

# **Cyclist Torque**

**MAY 2014 FREE**

**KAWASAKI  
Z1000  
GEN 4**



- ALSO RIDDEN**
- HUSABERG FE250 + FE450
  - DUCATI MULTISTRADA 1200 S TOURING
  - KTM 250 SX LONG TERMER

**2014 BMW  
R 1200 GS  
ADVENTURE**

**ACHTUNG BABY**

## Welcome

*ADVENTURE bikes continue to be the focus of manufacturers in 2014, with BMW releasing its new water-cooled R 1200 GS Adventure, the large-tanked, long-range variant on the new model GS it released last year.*

Editor Chris Pickett reports on the cover bike and comes away more than impressed.

We also have Ducati's Adventure machine, the Multistrada 1200S, a 150hp machine with active suspension and a prowess which makes the big twin great fun on everything from race tracks to dirt tracks. Our other road bike test for this issue is the Kawasaki Z1000, a machine Kawasaki keeps reinventing and making more and more fun.

Smarty's leading the dirt bike charge this month with an update on the KTM 250 SX long-term two-stroke he's pedalling, while Todd Reed has been out on the Husaberg FE250 and FE450.

Our big feature for the May issue is the conclusion to our tour of Vietnam's Ho Chi Minh Trail - download the April issue for part one if you missed it.

Then, of course we have all the usual sections like Quad Torque, Bike Stuff and our columnists.

Don't forget to check out [www.cycletorque.com.au](http://www.cycletorque.com.au) for news, race results, special events and promotions.

**- Nigel Paterson**  
[publisher@cycletorque.com.au](mailto:publisher@cycletorque.com.au)



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[suzuki-vstrom.com](http://suzuki-vstrom.com)

<http://www.suzukimotorcycles.com.au/bikes/dual-purpose/dual-purpose/2014/2014-v-strom-1000.html>

# Zero has arrived

*ZERO'S new all-electric high performance motorcycles have arrived in Australia.*

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Dealers to date include Central Coast Cycles (NSW), Mototecnic Performance Bikes (Vic), Moto Arena (Qld) and Shearwater Motorcycles (Tas).

More dealers are due to be announced soon.

For more information and links to the Zero [www.zeromotorcycles.com.au](http://www.zeromotorcycles.com.au) or go to [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more) or call 0400 630 829. ■



# Farewell Massimo Tamburini

*After a long period of illness Massimo Tamburini, recognised as the world's greatest motorcycle designer, passed away on April 6 at the age of 70.*

For over 13 years Tamburini was head of the MV Agusta design and engineering division at RCR (Centro Ricerche Castiglioni - Castiglioni Research Centre) in San Marino, to which he dedicated a significant part of his career designing Cagiva, Ducati and MV Agusta motorcycles together with Claudio Castiglioni.

"Massimo Tamburini was one of the legends of the motorcycle industry. I want to remember his passion, enthusiasm and determination," said Giovanni Castiglioni, President of MV Agusta.

"He was a great designer, but above all he was truly passionate about motorcycles.

"He left our company a precious heritage and will always occupy a place of honour amongst motorcycling's all time greats.

"His name will go down in history for his ingenious intuition and perfectionism applied to every small detail." ■



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[http://www.kenma.com.au/motorcycle\\_luggage.html](http://www.kenma.com.au/motorcycle_luggage.html)

The advertisement features the Ventura logo on the left, which consists of a stylized black and white shape above the word "VENTURA" in a bold, sans-serif font. The background shows a motorcycle with various pieces of black and red luggage attached to it, parked on a road. A person on a motorcycle is visible in the distance. The slogan "It's not where you're going, It's how you get there!" is written in a large, red, italicized font across the top. The URL "http://www.kenma.com.au/motorcycle\_luggage.html" is at the bottom.

## Shoalhaven Motorsport plan

**MOTORCYCLING NSW has lodged a development application to build a \$12million motor sport complex at Yerriyong.**

Motorcycling NSW has spent \$400,000 over the past five years on consultants' reports for the DA. Most of that money was spent in the Shoalhaven. All but two of the consultants were local.

Shoalhaven City Council will buy the land for about \$600,000.

Motorcycling NSW will lease back the land for \$5000 per year.

The complex is expected to cost \$12million to \$15million to build.

The project will create 23 full-time jobs during construction and 43 flow-on jobs.

According to independent modelling supplied by Motorcycling NSW, the venture could inject \$20million to \$30million per year into the local economy.

The lodgement of the DA has given the community its first detailed look at the proposal.

Motorcycling NSW general manager Daniel Gatt encouraged Shoalhaven residents to be involved and read the application while it was on public exhibition.

"Whether you are for the project or against it we want everyone to look at the proposal and submit comments," Mr Gatt said.

Residents who live in Haines Road near the proposed site have raised concerns about noise and traffic. Over the past two years they have campaigned against the proposal's location.

Mr Gatt said Motorcycling NSW wanted to be comfortable with its neighbours.

"We will have a community liaison to work with the community," he said.

"We have met with residents in the immediate area and have responded to concerns.

"Noise was an issue for some and as a result we have decided not to proceed with a speedway track as speedway bikes are significantly noisier than other competition motorcycles.

"We also won't be running events at night."

Mr Gatt said the Shoalhaven Motorsport Complex would not be an international-standard racing facility.

"It will not be suitable for Formula One cars or Moto GP bikes; rather, we are aiming at the next tiers of motorsport competition, national titles and club days.

"About two thirds of the year will be lay-days with noise levels not exceeding ambient noise," he said.

"To address concerns about traffic we won't be running events in competition with other local events."

Shoalhaven Mayor Joanna Gash said she was excited about the economic and employment opportunities the facility would bring to the region.

"Council has been working with Motorcycling NSW in identifying a suitable location close to Nowra since first being approached by the organisation in 2011," she said.

"The facility is expected to draw hundreds of thousands of visitors to the areas and have major benefits for the area's accommodation, food and service providers."

Motorcycling NSW anticipates the DA consent process will take about four months. The organisation hopes to begin work on the site before Christmas.

For more information follow the link at [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more). ■

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## Curtain calls it

*AFTER two decades at the very top of road racing in Australia and around the world, Yamaha's Kevin Curtain has retired from racing.*

"I have been lucky enough to live a blessed life and through racing I have seen all parts of the world and met some amazing people," the former World number two 600cc Supersport rider Curtain said.

"But the motivation to continue at this level has dropped for me and I didn't feel I could give my team, my family and my sponsors a 100% effort every time I went on the track and for that reason, it is that I have decided to retire from racing.

"Motorcycles have been a huge part of my life and it wasn't an easy decision as racing is my passion and I have dedicated so much of my life towards it. But I know it is the right thing to do and looking back I couldn't have asked for more.

"I look forward to a life outside of bikes and have some spare weekends now but I will always follow racing and with all the riders in one series here in Australia, things look to be back on track and the future looks good for the talented riders we have coming through."

Curtain has been the mainstay of Australian road racing for years, starting way back in 1993 when he attended a road race event at Oran Park for the very first time. He was instantly hooked and in just two years, he was the 1995 250cc Australian Production Champion.

His career continued to blossom and championships continued to flow in Australia when he then got the chance to move to Europe and contest the World Supersport Championship, culminating in the 2006 championship where he finished in second place.

He made a return back to Australia shortly after and signed on with the Yamaha Racing Team in 2010. He then went on to win the FX Australasian Superbike Championship three years running - 2010, 2011, 2012 - and also numerous championships in various support classes including Formula Oz and 600cc Supersport. ■



## MotoExpo

*THE official figures are in and 15,774 Queenslanders converged on Brisbane's RNA Showgrounds last month for the inaugural MotoExpo presented by Insure My Ride and featuring the Motul Pirelli Baylisstic Scramble.*

Showgoers experienced an all-new approach to consumer exhibitions with MotoExpo offering interactivity such as test rides, come and try zones, non-stop entertainment and Saturday night's Baylisstic Scramble racing program.

The event boasted over 90 exhibitors that included a huge lineup of manufacturers, supporting products and services.

Event Organiser Troy Bayliss said he was thrilled with the feedback from both the industry and visitors.

"Moto Expo was a complete new project for Troy Bayliss Events," Bayliss said. "Our plan was to create a market leading motorcycle exhibition that would showcase the industry in the best way possible."

Yamaha, BMW, Ducati, Triumph, Harley-Davidson, Can-Am, Vespa and Victory all used the event to unveil 13 brand new motorcycles to the Australian market for the first time.

More than 9000 people packed the grandstands to witness the return of flat track racing to the hallowed main arena. Some of the biggest names in motorcycle racing took to the track including three-time Speedway World Champion Jason Crump who thrilled the crowd with a demonstration on his 2012 Speedway World Championship bike.

"To have a race in the middle of the expo's program was very unique," Bayliss continued.

"I just want to thank all the riders who competed and all the fans that stayed to enjoy the scramble and well done to my mate Caso for taking the chequered flag."

The green team of Australian Dirt Track legend Paul Caslick, Nick Durmisov,



Matt Davies and Grant Charnock, won the Baylisstic Scramble Teams Dirt Track challenge.

Baylisstic Scramble Teams Dirt Track Challenge Final Results

1st - 46pts Green Team (Paul Caslick, Matt Davies, Nick Durmisov, Grant Charnock)

2nd - 41pts Red Team (Troy Bayliss, Mick Kirkness, Marty McNamara, Matt Walters)

3rd - 32pts Yellow Team ( Stephen Gall, David Armstrong, Glenn Scott, Ian Hamilton)

4th - 30pts Blue Team ( Chris Vermeulen, Robbie Bugden, Luke Gough, Karl Muggeridge)

5th - 23pts White Team (Jason Crump, Brendan Harrison, Garry McCoy, Matt Groves)

The Troy Bayliss Events team will continue preparations to bring an exciting new MotoExpo to Melbourne Showgrounds on November 28-30. ■

## Open-class bikes cause headaches for factories

*SOME of the highest-profile riders, include double MotoGP champion Jorge Lorenzo, have requested the chance to test the Open-class machine being run by the privateer Yamaha teams.*

The new Open class, which replaces the CRT-machines of the last couple of seasons, have proven very fast in testing, especially in the hands of Aleix Espargaro.

The Open class machines are allowed to carry 24 litres of fuel, four more than the factory bikes, and are allowed to run softer compound tyres. These advantages have been instigated to give the less well-funded teams the chance to compete against the better-funded factory teams running prototype machinery.

Lorenzo jumped to the lead of the season-opening race at Qatar but fell on the first lap.

Notably Ducati - which picked up a podium with Adrea Dovizioso at the second round in the USA - has chosen to go with the Open Class rather than prototype, but not Honda and Marc Marquez, who won the opening race.

The factory bikes are allowed to run their own software with the class-standard Magneti Marelli ECU (engine management) hardware, while the Open class entries must run the same hardware with the supplied software. Notably, engine development during the season is permitted for the Open class machines, but not for the factory prototypes.

So for the first time in many years we have a top factory team running in the 'cheaper' class. ■

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## More Cycle Torque

Cycle Torque doesn't stop with the printed magazine, iPad edition or downloadable PDF edition – there's lots more you can read and watch over at [www.cycletorque.com.au](http://www.cycletorque.com.au).

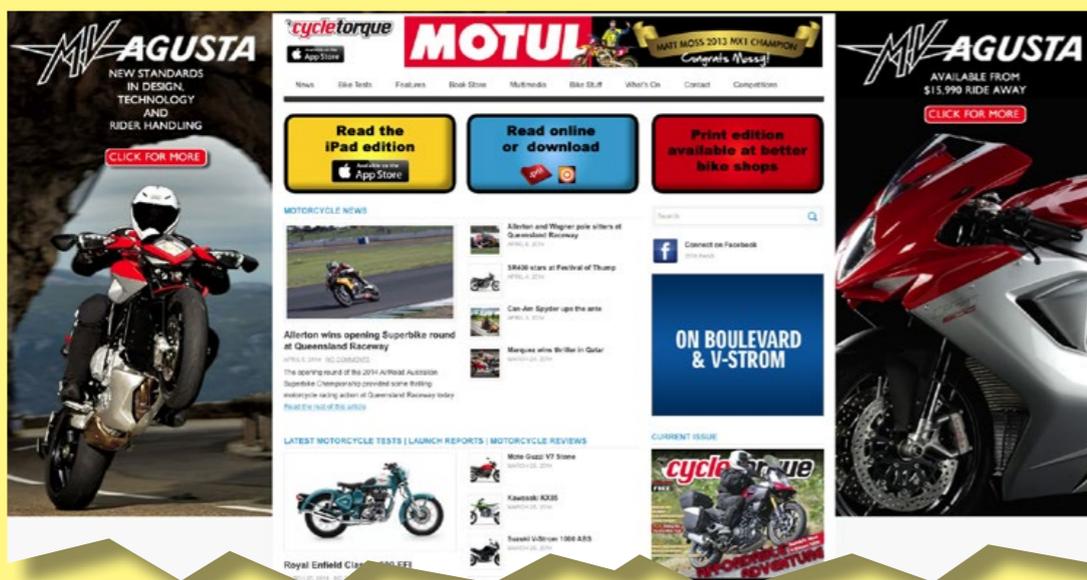
There is news going up on the website regularly, and you can catch up on any issues you may have missed, reading them online or downloading.

If you're looking at a machine we haven't tested in a while, there's a vast archive of bike tests dating back many years.

Then there's the More Page – where we link to lots more information about the bikes we test, the products we feature and how to find more information relating to the articles we've published.

For print magazine readers there are links to the videos we make for the iPad edition, links to motorcycle manufacturer webpages about the bikes on test. There are links to the websites of the products featured in Bike Stuff and Used & Reviewed, and links where applicable from the news stories.

Check out [www.cycletorque.com.au](http://www.cycletorque.com.au) and [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more) for lots more Cycle Torque. ■



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## First Aid for Motorcyclists

*TRACY Hughes has set up a training course called First Aid For Motorcyclists specifically targeting motorcycle-related first aid and accident scene management.*

The half-day course could make a big difference to the confidence and skill level a rider needs out on the road if they come across an accident scene.

The course is endorsed by the Motorcycle Council of NSW, Stay Upright Rider Training, Skill Master rider training, HART and Royal Rehab (Ryde). Tracy is a qualified Sydney based First Aid Instructor and also worked for St John Ambulance for a number of years.

As a passionate motorcyclist she saw a need for the course, which is packed with relevant content and involves participation in practical sessions.

Public courses are available monthly at Royal Rehab Hospital in Ryde (Sydney) and there are also private/closed club courses also available.

For more information phone 0408 956 435 or (02) 9560 1743 or email [info@firstaidformotorcyclists.com.au](mailto:info@firstaidformotorcyclists.com.au).

## Pavey & Compass

Compass Expeditions has announced Dakar legend Simon Pavey is once again returning to Australia to conduct a level 1 & 2 off road training skills course, Nov 1-2 at Mansfield, Vic.

"Last year's event in the Flinders Ranges was a massive success," says Mick McDonald co-founder of Compass Expeditions.

"I simply can't believe the change in skill levels, but more importantly, confidence after a weekend with Simon and his team, in fact two riders who had never been off road booked the epic 105 Road of Bones expedition shortly after completing the course, it really is that good," Mick said.

The weekend course is followed by a 5-day ride out throughout the Victorian High Country where riders can put to practice what they have learnt over the weekend. The route provides a superb mix of easy to challenging dirt with a little pavement mixed in.

More information and link can be found at [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more). ■



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**SPYDER**

# Yamaha SR400

*YAMAHA re-released the SR400 into Australia at the Brisbane MotoExpo last month.*

Launched in 1978 the original model was inspired by the dual purpose XT 500 which preceded it.

The single-cylinder Japanese market SR400 and European market SR500 went on to become iconic models with clubs dedicated to the models worldwide.

The reincarnation still sports a kick starter but the major difference between the original and the re-born powerplant is a new fuel injection system that allows the bike to conform to emissions regulations, as well as making the new model easier to start than the original.

The other advantage being even better fuel economy allowing the rider to get optimum range from the 12litre fuel tank.

The new SR400 also runs a newly designed transistor ignition system to generate better spark for easier starting. There is also an indicator on the right side of the cylinder head that shows when the piston is in the best position for starting and a decompression lever on the lefthand side of the handlebar also aids starting.

The bike's frame also carries the engine oil, negating the need for a sump and thereby improving ground clearance.

There's even a centrestand to make home maintenance easier as well as being very handy for those customisation projects and tyre changes.

Recommended retail price is \$8999. Check out [www.yamaha-motor.com.au](http://www.yamaha-motor.com.au) ■



# Funky electricity



*THE electro-cruiser from Johammer is perhaps the funkiest electric motorcycle ever built. Besides the very different styling, the hub centred machine has a serious 12.7 kWh battery pack which gives it a 200 kilometre range when fully charged, putting it right up there with most petrol powered motorcycles when it comes to fuel range.*

Other trickery includes the instruments which are housed in the rear view mirrors.

Johammer guarantees the battery will last 200,000 km or four years without dropping below 85 percent of the new battery's capacity.

While the battery pack sits in a cradle where the engine would normally sit, the electric motor is housed in the rear wheel, and it works in reverse as a regenerative brake system.

Styling is what you might call 'different' and to us looks part Art Deco and part snail. Riders might feel like Doctor Doolittle when they ride the Johammer electro-cruiser. ■

# MONSTER 1200



## The NEW Monster 1200 Monster Instinct

The unmistakable Monster design is truly iconic and means there is no limit to your enjoyment.

The performance and fluidity of the new 1200cc second generation Testastretta 11° DS engine, the versatility of the three Riding Modes, the comfort of the adjustable

seat and passenger handles make the Monster 1200 a bike that is capable of adapting to any occasion, so that you can follow your instincts in every situation.

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\*Monster 1200 S version shown

<http://www.ducati.com.au/bikes/monster/index.do>

## HUSKY CLEARANCE

THE Paul Feeney Group is having its final stock clearance of new 2014 "Made in Italy" bikes at unbelievable prices.

Stocks are strictly limited and available through participating Husqvarna dealers.

Based on Qld ride away prices you can get a TE 250R for \$8930, a TE 310R for \$9970, TXC 250R for \$7595, TXC 310R for \$8095, a WR 300 for \$8930 or a TC 250R for \$6295.

The Qld ride away prices include dealer delivery, 12months private use registration and CTP insurance. Stamp duty is calculated at 3% of the Promotional (MSRP) Manufacturer's Suggested Retail Price. TXC and TC models are not approved for road use.

## EXPERIENCE ASSEN ON DUCATIS

RIDING the famous Dutch Assen circuit will now be that bit more special via The Ducati Riding Experience on July 9-10.

