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WELCOME

September 2017

Welcome to the September edition of Cycle Torque

On the cover is Yamaha's smartphone-enabled YZ450F motocrosser. There's a host of changes to the engine and chassis, and oh, the kickstart mechanism has been completely wiped! Make sure you read Todd Reed's first impression from the Australian media launch.

Also tested in the issue is Austria's finest naked, Nigel spent some time on KTM's Dukes including the 1290 Super Duke R, GT and the learner-approved 390 Duke. The big girls have had a bit of engine work to comply with Euro4, plus you can hook your phone up to the display on all three bikes and control it through the switch block. They also get some pretty cool updates to that cutting-edge Duke style which KTM does best.

Want to ride all seasons on a budget? We've got the gear for you. There's everything from helmets, jackets, pants, gloves and boots to thermal underwear and waterproof overpants. You can do it all year round and you don't have to spend a fortune (or shop at Aldi!).

Darryl Flack eulogises Angel Nieto Snr, who marked out one of the most remarkable careers in some 20 years of GP racing.

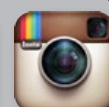
Smarty looks at the rise and fall (and rise again) of Zach Osborne, a 2004 World Junior Motocross Champion who's faced ten years of struggle before he became 2017 AMA 250 MX Champ.

I reckon this year's Australian MotoGP race could go down as one for the history-books with five riders vying for the title.

Hope you enjoy the issue.

– **Ryan Grubb**
Editor

cycletorque.com.au



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On the Cover: YZ450F by Greg Smith/iKapture

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STEP INTO THE ARENA

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Can Doyle be crowned in Melbourne?

Get down to the final round of the Speedway Grand Prix at Melbourne's Etihad Stadium, October 28, and there's a good chance you'll see an Australian crowned World Champion.

Australia's Jason Doyle (83pts) currently sits in second place with five rounds remaining.

Two Polish riders, Maciej Janowski (88pts) and Patryk Dudek (80pts) are first and third respectively, and look to be the only ones capable of fending the Australian from his first world title.

Doyle was leading the championship recently until he had his worst round, taking five points from Malilla, Sweden on August 12.

He has been battling a foot injury sustained in June, racing for his club team in Torun, and looked to have made a full recovery.

The Aussie had a minor crash, August 3, and suffered a few extra bumps and bruises.

Reigning Australian Speedway Champion, Sam Masters has been named as Wild Card for the event, the Hunter Valley-born racer will again compete against the world's best.

It will be a good test to see where Masters is at, after winning the Australian Championship back in January this year.

As Wild Card, Masters will join Doyle and Chris Holder on Speedway's grandest stage.

In what has already been a great year for the discipline, the inclusion of Masters makes what promises to be an excellent event, even more enticing.

They will be joined in Melbourne by First Reserve Justin Sedgmen and Second Reserve, Davey Watt after the duo finished second and third respectively in the 2017 Australian Senior Solo Championship. ■



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Miller rides red in 2018

Jack Miller will ride a Ducati Desmosedici GP bike in 2018 for Octo Pramac Racing.

The Aussie will be under a direct contract with Ducati and ride alongside Danilo Petrucci, while Scott Redding has signed with Aprilia next year.

Miller's current contract with Honda and Team Estrella Galicia 0,0 Marc VDS expires at the end of the 2017 season.

MotoGP's 'hush hush' policy will mean Miller will not be able to speak publicly about his new deal until his current contract expires, which will be at the Valencia test in November.



Born in Townsville, Queensland, on 18th January 1995, Miller made his debut in the 125cc World Championship in 2011 and then moved immediately into Moto3, where he finished runner-up in the 2014 season.

He then joined MotoGP the following year with Honda LCR and, in 2016, scored his first win in the Dutch GP at Assen. ■

350cc Bonnie?

Triumph Motorcycles and Indian company Bajaj Auto have announced the beginning of a global partnership, which could mean we could see small-capacity Triumph-badged motorcycles in the not-too-distant future.

The companies state the objective of their partnership is to deliver a range of outstanding mid-capacity motorcycles benefiting from the collective strengths of both companies.

Although the press release says 'mid-capacity', we expect it to mean 300-500cc as the overall aim of the partnership is to enter high-volume market segments worldwide, such as Asia, South America and India.

The partnership hopes to increase the individual strengths of the companies, including brand position and perception, design and development technology, quality and cost, competitiveness and worldwide distribution.

Bajaj will gain access to the iconic Triumph brand, and its range of motorcycles, enabling it to offer a wider range within its domestic market and other international markets.

We see the partnership heading in a number of ways: they can go classic with a 350cc Bonnie, a 500cc Thunderbird cruiser would be very cool, or even a 'Street Single' naked could be in development.

Maybe we'll see all three... ■



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NEWS TORQUE



Fat Boy



Fat Bob

Harley-Davidson's Softail revolution

What better way to celebrate 115 years of Harley-Davidson than by redesigning its popular Softail line-up.

Well, that's what Harley has done, with eight new Softails coming our way in 2018, the new models will merge Dyna performance with the Softail's iconic looks.

Paul James, product portfolio spokesperson for HD, said the new bikes focus on a "total rider experience" of authenticity, heritage and modern technology.

The new bikes will feature a stiffer and lighter frame, built to cope with the increased torque of the dual-counterbalanced Milwaukee-Eight 107 and 114 engines.

There's suspension updates to both ends, with the Dyna twin-shock set-up losing a spring and opting for the hidden, Softail look.

The front forks are set to receive dual-bending valve forks.

Brad Richards, Harley's VP of styling and design said "we look at every nut and bolt on the bike."

"Its design speaks to the teamwork that our styling and engineering processes demand."

The 2018 Softail line-up will consist of the Fat Boy, Heritage Classic, Low Rider, Softail Slim, Deluxe, Breakout, Fat Bob and Street Bob motorcycles.

Only the Wide Glide has been dropped from the former Dyna range.

Riders can expect the new-era Softails to handle better, the new chassis is claimed to provide increased

lean angles, sharper turn-in and quicker acceleration.

Harley has designed two new swingarms for narrow and wide rear tyre sizes, both are lighter which will improve unsprung weight.

All-up the bikes are claimed to weigh up to 17kg less than previous models.

Some models will receive new tyres specifically designed to work with the Softail chassis too.

The Milwaukee-Eight engine was first seen on Harley-Davidson's 2017 Touring line-up, an eight-valve motor which retained the iconic 45-degree V-Twin configuration.

Milwaukee-Eight engines for the Softail will also be smoother - a dual internal counter-balancing system reduces engine vibration while maintaining the familiar Harley-Davidson feel, so the Harley-Davidson 'potato' note comes through with less vibration and noise.

But that's not all...

Harley has also unveiled five tourers, three of which are Custom Vehicle Operations (CVO) specials.

The direction Harley is taking with the 2018 Street Glide and Road Glide making one standard with chrome, and a blacked-out 'Special'

Both Specials are powered by Milwaukee-Eight 107 engines.

But if you want your Glide with



Breakout

more power, and more special, the CVO machines are where it's at.

The 2018 Road Street Glide and Road Glide CVOs will be powered by the 117-inch Milwaukee-eight variant, there's extra speakers in the saddlebags and lower-fairing, and CVO paint schemes.

The CVO Road Glide will get a 21-inch front wheel and custom wheels.

Harley will also produce a CVO Limited - the king and queen tourer based on the Ultra.

