I didn't really stand out.

"Sure there were lots of countries where people were carrying AK47s around everywhere but I didn't look like I was a threat to them.

"To be honest, the place where I was the most scared was the Australian Outback when my front end gave way. The distance, the risk of dehydration, the lack of people - it was disorienting and truly scary."

He picked up a few other gifts in his travels too.

"Charlie the kangaroo, which lies trapped underneath his rear carrier rack, was a



gift from a Parisian family where he stopped for more repairs to his bike.

"There was also a blessing bead that I'd been given in India for good luck."

Other sacrifices that adorn his bike include his first dead piston (that blew up in Australia before he even got going) and a small gear from the first gearbox that decided it didn't want to play travels.

There's another small piston that decorates his front end, but that was an actual trophy, not a repair job.

"I won that trophy at a beach party drag race on the east coast of Malaysia. My Royal Enfield won the "slow race" for the bike that could go the slowest."

The ensuing stage of his trip which took him to India was the first time he came across anyone from the Royal Enfield company.

"There's an event in Goa called the Rider Mariah where almost 5,000 Royal Enfield riders turned up from all over India," Jonathan recalls.

CYCLE TORQUE PEOPLE

Jonathan Gibson

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"It's a Royal Enfield sponsored event that is a great opportunity for camaraderie, community goodwill and just a great excuse for a party.

"That event was my first official interaction with anyone from Royal Enfield as a company.

"They became aware of my trip from Sydney to London which resulted in my bike being part of the Royal Enfield display at the Goodwood Revival Festival."

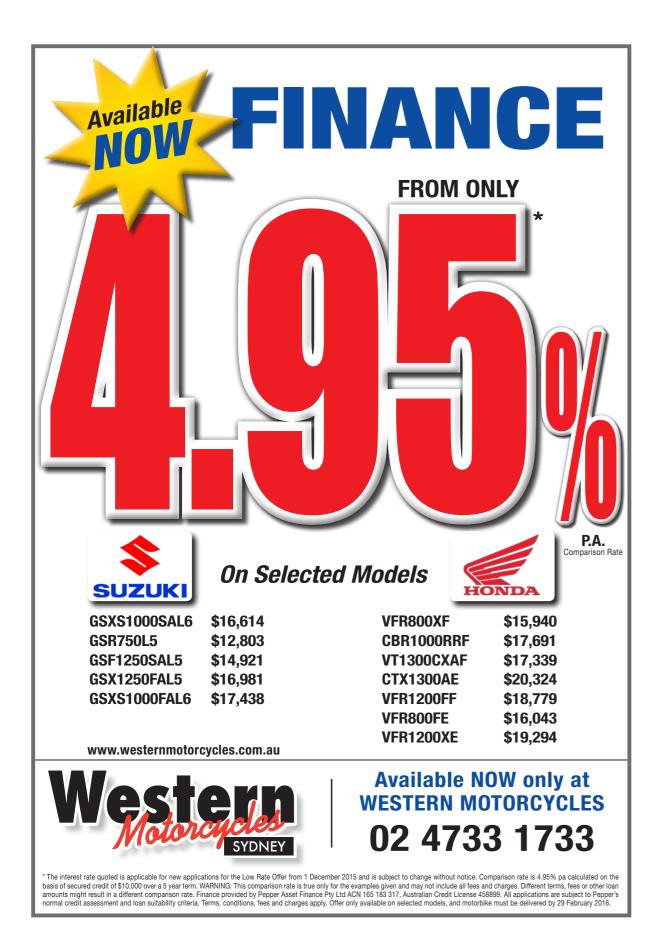
Cycle Torque can attest to the fact that not only did the '67 Royal Enfield do the 60mile trip from London to Chichester to be part of the festivities but that it was also a magnet for visitors to the Royal Enfield display.

After Goodwood Jonathan returned to Sydney where he plans to rest for a while.

"Yes, I'll chill out for a bit and get myself grounded and perhaps rebuild the Royal Enfield. After that, who knows?"









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More than a race

WEARING the wrong jacket thanks to our unpredictable Australian weather won't happen again if you have the Ixon PitRace sports motorbike jacket! If it's a hot summer's day, there are vented mesh panels on the front, back and sleeves. If the rain and winds have picked up, the waterproof, breathable and windproof removable insert is conveniently stored away snugly in a hidden pocket in the back of the jacket.