This opportunity to learn track craft around one of the most famous circuits in the world is structured to cover all riding levels from street riders looking to further improve their road skills (intermediate course) while track riders can choose from a range of four levels of Racing courses.

Participants of the Troy Bayliss Academy courses will be instructed in groups of five by the triple World Superbike champion himself. Academy students will ride Ducati's 1199 Panigale S fitted with Termignoni exhausts.

For non-track riders, the Ducati Ride Experience at Assen offers an intermediate course to improve existing skills and will be conducted on Ducati Multistrada 1200S, Hypermotard and Hyperstrada models and the brand new Monster 1200.

## MORISON TO POLARIS

POLARIS has pulled off a coup with the appointment of motorcycle industry veteran Perry Morison to the position of Executive Director – Government Relations with Polaris Industries Australia & New Zealand.

After more than 16 years heading up Suzuki's motorcycle division as General Manager, Morison will take on this newly-created senior role at

Polaris in the midst of the most exciting growth era in the company's history which has seen the recent release of 11 new products and the creation of completely new market segments such as Sportsman ACE and Polaris UTE.

After a stint at Honda Australia, Morison became marketing manager at Suzuki in 1997, and not long after that assumed the role of General Manager.

Aside from his lengthy tenure and impressive record leading Suzuki, Morison has also been active at an executive level within the motorcycle and ATV industry, not least of which as the FCAI's Motorcycle Group & ATV Group Chairperson.

## NEW INDIAN DEALER

INDIAN Motorcycles Australia has announced the launch of its newest dealership, Indian Motorcycles Adelaide.

Launched in August last year Indian Motorcycles is wasting no time building its dealer network around Australia.

The new store is located at 29-31 Magill Rd, Stepney, SA and can be contacted on (08) 8130 0777. For more information about Indian Motorcycle dealerships check out [www.indianmotorcycle.com.au](http://www.indianmotorcycle.com.au)

## GREEN DAY

KAWASAKI'S recent Team Green Australia track day at Wakefield Park was a huge success, with over 60 TGA members attending.

The bikes ridden ranged from the popular LAMS Ninja 300 to old school machines from the '80s.

Plenty of special guests were on hand, including current Kawasaki Australasian Superbike Championship riders Sean Condon and Matt Walters who had their race ZX-10Rs hurtling around the circuit.

Damien and Alex Cudlin were also cutting laps, as was current World Women's #1 MX rider Meghan Rutledge.

Look out for more TGA track days on the horizon. ■

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## GILSON TO HEAD MA

The Board of Motorcycling Australia (MA) has announced the appointment of Dale Gilson as CEO of MA starting in May.

Mr Gilson brings to MA a broad knowledge of the sporting landscape in Australia and is excited to begin work for the organisation.

Most recently CEO of Speedway Australia for the last five years, and CEO of Four Wheel Drive Victoria prior, he certainly is no stranger to motorsports in Australia.

"I would like to thank the Motorcycling Australia Board for the opportunity to join the MA team," Mr Gilson said.

"And I am looking forward to the challenge and working with the MA staff, state bodies and all the key stakeholders in the best interests of motorcycling in Australia."

Mr Gilson will begin as CEO at MA on May 12.

## DUCATI CLUB RALLY

THE National Ducati Clubs Rally hosted by Ducati Owners of NSW will be held on 2nd 3rd and 4th May in the scenic Manning Valley on the Mid North Coast of NSW.

Ramada Resort Diamond Beach provides the perfect backdrop for this year's event. Special guest will be Arthur Davis from Desmo Headquarters in Byron Bay and a tech talk by Shock Treatment not to mention the fantastic riding.

Saturday's ride will take in the scenic roads of the Mid North Coast while Sunday finishes with a Concours D'elegance to show off members' prized beauties.

For more information contact club Vice President, Michelle Tilley on 0413 012 141.

## RIDES AMERICA

PETER Clifford from Sydney is the lucky winner of Triumph Australia's 'Rides America' facebook competition which was held from last December through to March this year.

Peter's eight day trip will see him ride through Las Vegas, Monument Valley, Zion National Park, the Hoover Dam, Valley of Fire and the famous Route 66.

Peter is one of 12 winners throughout the world and will ride the new Thunderbird LT 1700 on the trip.

## PI BACKS TEAM GARDNER

THE name Gardner is synonymous with Australia's Phillip Island Grand Prix circuit, and the Victorian track recently announced its sponsorship of Remy and Luca Gardner – the Spanish-based teenage sons of Australian motorcycling icon, Wayne Gardner.

Both boys are no strangers to road racing, and this year 16-year-old Remy Gardner will compete in the Moto 3 class of the renowned Spanish championship (CEV Repsol), as well as a handful of wildcard rides in the Moto3 World Championship as part of his goal to be on the world scene full time in 2015.

His younger brother, 14-year-old Luca Gardner, will again saddle up for Briefing Competició in the junior Spanish national championship, Copa de España de Velocidad. He'll compete in the PreGP Moto3 class on his Moriwaki MD250.

The Phillip Island Grand Prix circuit joins long-time Gardner supporters Alpinestars and Moriwaki and new partner, helmet brand NZI, in the boys' quest to follow in their father's footsteps.

## ICE RACER

YOU wouldn't think Harkey-Davidson would build an ice racer but they have, sort of.

Taking a Harley-Davidson Street and adding over 1,000 steel screws into the tyres allowed the riders to really burn it up on the ice.

Go to [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more) to watch the video.

## CHINESE DUKE

IT WAS a celebration of epic proportions between two motorcycle manufacturing giants recently when the first KTM R2R Dukes rolled off CFMoto's production line in China.

The partnership sees KTM 200 and 390 Dukes manufactured at the CFMoto plant for the largest motorcycle market in the world, China.

"CFMoto have been concentrating on design and manufacturing of high end, differentiated products for a number of years now and the opportunity to work together with KTM on these first models was a great experience for us," said CFMoto's Lu Zhengjun.

"Our companies share many similarities such as culture, quality and product philosophy and the superb quality of these bikes is proof of that," Zhengjun added. ■

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# Future Spectators

*IF YOU'VE been to an Australian modern road race or motocross meeting in recent years you would be aware that crowd numbers are way down on that of many years ago, when our population was much less than it is now.*

I'm not talking about the Big Five as I like to call them – MotoGP, WSBK, Island Classic, Barry Sheene Festival of Speed, Troy Bayliss Classic. These are the meetings which are getting decent number of paying customers through the gate. In the case of the TBC the crowd is at sell out numbers.

Why is it that promoters of other events cannot get decent crowds through the turnstiles?

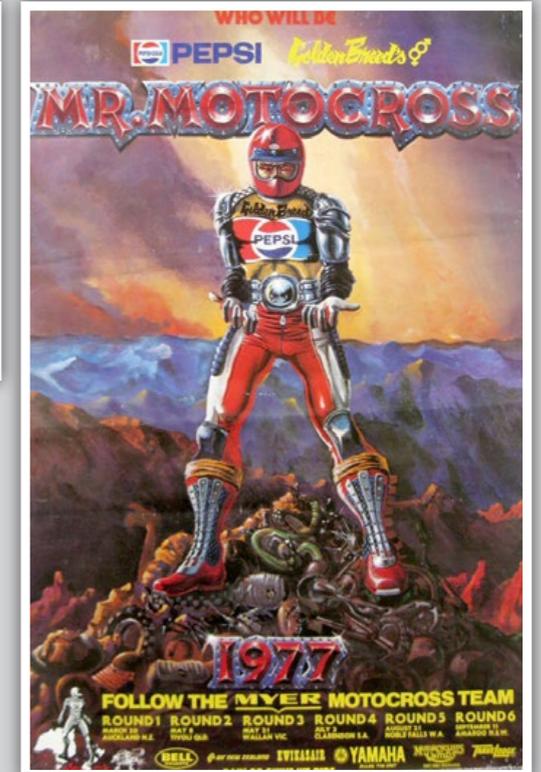
This all popped into my head after a conversation with an industry insider who told me about a Mr Motocross fundraiser held in Melbourne in March. The event got a number of the former Mr Motocross winners on stage to talk about the past series etc. Apparently the event had over 600 paying customers and was a fantastic night. This comes as no surprise to me, as Mr Motocross was HUGE back in the day. I can remember it when I was a young bloke and names like Steven Gall and Anthony Gunter were superstars to young guys hooning around on dirtbikes like me. The same went for the road racing scene. At 21 I rode my GSX Suzuki out to Oran Park to watch the very last Castrol Six Hour. In my opinion no race series has even eclipsed those two series, except maybe for the Bathurst races and the Swann Series.

My industry friend reckoned the stars from those days are still bigger names than current top level Australian MX and road racers. There are the odd exceptions he said, like Chad Reed and Troy Bayliss but I think he's right.

Why is this the case though? The racing is just as good, the talent too. But I know myself that when you go modern motorcycle racing most of the crowd consist of family and friends.

Back to my industry friend. In his opinion the reason is Australia has become a nanny state and people are brainwashed into thinking motorsport is dangerous, therefore they don't want to expose their children to it just in case they want to go racing themselves. That's one opinion of course, and I'm not sure it's all that right, but what do promoters do to get more spectators to race meetings.

Another friend said when a race meeting is coming up posters promoting it should be plastered on telegraph poles everywhere nearby, and ads placed in magazines



and on television. That all costs money but don't do it and you won't get many people along to watch. Look at V8 Supercars. They get massive crowds but the racing is processional and boring. The drivers though are heavily promoted and it's all about the personalities.

And that's one of the reasons why Mr Motocross especially was so successful. The then promoter, Vincent Tesoriero, knew how to make these guys gods and it worked. It's no coincidence that Tesoriero was also the man behind the Castrol Six Hour at its peak.

I'm not sure why both the Mr Motorcross Series and the Castrol Six Hour series finally ran out of steam but it's a shame they did.

Maybe it's the big names which attract the crowds, or the retro thing which is big. The Island Classic this year attracted record numbers of competitors and crowds, as did the TBC, and while we all thought dirt track was on its last legs in this country it looks like Bayliss is giving it a resurgence. Good on him too. That bloke is more of a legend than I think he realises. He is putting back into the sport which made him famous and while I realise the TBC is all about raising funds for the club where he started it all, if he can make a dollar out of promotion then good on him.

I don't know what the missing ingredient really is. You only have to watch the first round of the Australasian Superbike Championship at Wakefield Park recently to see the racing is mind blowing, and likewise with the Monster Energy MX Nationals.

I'd like to hear from you, for your opinion on what's wrong and what can be done about it!

– Chris Pickett

# Dirt bikes and Facebook

*WHETHER you like it or not, Facebook is part of our lives. In fact, 1.3 billion people around the world have Facebook accounts and it climbs every day. As far as our little world of dirt bikes goes it has become an information source and a way to stay in the touch with our fellow riders but there is a down side. Social media is a way for cowards to become brave and the small minded to have their say with little consequence.*

Facebook has brought literally millions of dirt bike riders into one forum so we now get to share our passion with words, photos and audio/visual moments and memories. It is very easy to upload a photo or Youtube clip and share it with your Facebook friends and for us who are a little longer in the tooth we get to share memories from 'the good old days'.

Every major event, championship, series, promoter, club, organisation and group involved with dirt bikes has their own Facebook page and in most cases this is a positive. To be able to get the latest news and sometimes results as they come to hand is very appealing and beneficial to interested parties. At the opening round of the 2014 MX Nationals at Broadford I was able to get the results of each moto from their Facebook page while I was down on the Gold Coast for the weekend, very cool.

And as far as manufacturers go they all have a presence on Facebook, and I mean every brand including some that are no longer around like Matchless, Ariel and Montesa to name a few. In fact, Indian Motorcycles have a following of almost 620,000 people while Yamaha has 333,000, Honda has 824,000, KTM has 1.3 million, Suzuki has 1.3 million and Kawasaki has 200,000 followers.

It is not just the brands that pop up on Facebook, it is individual models and racing eras that get a following on Facebook. 'Real Men Ride 500s' has a Facebook page as does Mr Motocross Legends, OZ Motocross, Queensland Vintage Motocross and a heap of other similar groups or fraternities. Yamaha's YZ490 has its own FB page and Yamaha's enduro range from yesteryear all feature on the Yamaha IT Australia FB page.

So on top of that we have all of the top accessory brands,

distributors and retailers with their own Facebook page and they use it to inform the people who have 'liked' their page about new products, specials and savings on everything from motorcycles, finance, accessories or servicing. TeamMoto Motorcycles have almost 10,000 followers and their FB page is full of specials and savings while information about their rides and events are updated regularly.

Club and ride information on Facebook is now the way to keep everyone in the loop.

So, as an information source I would have to give Facebook a massive 10 out of 10 but now let's look at the human factor. Most of the top riders and their teams have their own Facebook page and again, this can be a great way to stay in touch with race results or to get a quote or two directly from the riders.

My own modest little FB page only has only 287 friends but I am 'friends' with lots of modern day and yesteryear racers, and industry people so there is quite a diverse group of people and as you would expect, we don't always agree with each other on certain topics.

But here is where we all need to be careful. When having a conversation face to face with someone there can be disagreements on certain topics and more often than not we can part agreeing to disagree but when that disagreement happens on Facebook it can spiral out of control in no time and it can be the simplest of conversations or comments that sparks off some insane insults and even threats.

And as I mentioned above, cowards become brave when sitting in front of their keyboards and when emotions are running high it doesn't take long for a discussion to get personal and there have been serious threats between people on Facebook for the world to see. This is so serious that Motorcycling Australia has an 'Electronic Communications and Social Media Policy' and when reading through the policy's wording I found this particular paragraph interesting.

Section 6: Caution Recommendations - Use your best judgement – do not publish something that makes you the

slightest bit uncomfortable, and never write/publish if you are feeling emotional or upset (or are intoxicated).

Anyone who is affiliated with MA can be fined or suspended if they are caught using social media in a way that MA deems unacceptable behaviour. So, even though it is your own Facebook account you are still able to cop the wrath of Motorcycling Australia if what you write is outside their guidelines.

So what could someone write on Facebook that is so bad that it comes to the attention of Motorcycling Australia? Well here is an example of what happens when someone with limited intelligence is allowed to air their thoughts on Facebook.

After the final round of the Australian Supercross Championships in Toowoomba last year there were a lot of comments thrown around about the crash between Jake Moss and Josh Hill and one of the current stars of the Australian motocross and supercross scene decided to post this rant. This is verbatim with the swear words modified.

'After 16 years of being a DBK and pro racer iv never seen shit go down like that at the last round of the AUS SX. cutting the track to smash Hill and knock him out is f#\$%d. Come on say different. To all you maggots that think its ok.'

And when a fellow Facebooker didn't agree with this person's rant this was his response: 'I will c\$%k smoker and I seen it with both eyes. Don't insult me. do you think I'm stupid I ain't going to talk s&\*t unless I'm right and I am so f\$%k you. It was wreck less stupid and it hurt one of my good mates rubbings racing but cutting the track for bad intentions is not right'.

Hmmm, this from a rider who young up-and-coming riders are supposed to look up to and represents some of the biggest brands in the moto world?

Like anything in our world, there are positives and negatives to everything. Facebook for most of us is a great addition to the dirt biking fraternity and thankfully it also has a 'block' button for the undesirables in the world.

– Darren Smart

# Happy Jack

*LAST month, we reported on the wild ways of Happy Jack Miller in the build up to the opening Moto3 race in Qatar. Building on his white-hot testing form, Miller overcame a few set-up glitches to score his maiden grand prix in an all-too-typical Moto3 battle, and what a celebration it was. After performing a great one-hand, stand-up wheelie on the slow-down lap, Happy Jack dropped the f-bomb in his post-race interview, moving commentator Nick Harris to apologise in the manner for a dog farting. Dogs fluff and Jack swears, no big deal. When Casey Stoner was at his most furious at Laguna Seca in 2008, all he could muster was "I was friggin' on the ground so many times..." Yes, Jack is going to be different.*

Marc Marquez's convincing victory after breaking his leg in a training accident a month before the race highlights his raw hunger and toughness. It also underlined the widening gulf to his rivals. A highly motivated Valentino Rossi got the closest, while a clearly unhappy Jorge Lorenzo bailed out on the first lap. Dani Pedrosa's claim as an Alien is slipping by each race, outgunned this time by the satellite entries piloted so brilliantly by Bradley Smith and Alvaro Bautista before they both fell inexplicably in the closing laps when they needed to be holding their rhythm.

Happy-go-lucky, relaxed and every bit a warrior, it will take something else to beat Marquez in 2014. Right now that something else is missing. Rossi has the hunger but is past his ruthless best. Lorenzo is in a serious funk about his bike, team and support from Yamaha. You couldn't hope for a worse mindset to chase down a champion with the exuberance and confidence of Marquez. Owned by Casey Stoner and now Marquez, Dani Pedrosa is struggling to find the form that on his day made him the fastest rider on the planet. Dani now seems permanently resigned to his status as a number two, and is riding accordingly. The one final downside for this chasing trio is that Marquez will be looking to win with less risk and more consistency in this his second year of MotoGP racing. In a career thus far marked by brilliance, brain fades and low-percentage riding, Marquez can take it up a level with a less is more attitude.

## All Together Now

It is heartening that most of the heavy hitters of Australian road racing have decided to go with Australasian Superbike Championships in 2014. It is a shame that Suzuki, for decades one of the biggest supporters of Superbike racing, is not part of the show. Indeed, there wasn't one Suzuki entered at the opening round at Wakefield Park, but given how successful the GSX-R1000 has been since its launch in 2000 it shouldn't be too long before a Suzuki entry joins the circus. That opening round made history on so many fronts, not the least marking the final race meeting for Kevin Curtain. The ageless KC has been at the pointy end both of national and international competition for over two decades, from 250 proddies, to Supersport, FX and Superbikes, excelling in all classes against several generations of riders. Having finished runner-up in 2005, Kevin Curtain should've wrapped up the 2006 World Supersport Championship after requiring a top-five finish at Magny Cours but he crashed out

dicing with David Checa in the early laps. Aside from that, Curtain can look back on his career with great pride. Some of the ding-dongs he staged with the Stauffer brothers and Robbie Baird in the FX series a decade ago still stand as some of the finest battles ever seen on our wide, brown land. Kev, you're a legend. Age shall not weary him because we still don't know how bloody old he is!