The two-up seat is suspended and heated with a custom seat cover, insert and stitching is unique to the CVO.

The CVO Limited is topped off with a power-locking key fob and two colour options. ■



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NEWS TORQUE



Vespa GTS arrives in 125, 150 and 300cc models

Scooter sales have been in decline for a few years, which doesn't really make sense to us, because they're still a great form of transportation and provide lots of city fun for the right person.

Vespa has announced its GTS family of scooters have now arrived in Australia and it's making the selling points of owning a scooter even better.

Three new bikes are available: GTS 125, 150 and 300 and their updates are in line to what we've come to expect from the big bikes, plus there are a few new features to make them even more enticing.

The i-get engine which features in the GTS 125 and 150 is the most advanced from the iconic Italian marque, there's liquid cooling, electronic fuel injection, four-valve efficiency plus a new 'Start and Stop' system.

The Start and Stop system does away with a starter motor, it's replaced by a brushless electric unit installed directly on the crankshaft, which will improve fuel efficiency (already very good).

You see some MotoGP bikes being started in a similar way, with a portable unit...

The 300cc variant receives a Quasar engine with four-valve timing and EFI, and get this, traction control!

All bikes will feature two-stage ABS, making them safe to operate.

The GTS line also has creature comforts - a remote saddle opener, USB port, daylight running lights, digital instrumentation and a 'Bike Finder' function which activates the indicators.

The finder function might not be as big a selling point in Australia, but in places like Europe and Asia where scooters are extremely common, finding your ride can be difficult!

The Vespa GTS family is available in a range of colours: Nero Vulcano (Black), Rosso Matt (Red), Monte Bianco (white), Verde Speranza (green) on GTS125 and 150; and Monte Bianco (white), Grigio Titanio (grey), Verde Speranza (green), Giallo Gelosia (yellow) on the GTS 300. ■

Ferris takes back to back MX national titles

CDR Yamaha's Dean Ferris has secured a 2017 MX Nationals championship win at the penultimate round of the series, held in Toowoomba, mid-August.

Ferris will now lead the Australian team at the Motocross of Nations in September where he can showcase his talent to the world.

"At the start of the year you have all these dreams and goals you want to achieve but rarely does it ever go 100 per cent to plan," Ferris said.

"To win eight out of the nine rounds completed so far and win the championship with a round to go leaves me a little speechless.

It has just been an amazing run."

Entering round nine at the picturesque Echo Valley Circuit, Ferris held at 73-point advantage over his nearest rivals after dominating the opening eight rounds.

With 73 points available at each round, Ferris needed either a round win in Toowoomba or to beat KTM's Kirk Gibbs on the day to lock down his second consecutive MX1 MX Nationals championship victory, with one round to spare.

The championship's 10th and final round in Coolumb, Queensland, will be run by the time this issue goes to press.

CDR team boss Craig Dack said he was "in awe" at how good Dean has become in the past two years.

"He has not just developed as a rider but also matured so much as a person in that time and as a team we really enjoying spending time together.

"If you look at his record since half way through the 2016 season, it has been a near flawless run of racing and something we are extremely proud to be a part of.

"He works hard, inspires the team to be better and has become a great role model and ambassador for the sport of motocross." ■



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REV'IT! in Oz

REV'IT!, the Dutch motorcycle clothing manufacturer has announced it's opening a new shop in central Melbourne.

Two brothers with years of motorcycle industry experience have taken on the brand after selling the product for a couple of years.

They have built belief in the product by wearing it, selling it and even crashing in it.

So it was a no-brainer when REV'IT! asked the boys to work for them.

The decision to set-up in Walsh Street came about because of the city's motorcycle culture, where you can still park on the footpath and the custom scene which is rapidly growing in capital cities.

Not to mention Phillip Island being within riding distance.

REV'IT! has Urban, Winter, Sports and Jeans collections which will suit almost every rider.

The shop is open from Tuesday to Friday, 10am till 6:30pm, and Saturdays from 10am till 3pm.

REV'IT! will also organise out-of-hours viewings by appointment, call 1300 924 412 to arrange.

REV'IT! products are designed to locate seams to areas of low impact risk, with unique style and best fit in a riding position.

The company has won two Red Dot design awards, licensed to use Goretex and has partnerships to make apparel for Ducati and Yamaha.

There are currently four other REV'IT! stockists around Australia, with plans to expand in the future.

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NEWS TORQUE

Munro family celebrates 50 years of ‘The World’s Fastest Indian’ record run

Indian Motorcycle kicked off the 69th annual Bonneville Speed Week, August 12-18, by paying tribute to the 50th anniversary of Burt Munro’s historic land speed record.

The tribute was highlighted by commemorative land speed runs by Munro’s great nephew Lee Munro on a modified 2017 Indian Scout appropriately named ‘Spirit of Munro’.

The weekend kicked off with a moonlit screening of The World’s Fastest Indian under the desert sky for Speed Week campers.

The film, starring Sir Anthony Hopkins, immortalised Burt Munro and the historic under- 1000cc world record run of his 1920 Scout Streamliner in August of 1967.

Director of the film, Roger Donaldson and Burt’s son and great nephew, John and Lee Munro, shared anecdotes about the making of the film, and the impact Burt’s achievements have had on Indian Motorcycle and motorcycling in general.

The screening drew throngs of Speed Week attendees who were captivated by the feature film, cheering and clapping as they watched under an immaculate starry night sky.

“I’ve seen the movie countless times,” Reid Wilson, Indian Motorcycle marketing director said.

“But to watch it with Speed Week attendees, the Munro family and the film’s director on the very Bonneville grounds that the film was based upon, was a surreal experience.”

“It was a special way to honour Burt and the perfect way to compliment the efforts of Lee Munro and our Spirit of Munro racing team on the Salt Flats that weekend.”

A team of Indian Motorcycle engineers worked around the clock to create and refine Lee’s ‘Spirit of Munro’ Motorcycle, a modified and partially streamlined 2017 Scout.

The team’s goal was to match Burt’s land speed record of 184 mph to fully pay tribute to his run.



To qualify for Bonneville, Lee achieved his speed licenses through runs at El Mirage Dry Lake-bed in California, securing a land speed record of 186.681 mph in the Modified Partial Streamliner 1350cc class during his rookie run and surpassing the team’s original goal.

Entering Bonneville, the team’s new goal was to eclipse the 200 mph mark.

Lee’s runs proved to be a battle against the elements.

Attempting his first two runs on the five-mile short course, Lee’s top performance of the weekend was 191.28 mph.

The following day, Lee and team made gearing changes and took the modified 2017 Indian Scout out on Bonneville’s nine-mile long course.

Unfortunately, high winds and rough overall conditions hindered the motorcycle, resulting in 186.415 MPH in his lone run of the day.

On Monday, the team took another attempt on a newly routed long course, yet rough surface conditions forced Munro to exit his run before completing the timed section.

“It was my greatest honour to represent Indian Motorcycle in such an incredible tribute to my great uncle on this historic 50th Anniversary,” Lee said.

“We may not have had the results we were after, but piloting a modified Indian Scout on the same salt as my great Uncle Burt will forever be one of my most-cherished experiences. ■

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Despite producing a print paper, digital magazine, website and TV show, the media landscape has changed enormously in the last few years and the motorcycle industry is no longer buying enough advertising to support *Cycle Torque*.