CE protectors are on the jacket's elbows and shoulders, and reflective piping throughout.

Not only is the new PitRace jacket incredibly inexpensive, it's thoughtful too with a classic collar, pocket for the optional CE Back Protector and a zip to connect to pants at the back. And with little room for carrying on a bike, there's pockets galore on the PitRace.

Price: \$199.95 Available from: Good motorcycle stores More info: <u>www.ficeda.com.au</u>

2 Stone Pro RAD Guard has a radiator guard for the Yamaha MT-07. The Rad



Guards are made out of high grade aluminium; the expanded mesh is used to protect the radiator core along with a rigid frame that also acts as a brace. The Rad Guards are bolted onto an existing mount point on one side of the bike and held in place on the other side by the Yamaha's pin system. Available in Polished Alloy or Powder Coated Black. Check out their website to view the fitting instructions video.

Price: RRP \$195 Special \$156 Available from: Direct From Rad Guard More info: <u>www.radguard.com.au</u> or (02) 6658 0060

Scout Filter

K&N's new KA-9915 High-Flow Air Filter made for the for the Indian Scout 69ci 2015 up motorcycles offers low air flow restriction, resulting in increased throttle-response, horsepower and torque. The K&N cotton pleated media provides a large filtration area offering long service intervals and excellent filtration. This filter is designed to slide directly into the OEM airbox without any fitting or cutting required using an injection



molded OE style mounting frame that offers a very secure fit.

Price: \$119.95 Available from: Good bike shops More info: <u>www.ctaaustralia.com.au</u>

4 Cafe Cool

THE Nolan N21 is a pretty special little guy that will suit cruiser and scooter riders, but also has a very distinct style that will really suit café racers.

It has old school fighter pilot styling with a goggle style visor that slides up inside the shell, and offers all the quality and safety that you get with Nolan's 100 per cent Italian made products. Selected models are also available with a special Scratched Chrome paintwork to further enhance their character. The helmet starts at \$199 for the plain colour model, with the Scratched Chrome model as pictured retailing for \$309 – but the other graphics are only \$239. There is also the N21 full visor version which retails from \$239.

Available from: Good bike shops More info: <u>www.ronangel.com.au</u>



CYCLE TORQUE GEAR

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Multi Touratech

TOURATECH has been supplying adventure accessories to Ducati Multistrada for a while now and this has continued onto the new DVT model, with a myriad of touring accessories and other parts available to hop up your Multistrada. Straight up the main accessory is the 45 litre pannier system, but there's also crash bars, oil cooler guards, sat-nav brackets, top cases and even comfort seats.

Check Touratech out, there's bound to be something you want for your Multistrada.

Price: Varies Available from: Direct from Touratech or selected stockists More info: www.touratech.com.au

or (03) 5929 5529

2 XR Oggys

Oggy Knobbs are now available for the 2015 BMW S1000XR. Promoto's Oggy Knobbs take the brunt of impacts and road surface abrasion and can significantly reduce repair costs after a fall.

Only the strongest, most resilient materials are used to ensure strength, performance and appearance. State of the art manufacturing techniques like CNC machining, laser cutting and MIG welding are used in the production process for accuracy and perfect fit.

Bar ends protectors, engine protectors and axle protectors are all available.

Bar ends – \$39.95, Axle Oggys – \$99, Engine Oggys – \$195

Price: From \$39.95 Available from: Good motorcycle shops More info: www.kenma.com.au

Tiny Tots KX

DESIGNED in Australia, the all new collectable KX Kiddimoto toy looks just like the real thing! This two wheeled package of fun features pneumatic tyres and an under seat exhaust.

Price: \$162.95

Available from: Kawasaki dealers More info: <u>www.kawasaki.com.au</u>

Lubrication

IN JAPAN, there's no such thing as an unlubricated chain. Ipone employs ninjas to sneak into garages at night, Iubricating chains before disappearing without a trace. Whether you believe that or not, you can't question the quality if Ipone's products. They are global leaders in motorcycle oils and Iubricants. This Chain Lube will keep the recipient of this gift well lubricated at all times.