## AGP 25 years on

It's hard to believe it's been 25 years since Wayne Gardner put grand prix motorcycle racing on the map with his incredible win at the inaugural FIM Australian Grand Prix in 1989. Looking back through the old magazines about the resurrection of Phillip Island and Australian gaining approval to stage the great race, it is a small miracle it ever happened. Australia's first attempt to host a leading international motorcycle event ended badly when our bid to stage the 1988 ISDE was marred by infighting, and alleged incompetence on the part of the ACCA that led the FIM to award the enduro classic to France instead. Bob Barnard's company BPM was brought in at the 11th hour to save the Aussie bid but it was too late. The fall-out of that debacle gave rise to the Shaft Drive movement that saw the rise of its prime mover Ian Palmer to head the ACU (NSW), which eventually promoted the successful 1992 ISDE at Cessnock under general manager Robert McMurtrie. In addition to France not sending any teams to Cessnock, the irony of all this is that McMurtrie and Barnard both had goes at promoting the Australian Grand Prix, and while eminently capable, they got their fingers burnt. It was only after the NSW government and later the Victorian government started bankrolling the event that it achieved some sort of stability. In other words, the AGP is only here because it is subsidised by taxpayer's money. There are some people who believe you can make big money promoting motorcycle racing in Australia. You only have to ask SEL and Mick Porra/Chad Reed about their well-funded but ill-fated attempts to make a go of Supercross in Australia. You can add McMurtrie and Barnard to that list of promoters who despite all the energy and optimism in the world were left stranded on the rocks of no return.



- Darryl Flack

# Family matters

*AMONG my favourite stories about the old man there's one from a day back in the early '50s when he and several others were riding back from a speedway meeting at some bomb crater on the western fringes of London. According to legend they wanted to get home smartly because it was Sunday night, and dad was, I believe, on his Triumph Trophy with his mate, Tommy Humphreys, riding pillion. Another friend, Bill, was leading the group, and he checked behind after 10 miles or so to be sure everybody was following, and there was my old man on the Triumph with Tommy peering over his shoulder. Bill put his head down and went, picking up the pace for 20 miles or so. Then, as he rolled off the throttle for the 30mph limit at High Wycombe he checked again and there they all were, strung out behind him, dad's Trophy leading – but now with Tommy Humphreys riding and dad looking over his shoulder. Nobody had stopped anywhere, Bill assures me.*

A few years later I was living with my grandparents and spending my weekends in and around my Uncle Bob's shed. Bob was the artist of the family in more ways than one: a gifted carpenter who could write in copper-plate with both hands, he was also an accomplished mechanic with a rare gift for understanding motorcycles. His shed, lit by a single unshaded bulb, had dark corners lined with old kitchen cabinets full of Hepolite piston boxes, flywheel pullers, chain splitters and other stuff I couldn't identify as a starry-eyed eight-year-old.

Outside the shed the earth looked like bitumen, where oil from countless tanks and sumps had drained and dried. Nothing grew there but the surface eventually hardened enough to provide good parking for the clutch of bikes that gathered there every Saturday. Inside, there was standing room around the bench and if I was lucky I'd be able to squeeze in among the blokes who'd called in and listen to their tales of Bob McIntyre and Hurstbourne Tarrant, the Land's End Trial, Jack Stocker and BSA Gold Stars.

The conversation abated and the cigarette smoke grew

thicker each June when the old Bakelite radio in the corner was dusted free of its year's accumulation of grime and retuned to pick up the TT Special, the BBC's radio broadcast from the Isle of Man. The howl of Gileras and MVs, the bark of Manx Nortons flooding into our obscure corner of the universe was life itself, and kept me buzzing with excitement for weeks afterwards.

During the summer months motorcycle sport was a routine part of life. At weekends Bob, Uncle Cliff or dad would come by and throw me into a car clutching a flask and a box of sandwiches and we'd bounce away to whichever local quarry, paddock or hillside was staging an afternoon's sport in the pursuit of tin and thin glory. The comics would arrive every Wednesday and come under critical scrutiny as far up the food chain as my grandmother who'd scan the What's On column to help identify the venue we'd be likely next to head for, so to gauge the size of the packed lunch we'd require.

The arrival first of me and then my sister had arrested the motorcycle careers of the older generation for a while. Motorcycles were sold and three-piece lounge suites, cars and refrigerators bought in their place. By the time I began to sit up and take notice of two-wheeled motive power (to this day my sister doesn't get it) the olds were beginning to thicken a little around the middle and declare an interest in creature comforts entirely unknown a few scant years before. The family pursuit was still the family pursuit, but the task of riding through four-hour cloudbursts in near-zero temperatures for the privilege of spending Sunday afternoons coated in mud was down to me and assorted new sprogs now that the ancients either drove to meetings or began settling into their armchairs and warming to the 20-year task of telling us how much tougher it was in their day.

The UK racing scene in the 1950s was huge.



They spoke about other things too: my first motorcycle arrived on the eve of my 16th birthday and within months I'd modified its styling to include dents and scratches not envisaged by its designers back in Japan. As I got to know the nurses in my local casualty department the elders began to speculate on my possible life expectancy and so wonder about the future of the tribe.

Well, so far so good on that score but I seem to recall riding through snow showers to attend my first road race meeting, the first of the spring following my acquisition of L plates, so perhaps their misgivings weren't completely unjustified.

Road racing in the snow – was there nothing this magnificent sport couldn't deliver? It's never happened since, through good fortune to begin with but through design in more recent years. The past really is another country, but none the less real for that.

Now, what about your story? Motorcycling has a fine oral tradition, so there's no need to write it down. Just don't keep it to yourself, that's all.

– Bob Guntrip

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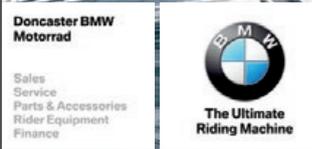
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## 2014 BMW R 1200 GSA CYCLE TORQUE Test

★ TEST BY CHRIS PICKETT, PHOTOS BY IKAPTURE  
★ RIDING GEAR: ZEUS HELMET, MOTODRY JACKET,  
ALPINESTARS GLOVES, IXON PANTS, AXO BOOTS.

# ACHTUNG BABY

*IT'S always a bit of a toss up for prospective BMW GS owners between the regular GS or the GS Adventure (GSA). All too often it comes down to price, because the GSA is usually a couple of grand more, but for some it comes down to exactly what they want to do with the bike. There's a number of differences between the two liquid-cooled bikes (the R 1200 GS Wasser Boxer was tested in the May 2013 issue of Cycle Torque) which we will go into a bit later, but generally speaking the GSA can go further and into more difficult terrain than the regular GS. Those riders who want the extra capabilities of the GSA know the extra price is well worth it.*

I've heard previous model GS owners say the new Wasser Boxer cannot possibly be substantially better than the earlier air/oil-cooled versions, especially the last of them. Well I can tell you the GSA is the best ever GS BMW I have ever ridden. The engine is simply fantastic, and in my opinion is definitely smoother and torquier than the old engine, and the electronics package is almost perfectly tailored for most riders. Nothing is perfect, right? Well, while I might prefer the traction control or ABS to be ever so slightly different on some occasions, I feel overall that BMW has absolutely nailed the electronics on this bike.

### What's different?

The first thing you notice is the bigger fuel tank on the GSA, and the overall styling of the new generation liquid-cooled models. They do make the previous model look long in the styling tooth. I liked the previous styling. I like the new one better.

Just to refresh your memory about the liquid-cooled engine it uses coolant to flow mainly through the top end on the boxer engine. The engine is what you might call semi-liquid-cooled,



and the design is quite ingenious. 35 per cent of the cooling is handled by the radiator and 65 per cent by air and oil. Weight is kept down as the bike doesn't need a huge radiator, and the engine feels smoother and more responsive as a result of the update into the 125 horsepower Wasser Boxer.

The main engine change between the GS and GSA is a nearly one kilogram heavier flywheel, aimed at improving the low down tractability of the engine in all off road situations. It works. There's also an extra vibration damper in the power train. And seeing the GSA has the smoothest boxer engine I've ever sampled, it must work too.

The fuel capacity on the GSA is 30 litres, 10 more than the GS. This is the major reason the GSA is some 22 kilograms heavier than the GS, with a 90 per cent fuel load. Suspension travel is increased by 20mm front and rear on the Telelever front end and the Paralever rear setup. Seat

*Continued on next page*



# 2014 BMW R 1200 GSA

## CYCLE TORQUE Test

height is increased by 10mm. The big Adventure also comes with a steering damper, as does the GS.

Wheel sizes are the same 19/17 inch combination on both the GS and GSA but the GSA gets the tubeless wire wheels whereas the GS comes standard with alloy but spokes can be a factory option.

My test bike was fitted with the optional navigator GPS system which has been designed by Garmin especially for this bike. It can be operated by touch or also by the scroll knob on the left switch grip.

### Techno Mode

BMW knows what its customers want so generally it imports bikes already optioned up. You can order a standard model but that would normally be a special order. It sounds like it's in reverse from the norm but it's a system which works.

Each bike comes standard with ABS, Automatic Stability Control (ASC) and two riding modes – Rain and Road. Australian delivered bikes come standard with Dynamic, Enduro and Enduro Pro modes also. Enduro Pro is the least intrusive of the two off-road modes and it needs the rider to insert a special plug into the wiring loom which activates the ability to go full pro. This ensures the rider knows what they are unleashing.

As you go through, or up each mode you open up more capabilities from the motorcycle.

Rain: Power is reduced and ASC and ABS activates earlier.

Road: More power and less intrusion from ASC and ABS but the ASC still kicks in reasonably early.

Dynamic: When the road gets twisty selecting Dynamic Mode gets you a more aggressive initial power delivery. Once again, ASC and ABS settings are altered in line with the expected type of riding.

Enduro: Most off-road situations are best tackled in this mode. You are able to drift the bike somewhat and the ABS is one of the best off-road set-ups you will experience. It allows you to still ride quickly and brake pretty hard without taking over too early.

Enduro Pro: More of the same really, but allows the rider to ride very aggressively. ABS is also disconnected from the rear wheel so you can lock it up into a corner.

One thing to remember here is the suspension is subtly altered as you go through each mode. In rain for example, it's soft which allows the tyres to grip better and combined with the softer power delivery is perfect in crap conditions or the city. Dynamic on the other hand has the suspension automatically firmed up to cope with you cranking into corners and twisting the throttle hard open. Likewise with the two Enduro settings, they are changed to suit the expected terrain and riding style of the rider. You can also scroll through the riding modes while on the move.

You can also turn off ABS and ASC. In my experience during the launch the ABS settings were so good I left them on, and while turning off the ASC in the dirt leads to much wheel spinning fun it also wears out the rear tyre ultra quick and can catch less experienced riders out in slippery conditions. No matter how you look at it the R 1200 GS Adventure is still one big adventure bike with lots of grunt.

Now for the pricing. Standard the GSA retails for \$24,300. An extra \$1800 gets you the Touring Package, which includes Dynamic Electronic Suspension Adjustment, on board computer pro, preparation for GPS device and cruise control. The Dynamic Package is \$1400 and for that you get LED headlights, Riding Mode Pro – Dynamic, Enduro and Enduro Pro and a daytime riding light. If you want cruise control without the Touring Package or an anti-theft alarm you'll be up for around \$500 each.

### Road and Trail

First up the bike is very comfortable. The seat can be adjusted for height, and the GSA has wider footpegs and a two-position rear brake lever for off-road work. Riding position wise it is easy on the body, and when either cranking hard on the road or tackling a rocky trail, all the controls are easy to use. In standard form the handlebar relationship to the seat and footpegs is almost perfect for me. I'm six foot and I wouldn't bother fitting handlebar risers at all. From sitting to standing it was spot on, for me.

BMW also nailed the screen shape. All too often your head gets buffeted around on adventure bikes, especially when you are wearing a peaked enduro or adventure helmet. Not so the new R 1200 GSA. I know it's a subjective thing depending on your

riding style and height etc but I had no buffeting.

With such a big tank you can easily expect to cover over 500 kilometres on the GSA, and the whole comfort equation allows you to ride longer than most other adventure bikes I've ridden. I know some keen riders do 1500 kilometres in a day out west and so on but that's not the norm. On the launch we rode from one side of Tassie to the other in one day on less than a tank of fuel. And this included around 200 kilometres of dirt.

Now we've established that this bike is a comfy bugger but it's also one of the fastest bikes I've ever ridden on the road. I don't mean pure horsepower outputs but point-to-point. You can ride this bike insanely quickly, diving hard into corners under serious brakes. On tight winding roads I don't think I've ridden anything quicker and I mean that. I've ridden bikes as good in the tight stuff but they have been road-focused machines. BMW says the GSA was designed to perform better on the road and in the dirt than the regular GS. I can confirm BMW got the design right then. It's hard to imagine a bike could be better in two completely different spheres of riding but the GSA does.

The test bikes were fitted with crash bars and I had occasion to sample their abilities on a couple of occasions, in the dirt and on the sand. The whole engine configuration and crash bar design allows the bike to sit on these and be picked up pretty easily.

### Picko's wrap up

I must say the new R 1200 GS Adventure is one of the best motorcycles I have ever ridden. I honestly found it hard to fault. It's very comfortable; handles like a race bike on the road, and can go just about anywhere off-road, as long as your ability and resolve allow you to push those boundaries.

The main competition for sales for the GS and GSA will come from Triumph's 1200 Tiger Explorer and KTM's 1190 Adventure. They are simply the best big capacity adventure bikes on the market. The others are more soft roaders, happier on roads more so than trails. Which one is the best? Hard question to answer because each bike has something over the other two, and each has their own characteristics I really like. One thing's for sure though, I feel the new GSA is the best adventure bike BMW has ever built.

Achtung adventure riders. Get on board. ■



**2014 BMW  
R 1200 GSA**

**CYCLE TORQUE**  
**Test**

CYCLE TORQUE **MAY 2014** - 28



# 2014 BMW R 1200 GSA CYCLE TORQUE Test

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

## SPECIFICATIONS:

### 2014 BMW R 1200 GS ADVENTURE

- **Engine Type:** Liquid-cooled flat-twin
- **Capacity:** 1170cc
- **Transmission:** 6-speed and shaft drive
- **Fuel Capacity:** 30 litres
- **Frame Type:** Tubular steel bridge
- **Seat Height:** 890/910mm
- **Wet Weight:** 260kg
- **Front Suspension:** BMW Telelever
- **Rear Suspension:** BMW Paralever
- **Brakes:** Twin 305mm discs with 4-piston calipers on front, single 2-piston caliper on rear
- **Tyres:** 120/70-19, 170/60-17
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2014 BMW  
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# GALLERY



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R 1200 GSA

CYCLE TORQUE  
Launch

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**KAWASAKI**  
**Z1000 ABS**  
CYCLE TORQUE  
**Test**

CYCLE TORQUE **MAY 2014** - 33



**ZED'S**  
**NOT DEAD**



**KAWASAKI**  
**Z1000 ABS**  
CYCLE TORQUE  
**Test**

CYCLE TORQUE **MAY 2014** - 34



**THE KAWASAKI Z1000**  
**IS PURPOSEFUL AND**  
**POWERFUL AND CARRIES**  
**AN ICONIC NAME.**



# KAWASAKI Z1000 ABS CYCLE TORQUE Test

★ TEST & PHOTOS BY CHRIS PICKETT

★ RIDING GEAR: SHARK HELMET, RST JACKET, RST GLOVES, DRAGGIN CAMOS.

*BACK in the day Kawasaki's Z1 and then Z1000 were the bikes to have if you wanted high performance, reliability, and street cred. If you had one of these jiggers you were king of the kids.*

The cult movie Stone came out in the mid '70s and the headline act was the Z1. Then over the years, especially after the Z1R, the bike was watered down somewhat to become a fat bloated version of its old self. But come 2003 that all changed. The first new generation Z1000 was a reincarnation of the old bike if you squinted your eyes real hard, but the ethos was still the same; a big capacity four cylinder engine in a naked bike built to run fast. Times had changed though. Whereas the old machines were the final word in fast street riding or production racing, that was now the domain of bikes with mega horsepower and full fairings. But what the new Z1000 gave riders was a bike which was fun to ride on the street. Sure it could go fast, real fast, but it could also handle commuting and touring duties too, and do it comfortably.

## Generation Four

Over the last decade the styling has changed on four distinct occasions but the family lineage is still readily recognisable. To me it's very much in the mould of the 'Streetfighter' look which was popular back in the late '90s, early noughties. Tail up, nose down is what it's all about. Kawasaki reckons the styling is based on a crouching predator or something like that. The main thing I like is the fact Kawasaki has kept the four muffler style made famous by the original Z1 all those years ago.

Under the distinct styling is an updated version of the Z1000 donk, which is still based somewhat on the ZX-9R engine, which was a beauty. For 2014 the 1043cc engine has been tuned for more mid range and top end power. And of that there is plenty. The funny thing is the bottom end stomp also



feels stronger but this is most likely because of the lower gearing. Helping achieve this change in power delivery are changes to the intake camshaft, airbox, ECU and taller velocity stacks on the 38mm throttle bodies. Redline is 11,250 rpm.

It's a pretty basic package overall, technically speaking, and that's a good thing I reckon. With no fly-by-wire there's no traction control, and while there's immediate response from the throttle (helped by the lower gearing remember), the bike is still easy to ride at lower speeds because Kawasaki has pretty much nailed the fuel injection.

For 2014 the frame is cast as one unit to reduce welds and therefore reduce flexing. Whether this is for the better in the real world is hard to tell and here we all thought some frame flex is good. As you can see the engine is a stressed member which means there's no bottom frame rails. And to help

*Continued on next page*



# KAWASAKI Z1000 ABS CYCLE TORQUE Test



people with shorter inside leg measurements Kawasaki has changed the rear subframe to make it narrower under the seat, therefore reducing the reach to the ground.

Showa separate-function SFF-BP 41mm forks are fitted up front, and these are seriously top end stuff for a naked bike. You alter spring preload in one fork and compression and rebound damping in the other. Out back the single horizontally mounted shock can be adjusted for preload and rebound damping but no compression.

Other trick stuff includes the Tokico monoblock four-piston calipers (with Bosch ABS standard) and the instrument cluster which is quite tiny. It has all the info you need but I prefer the old style digital/analogue set-ups which would suit this bike better I reckon. Less Flash Gordon for me I think.

## Ride me, it said

There's not much to dislike on the new Z1000. Older models had pretty basic suspension I thought and as a result on bumpy roads I felt they were over sprung and under damped. The latest bike has much better kit fitted. As delivered for test it was on the firm side but I played around a bit to soften it up and I liked it much better. That said it still performed like it should when punting it hard through the bends. Result. This curve swervability is backed up by the great brakes. There's plenty of initial bite and the

power of the monoblock calipers is impressive.