Like the large publishing companies we've seen many smaller advertisers shift to promoting online. We've seen the splintering of advertisers to websites, Facebook, forums and Google.

Our media is consumed by more than ever - 6 million views on Youtube, more readers than ever of the magazine if you add the digital to the print... but digital advertising is so cheap we're unable to make a profit from it all.

So we're asking for your help - a small contribution each month to help fund the running of the business that is *Cycle Torque*.

As a patron of *Cycle Torque* we will be seeking your feedback on what aspect of motorcycling you want to see - bike tests, news, 'how-to' articles, event coverage, race reports, product features, interviews, touring stories - we want to know what you'd like to see.

Our patrons will drive what we produce, too. Maybe you'd like to see the print magazine go back to monthly - our that we should bring the podcasts back, one victim of not being able to attract advertisers when we tried that a few years back. We are working on what exclusive content and extras we can produce for patrons might be.

But that's in the future. If you like *Cycle Torque* and would like to see it continue, I urge you to go to www.patreon.com/cycletorque and sign-up for a small monthly contribution.

— Nigel Paterson
Founder & owner



The Australian motorcycle media has been hit hard in recent years. We've seen the demise of *Rapid Bikes*, *Free Wheeling*, *Australian Cruiser & Trike*, *TrailZone* and *TransMoto* magazines. Even our free-to-air TV broadcaster, 4ME, went broke!

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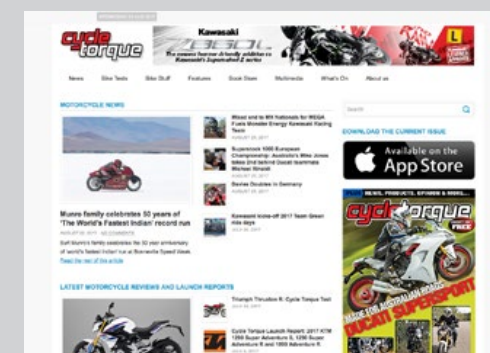


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EDITORIAL

Phillip Island can't be missed!

Phillip Island is known for tossing up some of the world's greatest motorcycle racing.

This year we've got five riders in contention for the MotoGP championship, so there's every chance this race will create talking points which will echo in motorcycling's history books for the next 10 years.

Phillip Island was a scene of celebration in 2007 because Casey Stoner had just tied up his first MotoGP championship three weeks earlier in Motegi, Japan.

Stoner came sixth at a drying Motegi circuit, his worst result of the season, but the championship contenders fared far worse - Valentino Rossi led the race but suffered a front tyre issue, eventually finishing 13th and Dani Pedrosa did not finish the race after a highside crash on Lap 15.

Stoner celebrated in Australia by winning the race, and with that confidence, he would take another 45 out of 50 points in the last two races.

In 2011, Stoner went and one-upped himself, winning the race and tying up the championship at Phillip Island, on his birthday no-less.

The race weekend was not without drama, Jorge Lorenzo was forced to withdraw after the warm-up, crashing and losing part of his pinky-finger.

With Lorenzo ineligible to score points, Stoner had to win the race in order to celebrate with his home fans as World Champion.

He took the race by over two seconds from Marco Simoncelli, who tragically lost his life at the next round at Sepang, Malaysia. That race was abandoned.

The Phillip Island circuit was resurfaced in 2012 which made for a chaotic spectacle the following year.

The circuit surface ended up providing so much traction it tore even the hardest tyres to pieces after a few laps.

Race control decided in order to have a decent race, it would shorten the race from 27 to 19 laps, and make riders pit for their second bike within 10 laps.

With a 19-lap race and riders permitted no more than 10 laps it meant a pit-stop had to occur at the end of lap nine or 10.

Marc Marquez, in his rookie MotoGP year, forgot and was promptly black flagged.

The 2013 championship ended up going down to the wire, with Lorenzo taking maximum points from Phillip Island onwards, but Marquez did enough to win his first championship with a second and a third in Sepang and Valencia, Spain.



Phillip Island has also played midwife to the birth of Valentino Rossi and Marquez's animosity.

Marc Marquez bowed out of the 2015 championship by crashing too much, leaving it a two-horse race between the Yamahas of Lorenzo and Rossi.

It overshadowed one of the best races ever held at the circuit, a ding-dong race between the top-four riders with more than 50 overtakes between them.

After the race Rossi said he felt that Marquez was controlling his pace to give countryman, Lorenzo, a championship advantage, something Marquez vehemently denied.

Marquez said winning the race was enough proof he did not, furthering that he would only consider helping a team-mate.

The boilover at Phillip Island led to an incident at Sepang which nearly broke the Internet...

Rossi and Marquez were battling hard for third place, Rossi parked it in the middle of a right-hand turn, appearing to kick Marquez from his bike.

Rossi lost three championship points and was forced to start the final race at Valencia, Spain, from the back of the grid.

This made it all-but impossible for Rossi to take his 10th GP crown.

2016 was the first year of Michelin tyres and unified electrics, and it's no coincidence the season threw up more race winners than ever before.

Nine riders: Lorenzo, Marquez, Rossi, Jack Miller, Iannone, Cal Crutchlow, Maverick Viñales and Pedrosa, all won races up to the Phillip Island round.

The race was won by Crutchlow, by over four seconds to Rossi, who made his way to the podium from 15th place.

It was also Suzuki's first podium since 2006 at Phillip Island with Maverick Viñales.

Chris Vermeulen finished second on the GSV-R, a V4, some 11 years ago.

That's a story for another day.

— Ryan Grubb

The Rise and Fall and Rise of Zach Osborne

Well, he did it, 12 years after turning professional Zach Osborne has capped off an incredible year where he not only won his first AMA Supercross Championship in the 250 East class but he also convincingly won the AMA 250cc Motocross Championship with a round to spare. But the fact is that it hasn't been plain sailing for the likeable Yank and here is his story.

Zach Osborne was born on the second of September, 1989 and by the time he was five years old the Virginia native was hooked on dirt bikes and it wasn't long before he was a regular at the front of the pack going on to win the World Junior Motocross Championships at Latvia in 2004 and several Loretta Lynn Championships on KTM machinery.

Zach's first professional race was at Daytona in March 2006 where he finished a credible 14th place after a first turn crash but from there the successes of his amateur days failed to carry over into his professional career and things became tough for Osborne with the industry insiders criticising his work ethic, or apparent lack of, but the fact was that Osborne was battling an energy sapping illness.

Top teams weren't keen on signing the stocky Osborne and it was during the 2008 season while struggling with the Yamaha of Troy team Zach took off to Europe to contest the final few rounds of the World MX2 Championship and the British Motocross championship for the Bike-It Yamaha team where he picked up a moto win in both championships.

Season 2009 didn't go to plan with several injuries putting pay to a good result but Osborne did win the Turkish GP but in 2010 Osborne finished the championship in fourth place behind Marvin Musquin, Ken Roczen and Steven Frossard and that was the year that Zach also won the British MX2 Motocross Championship.

In 2011 Zach finish the World MX Championship in 8th overall despite missing the final five rounds to injury then in 2012 Osborne competed in a handful of 250 West Coast Supercross races aboard his own Yamaha where took two podium finishes and earned the attention of Mike LaRocco and the Geico Honda team.

Zach returned to Europe for the 2012 GP season but suffered an injury during a preseason test and missed the first seven rounds. His immediate speed after his return put him in the top-five numerous times and he finished the MX2 GP season 15th overall.