Price: \$23.95 Available from: Good bike shops More info: <u>www.ficeda.com.au</u>



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CYCLE TORQUE GEAR

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VOZZ RS 1.0 breaks the shackles at Sydney Motorsport Park

The VOZZ RS 1.0 helmet has finally been unhinged at Sydney Motorsport Park recently after 10 years of development.

The helmet design really needs to be seen to be believed, so here it is.

As you can see, the rear-entry helmet utilises a twin buckle system instead of a chinstrap.

Managing Director for VOZZ Mark Bryant believes the design will render traditional chin-strap helmets extinct. Essentially it is impossible to lift-off over your head once it is clipped in, it's easier to remove in an accident and also provides back-of-the-head support once it has been removed.

"We create and deliver innovative helmets that increase the comfort, safety and performance of people in high risk activities," Mr Bryant said.

"Locally designed, this helmet is a tri-composite construction that delivers a ride with no buffeting, no chin strap, no vision impairment, no neck compression and no neck restriction issues."

The buckles operate similar to that of a car door and have been tested well beyond the standard, Bryant said the shell ended up failing before the lock, removing much doubt about lateral blunt force trauma unsettling the locks.

The helmet has a QR code on the side which links to an accident removal video, and emergency rooms and paramedics in Australia will be given a training video which illustrates how to safely remove the helmet in an accident.

The VOZZ design also reduces wind noise, it does not tug on your ears or fold them and you can also wear sunglasses and gloves when taking it on and off.

Cycle Torque was invited to the launch and put in quite a few laps at Sydney Motorsport Park's technical South Circuit wearing the Vozz RS.

On the spec sheet, the helmet weighs 1760g, which is a touch heavier than a modular style helmet, but the EPS inside the VOZZ helmet is curved to make constant contact with the head and is also cradled around the chin. This evenly balances weight distribution, so strangely enough the helmet ends up feeling lighter.

The comfort and security of the VOZZ RS 1.0 helmet is stellar. Once it is on it simply stays put.

The helmet also provides plenty of peripheral vision, which was well tested on the late-apexed, look over your shoulder for what feels like an eternity turn 11 at Sydney Motorsport Park.

On a stinking-hot day, the VOZZ RS 1.0 also showed itself to be well ventilated, which allowed for more relaxed, concentrated laps on the short but sharp South Circuit.

More long-term testing will be required to evaluate how the helmet performs over longer distances and in cold and rainy weather.

Ken Lovegrove from Motorcycle Accident Rehabilitation Initiative (M.A.R.I) has claimed to have done plenty of kilometres with the VOZZ RS 1.0, saying "it is the sweetest hat I've ever worn."

The VOZZ RS 1.0 comes with a two visors (clear and dark), a premium helmet bag and is available in eight standout colours.

Priced at \$888, the VOZZ RS 1.0 comes with a three-year warranty and is now available from VOZZ Headquarters in Frenchs Forest, North Sydney.

An online store should be live by the time you read this, and dealers will be announced soon.

Visit Vozzhelmets.com to check it out.



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NSW ATV Inquest

A NSW CORONER'S inquest into the deaths arising from quad bike accidents has just been released, providing numerous recommendations to improve safety.

Deputy State Coroner Magistrate Sharon Freund has recommended a star-based safety rating system for quads and side-by-sides, as well as introducing Australian Standards for manufacture, design and mandatory training.

Other recommendations from Magistrate Freund include banning children under 16 from operating adult sized quad or side-by-side vehicles and developing an Australian Standard for helmets used with quad bikes.

Chief Executive of the Federal Chamber of Automotive Industries (FCAI), Tony Weber has welcomed a number of the measures.

"Public awareness of known safety practices and training are initiatives the ATV Industry has promoted for some time now, as these will help keep ATV users safer when using their vehicles," Mr Weber said.

Executive Director of SafeWork NSW Peter Dunphy said SafeWorkNSW is currently reviewing the findings alongside the University of NSW Transport and Road Safety (TARS) quad bike crash performance project recommendations.

"Initiatives recommended in the research report were considered as part of the NSW and QLD Coronial Inquiries into quad bike deaths," Mr Dunphy said. "The research recommendations and outcomes of the coronial findings have the potential to lead to major improvements in quad bike design and safety.