The riding position suited me to a tee. There's not much padding on the seat but if you are touring an Airhawk or similar would fix that. Of course having no fairing you cop plenty of wind blast at sustained higher speeds but if that's not your go then get something with a screen I guess.

Acceleration is, well, scintillating. Not ZX-10R scintillating but in this package it feels almost as fast off the bottom. Wind this out and you are still going plenty fast. Around 240-250 km/h fast. There is also a fantastic induction howl from the airbox when you accelerate hard. It's intoxicating it is.

The bodywork and rear seat doesn't really endear itself to pillions or luggage manufacturers but I'd put something like a Ventura rack/bag system and a Bagster tank cover/bag set up and you'd be away.

## Overall

This is a hard bike to dislike. It's certainly edgier in both styling and execution than earlier modern generation Z1000s and while this will attract certain buyers it might lose others.

One thing's for sure, take one for a test ride and you'll be hooked.

Retailing at \$16,799 it is a lot of machine for your money and you also get all that history. So whether your riding gear consists of modern Ninja look leathers or retro kit you'll fit right in with the new Zed Thou. ■



**KAWASAKI  
Z1000 ABS**

**CYCLE TORQUE**

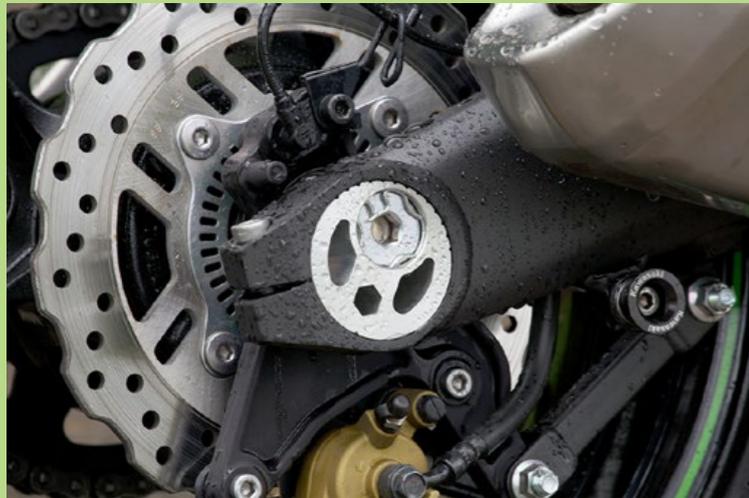
**Test**



# KAWASAKI Z1000 ABS CYCLE TORQUE Test

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

CYCLE TORQUE MAY 2014 - 38



Eccentric rear axle pivot makes chain adjustment easy.



It's good to see Kawasaki has kept the four muffer tradition alive.



Rear shock is fully adjustable.



Front end is set up for fast road riding.



Engine is all about usable horsepower, and lots of it.



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## **SPECIFICATIONS:**

### **KAWASAKI Z1000**

- **Engine Type:** Liquid-cooled inline four
- **Capacity:** 1043cc
- **Transmission:** 6-speed and chain drive
- **Fuel Capacity:** 17 litres
- **Frame Type:** Alloy twin spar
- **Seat Height:** 815mm
- **Wet Weight:** 221kg
- **Front Suspension:** 41mm USD
- **Rear Suspension:** Horizontal back link with stepless rebound damping
- **Brakes:** Twin 310mm discs with 4-piston calipers on front, single piston caliper on rear
- **Tyres:** 120/70-19, 190/50-17
- **Price (RRP):** \$16,799 + ORC

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**KAWASAKI  
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# GALLERY



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**WOLLONGONG**  
WEDNESDAY  
11<sup>TH</sup> JUNE 2014

**SYDNEY/PERTH**  
WEDNESDAY  
18<sup>TH</sup> JUNE 2014

REFRESHMENTS FROM 6:30PM



**DUCATI  
MULTISTRADA  
1200 S TOURING**

**CYCLE TORQUE**

**Test**

# Cloud Surfer



**DUCATI  
MULTISTRADA  
1200 S TOURING**

**CYCLE TORQUE**

**Test**

CYCLE TORQUE MAY 2014 42



**SEMI-ACTIVE**

**SUSPENSION TAKES THE**

**MULTISTRADA 1200 S**

**INTO THE 22ND CENTURY**



# DUCATI MULTISTRADA 1200 S TOURING

CYCLE TORQUE

Test

★ TEST & PHOTOS BY CHRIS PICKETT

★ RIDING GEAR: OGK/KABUTO HELMET, IXON JACKET, GLOVES BY FIVE GLOVES, ARLEN NESS BOOTS.

*DUCATI was the first manufacturer to really put a sportsbike engine into an adventure or all roads machine. Using a slightly detuned engine from the 1198 Ducati was a masterstroke. For the first time you had a bike which was comfortable but had so much stomp out of a corner it was almost ridiculous. On a winding country road there are not many bikes which could hang with the Multistrada 1200 if it was being ridden hard. And with 150 horsepower on tap you can ride this bike hard!*

And any hang-ups potential buyers had about the old Ducati reliability nugget or servicing costs were plain incorrect. With 24,000 kilometre major service intervals the big Multistrada became maintenance friendly. The factory did this by improving thermal efficiency and a change to better valve seat material. There are now plenty of these running around with serious kilometres. In fact Cycle Torque owned one of the first Multistrada 1200 S Touring models and we rate it big time. Fuelling on the first model was a bit of a bugbear, but you sort of had to expect that in a bike which had an engine made to run like the wind but was really designed for slower action, including dirt. That seems to have been sorted in the new model, which was also one of the first mainstream motorcycles to have semi-active suspension.

## Skyhook

That's what Ducati calls its Sachs built semi-active suspension (DSS) set up on the new 1200 S Touring as tested here. It's like you are suspended from the sky by wires says Ducati. Of course the reality is different, and you'd want it to be. Imagine trying to ride fast without any feel from the bike. Not cool.

It works by using a number of sensors on the bike which determine how you are riding and what sort of road conditions you are experiencing, and then altering the suspension to suit. Ride aggressively and it will firm things up accordingly.



Ride in cruise mode and the electronic brain on the 1200 S softens it up. The ECU is constantly evaluating what's happening and changes the bike to suit.

There are three riding modes – Urban, Sport, Touring and Enduro. Each mode has its own factory suspension or default settings. For example, select Touring mode and you will have full power up top, slightly softer power on initial throttle opening, and the suspension softened. Sport gets full power all the time, and firmed up suspension settings. You can also easily change the electronic suspension pre-load to suit whatever is being put on the bike. Two-up with luggage? No probs, sorted in 30 seconds if that. ABS settings are also modified to suit whichever riding mode you are in.

*Continued on next page*



# DUCATI MULTISTRADA 1200 S TOURING

CYCLE TORQUE  
Test

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This is one of the most technical bikes Ducati makes, because if that isn't enough for you – it would be for most riders I reckon – you can get further inside the bike's brain to specifically tailor the riding modes, the 8-level traction control (DTC) and suspension settings. It takes a little getting used to but is quite easy when you know how.

## On the road

Like the earlier Multistrada models, even the first 1000, the rider sits closer to the controls than most of these types of machines and the pillion seat sits about an inch higher than the rider's seat so you get 'locked' in to the riding position somewhat. There's a real racey side to the Multistrada 1200 S so the racey style seat fits the bill.

A new taller and wider windscreen has been fitted to the latest model and there are plenty of accessory sizes available if this doesn't suit your height. Adjusting it is easy too, even though it's not electric. You can move the screen with one hand while you are on the move.

The Touring model as tested comes with colour matched panniers with a total of 58 litres of capacity. You can also get a colour matched top box, which like the panniers, locks in place and detaches from its clever mounting points in seconds, no cumbersome frames and ugly brackets to spoil the Multistrada's sleek lines. We put clear plastic on the tops of our panniers to stop scratches from errant boots as you get on the bike.

Starting the bike is always a fun affair, as the battery turns over the big high comp V-twin engine. When it's idling you know it's a serious motor. It revs quick and has incredible stomp off the bottom. Even in Urban mode the bike likes to climb over its rear sprocket. This is with a little provocation of course but the engine likes to get over the 3000 rev mark before it feels 'happy'. In my experience the previous 1200 liked around 4000 rpm before it smoothed out. The fuelling on the latest 1200 is much better. But remember what's lurking inside that chassis. It's like a bloody racehorse. It doesn't really like going all that slow. It's a little bit cranky in full power mode but it's a real nice cranky.

When you slot the bike in Enduro Mode it might make you want to start doing single track but this would be pure folly. The bike is simply not designed for that style of riding. Dirt roads through the Snowy Mountains or fire trails to a camping spot sure but start asking too much of the bike and the standard Pirelli Scorpion tyres in off-road situations and you are asking for scratched bodywork. Multistrada means Many Roads in Italian, not No Roads. And to be fair Ducati doesn't market this bike as a serious adventure bike.

The Skyhook suspension certainly gives a different feel than normal telescopic suspension. It soaks up road irregularities with ease and when touring along it works beautifully. It can be slightly disconcerting the first time you dive into a corner hard under brakes though. You expect the front end to dive but the DSS reduces this so at first you get a vague feeling from the front. But this is more the rider's brain working overtime to work out what's happening. The suspension is doing its job. That's what's happening. A few kilometres of this and you get used to how the bike behaves in these situations and once you get the confidence in it you'll be fine.

## Should you buy one?

The bike retails for \$28,490 + on road charges, in S Touring form, and this comes with the Skyhook suspension, four riding modes, adjustable traction control and ABS plus panniers and centrestand, and adjustable three-level heated handlebar grips. That's a decent amount of coin but you are getting one of the best all-roads bikes on the market. Entry to the Multistrada family starts at \$22,990 + on road charges but for that you don't get the Skyhook suspension, panniers, centrestand and heated grips of the S Touring version.

On power alone not much can touch the bike, it's on the edgier side of the all-roads market segment. If your adventure riding or touring consists of lots of fast road work then the big Multistrada will suit you. ■



**DUCATI  
MULTISTRADA  
1200 S TOURING**

**CYCLE TORQUE**

**Test**

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# DUCATI MULTISTRADA 1200 S TOURING

CYCLE TORQUE  
**Test**

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

[https://www.youtube.com/user/  
DucatiMotorHolding](https://www.youtube.com/user/DucatiMotorHolding)

CYCLE TORQUE MAY 2014 - 46



Brembo brakes come standard with ABS.



'Skyhook' active suspensions adjusts all by itself, and in quick time too.



Air intakes look like a spider's fangs.

## SPECIFICATIONS:

### DUCATI MULTISTRADA 1200 S TOURING

- **Engine Type:** Liquid-cooled V-twin
- **Capacity:** 1198cc
- **Transmission:** 6-speed and chain drive
- **Fuel Capacity:** 20 litres
- **Frame Type:** Tubular steel trellis
- **Seat Height:** 850mm
- **Wet Weight:** 234kg
- **Front Suspension:** 48mm Ducati Skyhook Suspension (DSS)
- **Rear Suspension:** Ducati Skyhook Suspension (DSS) single shock
- **Brakes:** Twin Brembo 4-piston calipers on front, single 2-piston caliper on rear
- **Tyres:** 120/70-17, 190/55-17
- **Price (RRP):** \$28,490 + ORC

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With increased maintenance intervals the big Ducati engine is a snap to live with.



Once you get used to it navigating the Multistrada dash is child's play.



1200cc engine is grunt laden.



**DUCATI  
MULTISTRADA  
1200 S TOURING**

**CYCLE TORQUE  
Test**

**GALLERY**





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**2014 HUSABERG  
FE 250 AND FE 450**

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**Test**



**last chance**



**2014 HUSABERG  
FE 250 AND FE 450**

**CYCLE TORQUE**

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**HUSABERG USES**

**MANY KTM**

**PARTS BUT THE**

**BIKES STILL**

**OFFER THEIR**

**OWN EXPERIENCE**

**AND FEEL.**



# 2014 HUSABERG FE 250 AND FE 450

CYCLE TORQUE  
Test

## last chance

★ TEST BY TODD REED, PHOTOS BY CHRIS PICKETT

★ RIDING GEAR: TROY LEE DESIGNS HELMET, TROY LEE DESIGNS APPAREL,  
ALPINESTARS BOOTS.

*FOUNDED in Sweden in 1988, Husaberg is the story of two engineers whose aim was to create the ultimate offroad motorcycle. The brand grew quickly in popularity and claimed the European Enduro championship in its very first year. This was backed up by twin world enduro championships at the hands of Kent Karlsson and Jaroslav Katrinak in 1991. In 1995 the Swedish brand was acquired by a soon to be Austrian powerhouse going by the name of KTM Sportmotorcycles.*

Under the guidance of KTM, the Husaberg brand has grown into what we see today. With a global presence, extensive dealer network support and a complete line up of two and four stroke motorcycles, Husaberg is one of the biggest players in the offroad market.

2014 will be the last time we see a brand new Husaberg on our dealer floors however. With the recent acquisition of Husqvarna, KTM has decided to merge the Husaberg and Husqvarna brands together.

Before the famous blue and yellow 'Bergs disappear into the past we thought it was only fitting that we throw a leg over two of its most popular machines, the FE 250 and FE 450 four stroke enduro models.

### FE 250

Completely revamped for 2014, the FE 250 features an entirely new engine, major chassis modifications and redeveloped WP suspension. The new engine design shares many of the same basic components that are featured on the FE 350, that being the DDS clutch, the engine cases and even some of the drive components. A larger 78mm piston and 2.8mm shorter stroke results in a stronger, more reliable engine with plenty of torque and power.

The new chassis and WP suspension are two areas of the bike that have been designed in harmony. The WP 4CS, 4-chamber closed cartridge fork and WP PDS shock are nothing



Continued on next page



# 2014 HUSABERG FE 250 AND FE 450

## CYCLE TORQUE Test

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new on the 'Bergs but have undergone extensive development for 2014. The chassis and suspension changes aim to give more feel and traction back to the rider in all conditions. Weight has been shed from some sections of the frame, with thinner walled downtubes and revised engine mounts added to improve torsional rigidity, which means a more stable overall package.

On the track the FE 250 is an absolute scream to ride. It's nimble, agile and aggressive for an enduro machine and will quickly instil confidence into whoever is twisting the throttle.

The small bore Husaberg is responsive down low, and continues on with a nice controllable spread of power until much higher up in the rev range. It is certainly a much more powerful package than some of the more outdated, yet new 250cc four stroke enduro bikes out there.

It was hard to fault the handling of the FE 250 on the Cycle Torque enduro special test loop. It turned sharply between the trees and maintained excellent stability when under acceleration and at speed. We slightly adjusted the clickers to slow down the action in the rear end of the Husaberg but other than that we hardly made any changes. The 4CS fork and PDS shock really are tuned to suit FE250.

## FE 450

It may remain unchanged from 2013, but the 2014 Husaberg FE 450 is jam packed full of features that won't leave anyone disappointed. The SOHC engine that powers the big 'Berg was specially developed for enduro use and is shared by the KTM 450 EXC, and is almost the same as what is seen underneath the KTM 500 EXC and Husaberg FE 501. Paired with Keihin Electronic Fuel injection the 450cc Husaberg sets the benchmark for power and rideability in the E2 Enduro Class.

Common across the Husaberg FE models are billet machined aluminium triple clamps housing the WP 4CS forks and a cast aluminium swingarm, which cradles the WP PDS rear shock. The airbox and subframe are produced from a special type of moulded plastic which ensures ultimate strength and durability. Inside, the airbox is designed with a new fibreglass bracket to provide a more secure fit for the air filter, which is as you would expect from Husaberg, accessible without the use of any tools.

Other features that set the Husabergs apart from the rest, are the anodised blue DID rims, which not only look cool but have added strength over most other standard wheel sets. Brembo disc brakes, with an oversize 260mm front rotor come as standard equipment.

Oversize tapered handlebars, and a newly developed Trail Tech speedo enhance the cockpit to really set the scene for what is one of the trickiest 450cc enduro bikes on the market.

Take to the bush and you'll quickly gel to the FE 450; we were confident and comfortable right from the get go and it took us no time at all to settle in on the E2 class machine. The 450 is a fast bike that offers plenty of torque and power. Most riders will enjoy cruising around and short-shifting the FE through the gears and making the most of its torquey powerband. The FE shines off the bottom and through the mid, and if ridden in this area it will bring a smile to anyone. Further up top the Husaberg doesn't rev too hard, but an aftermarket pipe and a bigger set of cojones might help fix anyone's problem if they feel the need for more power.

Ducking in and out of ruts and taking on the single trail was easy on the Husaberg, it's not as nimble as the smaller 250 or 350 but if you take your time you will end up with similar results. Once again the WP suspension is on point with the Husaberg, and will only require minimal changes from most riders. The Brembo brakes on all the Husabergs are a fantastic feature, something that you can quickly take for granted until you throw a leg over a bike with a less than stellar package.

## Verdict

The 450 is a fast, torquey, reliable and steady machine that will certainly please offroad enthusiasts. In standard form, riders can roll this bike out of the dealership and straight into the bush. It requires very little changes to completely personalise the big FE, and most are just adjusting the standard features to suit your needs. If you like going fast on the open fire trails, and enjoy the punchy torquey feel of a big bore thumper then the FE 450 is right up your alley. You will be able to tackle everything you think you're capable of.

The 2014 FE 450 retails for \$12,995 + ORC.

The 250 is a more aggressively styled off-road machine, its smaller engine requires more work from the rider to keep things humming, yet can be very rewarding when this is combined with the razor sharp handling that the small bore Husaberg offers. The FE 250 is our pick if we were to have one of these machines in the garage, its lighter more nimble feel works very well on the single trails that we are often blasting around on and with some of our test riders being a bit smaller in size, the small bore 250 is just the ticket.

The 2014 FE 250 retails for \$12,295 + ORC. ■



**2014 HUSABERG  
FE 250 AND FE 450**

fe 250

**CYCLE TORQUE**  
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**2014 HUSABERG  
FE 250 AND FE 450**

fe 450

**CYCLE TORQUE  
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FE450's powerhouse motor.



Great forks and Brembo brakes.

## 2014 HUSABERG FE 250 AND FE 450

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

### SPECIFICATIONS:

#### 2014 HUSABERG FE450 (FE250)

- **Engine Type:** Liquid-cooled single
- **Capacity:** 449cc (249cc)
- **Transmission:** 6-speed and chain drive
- **Fuel Capacity:** 9.5 litres
- **Frame Type:** Central tube frame
- **Seat Height:** 970mm
- **Dry Weight:** 110.5kg (105kg)
- **Front Suspension:** WP USD
- **Rear Suspension:** WP PDS
- **Brakes:** Single disc front and rear
- **Tyres:** 90/90-21, 140/80-18 (120/90-18)
- **Price (RRP):** \$12,995 (\$12,295) + ORC

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FE250's engine is re-engineered for 2014.