Throughout the 2013 and 2014 AMA Supercross and Motocross seasons Osborne put the Geico Honda on the podium several times but a race and/or overall



win eluded the speedster. A change to the Rockstar Husqvarna team in 2015 and 2016 saw similar results with one outdoor win and plenty of second and third places but no championships.

Then it happened! It was the second round of the 2017 AMA 250 East Supercross Championship in Atlanta where Osborne scored the main event win before backing that up with a win in Toronto the following weekend and to really put the cat among the pigeons, Zach won the penultimate round at East Rutherford leaving himself, Jordon Smith and Joey Savatgy separated by one point going into the final round in Las Vegas.

If that wasn't drama enough all three title contenders crashed during the main event and with two corners to go Osborne had to pass Savatgy to win the title and that is exactly what he did with a bar-banging passing move that eventually ended with a fine by the AMA but Osborne had won the championship.

Move forward a couple of weeks and Zach is lining up at Hangtown for the opening round of the 2017 AMA 250cc Motocross Championship and you guessed it, he scored the win before also winning Glen Helen, Red Budd and Southwick then wrapped the title up at Budds Creek with a solid second place.

So what now for our hero? "I'm going to defend the supercross, and I want to ride the 450 outdoors," he said. "It's something I ride every week at home and I'm making good progress with. So, it's an opportunity that I'm looking forward to. I'm 27, about to be 28 years old and it's time to move up. I finally got my opportunity to do so. A lot of people think that those jobs and rides are easy to come by even when you're a champion, and they're not. It's my turn and my time so I'll be moving up for outdoors next season."

From hero to zero to hero, that's the Zach Osborne story.

— Darren Smart



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Angel Nieto 1947-2017

When Emilio Alzamora secured the 1999 World 125 Championship, he had Angel Nieto to thank. Alzamora clinched his world championship by a single point from Marco Melandri, without winning a race. The only other rider to win a world title without a race victory was Manuel Herreros, who took out the last ever 80cc championship in 1989.

Alzamora's team boss Angel Nieto Snr marked out one of the most remarkable careers in GP racing. Making his race debut in the 50cc Belgian Grand Prix in 1964, Nieto racked up 12 +1 world championships (seven 50cc titles, six 125cc titles, 12 +1 because he was extremely superstitious!) and an incredible 90 GP victories before his retirement in 1986 aged 39. In his 22-years of world championship racing, Nieto made 139 visits to the podium. His first GP win was in the East German 50cc GP in 1969, the same meeting that claimed the life of fellow shotglass-bore legend Bill Ivy. Nieto's last win was the 125cc GP at Silverstone in 1984, capping off an incredible 20-year grand prix career.

In 1999, the irony was that the winningest rider in tiddler class history presided over the least winningest ever 125 championship. One of the most ferocious competitors in grand prix history, Nieto had to wildly signal Alzamora's team-mate to literally stop before the finishing line to allow Alzamora through. And that team-mate was Nieto's own son, Angel Nieto Jnr.

The extraordinary events at the 1999 Australian 125 Grand Prix went initially unnoticed by most journalists tapping away on their nascent laptops in the air-conditioned media centre. Alzamora, who has since helped steer the careers of Marc and Alex Marquez, had been circulating in third place behind Melandri and Lucio Cecchinello for most of the 23-lap race when he crashed with just three laps to go, which sent the team into a spin. He remounted in 16th position and out of the points. Meanwhile, his Via Digital Honda team-mate Nieto Junior had been circulating in 13th place, then moved up to 12th on the penultimate lap. When Nieto Jnr appeared on the final straight to take the chequered flag, he went to wave to his team only to find his father Angel and others frantically jumping up and down on the pit wall imploring him to slow



down in order to let Alzamora through to finish 15th to pick up a point. Nieto Jnr got the message and slowed dramatically, literally stopping the bike a few metres from the line on the outside of the track and waited for Alzamora to appear out of turn 12. This he did, taking the vital 15th place and the single point that literally secured him the championship. Nieto crossed the line in 18th. Had he not scored that point, Alzamora would've tied on points with Melandri, who would've won the championship on a countback courtesy of his five victories that year.

Bruno Stolzer was another non-race winning world champion. The Swiss took out the 1979 B2B world sidecar championship for prototype outfits with engines located behind the driver. Several riders have claimed world titles with just one win including 1977 250cc world champion Mario Lega (one win from 12 races) and 1982 world 250cc champion Jean-Louis Tournadre (one win from 12 races). Nicky Hayden won the 2006 MotoGP Championship with two wins.

Angel Nieto was a legend of the sport, and a national hero in Spain. Following his tragic death on August 3 due to brain injuries sustained after his ATV was hit by a car in Ibiza in July, the tweets flowed from Rafael Nadal and Spain's top sports stars. Nieto was one of the great characters of the GP paddock. The Joey Dunlop look-a-like oscillated between a two-wheel deity and knock-about hombre with a cheeky grin. Of all the riders he raced or saw, he nominated Mike Hailwood as the best. "There have been many great riders over the years in certain categories, but Hailwood could f*cking ride anything – big, small, four-stroke, two-stroke – he could win on all of them."

– Darryl Flack

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Electric and Electrifying

Yammie's 2018 motocrosser enters a brave new world with smartphone connectivity and lithium-ion starting...

★ REPORT BY TODD REED, PHOTOS GREG SMITH/IKAPTURE

TODD WEARS OAKLEY GOGGLES, BELL HELMET, THOR PANTS AND JERSEY, THOR GLOVES AND ALPINESTARS BOOTS

In case you're not engaged in the world of social media, new motorcycle introductions are a big deal these days. New bikes have always been highly anticipated by the general public, but now more than ever the big players in the market such as Yamaha are really going over and above to showcase their shiny new two-wheeled engineering masterpieces in the spotlight of every media outlet possible. So much so that manufacturers are making the smartphone experience continue, at least with Yamaha's 2018 YZ450F, well after you've bought the bike!

The Australian introduction of Yamaha's 2018 YZ450F was held at Coolum motocross track, on Queensland's Sunshine Coast, home to the final round of the Australian MX Nationals for many years running. It's a sand-based track, with a relatively fast and flowing layout. The track is filled with a range of different sized jumps, whoops, and a mixture of berms, flat turns and ruts, offering a real challenge to most riders.

Not to mention it's a great getaway to head up to the 'Sunny Coast' in the middle of winter, escaping the colder conditions of the southern states.

But what about the bike?

In what is a first for dirtbike technology, the 2018 YZ450F now comes with smartphone connectivity. Using the Yamaha Power Tuner app, which is available free for download from the iTunes or Google Play stores, users can pair their phone with the new bike, allowing the rider or mechanic access (usually the same person!) to a range of features built into the app.

Beginning with fuel and ignition tuning, the app comes with with three additional pre-set maps to choose from, or if you're a DIY expert there is the ability to build your own mapping to suit your style. The Race Log feature does exactly as the name suggests, displaying a list of pre-set options such as track condition, event, tyre pressure, map selected, gearing, and so on. This provides riders with the ability to save their preferences, so that next time you line up behind the gate you know exactly how to set your bike up.

If you have the app open while the bike is running, the Monitor option will display some very handy conditions including throttle opening percentage, RPM speed, and coolant temperature.