"The NSW Government and SafeWork NSW remain committed to working with the agricultural industry and other work health and safety jurisdictions to make major inroads into reducing the unacceptable levels of quad bike deaths in our community."

Magistrate Freund could not determine the effectiveness of crush protection devices, though she did recommend SafeWork NSW, SafeWork Australia, and the manufacturers of Quadbar and Lifeguard crush protection devices collaborate to conduct independent study to assess their effectiveness.

Managing director of Quadbar and member of the Australian Quad Distributors Association, John Robertson said that doubt currently remains over determining the effectiveness of crush protection devices because every situation is different.

Mr Weber and Mr Robertson both welcome the coroner's recommendation to prohibit children under 16-years-old operating adult sized vehicles.

Mr Robertson is also working on releasing a helmet specifically designed for quad use.

The helmet is much lighter than a motorcycle



helmet, which is "much more suitable for agricultural use," Mr Robertson said.

The FCAI criticised the star rating system proposed by the University of NSW Traffic and Road Safety (TARS) team because it believes the tests do not relate to real-world data.

"It cannot accurately inform ATV and side-by-side vehicle consumers about the relative safety of one vehicle versus another," Mr Weber said.

The TARS Final Project Summary Report indicates that more work needs to be done towards establishing a star rating system based on rational and empirical evidence, stating, "the star rating system can be evaluated progressively over the years based on real-world field injury and fatality data."

Mr Weber said ATVs provide great benefits for farmers, allowing them to stand up for better visibility and dismount easily when performing repetitive tasks.

Continued on next page

QUAD TORQUE NEWS

"The FCAI stresses that before using an ATV, farm owners/ workers should consider if an ATV is the right vehicle for the task at hand and not use the ATV for tasks or in environments which it is not suited," Mr Weber said.

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

"In Australia, training is widely available and ATV manufacturers selling vehicles in Australia can advise on ATV training available in their local areas.

"Training is provided at a very reasonable price—around \$100-\$300."

The FCAI has also previously welcomed recommendations from the QLD Coroner's Inquest into ATV Safety delivered August 3rd, and has set aside funding for advertising and education, which has been recommended to be combined with a SafeWork NSW public media campaign to increase awareness on the risks of unsafe quad and side-by-side operation.

There have been over 200 quad related deaths in Australia since 2001, including 18 in 2015 alone.

Approximately two-thirds of these deaths have occurred on farms.

Major trauma from quads and side-by-sides almost doubled from 26 in 2010 to 51 in 2012.

Warranty Bonanza

SUZUKI is obviously standing by its products by offering a class leading three year warranty on all of its farm ATV products. From the basic Ozark 250 right through the flagship KingQuad 750, it's all covered.

This is not some sort of 'extra' warranty you get from a dealer either, it's a fully backed factory warranty, at any Suzuki dealer in Australia.

"We are proud to be able to extend this great offer to all of our loyal Suzuki customers and also to those



looking to make the switch over to our highly regarded range of Suzuki Farm ATV products," Suzuki General Manager, Paul Vandenberg said.

"While some manufactures offer a one year factory warranty plus a two year local warranty we are proud to be able to offer a full three years factory warranty on all of our ATV Farm products."

For more information on the Suzuki's new three year factory warranty interested customers should visit their local Suzuki dealer. ■

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Book Shop

SPECIAL BUY ALL 3 FOR \$53



1. The Classic Bike Workshop – \$21

Following on from the success of his first two novels, Peter J. Uren has continued with the story of the old mechanic, who quickly realises that retirement is not all it is cracked up to be. In this, his third novel, the main character returns to help out his son-in-law, while one of the mechanics' plans come to a crashing halt.

2. 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.

3. 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.

4. Motorcycle Dream Garages – \$29.99

Motorcycle Dream Garages opens the doors to sixteen motorcycle palaces, among them a secret one in Chicago housing over one hundred rare bikes; a converted garage dedicated to Vincents in St. Paul; and a sampling of luxury motorcycle garages owned by racers and celebrities, such as Jay Leno.