PDS link-free shocks.



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2014 HUSABERG  
FE 250 AND FE 450

CYCLE TORQUE  
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# GALLERY



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# Back to Nam





**CYCLE TORQUE CONTINUES  
ITS SECOND TOUR OF VIETNAM.**



# Back to 'Nam

*IN LAST month's issue we had arrived in Khe Sanh and checked out a war museum and scrap metal merchant who had remnants of bombs and heavy vehicle parts left over from the war. Khe Sanh was pretty epic for me. Having grown up with the Cold Chisel song of the same name it was almost like a homecoming of some sort for me at least.*

From here we would undertake one of the most amazing motorcycle journeys I, and I'm sure most of the other tour participants, had ever done. Around 260 kilometres and 7000 corners of some of the most isolated roads in the world, and that was just for that day.

## Concrete jungle

The road north from Khe Sanh to the World Heritage area of Phong Nha runs very close to the Laos border and the scenery is simply amazing. Everything from low lying farmland to mountain peaks shrouded in mist, and the odd rainforest or 20 thrown in for good measure.

The population along the Western Ho Chi Minh trail is small in numbers, and much of it are what Vietnamese people term as ethnic minorities or minority people. Most of the population is made up of Kinh (Viet) ethnicity but generally speaking most of these people live in the cities or relatively close to them. In rural areas the minority groups even have vastly different dialects.

As Vietnam is considered a third world country it's easy to think the road system would be very basic. In fact this is far from the truth. Sure there is not kilometre after kilometre of freeway but the road from Khe Sanh to Phong Nha is pretty much all concrete and aside from the odd section of road works here and there the condition of the road is quite good. And because it's in such an isolated area there is basically no traffic to speak of. We were given a heads up not to ride too fast though as getting medical help out there was never going to be a speedy



process. The 150cc Lifan cruisers were the go too. Riding a bike that is too much bigger would just have got you into trouble I thought. The temptation to go too fast for the road would have been hard to resist. It was fun getting the most out of the bikes and speeds up to 90km/h were touched on a few occasions by the more adventurous of the group.

I stopped to take some photos on one occasion on a mountain pass and while trying to catch up with the group in front of me found myself in very misty conditions. Visibility was very limited and I rode on like this for seemingly ages. At one stage I thought I had taken the wrong road then I realised there was only one road to take. I eventually caught up after around 45 minutes but that particular part of the ride was special for me. Just myself and the bike in such conditions allowed my brain to 'take five' so to speak. It will stay with me for a long time.

To save time our guides brought lunch along for us and each day we would stop in some little village for a Vietnamese coffee and rolls with local produce and fruit. I found it fantastic and better than stopping at restaurants along the way like we had done on the previous tour. The food does vary depending on where you are



# Back to 'Nam



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but just because you are in a decent sized town does not mean the food will be better. Generally speaking though the food is good and cheap. Alcohol is also cheap, and this led to sore heads on more than one occasion.

After arriving at Phong Nha we were all ready for a rest. Nigel and some of the group found a fantastic restaurant near the hotel while others were happy enough to have dinner where we were staying while overlooking the river.

## Cave Hopping

The next day we took a boat ride from right near our digs to check out the world famous caves. The cool thing is you take the boat right into the cave itself. No engines, just the ferryman pushing the decent sized boat through the cave with his massive paddle. Peaceful and beautiful.

After lunch some of us decided to take a 30 minute ride out to another cave system. This is one of the largest caves in the world but it required a lengthy uphill walk to get to the start of it. And seeing it was a trifle humid it was a bit of a workout for us intrepid cave dwellers. Once again, inside the cave was amazing and well worth the effort. At least going back down the thousands of steps was easier than going up.

I mentioned earlier the cheap price of food and alcohol. Well our last night in Phong Nha involved copious amounts of both. Bourbon, scotch and numerous



flaming B52 cocktail shots had more than a few of us (me mostly) somewhat under the weather the next day. And as we were heading back down that same stretch of 260 kilometre/7000 corners Western Ho Chi Minh Trail there was a certain amount of trepidation on my part. After a few hours though I was feeling okay, all right enough to do a spot of filming for Cycle Torque's short video of the tour. Nigel and I were wrapping this up when we were approached by a Honda step thru mounted police officer. By this time the rest of the group had left us as we said we would catch up at the lunch stop, about one hour's ride further down the trail. So here we were, alone and in trouble with the local cops. To be fair he was quite pleasant but was obviously concerned we were filming something we shouldn't be. After he called for backup on his mobile phone and plenty of hand

*Continued on next page*



# Back to 'Nam

signals it was obvious he wanted us to follow him to the local police station.

Somehow we managed to get him between us but as we entered the next village I cruised past him, gave him a wave, moved up beside Nigel and said, "give it the berries mate, we are out of here." I had no desire to be questioned by local authorities over some sort of espionage crime. This was the thought in my mind, and most likely far from reality but I didn't want to stay and find out. My other thought was, as we had the little Lifans pushing 100km/h was that if he could catch us then he deserved to have us. Let's just say he didn't catch us. When we finally joined the rest of the group for lunch and a swim in the river some way down the road we were more than a tad relieved. In both tours this was the first and only time the police took any interest in us.

Later that day we arrived back again in Khe Sanh where the beds were hard - next time I'm bringing an inflatable mattress.

## Highway of Death

The next day the ride out of Khe Sanh to the old imperial city of Hue started with a great downhill run off the mountain. Traffic was certainly heavier but as it was still the Tet Lunar New Year celebrations the traffic was much lighter than usual. When we arrived at Dong Ha we entered the main highway which basically runs north/south. It's called the Highway of Death as a bit of a joke, but you can see why it gets its name. With fast moving buses and heavy vehicles galore it's definitely a case of the biggest vehicle has right of way. Like any sort of busy road though, keep your wits about you and be aware you are in another country and you will be fine. I never saw one accident while I was there, even though the traffic numbers (mainly small motorcycles though) dwarf those of ours here in Australia. We had a pretty big group too, so keeping us all together was not so easy for our guides. It all came good though, even though the going is slow on this highway, and we arrived around lunchtime at the city of Hue. Our accommodation here was very good and the city and surrounds very pretty. As it was



*Continued on next page*



# Back to 'Nam

a free afternoon some went shopping, some walked the streets and some slept, like I did.

There is a huge imperial palace in Hue. Much of it was bombed during the war, and as this area was aligned with South Vietnam during the war it was left to deteriorate after Ho Chi Minh and the communists took control after the war. In recent times those thoughts have changed and now much of the walled imperial city is being restored. It is a popular tourist attraction, and rightly so, it is impressive and well worth a visit.

The city itself has lots of fine restaurants and nightlife so there's something for everyone in Hue.



## Fine farewell

Our last day was a shortish run down to Da Nang but not before we did another mountain pass which gave us a great view of the South China Sea along the way. Arriving at Da Nang railway station it was time to hand the bikes over. As soon as we stepped off the bikes an army of workers emptied the fuel and started crating them for the trip back to Nha Trang on the train.

Like last time this was where our group broke. Some were staying on in Vietnam while a few of us were heading straight back to Australia. One thing we all had in common was the wide smiles we wore.

After two trips I can honestly say that Vietnam Motorbike Tours have got the formula right. The tours are well priced, the guides knowledgeable and friendly, and the organisation spot on. The bikes are well maintained and if something goes wrong they are fixed straight away. And even though 150cc might sound small they are well suited to riding in Vietnam, and that includes two-up. Groups big or small can be catered for, and the tour itself can be tailored to suit what you want to see or do.

Vietnam has long held a fascination for Australians and if you are one of those people then go and do it. You will not be disappointed. The best way to see Vietnam is by motorcycle and with Vietnam Motorbike Tours. Follow the links at [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more) to watch the video, download part 1 and find out more about Vietnam Motorbike Tours.



– Chris Pickett



# Back to 'Nam

# GALLERY

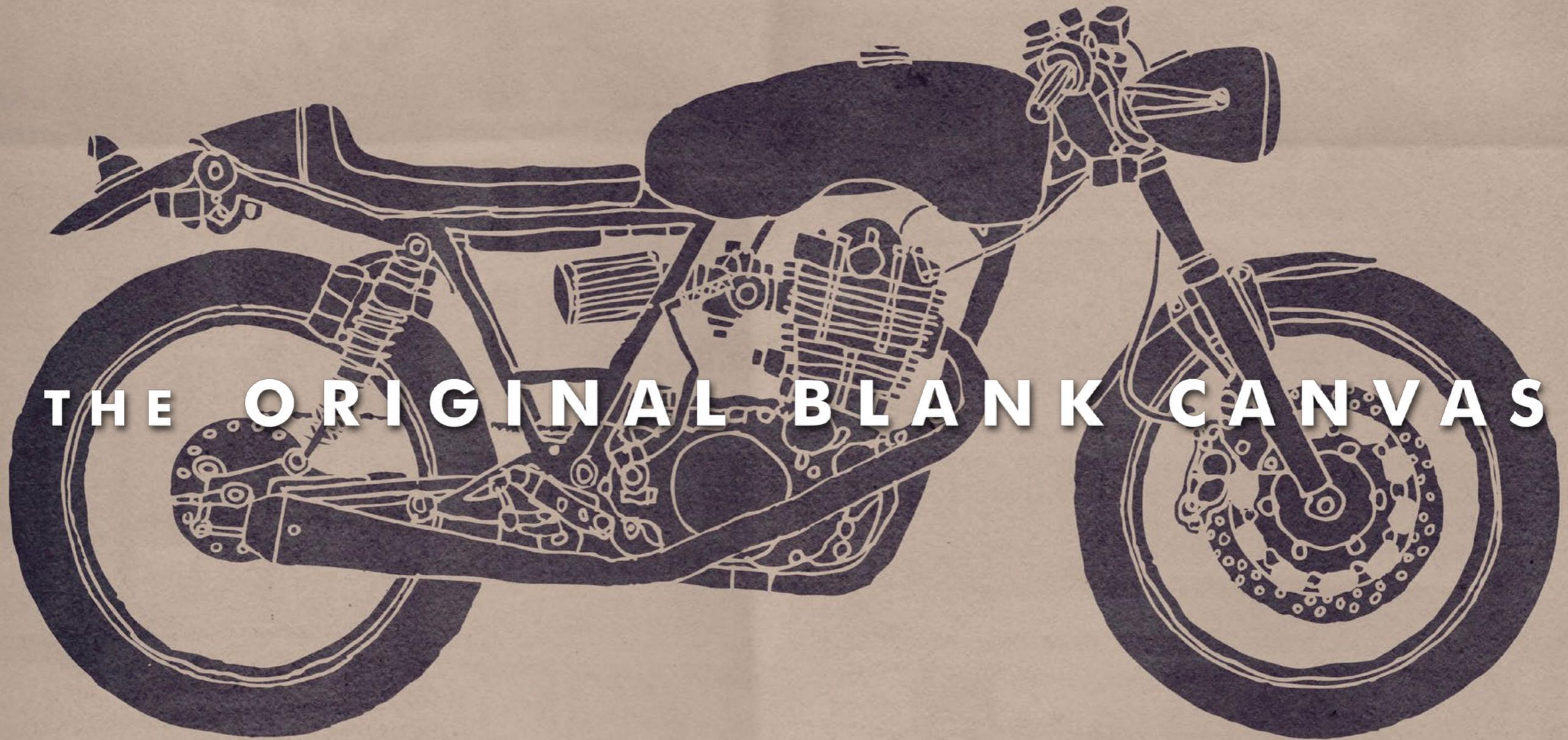


CYCLE TORQUE TOURING FEATURE

# *Back to 'Nam*

# GALLERY





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**LIGHT SPEED** 

# LIGHT SPEED

★ REPORT BY DARREN SMART, PHOTOS BY MATT O'CONNELL

★ RIDING GEAR: M2R HELMET, FLY APPAREL, THOR BOOTS

*SO, I have had the KTM 250 SX for five months now and what a ride it has been so far. It goes like a cut cat, it handles like what I imagine an F1 car would be like and every lap is like being locked into the most intense video game on earth. Is all of this suitable for a 90kg vet motocrosser? Probably not but hey, we only live once.*

## The Motor

This thing is fast! In fact, every time you pull the throttle to the stopper the 250 SX wants to slide out, lose traction and wheelstand, often all at the same time and as fast as I can pick up gears between corners the motor pushes forward at a great rate of knots without bogging or losing revs. Controlling wheel spin and keeping the KTM going in the right direction under full acceleration is a challenge but really, do I need to pull full throttle out of EVERY corner?



Well, that is what we all intend on doing when pumping out fast laps so we have to take this into consideration when testing a motocross bike so, with such a fire breathing motor, I found myself all over the hydraulic clutch (now the same as on KTM four strokes) to keep the rear wheel tracking under me and stopping the front wheel from travelling much more than a couple of inches from the ground.

So in summary, the motor is ridiculously fast and the rider needs to pay full attention or he or she will end up on their arse. This is NOT a trail bike folks! After my initial ride I was going to drop the rear sprocket a tooth or two to smooth the motor a little but have ditched that idea, now that I have my head around the speed of the thing I am just embracing it for what it is and hanging on for dear life.

Jetting wise I dropped the needle into the carby by one clip, made sure the air/



screw was set at one and a half screws out (it was far from set right when I got it) but kept the main jet standard and so far it seems like we are on the mark jetting wise when using Motul 800 oil at 50 to one ratio.

## The Chassis

This bike is like riding a 125 motocross bike. I spent many years riding 125cc two-strokes back in the day and they were great because you could be so aggressive under brakes and smashing every corner like it is your last and the 250 SX is exactly the same.

The ergos are narrow so moving around on the 250 SX is unhindered, you can



# LIGHT SPEED

pinpoint where you want to be on the track at any given time and the feel of the chrome-molybdenum chassis in adverse conditions like cross rutting, hitting big braking bumps, getting squirrely over square edged bumps or flat landing off jumps is a breeze.

KTM knows what it is doing when it comes to chassis design and the 250 SX benefits from this expertise. Love it!

## The Suspension

Funnily enough, I wasn't completely in love with the front suspension from the get-go. The 250SX is so light and fast that I felt a lot of 'bounce' from the suspension over the smaller bumps until I softened everything off but then they were too soft for the bigger bumps and jumps so I put an extra 10 millilitres of oil in each leg to firm up the mid stroke and this definitely helped. I only had an old bottle of Motul 10 weight oil in the shed so I just used that and it seemed to work fine.

Just like the 450 SX-F I had all of last year I had to change the fork leg height depending on soft or hard tracks so I used exactly the same measurements on the 250 SX and it worked like a treat so for hard packed tracks I moved the forks 5mm through the clamps then dragged them back to 2mm for loam or sand tracks. Honestly, it makes a big difference, I wouldn't spend the time doing it otherwise.

So the fork setting ended up like this:

Compression: eight clicks out

Rebound: 10 clicks out

Spring rate: standard

Oil height: plus 10 millilitres per leg



From about 2011 on I haven't had a complaint about the WP shock in any of the KTMs I have had the pleasure of riding so my mate Calvin Brewster and I spent one day at Queensland Moto Park then another up at the Coolum track getting the race sag and clickers right and here is where we ended up.

Hi-Speed compression: two turns out

Lo-Speed compression: 12 clicks out

Rebound: 11 clicks out

Spring rate: standard

Sag: hard tracks: 100mm

Loamy tracks: 100mm

Sand tracks: 105mm



# LIGHT SPEED

## The negatives

Spokes and Sprocket bolts. I remember riding a KTM 380 SX in 1999 and we had problems with sprocket bolts and bugger me dead, here we are in 2014 still having the same problem. I have put Loctite on each nut and bolt and so far so good.

Spokes wise it seems that after every ride there is a spoke or two loose. It is not a major thing and I suppose they will settle in but I would have thought after all of the riding I have done they would have settled in by now.

## The Ride

Honestly, the KTM 450 SX-F that I spent last year on feels slow compared to the 250 SX. I know in a drag race the 450 would probably be faster but the 50 horsepower two-stroke motor just comes on so strong and instantaneously that it feels amazingly fast...and it is. Throughout my time on the 250 SX so far I have yet to be passed by a 450 in a straightline drag and one has yet to put serious ground on me when I have been following one.

The big difference that I found between riding the 450 SX-F and the 250 SX is that the thought of feathering the throttle out of a corner on the 250 SX is just not a consideration, pull it to the stoppers and hang on while you seem to spend more time in the lower revs on the 450.

So with that in mind we thankfully have the best brakes in the business pulling this baby up in time for the next corner and now that we have the forks and shocks in tune with the chassis there isn't much to worry about when pumping out laps, just point the KTM from corner to corner, slam the ruts, rip the berms and watch the riders around you either move over or cop the roost. It is that much fun!

## So, what is new for 2014?

- Ignition: The ignition mapping has been advanced to work in unison with the updated combustion chamber.

- Chain Guide: The chain guide mounts on the swingarm have been stiffened while the chain guide itself is smaller, flexes more and is marginally lighter.

- Clutch: The SX now gets the SX-F Damped Diaphragm Steel Belleville washer-activated clutch with a new reinforced inner hub.

- Cylinder head: The combustion chamber has been updated with a new squish and shape. Note: the compression ratio remains the same as 2013.

- Front Brake: The master cylinder has a new reservoir and a smaller piston diameter (down from 10mm to 9mm). There is also a new brake lever and brake pads.

- Jetting: N1EH needle instead of the leaner N1EI needle.

- Petrol Cap: The internal threads have been reworked for more positive engagement, and the gas cap has a new, low-profile shape.

- Plastics: The radiator shrouds, air filter cover and winglet graphics above the shock bladder receive the in-mold treatment.

- Reeds: KTM has dumped the Moto Tassinari reeds in favour of a Boyesen reed that they designed themselves but they still used Boyesen's all-new RC2 performance-weave carbon fibre petals and it now fits into the inlet of the engine cases at a steeper angle.

- Seat foam: The foam core of the seat has been reformulated to be softer and more reliable.

If you don't want to take my word for it, take a look at the bikes that are at the pointy end of the MX2 class in the Australian MX Nationals. Brenden Harrison, Hamish Harwood, Kale Makeham and Caleb Ward are all vying to win the MX2 championship on the 2014 KTM 250 SX and when you watch the way they make their way around a motocross track all of what I wrote above rings true.