Continued >



The maintenance page, in my opinion, is one of the single-best features any manufacturer could add to their list. The app has simple reminders such as total engine hours, engine oil hours, oil filter hours and a custom detail you can add, which means all of your maintenance can be accurately measured and followed. No more excuses for a lack of bike maintenance!

Lastly, in the options menu, Yamaha has added a Restore tool. So if you stuff it up completely and

need to reset, the Restore feature will send you back to the factory settings in no time.

In another first for Yamaha, the YZ450F will be the first production motocross bike to come out of Japan with an electric start as standard equipment. No hidden tricks, No catches, no extra dollars or aftermarket parts to fit, the 2018 YZ450F comes rolling off the showroom floor with a starter motor and lithium-ion battery fitted up and ready to go.

Engine changes

Changes to the 2018 engine are quite significant, with the cylinder being stood up two degrees into a more upright position. Two degrees may not sound like much, but it's quite a lot when you compare it with the 2017 model. The change isn't really aimed at power or reliability, rather handling. With the cylinder in a more upright position, and not so tilted back, weight is shifted closer to the front of the bike,

improving weight distribution around the bike. The piston and crankshaft design have been revised to suit the engine changes along with updated cam profiles to further broaden the power output.

The lower half of the engine has received a lot of attention with an overhauled clutch and transmission, to improve durability and increase rider feel, along with the removal of the kickstarter and associated gears.

Chassis and Suspension

In what could easily be overlooked on the 2018 YZ450F is the all-new chassis. The upper sections of the aluminium chassis are now more rigid in design with new engine mount locations. This dramatically changes the flex characteristics for the rider to improve overall cornering ability, handling and comfort of the YZ450F.

A thinner design in the rider position is another important update, with the seat being 9mm narrower, and 16mm has been shaved from the radiator shrouds around the knee-grip area. This further improves the rider position along with 5mm higher handlebars, and 20mm lower seat height in the back end.

One of the few carry over items from the 2017 YZ is the KYB suspension. The forks and shock are very much the same with only minor changes to a few internal components. A 1mm larger fork piston and mid-valve fork spring design are the only real changes to be found.

The ride

Initially, the big, blue 450 still has that YZ450F feel that we've come to know and love over the past handful of years. There is a very strong bark to the engine as it fires up with the electric starting system, and the reverse cylinder engine continues to run great with the down draft intake system.

The engine is every bit as responsive as in previous years, with the power output being moved around to make the mighty YZ a bit more rider-friendly. The abrupt hit off the bottom has been flattened out with more of a roll-on power style coming through on the

Continued >



SPECIFICATIONS:	
2018 YAMAHA YZ450F	
■ ENGINE:	Liquid-cooled, four-stroke, single-cylinder engine
■ CAPACITY:	449cc
■ TRANSMISSION:	Five-speed
■ DRIVE TYPE:	Chain drive
■ FUEL CAPACITY:	7.5L
■ FRAME TYPE:	Bilateral beam
■ SEAT HEIGHT:	965mm
■ WEIGHT:	112kg Wet
■ FRONT SUSPENSION:	KYB USD fully adjustable, 310mm travel
■ REAR SUSPENSION:	KYB linkage suspension, 315mm travel
■ BRAKES:	Front: 270mm hydraulic disc; Rear: 245mm hydraulic disc
■ TYRES:	80/100-21, 110/90-19
■ PRICE:	\$12,399

new model. Continuing into the mid-range the YZ really gets going when you crack open the throttle a bit further up in the revs. It has a distinct surge of power once you get past half throttle and it continues to have a much stronger top end and over-rev than any YZ450F ever made. Riders coming from a smaller-capacity bike and for those of you who like an easy-to-ride machine, this is where the Yamaha Power Tuner becomes really handy. During our test we used the Power Tuner app to add some extra fuel and retard the ignition timing a little bit just to mellow out the mid-top surge of power. This made the YZ a bit friendlier when you crack open the throttle at higher RPM's, which in turn made the whole bike easier to ride.

The KYB suspension works great with the new chassis, and the slimmer bodywork is certainly noticeable between the legs. The speed sensitive forks are very versatile and in stock form we only moved a few clicks stiffer just to help hold-up the suspension in the sandy conditions of our test day. The KYB shock set-up is very much in tune with the bike as well, Yamaha mechanics recommended 100mm sag, but during our test in the sandy conditions at Coolum MX Track we pushed that setting out to 105mm to help keep the rear end planted.

The cornering capability of the YZ450F was one of the areas where many



Continued >



riders were looking for improvements from Yamaha, and a very large chunk of the engine and chassis changes have been solely aimed at improving the turning capability of the YZ. The 2018 model certainly feels much more predictable and is greatly improved at turn-in and when you are trying to pivot the YZ through any type of turn. We were much more confident in carving a rut or berm than on any YZ450F in recent memory. I found you could also cut a tighter line than we can ever remember. As with any major change there is usually a downside, and the YZ seems to have suffered a touch in the stability area. This is perfectly fine though as the YZ is still one of most stable bikes in the 450 class.

Verdict

Yamaha have never let the pack slip away and the 2018 YZ450F is great evidence of that. While the previous model may have had its flaws, Yamaha has listened and changed a whole bunch of things to help steer the YZ450F in the right direction. In comparison to the 2017 model, it's not light years different, but it's been refined in all the right areas in order to find that perfect balance.

Class leading reliability, class leading suspension, greatly improved handling, and an engine with more power than most people know what to do with, the 2018 YZ450F would certainly have to be a contender for pole position in your garage. ■

Continued >



Gallery



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★ REPORT BY NIGEL PATERSON

KTM toughens up in 2017

KTM's road bikes are a bit different, a bit special and improved for 2017...





2017 KTM 1290 Super Duke R

She's all angles, tough and mean. A real Brute, so much so ever her maker calls her one: Brute 2.0.

A motorcycle is almost always a she, even when bulging with muscles and hard, angular lines. And the KTM 1290 R Super Duke has spent a bit of time in gym lately - the 2017 model's 177 horsepower makes her one of the toughest of the naked performance pack.

She's a sculptured beauty. Naked in black with orange highlights or naked in white, black and orange, both graphics have their attractions... the white model has the signature KTM orange frame and wheels with a black tank to the relatively stealthy black model, whichever you choose you'll stand out.

Have a good look at the headlight - you'll be seeing a lot of those in the future, as KTM has said it's a new signature style for the brand - LEDs which shine sideways into the reflectors and an alloy heat sink between the two halves of the headlight. From the saddle there's plenty of night-time illumination while telling others what's coming.

She's designed to put a smile on your face - KTM has installed "Grin Amplifiers". This new technology actually kicks after you've gone quicker than ever through your favourite set of corners, pulled the best wheelie ever, shown a clear set of heels to a mate...

Away from KTM's marketing department-speak it's the electronics which is doing a lot of the heavy lifting here.

There are rider modes, cornering ABS, traction

control, cruise control, ride-by-wire, proximity fob ignition... the list is long and comprehensive. Most of it is adjustable from switched off to quite intrusive and there's a range of options to enhance the experience... that means make it faster.

The engine's received a boost in power from the older model - it's up around 4hp, with an extra 500rpm available before redline - it comes from a host of changes, none in particular major. There are shorter intake tracts, which KTM claim help boost the power but also flatten out the torque curve.