5. Round Oz Ride – \$70

Kog and his son James set off to ride around Australia in 40 days in search of the meaning of life or at least some answers to the big questions of life... well ok... to just have fun. 17,750kms in 40 days

6. Hell On Wheels – \$39.99

DescriptionA gripping history of outlaw motorcycle club culture from its beginnings to the present day. In a world

where most of us roll over when confronted by the power of authority, the antihero figure of the outlaw biker stands beyond the crowd, a beacon of social freedom. By choosing to live outside of society's conventions, the one-percenter has the inner strength to act on his own convictions.

7

BROTHERHOOD

7. The Brotherhoods – \$22.99

Bikies consider themselves 'the last free people in society'; unrestricted by the laws that rule ordinary citizens. Yet they have strict joining rules and jealously guard their privacy. The twenty-first century has seen bikie culture move from secretive disorganised crime to far more threatening organised criminal activities that led to the death of a Hells Angel's associate at Sydney airport in 2009, and the gang-style killings that preceded it.

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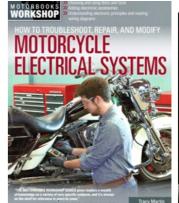


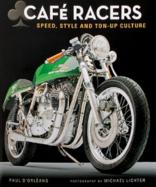












8

1. 365 Motorcycles You Must Ride – \$27.99

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

2. The Art Of BMW - \$49.99

The Art of BMW is the ultimate visual guide to almost a century of motorcycle excellence from BMW. The Art of BMW: 90 Years of Motorcycle Excellence captures the essence of craft, performance and invation that has marked out the German manufacturer's output since day one. Fully illustrated with Henry Von Wartenburg's stunning studio portraiture, and accompanied by concise, authoritative profiles of each machine, The Art of BMW takes stock of the rolling sculpture produced by one of the world's leading motorcycle manufacturers in the year of their 90th anniversary.

3. The Art Of Ducati – \$75.00

Celebrate more than 60 years of Italian motorcycle mastery. Over 60 years ago in Bologna, Italy, a small company called Ducati began manufacturing simple, inexpensive 50cc motorcycles--really no more than two-stroke-powered bicycles. Since then, Ducati has evolved into one of the most storied names in the motorcycling world, its lineup of beautiful machines revered for their technical excellence and extreme performance.

4. Art Of The Harley Davidson Cycles - \$75.00

See David Blattel's stunning Harley-Davidson portraiture as never before in this deluxe edition. Photographer David Blattel treats every photo shoot as a work of art. When his subjects are the works of art produced by the motorcycling maestros from Milwaukee, the results are doubly beautiful. Art of the Harley-Davidson Motorcycle pulls together the best of Blattel's Harley-Davidson portraiture--over 100 stunning machines--resulting in a breathtaking review of Harley-Davidson's greatest hits from the early 1900s to today.

5. The One Percenter Encyclopedia - \$39.99

Ever wonder how the Hells Angels got their name? Ever wonder about that little demonic critter on the Pagan's patch? Ever wonder about the local one-percenter motorcycle club that hangs out at the corner bar? The One-Percenter Encyclopedia answers these questions and many more. Featuring concise entries that include information on founding chapters, founding dates, number of chapters, number of members, and club biography, this book covers all the major clubs—Hells Angels, Outlaws, Pagans, Mongols, Vagos—as well as lesser-known clubs from around the world.

6. Italian Custom Motorcycles - \$39.99

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

7. How to troubleshoot, repair and modify Motorcycle Electrical Systems – \$49.99

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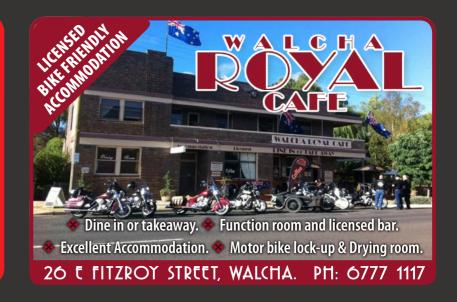
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TORQUING BACK



Windy Corner 2

Firstly, thanks for publishing my letter in the October issue of your great magazine. As a follow up to that, I was fortunate to have completed a couple of days at the California Superbike School (CSS) at Phillip Island since then. I can't believe how much the skills I picked up there have improved my riding - including in really windy conditions. Now I am gripping the bike more with my legs and less with my hands and arms that I find has increased my stability when it's windy. For anyone thinking about doing the California Superbike School I would thoroughly recommend it - especially around the Phillip Island circuit, which is just awesome.