These riders really wring the neck out of these 250cc two-stroke motors and carry enormous corner speed around the track and that my friend could well be you out there. Seriously, if you are in the market for the new motocross rig you need to have a good hard look at this state of the art machine. If it is fun and an adrenaline rush you are after, this is the bike for you.

– **Darren Smart**



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**GIRLS  
ONLY**



## Cycle Torque's office manager Rebecca goes to riding school

*STAY Upright almost needs no introduction to Australian motorcyclists, with the company pretty much kicking off private rider training in Australia over 30 years ago.*

Since then Stay Upright has extended its training into the learner, off road, and track markets, to add to its existing road safety type courses.

Stay Upright's new General Manager is well known former racer and motorcycle industry stalwart Graeme Wilshaw.

"I've have been General Manager for only eight months, Wayne Clark has been here for 20 years and Warwick Schuberg started the company in 1982.

"We have really been trying to reinvent Stay Upright for the last eight months, it's so rich with history it only needed a freshen up. We have over 100 staff throughout Australia mainly doing learners and provisional licence training.

"We are also picking up all our track base courses around Australia in 2014 as well as rolling out our new Slow Speed Control courses," said Graeme.

Recently though Stay Upright conducted its first ladies only riding course, at Sydney Motorsport Park. While the course was conducted on the race track it wasn't a race track inspired course as such, rather a Cornering and Braking course which covered posture, braking to a point, braking into a corner, cornering lines and throttle control. This was combined with some consolidation laps for the participants to put together what they had learned and also one-on-one guidance from instructors.

It's a well known fact that it's not only inexperienced riders who can benefit from training, as even riders who've been on the road for many years can get into bad habits or get complacent. And it's amazing how many riders with lots of experience have never learned how to get the best out of themselves or their machines. I'm not talking about riding fast here, rather being in dangerous situations. In panic situations riders can and do regularly panic, often coming unstuck through a lack of situational



awareness or by grabbing or stomping on the wrong controls. For trained riders, especially highly trained ones, their training becomes their instinctual reaction to a situation. Instead of stomping on the back brake and going straight ahead, that rider will apply enough front and rear brake to pull up and/or look for an escape route to point the bike. That's just an example but most bikes are more capable than their riders. Confidence is also a big thing, and this is where Rebecca was at. A lack of confidence and time on the bike had her a bit nervous in traffic, and without any formal training other than the NSW learner riding course she was ready to learn.

I went along with Rebecca to the ladies only Stay Upright day and you could see from the different bikes in the car park that there was a wide variety of skill levels booked in. Rebecca took her old Suzuki GN250 down and although she was concerned the bike wouldn't be suitable. I assured her the course was about learning some of the finer points of riding rather than anything to do with speed.

I've been to plenty of training courses but the vibe in the initial classroom session was very upbeat. As it was a ladies only course there didn't seem to be any egos running rampant, or 'look at me' behaviour.

# GIRLS ONLY

As you would expect the training curriculum starts at a more basic level, then gets more involved as the day goes on and the riders get more confidence.

"I felt comfortable quicker than I thought I would, especially seeing I was on 'Ruby' my 1980s 250cc Suzuki," said Rebecca.

"There's no denying I was nervous going on to the track for the first time but I quickly realised there was more room than on the road and no traffic coming the other way. After some initial braking exercises we got to go around the full track at a moderate pace and I found it fun. I started to be able to concentrate on the task at hand rather than worrying about other traffic.

"I wasn't very fast but when other ladies overtook me they gave me lots of room. I did initially think my slow old bike would be a problem but it wasn't.

"We progressed to cornering and I found I was flowing through much better than before and I could see the training working. I was actually thinking about when to brake and where to put my bike rather than just getting through the corner as I had done before.

"While I learned plenty in my learner's course this took the training to another level altogether, and at the end of the day I felt as though I had really achieved something."

The Ladies Cornering and Braking course costs \$500 and includes breakfast, morning tea and lunch.

Stay Upright also has a new course designed to improve your slow speed riding. Anyone who rides big touring machines or cruisers will know there's an art to riding the big bikes slowly. On the Slow Speed Control course you will learn this and more. Imagine being able to do a U-turn in a tight spot with your feet up? Everyone will be impressed, including yourself. This course is \$299 and includes morning tea and lunch, and you get a certificate on completion.

– Chris Pickett



# GALLERY

A wide variety of ages and skill levels all meshed together for the course.





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FESTIVAL OF THUMP



# The Mighty SR

## FESTIVAL OF THUMP

**Hundreds flocked to Deus Ex Machina on Saturday April 5 to celebrate 36 years of Yamaha's SR500 and 400.**

Now a modern-day cult classic the world over, the SR is atop many a custom bike builder's wish list. And proof was in the many wonderful creations found parked next to the latest 2014 EFI edition recently released by YAMAHA Australia.

The Deus carpark simply brimmed with all things SR including a fantastic XT engine slider from the USA. With several generations represented to pay homage to the bullet proof single, other machines included locally built custom bikes, mixed with a fine selection of home modified and standard SR's. It still amazes people how good the SR can look as either a cafe racer, street tracker, hard-tail or in its wonderfully presented original form.

No festival is without its Swap Meet with tables of second hand SR parts that were snapped up by men, women and children eager to give their SR a new flavour.

Speaking of flavour, Deus Cafe ensured all were fed and watered with tasty pork rolls and beer

on ice. What more could one need on a blustery April day?

Tommy J of Guys and Dolls kept the hirsute looking sharp with his scissor and razor skills.

Events included Peoples Choice Award, Best on Barr Street, and a number of random prizes for those that supported the event.

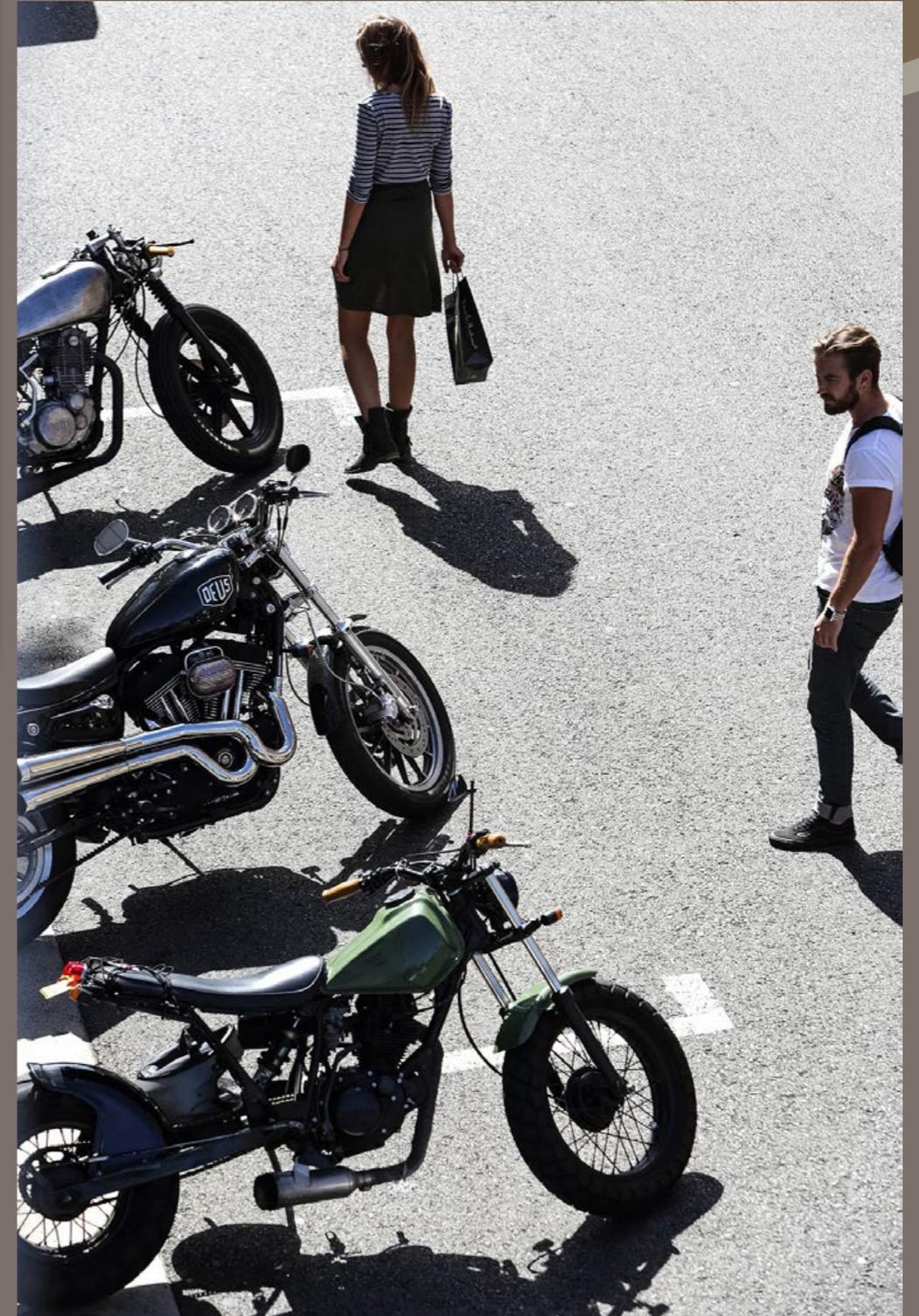
Centre stage however was a display of 2014 model fuel injected SR400s courtesy of Yamaha Australia.

These new editions looking every bit like the classic originals proved an instant hit from old school reminiscences to new school men and women looking for something unique in a cycle sea of sameness.

The SR Festival of Thump may have been a celebration of the model's last 36 years, however what made itself evident was the enthusiasm seems to have grown in recent times as people begin to understand just how special these singles are. Form and function coming together as one. The SR is accessible to all and certainly was true for this Festival of Thump. ■



# GALLERY FESTIVAL OF THUMP



# GALLERY FESTIVAL OF THUMP



# GALLERY FESTIVAL OF THUMP



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The product features is the VStream model for BMW's R 1200 GS, from 2013 on. Mototoys warrants the ZTechnik screens bought from them for "As long as you own your bike".



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**PRICE:** From \$389 depending on kit.  
**AVAILABLE FROM:** Good motorcycle stores  
**MORE INFO:** [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more)



## WARM PINKIES

IT'S that time of year where you'll really appreciate the new battery powered HG-1 gloves from Five Gloves. The waterproof gloves feature Hippora membrane and 200g of Thinsulate lining with three heating positions. Made of goat leather they also feature digital leather on fingers for better grip and a synthetic leather padded reinforced palm. Easy to use on-off button. Gloves feature elastic wrist and velcro wrist adjustment.

**PRICE:** \$349.95.  
**AVAILABLE FROM:** Good motorcycle stores  
**MORE INFO:** [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more)



**SCAN ME  
FOR MORE  
PRODUCT  
INFORMATION**

# BIKIE STUFF

## ANDY ROLLZ

THE new Andy Strapz Tool Rollz offers flexibility, a pocket for bits and pieces and a small work surface. It's compact and made of tough Aussie canvas with the quality you expect from all of Andy's products.

**PRICE:** \$45 plus postage  
**AVAILABLE FROM:** Direct from Andy Strapz  
**MORE INFO:** [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more)



**PRICE:** From \$249  
**AVAILABLE FROM:** Better motorcycle stores  
**MORE INFO:** [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more)

## CLASSIC STYLE

DRAGGIN'S Classic jeans are lined with DuPont Kevlar fibre and the company is an official licensee of DuPont Kevlar fibre. Heavy 14oz rigid denim for durability available in a traditional cut for rider protection and slight boot cut to fit riding boots. Size range up to 60" in indigo or black. Their jeans boast superior abrasion resistance, impact tolerance, thermal tolerance and tear resistance. Other advantages of DuPont Kevlar in the Classics range include breathability, non-allergenic, soft to touch and machine washability.



## THE BOSS

MADE with 1.1-1.3mm premium full-grain Antique leather, the Arlen Ness M-Boss Cruiser is the jacket that packs safety and comfort into a classic, simple design. Featuring CE Certified internal shoulder and elbow protectors (CE Certified EN 1621 - 1:97), the M-Boss Cruiser features perforated leather that improves ventilation and has reflective stripes underneath the leather for better visibility.

**PRICE:** \$499.95  
**AVAILABLE FROM:** good motorcycle stores  
**MORE INFO:** [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more)



## TOURING BATTLES

WHEN Cycle Torque was looking for new tyres for the office Honda CBR1100XX Super Blackbird, the new Bridgestone Battlax T30 Sport-touring bags were recommended. Replacing the much-loved BT023, the T30's were designed to improve handling and dry grip with a new compound, construction and tread pattern. Although classed as a touring tyre, the T30 is still a Battlax, which means it's a high-performance tyre suited to high-performance motorcycles. We use the office Super Blackbird for everything from droning down the freeway for meetings in Sydney to chasing sports bikes on photoshoots... hours of boredom interspersed with minutes of adrenalin-rush. Watch our *Used and Reviewed* section for a full evaluation soon.

**PRICE:** Various prices  
**AVAILABLE FROM:** Bridgestone dealers everywhere  
**MORE INFO:** [www.cycletorque.com.au/more](http://www.cycletorque.com.au/more)



# USED & REVIEWED

CYCLE TORQUE MAY 2014 - 92

## Alpinestars Toucan Boots

ADVENTURE touring asks a lot of your gear - it must be comfortable all day, protective and built to last. Even better if it's waterproof... and Alpinestars Toucan boots tick all those boxes.

With their reasonably stiff sole making them suitable for standing up on foot pegs all day but fairly lightweight construction making them comfortable all day, the Toucans certainly don't feel like stiff, heavy motocross boots. However, their armour panels and general design is off-road inspired, although excellent flexibility in the joint areas means you're not fighting the boot to shift gears or move around on the bike.

The Toucans are Gore-Tex lined, making them waterproof... which is great most of the time, but a bit sweaty in hotter conditions.

Available in any colour you like as long as it's black, Alpinestars Toucan adventure boots are also well suited to trail and light enduro riding (hard-core enduro riders will probably want to stay with motocross boots).

The fastening is a pair of replaceable aluminium buckles and a large Velcro panel at the top - the buckles aren't the easiest to use, but they don't pop undone either.

At \$499 a pair the Toucans are at the top of the price bracket, but the quality, the design, quality materials and the waterproofing makes them an investment in safety and comfort. Highly recommended.

- Nigel Paterson



## Voice in my head

IT'S telling me things. The voice in my head tells me there's a call coming and who it's from. Actually, it's the voice in my helmet, and it's coming from the Interphone F5XT system we've been using. A very nifty system indeed. You can talk to other riders, your pillion, listen to music or take a call thanks to Bluetooth 3.0 technology that offers super long battery life, 12 hours talk time and 700 hours of standby time. There's also a built-in FM radio with an eight-station memory. Fit them to an open face or a full-face helmet. I used mostly the open-face set-up and found the sound quality was good.

\$299.95 for single unit, \$549.95 for a pair.

- Dennis Penzo



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CYCLE TORQUE TEST: CFMOTO Z8

# SSV, PEKING STYLE

**CFMoto is not here to make up the numbers or to sell second rate products.**

*CFMoto has made huge inroads into the Australian ATV market in recent years. The more cynical of us would say this is purely on the price difference between CFMoto's products and the other mainstream manufacturers but there's no doubt the quality of the products is one of the main reasons they are popular.*

The Chinese company has recently branched out into side-by-side vehicles (SSV) to add to its regular ATV and UTV products. But it doesn't stop there, the company is one of the largest Chinese motorcycle manufacturers, building everything from small capacity scooters to 650cc tourers. There are rumours bigger capacity motorcycles are on the horizon too, so CFMoto is a company on the move.

## Big Zed

We recently tested the Z8 sports SSV and we can tell you this thing is well built and lots of fun. It's powered by an 800cc V-twin engine, which has all the modern bits of technology you expect in this day and age. Fuel injection and 4-valves per cylinder is a given, as is the liquid-cooling. Adjustable independent suspension fore and aft is standard, as is selectable 2WD/4WD, alloy wheels, winch, lockable differential, roof, windscreen and even indicators and a horn. It's a sports SSV so you also get adjustable sports seats and sports steering wheel. For \$14,490 you get a pretty impressive vehicle to play around on and it would be interesting to see a Z8 take on machines

*Continued on next page*



## SSV, PEKING STYLE



from Polaris and Can-Am in events like the Finke Desert race or the Australian Rally Championships. On dollar value alone you have to look at a Z8 to see for yourself how one compares with the more expensive competition. CFMoto also gives the Z8 a two-year warranty.

### Through the trees

Driving at speed through the Aussie bush really requires high quality suspension otherwise you simply get smashed about in the cabin. We found the Z8's adjustable suspension to be very good. Overall it handled some pretty big hits without complaint; complaint from the passengers that is. We have tested better but these were fitted to much more expensive machines too. We think CFMoto's Z8 has quite a high level of equipment considering its price.

Everything feels solid on the Z8. The controls, seats and seatbelts all look and feel built to last and take lots of punishment, as does the body itself and the mechanical underpinnings.

You would expect the performance from the 800cc twin to be good and it is. In 2WD you can have a blast sliding the rear end out and although this might not be the fastest way it sure is the most fun. With 46 kW's of power the Z8 isn't slow and it has a lovely V-twin note that fixes the aural part of the equation. It isn't too loud so an accessory muffler would make things a little 'fruitier' if you are that way inclined. Luckily the brakes are very good too, as we found ourselves entering tight corners faster than expected on more than one occasion. A dab of the brakes, a flick of the wheel and some opposite lock on the way out – the Z8 is built to go fast and it is plenty of fun being along for the ride. In 4WD you really notice the difference in the feel of the Z8. It now starts to drag the front around and creates less rear-end slides but getting up steeper terrain is much easier in 4WD as we all know. Downhill braking is also a strong point of the Z8. On steep downhills we were able to mostly just ease off the throttle and let the engine braking take care of things rather than having to ride the brakes too much.

*Continued on next page*



## CYCLE TORQUE TEST: CFMOTO Z8

# SSV, PEKING STYLE



There is a rear tray which is part of the overall design so you can fit a few items if you wanted to use the Z8 for a bit of work as well as the play it's designed for.

### Verdict

We are not really surprised by the quality of finish on the Z8 because we have experienced it first hand ourselves before with other CFMoto products. There will always be a question in some buyers' minds as to whether these machines will handle the long-term rough and tumble Aussie buyers expect them to but we have every reason to believe they will. The Z8 certainly looks and feels like it can.

– Chris Pickett



CYCLE TORQUE TEST: CFMOTO Z8

## SSV, PEKING STYLE



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



In house suspension is high quality stuff.



Impressive build quality includes the sports seats.