I wasn't impressed when I realised we'd be using the short, tight 'Amaroo Park' circuit at Sydney Motorsport Park - the chopped-off Southern part of Australia's second GP track features around 14 corners in a lap time of under one minute, which

means there's no time to relax, or get into top gear - in fact I only used second, third and fourth.

But after a few laps I realised the Super Duke R is probably better suited to short, tight circuits - which is mostly what we've got here in Australia - than a longer track with a high-speed straight, because the lack of fairing and almost Supermoto riding position work best when you're throwing the bike from side to side, not trying to tuck in down a long straight.

That riding position - which is slightly changed from the 2016 model, although I had to be told that, I couldn't tell from just jumping on - is also good for commuting or riding to the track, so as a ride day bike, winding road blaster and all-round fun machine, the 2017 KTM Super Duke R would be a nice lady to spend some time with.

Continued >



2017 KTM 1290 Super Duke GT

Tamer, more versatile, more practical... less exciting

THE RUSH you all-but get from opening the taps hard on the 1290R is awesome, but on public roads it's going to be sullied by thoughts of speed cameras, blue flashing lights and the potential for errant motorists getting in your way.

And in a complete lack of weather protection and no way to carry anything with you on the ride, it's no wonder KTM has the Super Duke GT for those of us who like a few creature comforts and conveniences to go riding with.

It's a little heavier than the Beast at 205kg, but that's very light for an open-class sports-tourer.

The engine's been tuned more for road use, although KTM still promote the machine as being track-capable, and I think it would be fun... but if that were a regular event, I'd go for the 'R'.

For trips beyond a day you can add optional panniers to the GT, and the fairing offers decent upper-body weather protection. Similarly, the riding position is well-suited to the role of sports-tourer.

The engine, with its 144Nm of torque grunts out of everywhere we rode the bike during our all-too-brief introduction to the machine.

The electronics package is comprehensive. There's the overarching MSC (Motorcycle Safety Control) which ties in to the C-ABS (combined antilock brakes) and MTC (Motorcycle Traction Control) to

give you lean-angle sensitive electronics.

On a more mundane level the bike features standard heated grips, electronic cruise control, up-shift quick shifter and LED cornering lights.

The GT comes from a company with a slogan of 'Ready to Race', and I think that's reflected in the top-notch suspension, electronics and engine in the Super Duke GT. They have obviously hired a few touring bike riders to get the GT right, and I would love to smash out a few thousand km in a few days on a Super Duke GT.

Continued >



2017 KTM 390 Duke

Good looking, single, easy to get along with and won't drain your bank account...

It shouldn't be any surprise KTM builds one of the simplest and best LAMS bikes available today - the 390 Duke.

With just one cylinder, no fairing or bodywork and a design philosophy which says 'simple is best', the 390 Duke has been converting wannabes into motorcyclists for a few years now - and the 2017 model goes a few steps further, with features the your set will love.

With sweet, agile handling and an easy to use motor, the Duke ticks off the basic requirements of a lightweight LAMS road bike. The bright orange chassis, wheels and bodywork scream 'Ready To Race', too.

ABS, ride-by-wire throttle and a slipper clutch point to the riding technology, while very fancy new TFT colour instruments - with integrated Bluetooth - will make the bike stand out from every other LAMS bike on the market.

Dubbed KTM My Ride, these instruments have wireless smartphone connectivity, so you'll be able to see information from your phone mirrored on the

dash and have some control over your phone from the left switch block.

There's the ability to accept calls - but not make them - so with the right microphone and earphones in your helmet, there's no reason to be out of touch while on your bike.

Aimed squarely at the youth market, the 390 Duke looks trick with its upside down forks and single WP shock, although there's not a whole lot of adjustment there.

The chassis has been redesigned too, and the new bodywork and LED headlight have brought the design right up to date.

The Duke handles sweetly and the performance, while not being anything crazy, is plenty good enough for LAMS riders to have an exciting ride.

The gearbox is sweet, which is handy, because you'll need to keep the machine on the boil if you're chasing bigger bikes. The slipper clutch makes charging into turns more forgiving, and the Bybre (By Brembo) brakes are up to task.

The Duke's appeal should extend further than just youngsters though, there's not much to dislike here - and if you like the style and believe the performance to be enough, the price, cheap rego and inexpensive insurance make this a great bike for the commuter or occasional rider. ■

SPECIFICATIONS:

2017 KTM DUKE RANGE: 390 (1290 GT) [1290 SUPER DUKE R]

- **ENGINE:** Liquid-cooled single-cylinder(Liquid-cooled 75-degree V-twin)
[Liquid-cooled 75-degree V-twin]
- **CAPACITY:** 373cc (1301cc) [1301cc]
- **TRANSMISSION:** Six-speed
- **DRIVE TYPE:** Chain drive
- **FUEL CAPACITY:** 13.4L (23L) [18L]
- **FRAME TYPE:** Trellis
- **SEAT HEIGHT:** 830mm (835mm) [835mm]
- **WEIGHT:** 149kg (205kg) [195kg] Dry
- **FRONT SUSPENSION:** WP 43mm upside-down forks (WP 48mm semi-active upside-down forks) [WP 48mm upside-down forks]
- **REAR SUSPENSION:** WP monoshock (WP semi-active monoshock) [WP monoshock]
- **FRONT BRAKE:** 320mm Bybre four-piston caliper, radially mounted, ABS (2x 320mm Brembo four-piston calipers, radially mounted, ABS) [2x 320mm Brembo four-piston monoblocs, radially mounted, ABS]
- **REAR BRAKE:** 230mm Bybre single-piston floating caliper, ABS (240mm Brembo two-piston caliper, ABS) [240mm Brembo two-piston caliper, ABS]
- **TYRES:** 110/70-17, 150/60-17 (Pirelli Angel GT: 120/70-17, 190/55-17) [Metzeler M7RR: 120/70-17, 90/55-17]

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KTM 1290 SUPER DUKE R



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KTM DUKE 390



KTM DUKE 1290 GT



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QUAD TORQUE

Helmets and training key to ATV safety

Country musician Lee Kernaghan is encouraging ATV users to do more training and wear a helmet.

"They're doing themselves a favour and they're doing it for their family," Kernaghan said, at a press event for Yamaha, August 9.

Mark Collins, Federal Chamber of Automotive Industries' (FCAI) ATV manager, Scott McNally, from Ficeda Motorcycle Accessories and Carl Eggenhuizen, from Yamaha ATV Safety Institute (YASSI) also spoke at the event.

Mr Collins said ATV-specific training, and wearing a helmet can reduce up to 60 per cent of ATV fatalities.

The ATV industry has been unswerving in its commitment to its Five Star Safety campaign, of which helmet usage is a key component.

Mr McNally presented a new ATV-specific helmet made by Shark in conjunction with the Australian ATV industry.

The Shark ATV helmet is the first globally-certified ATV helmet also suitable for road use.

It comes after 12 months research into specific ATV rider needs and in particular, those of working farmers using ATVs for common tasks such as stock mustering, feeding and fencing.

Mr McNally said only 20 per cent of ATV riders wear a helmet, because they're too hot and heavy, the buckle is cumbersome and operators can't hear animals whilst mustering.

The Shark ATV helmet overcomes these obstacles, with large cooling vents, fibreglass composite shell, ratchet-type buckle (which can be used with gloves) and increased hearing ability.

Mr McNally said there are over 300,000 ATVs being used in Australia, with 15 fatalities on average each year.