Paul Davis

Old Crap

I kind of wonder what is going on with bikes and have done for a while? Can anyone tell me why old crap bikes have such a high asking price that seems so high they almost touch the sky and good later model bikes are worth nothing.

The problem is I grew up with a lot of this old crap in the '70s and '80s and we all wanted better stuff than what we were getting at the time and were so happy when new bikes came along. How come bikes that were so hard to sell when they were new and were crap are now so sought after and ask such a stupid price for unreliable bad handling bits of junk? Even the poms had it all over the japs with handling if you didn't mind rebuilding the motor after just about every ride.

I can only assume that in times of mass production and large numbers available this contributes to such bad resale prices of near new bikes the only other fact can be every one wants to get noticed and on a new bike, that's probably not going to happen in these times we now live in.

Kev Hunt, 1250 Bandit and GSX 1400

Hi Kev

I think it simply must come down to people looking back to their youth, what they either had or couldn't afford back in the day. Nostalgia is a powerful emotion. And what made a bike good or bad was very subjective. So many of those old clunkers met their maker over the years so availability, or lack of, gets prices high. But when you ride an old bike these days, especially after a diet of modern machinery, you realise how far motorcycles have come, particularly in the engine and suspension department. Ed.

You're Right!

Your December editorial was absolutely spot on regarding Rossi. He's been dishing it out for long enough, and now the tide has turned. And more is the pity, without doubt, probably the most gifted and successful rider of all time but he has tainted his reputation with his own stupidity. In other words, he can give it, but he can't take it. Anyway, roll on next season.

Pain Relief

Replying to Keith's question on pins and needles in throttle hand in the December Torquing Back section. I too had this problem until my son told me of this little plastic thing that clips around the grip and rests just near the heel of the wrist back from the little finger. It was cheap to buy and at first I thought it was a bit of a joke. But after trying it, I would not ride without it now. There's no need to hold on for grim death on the long runs, your wrist helps hold the throttle on and you can stretch the fingers and get the blood going and hot weather get some air into the gloves while still maintaining your speed.

I just got back from Far North Qld, 8000 kilometres, it worked fantastic. Hope this helps Keith.

John Burr

Returnee

I have recently returned to motorcycling after a long break, and I mean long, the last bike I rode was an NS 400 R way back in 1989! I spent a lot of those missing years riding road bicycles, and still do.

With all those years riding on the road, I feel I have a pretty good idea of how to survive.

Motorcyclists on the whole are enthusiasts, we all ride because we love it, and the nod we give to each other on the road shows we respect one another... I like that.

For me, the bike allows me to escape the city and camp in the mountains on the weekend. Plus I love to ride the beautiful roads available up there. On my last trip I spoke to a Policeman at a picnic spot (he was inspecting an abandoned car). During our brief chat, I stated how lovely the riding was around here, what he said next made me very sad.... he said 40 riders had died so far (mid October) on the immediate roads in the area. It made me think of the five riders who passed me, taking insane risks down a mountain stage I had just gone through, one of them in his urgency to keep up with the group pulled out to pass a car, but failed to see a car pulling into the oncoming lane from a side street, it took him by surprise and he pulled in just in time.

Now I love giving my bike a burn up or down a nice winding road, it's great fun. I just wish that the very selfish element of riding with your mates like you were in a race was left on the track, because I really don't want to have to witness a fatality on one of my rides, because I think that would see me hang my leathers up for good.

Ed Falconer



Write a Letter!

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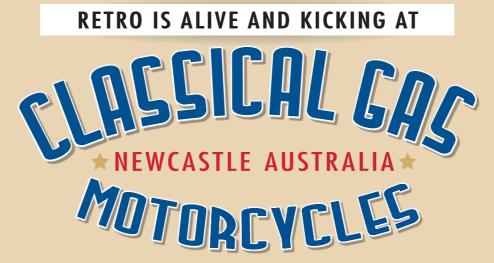
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