### SPECIFICATIONS:

#### CFMOTO Z8

- **Engine Type:** Liquid-cooled V-twin
- **Capacity:** 800cc
- **Transmission:** CVT
- **Fuel Capacity:** 27 litres
- **Frame Type:** Steel
- **Seat Height:** 350mm
- **Dry Weight:** 550kg
- **Front Suspension:** Double wishbone IFS, adjustable shock absorbers
- **Rear Suspension:** Double wishbone IRS, adjustable shock absorbers
- **Brakes:** Discs front and rear
- **Tyres:** 25x8-14, 25x10-14
- **Price (RRP):** \$14,490

[www.cycletorque.com.au/more](http://www.cycletorque.com.au/more)



14 inch wheels are standard on the Z8.





# Three Wheeled Duo



# Three Wheeled Duo

**Racing a sidecar at the IOM isn't exactly easy. Despite the expense, two Aussie teams are making the pilgrimage to Mona's Isle in 2014.**

*THIS year's Isle of Man TT will see a number of competitors from around the globe ascending onto the legendary 59.56km mountain course that is the TT. Arguably it's the world's most famous road racing circuit of all time, and is the only motorsport event in history to be held for over 100 years.*

Having recently competed in the 2014 Barry Sheene Festival of Speed at Eastern Creek the team of Darryl (Dags) Rayner and Richie Lawrance (NZ) will be competing alongside fellow Aussie sidecar racers Dwight and Noel Beare, the father and son team from Victoria who just annihilated the field at the 9th running of the Barry Sheene Festival of Speed.

Darryl began racing Sidecars in 1999, admittedly just for a bit of a giggle. But Darryl slowly began to improve so his competitive nature took over and a new sidecar was warranted. Darryl had a new ECM chassis built in Sydney by Rob Walters. The bike took a little longer than expected to get sorted but it soon turned into a race winner, culminating in him taking out the 2005 Australian Formula 2 Sidecar Championship with passenger, Craig Longhurst.

Darryl continued racing with Craig and won the first round of the Australian championships in 2006 but a change in situation saw Darryl partner up with Peter Cumming. With Peter being new to the sport, the boys concentrated on club racing until Pete had learnt his craft. In 2007 Pete was ready to jump to a higher level resulting in Darryl and Pete having some reasonably impressive meetings on the East coast in the Australian championships, but Darryl's mind was already set on bigger things to come.

Three years of hard work and sacrifice saw Darryl ready to take on the holy grail of pure road racing, the IOM TT course. Darryl visited the TT in 2008 to see the lay of the land and look for a competitive bike for 2009, also purchasing the Shelbourne Honda CBR600RR powered outfit of Conrad Harrison who has since gone on to score numerous podium finishes and set a lap of 113mph at the TT.

*Continued on next page*



# Three Wheeled Duo

## The big gig

Gaining the expertise and experience of Aussie passenger, Mark 'Patto' Patterson for the TT, they both set off with the hope of gaining the fastest newcomer and also a 100mph lap. The boys were lucky enough to borrow the ex-Steve Webster race transporter of long time Aussie Sidecar racer and sponsor, Brett Gilbert. The two Aussie newcomers set the transporter up in the 'superstar paddock' with Conrad who helped with the bike and quite a few words of wisdom in how to best tackle the TT circuit. The months of studying videos and reading pace notes only goes so far in learning the TT circuit. Nothing really compares to riding it at speed. With your head only 800mm above the track to give a totally different perspective of what it is really like. The bumps, the jumps, the sun strike from an 8pm start in practice all go into making the TT a whole different experience to normal circuit racing.

The boys had a steady practice week. Unfortunately two breakdowns due to minor electrical troubles robbed them of precious lap time. With this they slowly picked up their pace as they learnt the track a little more and were lucky enough to front the starter for their first TT start. A starting position of 55 and with each of the Sidecars taking off at 10-second intervals had the boys waiting some nine minutes before they were allowed to start. Trying their best to keep their nerves in check, the boys finally arrived for their turn. With the starters hand on their shoulder, the 10 seconds seemed to take an eternity. The boys had a very lonely race, not seeing another bike over the course of 3 laps. The boys could see the sidecar crews broken down around the track cheering them on up over the mountain for the 3rd time. A sea of colour greeted the boys at the 'Creg', with a massive number of spectators cheering and waving whilst dangling their legs over the embankment, so damn close you could just reach out and touch them tickling their toes on the way. Thinking "we're nearly home, don't screw up now", the boys buttoned off a bit for a good run home crossing the finish line and into the pits the boys were ecstatic.

After finishing their first ever TT race in 28th position with a fastest lap of 97mph their sights were set on race Two, determined to break the 100mp/h barrier. Unfortunately this was the race where Isle of Man local Nick Crowe and Mark Cox had a huge crash after hitting a hare, severely injuring both. The race was red flagged and not run again.

Although they had done their best under the circumstances, Darryl was still thinking on the improvements required to achieve better results. The biggest mistake made was not realising the difficulties in learning a new bike as well as the circuit. The boys were only able to get a practice day on the bike at Mallory Park prior to the TT. It was so different to the one they had been riding at home.

After returning to Australia and getting back to a normal life the TT was pushed to the back of their minds. That was until Darryl was asked to do the TT again, this time on



the cheap. Most of the money went into preparing the bike, whilst their pit facilities would comprise of a little plastic garage bought from Bunnings. Accommodation would comprise of a small Pantech which would also double as a transporter.

Despite bad weather reducing practice time, a spun bearing on the standard motor and lost sleep from working on the machine the team lined up for the first race. 22nd place and a lap of 100.852mp/h was the well earned result. Anyone who's raced the TT course will know how hard that is to do. Race 2 saw the duo facing indifferent conditions, and lost tear-offs, but a steady ride saw them finish in 26th place.

## TT 2014

With TT 2014 just around the corner, Darryl and team are just about ready to fly out to compete again, this time with another passenger. Kiwi swinger Richie Lawrance has agreed to compete as passenger for Darryl. Richie comes with TT experience having completed four TT events with his brother Chris. The last time in 2004 proved to be less than ideal. Running off the mountain at the 32nd. A helicopter flight and a spell in hospital put an end to that campaign. Legend Dave Molyneux straightened the very

# Three Wheeled Duo

bent and broken chassis for them. The bike (a TT winner with Dave) is still around and "Pinkie" can be seen running in the all-girls crew of Tracey Bryan/Tina McKeown from New Zealand. Darryl has again purchased another Shelbourne Honda CBR600RR powered machine. This one has previously finished 5th in the TT at 108mph by Rob Handcock last year. With two race engines and two standard engines and a whole heap of spares, the boys are pretty confident of a good result. Both Darryl and Richie would like a lap of somewhere between 103 and 104mph which should be good enough to get a replica, which both are yet to receive. A start number of 43 has already been given to the team, but this should change dependent on where the boys qualify. Darryl and Matt Johnson were the first Australian sidecar crew to lap the TT circuit at over 100mph, but both Darryl and Richie have a mission in mind to be the fastest Australasian crew following this meeting. Darryl and Richie have enjoyed the support of RT Screen Printing, Chivo's Tyres and Pendragon Solutions and look forward to bringing back the replica they desire as thanks for everyone's help.

The Kiwi pairing of Colin Buckley/Bruce Alley still hold the Australasian record of 101mph. The Aussies and Kiwis have held a long standing presence at the Isle of Man TT. Cameron Donald as all would know is our most recent winner at the TT. This year will see seven Aussies and at least two Kiwis ready to take part, including Josh Brookes (fastest ever newcomer) and Kiwi race winner Bruce Anstey.

This year Darryl and Richie will be joined by Victorian father and son team, Dwight and Noel Beare on their LCR F2. As recently as the Barry Sheene Festival of Speed, Dwight and Noel smashed the lap record in a scintillating display of riding throughout the weekend.

Here's Noel's take on the whole IOM dream.

"Sometimes life deals up some wonderful surprises. After nearly 50 years of first seeing footage of the Isle of Man races, and being a bit intrigued by the folklore and bravery of those early TT racers, I had the wonderful privilege of finally going to the Isle of Man for the 2012 TT with two of my sons, Dwight and Hudson accompanying. A serious tick on the bucket list!. I have been telling my friends for years that I just wanted to buy an Isle of Man T shirt. The obvious catch was that I would have to go there to get one.

"We were going for the whole two weeks of practice, qualifying and racing. An added bonus was that Darryl Rayner and Matty Johnstone from Australia were going to be racing in the sidecar races.

"My pre trip preparation was to watch every bit of Isle of Man, and Irish road racing footage I could find on Foxtel and SBS. I was trying to learn as much as I could about the

track from my lounge room. If someone had said to me prior to my trip, "Cronk-Y-Voddy", well I would have said "Yeah, same to you, mate". Now I can just smile and nod knowingly. At the Isle of Man, I especially enjoyed hearing the classic English radio race commentary, as they would refer to the myriad of corners and sections of the famous track like someone was referring to an old friend.

"Well, practice was underway on the Monday, the roads closing at 6.00pm, and practice started at 6.20 pm. It stays light till about 10.30 pm so practice goes till about 9.30pm. We watched from Hillberry, which was 36 miles into the circuit. You could literally get an arms length away from the bikes and outfits on their entry to the corner whilst they were doing about 230kph. Fantastic. It was a proud moment when Dags and Matty whizzed past on their first outing. The SCRCV banner was flapping wildly on the edge of the track as they went through the fast right hander flat out in 5th, us cheering madly, much to the amusement of the other spectators around us. By the second lap, about 20 minutes later, we had about 10 locals cheering along the Aussie visitors too.

"Each night after practice, we usually popped down to the pits to catch up with Dags and Matty, who were camped in the pits. It was a real buzz to listen to them discussing certain parts of the track, with the names of corners I had become familiar with from my pre trip 'track study' program. We would always have a great laugh about stuff, talking sidecars, music, lots of politically incorrect jokes, and with local beer and pizzas etc.

"I've gotta say, being so close to the bikes at such speed on roads with a range of hazards too long to mention, was one of the most amazing things I have ever seen in my life. If you lived in the UK or Europe, you would just go every year, simple as that. The whole camaraderie amongst the racers and spectators was fantastic. The whole island is very supportive of the whole affair, despite it being quite disruptive to traffic etc. The consensus seemed to be that it was one of the biggest crowds ever, and the momentum is still growing.

"If you have ever thought about going I can thoroughly recommend it, you will not be disappointed. It exceeded all my expectations."

The 2014 TT will run from May 24th to 6th June 2014, so Australia and New Zealand should see a number of bleary eyed people who have stayed up all night listening to the coverage from the Isle of Man TT website. You can see live timing of the event so stay up and follow all our Australasian racers.

– **Darin Fitzgerald**



CYCLE TORQUE RACING FEATURE

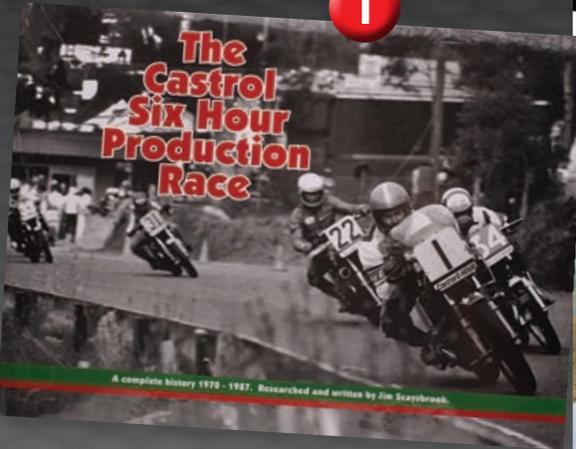
# Three Wheeled Duo

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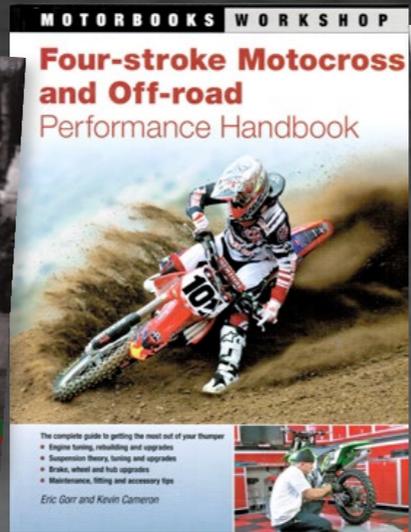


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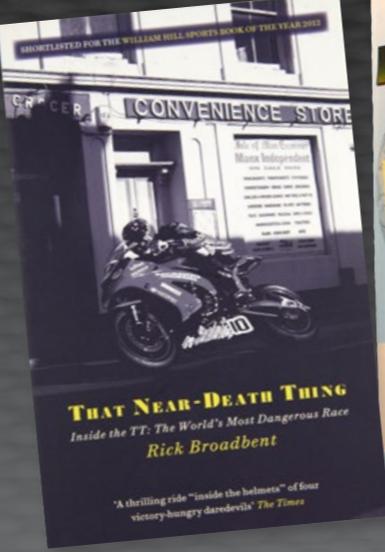
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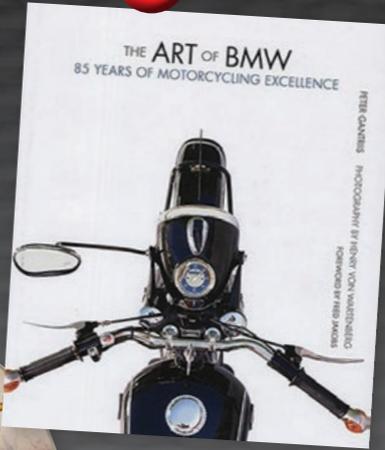
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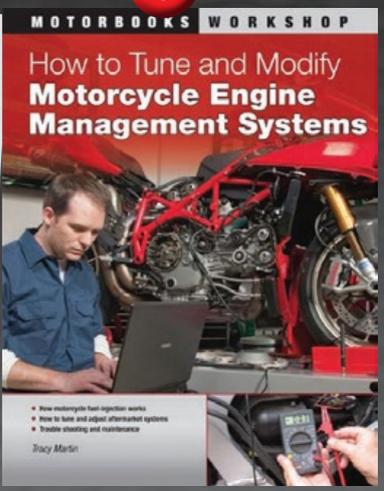
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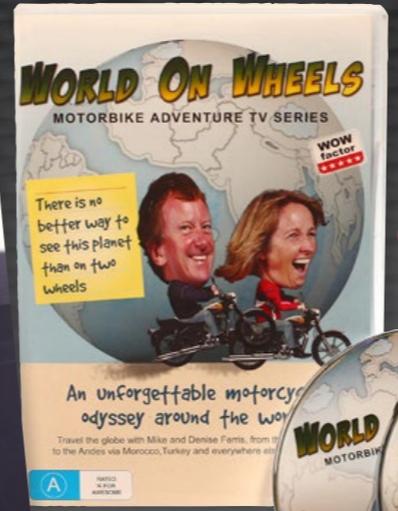
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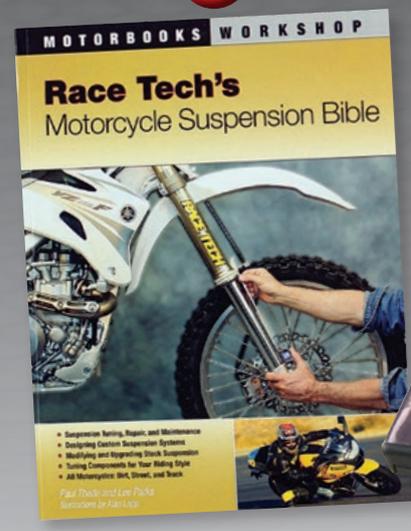
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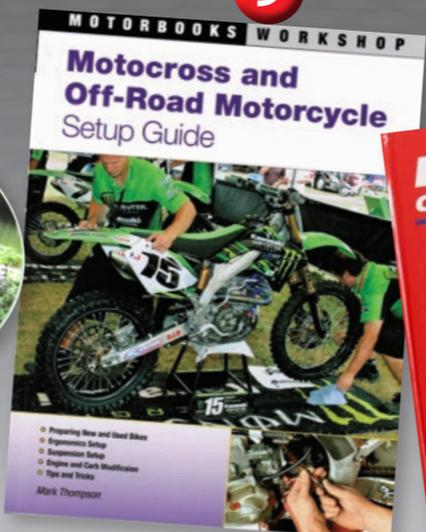
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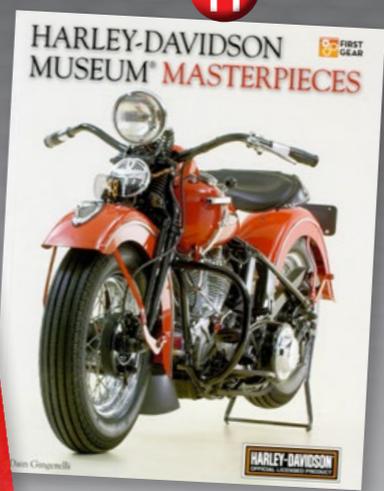
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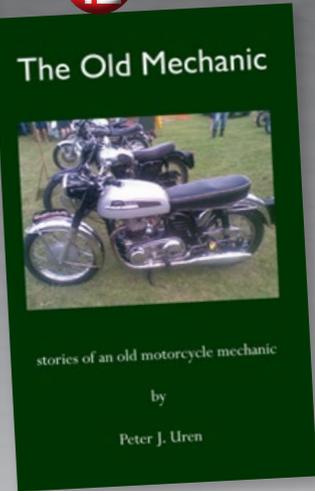
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# BOOK SHOP

## 1. The Castrol Six Hour Production Race – \$39.95

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

## 2. Four-Stroke Motocross and Off-road – \$34.99

This thorough how-to manual helps the off-road motorcycle enthusiast get the most out of their machine. This one-stop reference covers everything from basic maintenance to performance modifications, including: • Engine rebuilding • Transmission rebuilding • Clutch repair and rebuilding • Big-bore kits • Cam kits and valve timing and tuning • Tuning stock suspension • Suspension revalving and kits • Jetting and tuning carburetors • Tuning electronic fuel injection • Wheels, tyres, and brakes • Chains and sprockets • Cooling systems • Electrical systems

## 3. That Near-Death Thing – \$22.99

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

## 4. WORLD ON WHEELS – \$30.00

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

## 5. The Art of BMW – \$59.99

BMW began its life in aero-engineering--as anyone who's ever ridden one of its motorcycles might guess. These are bikes as close to airborne as any get. And what's more, fifty percent of all the motorcycles BMW has manufactured are still flying down the world's roads. These are the best, and in this book, the best of the best get their due, with brilliant, full-color photographs of BMW's classic models and detailed descriptions of their features, all located within the context of a concise history of this legendary marque. From the first of BMW's bikes, the R32, through the models that catapulted the company out of the ruins of World War II, to the latest bikes with the revamped opposed-twin-cylinder "boxer" engines that brought BMW its first fame--these are the bikes that made history, and, better yet, gave the most demanding riders a taste for flight.