Wearing a helmet alone could reduce this number by up to 30 per cent.



The FCAI has been vocal in its support for the new helmet which addresses many of the concerns expressed by farmers who recognise the safety benefits of wearing a helmet.

It has also been vocal in getting the message out kids under 16 don't ride adult-sized ATVs, stressing the importance ATV operators receiving some kind of training and that the right vehicle is being used for the task.

Mr Eggenhuizen said the goal of YASSI is "to bring the average skill level [of ATV users] up."

"Training can prevent situations from occurring," he said.

YASSI currently has six qualified trainers nation-wide and plan for their 42 registered trainers to deliver ATV training.

Mr Eggenhuizen said YASSI training is available to all ATV operators. ■

Covering all bases won't break the bank

Moto National Accessories, Ficeda Motorcycle Accessories and McLeod Accessories have dressed Cycle Torque to the nines, fitting us out head-to-toe in all-seasons riding gear to evaluate on a 1000km+, 90 per cent tar LAMS touring feature.

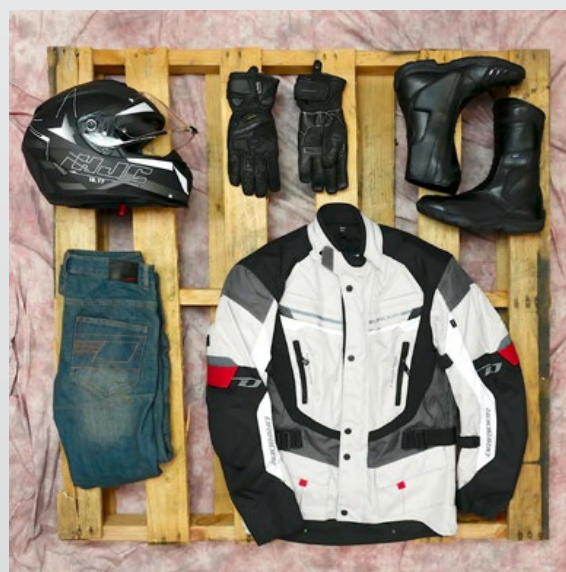
The brief *Cycle Torque* provided was simple: supply the gear which you think provides the best value in a range of conditions.

For lots of learner riders, buying safety gear comes after buying a bike which leaves about as much room in the ol' budget for a helmet and a packet of chewing-gum.

Looking at what's out there shows that there's some great value in the riding gear market. You can get kitted out for under \$1,500! For the wider motorcycling community, having plenty of options allows you to shell out a bit more for what suits your needs.

No matter what you ride, you really don't have to pay through the teeth (or shop at Aldi...) to not only feel confident in your gear but look the part with recognised names in motorcycle safety at the same time.

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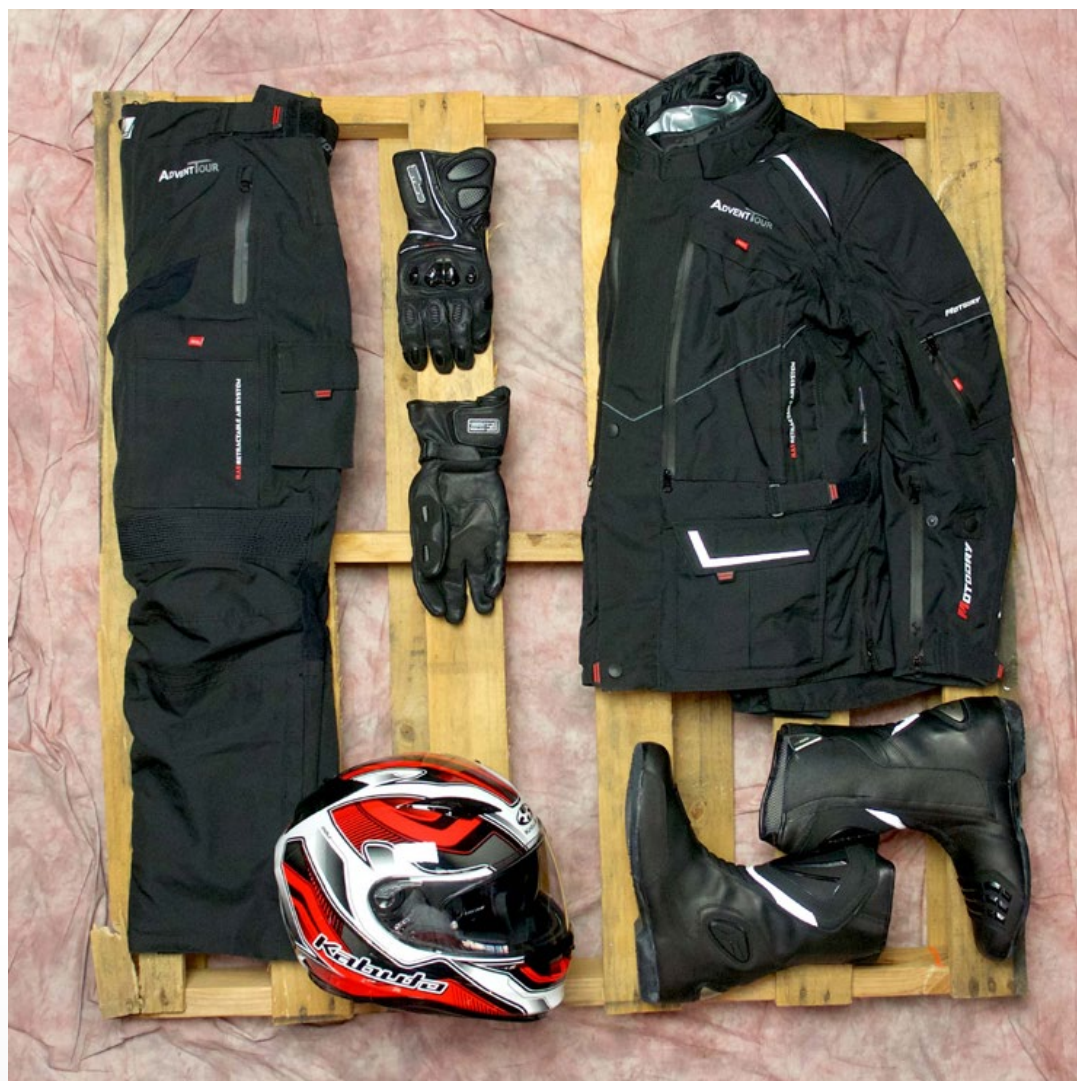
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Kabuto & MotoDry

Moto National supplied a Kabuto Kamui Hammer helmet (\$349.95); MotoDry Advent Tour jacket (\$349.95) and pants (\$249.95); MotoDry Blizzard gloves (\$79.95); MotoDry Speed boots (\$199.95).

*Not pictured: MotoDry Custom gloves (\$54.95)

TOTAL: \$1,284.70

First impression: Everything looks great! The MotoDry Advent Tour jacket and pants (which match), are more oriented towards touring, there's not only heaps of ventilation, but plenty of insulation. There's two sets of MotoDry gloves for winter and summer. The Speed boots are sporty and don't feel light on protection with the shin, ankle and heel areas covered. I've worn top of the line Kabuto helmets on the Isle of Man, they have always fit my head really well. I'm looking forward to seeing how well the Kamui holds up.