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

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

## 7. Race Tech's – \$49.99

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

## 8. Dualsport Australia – \$33.00

Dualsport Australia's Great rides volume one will sell for \$33.00 including freight and supplies you with all the information for a week of quality riding [2107 km] or numerous smaller loops for shorter rides on the Great Dividing Range in northern NSW.

Dualsport Australia makes adventure riding easy by supplying easy to follow fun routes with GPS data, custom route sheets [reversed as well so you can customise disc to suit conditions] and even works on your mobile phone through introduced GPX data on Google maps.

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

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

## 10. BMW Cafe Racers – \$39.99

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

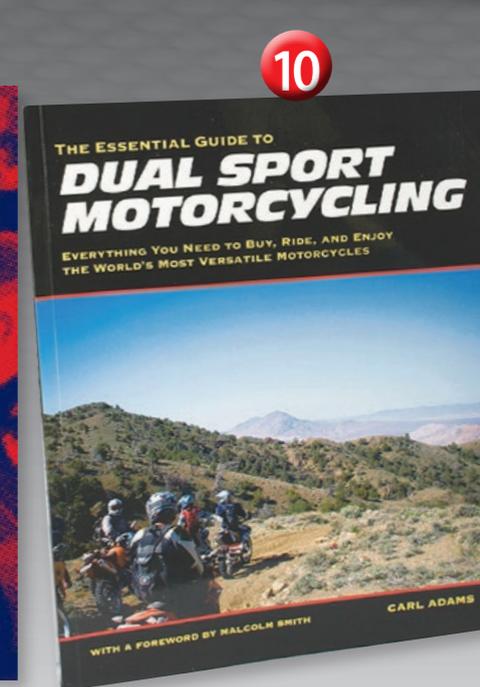
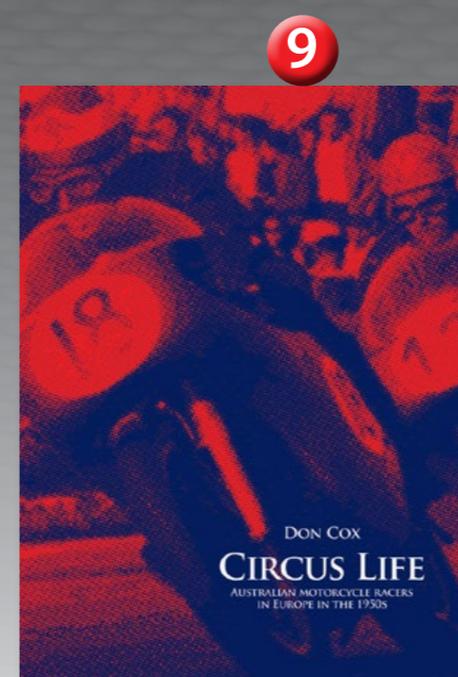
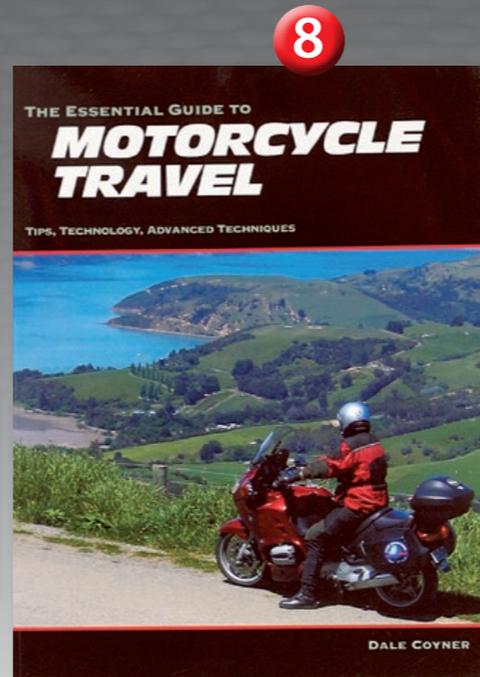
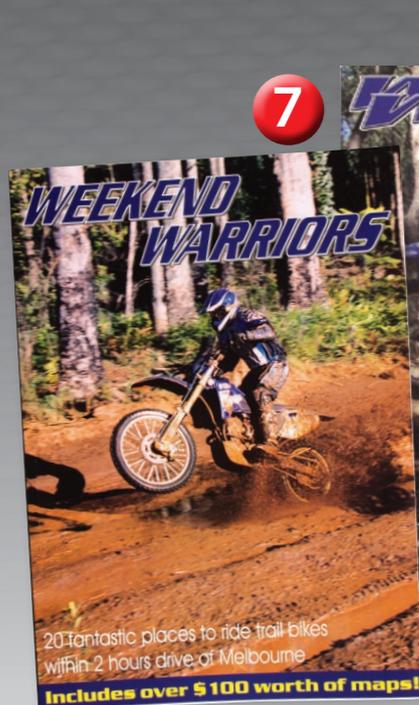
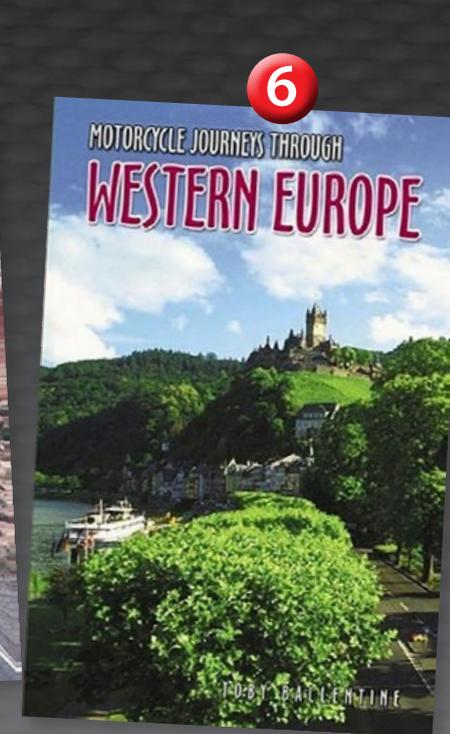
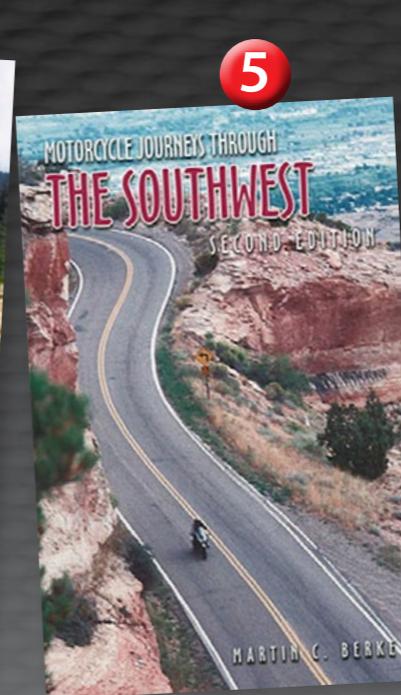
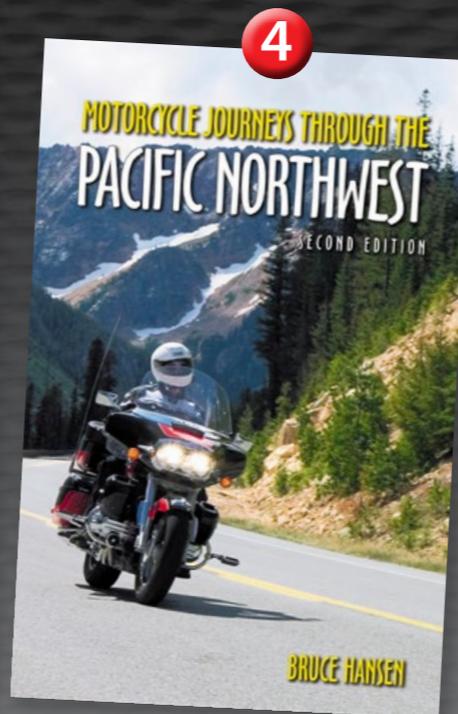
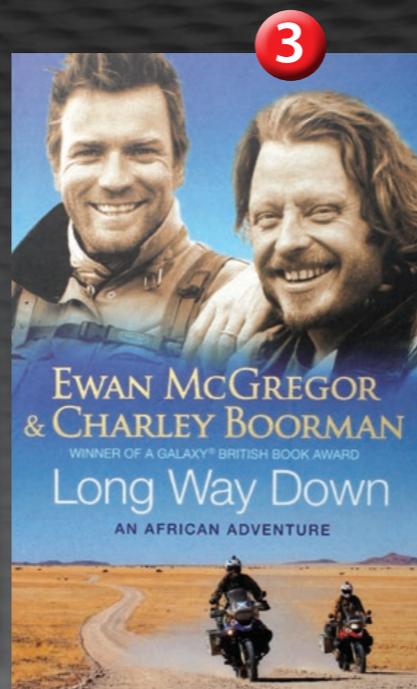
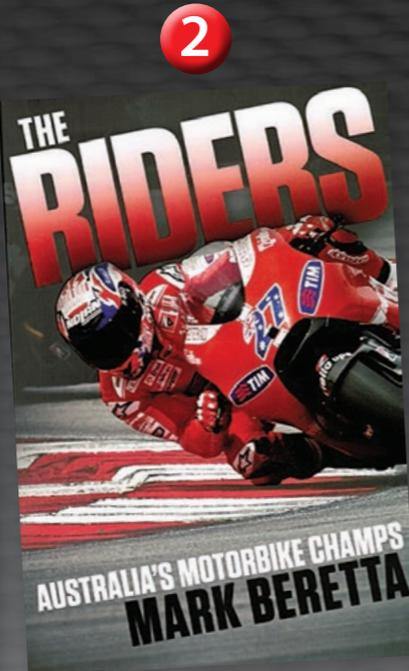
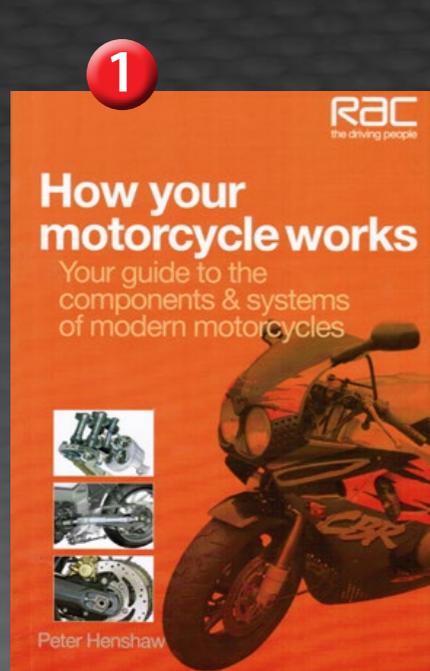
## 11. Harley-Davidson Museum Masterpieces – \$24.99

Ask just about any motorcycle fan, and they'll tell you that Harley-Davidson builds the ultimate motorcycle. And the motorcycles housed in Harley-Davidson's Archive Collection represent the best of the best.

## 12. 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.

# BOOK SHOP



# BOOK SHOP

**1. How your motorcycle works – \$19.99**

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

**2. The Riders – \$35.00**

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

**3. Long Way Down – \$22.99**

After their fantastic trip round the world in 2004, fellow actors and bike fanatics Ewan McGregor and Charley Boorman couldn't shake the travel bug. And after an inspirational UNICEF visit to Africa, they knew they had to go back and experience this extraordinary continent in more depth.

**4. Motorcycle Journeys through the Pacific Northwest – \$49.95**

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

**5. Motorcycle Journeys Through The Southwest – \$42.99**

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

**6. Motorcycle Journeys Through Western Europe – \$44.95**

Europe is high on everyone's travel list. It has great roads, beautiful scenery, centuries of history, and is relatively safe. A potential stumbling block for some motorcyclists is

the false perception that it costs too much and they don't know exactly where to go. Toby Ballentine maintains in *Motorcycle Journeys Through Europe* that you can rent a bike in Europe affordably. It has great roads, beautiful scenery, centuries of history, and is relatively safe.

**7. Weekend Warriors 1 & 2 – \$44.95**

About five years ago Shaun, Andy and I (Jake) started to run out of places to ride. We were sick of riding the same places time and time again so we decided to pay a visit to the Melbourne Map Centre in Chadstone to see if there was a guide book on the subject. Much to our surprise there was nothing to be found. Sure there were heaps of 4WD and Mountain Bike books but, alas, no trail bike books. The guys in the shop were also surprised, as they had had a lot of enquiries from other trail bike riders. This gave us an idea..... Why not write our own book? And that is exactly what we did!

**8. Essential Guide to Motorcycle Travel – \$55.00**

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

**9. Don Cox Circus Life - Signed – \$99.00**

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

**10. Essential Guide to Dual Sport Motorcycling – \$55.00**

Everything you need to buy, ride and enjoy trail and adventure motorcycling. Sections on riding gear, tools, riding tips and safety and maintenance keep you well informed for the trip ahead. Exploring and navigating are also covered in this comprehensive guide book.

## LETTERS

## TORQUING BACK

**Wonderful Wollombi**

JUST a quick line to say thanks to everyone who made our weekend in Wollombi so enjoyable. I was one of the lucky winners of the Wollombi Photo Contest.

The accommodation at Laguna Cottages far exceeded our expectations. The cottage itself was perched in a secluded location overlooking a lush green meadow with views across the dam to the forested hills. The cottage was immaculate with all the mod cons. I would definitely recommend Laguna Cottages for a tranquil weekend on the edge of the Hunter Valley.

Our ride on the Royal Enfield with Arthur from Time Travellers Motorcycle Tours and Events was fantastic. Arthur knows all the hidden backroads and scenic spots that only the locals know about. I have been riding bikes for forty years and the leisurely pace and Arthur's great company on the day was like a breath of fresh air.

And finally, Having a great meal at Rosa and Seb's at the Laguna General Store and Wine Bar was a great chance to meet some of the locals in a location that just oozes character.

The two days we spent in Wollombi and Laguna has given me a greater appreciation of that part of the Hunter Valley and I would definitely recommend it as a weekend destination.

*Many Thanks,  
Steve Lear*

**Barry Sheene FOS**

WHAT a fantastic event the promoters of this year's Barry Sheene Festival of Speed put on.

I couldn't help myself so went on both weekend days, enjoying the racing but also the trade stalls and amazing machines in the paddock. On Sunday especially the show 'n' shine bikes were fantastic, and what a vast array of different styles.

It's obvious the promoter is trying to make this event bigger each year and so far it is working. Getting big name stars like Phil Read and Maria Costello over from the UK is very cool and the big race where the fastest 40 Period 6 and earlier machines went at each other was top stuff.

It's a shame the young fellow on the Ducati 851 (on the front row besides Cameron Donald and Michael

Dibb) had machine problems in that fastest 40 race, the Barry Sheene race I believe, I thought he would have done well.

One complaint though. The event used to have a swap meet on the Sunday. I think they should bring that back.

*Adam Whitely*

*Hi Adam*

*Yes it was a great meeting and Peter McMillan and the Post Classic Racing Association of NSW volunteers should be highly commended. Classic racing is so big in Australia and the reason is it's colourful, fun and exotic, and the racing is as good as you will see anywhere.*

*That young fellow on the Ducati you mentioned is my son Alex. I can tell you he was pumped up for that race, and although he would have struggled to match the pace of Donald and Dibb, he would have been up for the rest. With only 100 hp or thereabouts at the rear wheel he was behind the eight ball somewhat on power but an electrical fault we had been chasing eventually turned out to be a faulty battery.*

*He does not throw dummy spits but he was not very happy when he retired from that particular race I can tell you. Ed.*

**Another racing fan**

I ATTENDED the recent Australian Superbike Championships at Wakefield Park and it's about time the manufacturers realised the top racers and machines should be competing in the same championship.

The racing was first rate and there were a few names that jumped out of the blue, like Sean Condon who rode extremely well on his Kawasaki.

For the first time in years we can watch the best riders from each previous series battle it out. No more will there be talk of which series has the best riders, or who is the best rider in Australia. Now we will know.

What has happened to Suzuki though. They have been supporting road racing for years now and have disappeared from the grid. Have they spent too much over the last few years for it to be sustainable? Roll on the rest of the championship.

*Paul Butler*

**WRITE A LETTER!  
WIN A GREAT PRIZE**

This month Adam Whitely has won an Airhawk mid-cruiser seat for his bike, valued at \$159. Airhawk seats make riding a lot more comfortable by putting a cushion of air between you and your bike. Check out [www.airhawkguy.com](http://www.airhawkguy.com) for more information. Send your letters (and/or great bike pictures) to *The Editor, Cycle Torque, PO Box 687 Warners Bay, NSW 2282* or email [chris@cycletorque.com.au](mailto:chris@cycletorque.com.au).



*Hi Paul*

*I agree, it is about time we get to see the best riders take on each other. Regarding Sean Condon, he has been around, knocking on the door you might say for a few years now. He is a very good rider and a very nice young bloke to boot. Hope he goes well this year.*

*Not sure why Suzuki has left road racing at the moment, but no doubt money is tight and to go road racing at that level costs lots of money. I've always wondered what direct relationship there is between racing success and sales in the modern era and whether it is worth the manufacturers racing as a factory concern or leaving it to the privateers. Ed.*

**Champagne Shower**

CONGRATULATIONS on 15 years of Cycle Torque. I know it's free but that's not why I pick it up. Your magazine has a wide variety of stories, good tests, and I like the way you personalise your stories. The Eyes Wide Open story about Chris and Alex Pickett racing on the Isle of Man was especially good to read, and it gives life almost to your magazine. I like the fact Chris wrote with such openness and emotion, I felt it gave me an insight into what it's really like to race on the most dangerous circuit in the world.

You must also be proud Alex is going back to race in the TT this year. To have a rider of that calibre and experience on your team is a real feather in your cap. I hope he continues to treat the track with the respect it deserves and comes back safe.

I've read nearly every issue of the last 15 years and hope to for another 15 at least.

*Mathew Collins*

*Hi Mathew*

*Thanks for the kind words. We work hard to get each issue of Cycle Torque out and appreciate you taking the time out to comment on our baby, who is a teenager now. Feedback is always well received whether it's good or bad.*

*Ed.*



# ***cycle*torque**

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