– Chris Pickett

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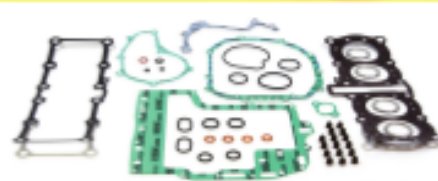
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Shark, Ixon & Falco

Ficeda supplied a Shark Ridill helmet (\$249.95); Ixon Exhale HP jacket (\$299.95); Ixon Dustin Kevlar jean (\$199.95); Ixon Pro Ice HP gloves (\$89.95) Falco Shiro 2 boots (\$199.95).

TOTAL: \$1,039.75

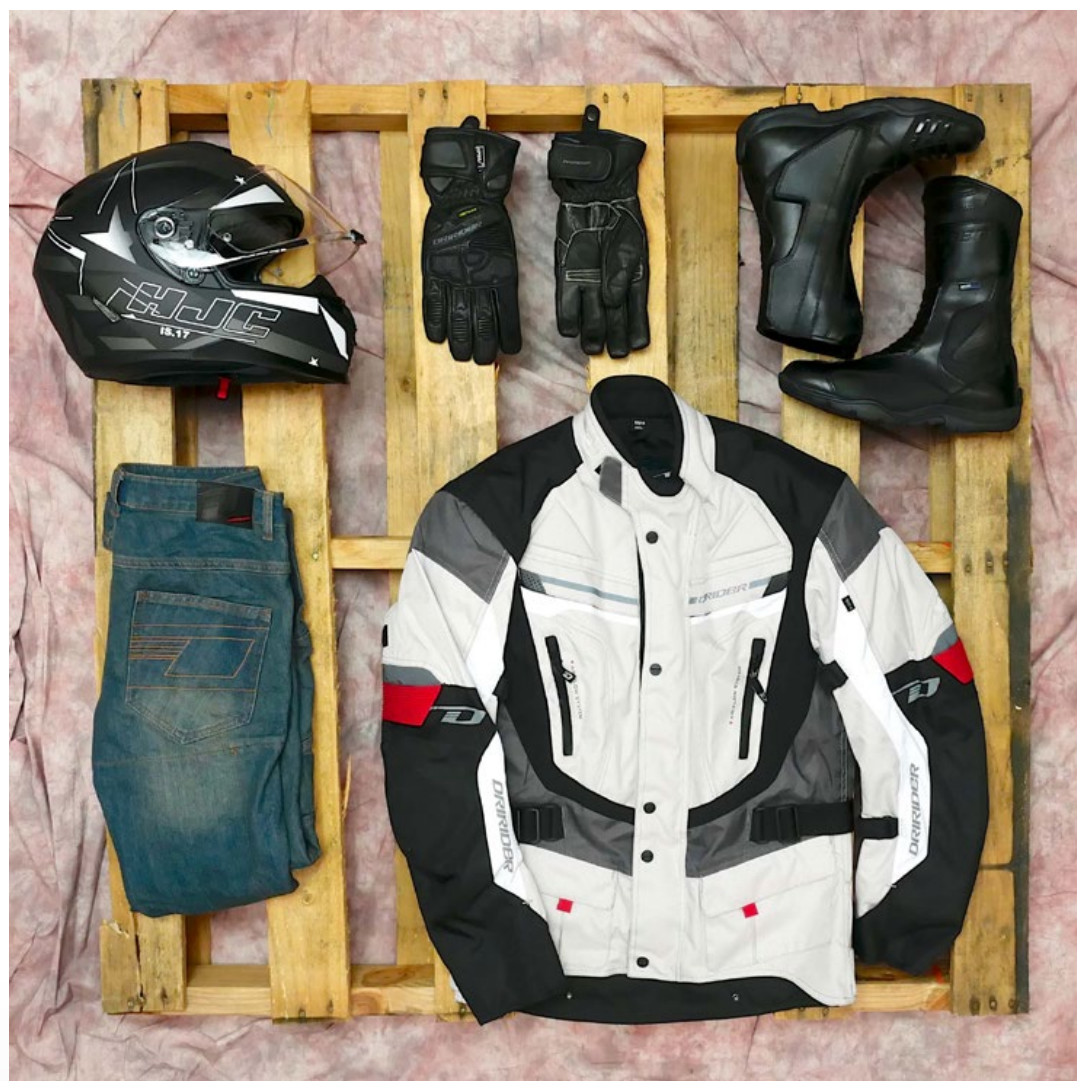
First impression: I was happy to see the Falco Shiro high-top sneakers turn up. I have all but worn a pair out already, I ride in them 90 per cent of the time because they're very supportive for a motorcycle sneaker, the laces aren't too long like some others and I find they're suitable both on and off the bike.

The Ixon Exhale HP jacket is not too sporty, or touring, so it will suit almost everyone. There's lots of pockets, lots of airflow control, waterproof, breathable and has a removable winter lining. Barring extremities, I'll be able to wear it in most Aussie climates.

Shark's Ridill helmet appears to be a great first helmet. Lots of learners spend most of their money on their bike, buying a helmet usually comes next. It's priced very competitively considering the Ridill doesn't scrimp on features like the internal tinted visor, removable lining and pinlock-ready external visor. This will be my first experience with a micro-lock buckle (ratchet), it will be interesting to see how comfortable it is after a few hours in the saddle. – Ryan Grubb

Get them from: The best bike shops in Australia

More info: ficeda.com.au



HJC & Dririder

McLeod Accessories supplied HJC IS-17 helmet (\$349.90); Dririder Apex 4 jacket (\$249.95); Dririder Classic 2.0 Kevlar jeans (\$179.95); Dririder Apex 2 gloves (\$79.95); Dririder Nordic Evo boots (\$199.95).

*Not pictured - Dririder thermal shirt and pants (\$39.95 each); Dririder Thunderwear 2 overpants (\$54.95) DriRider Merino Neck Sox (\$24.95)

TOTAL: \$1,219.50

First impression: Wow, McLeod Accessories has really sorted me out! I've got all the gear I need for this trip and then some, including thermals and waterproof pants to go over my DriRider denim jeans. I really like the attention to detail with the DriRider gear, the boots have a solid heel, the jeans' knee protectors line up properly with my knees and the jacket looks more than capable of withstanding the wear and tear I'll throw at it. The helmet from HJC is pretty stylish, though it probably suits someone under 30... It fits well, which is more of concern in my books. – *Philip James*

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CYCLE TORQUE USED & REVIEWED

An ugg boot for your butt

I've done over 2000km on Sheepy Hollow universal sheepskin seat pads, the first five kilometres or so I spent evaluating the product, the rest of the time I spent enjoying the ride.

Sheepy Hollow is an Australian-run motorcycle accessory manufacturer which is in its 25th year of operation, specialising solely in sheepskins for motorcycle seats.

I ride lots of different bikes and an uncomfortable seat can ruin what would have otherwise been a good ride. Most manufacturers address this by offering an aftermarket comfort seat, which we often don't get to test (unless it's a long-term), and it may not always be the right solution.

The Sheepy Hollow sheepskin works so well because it creates an uneven surface area to sit on. This allows blood to circulate throughout your keister and prevents 'numb-bum' from setting in.

Extra foam can do the trick, but if the foam density doesn't make the seat firmer for your groove you're just sitting deeper in more of the same stuff.

Sheepskins aren't a perfect solution either - your rear-end is a main contact point to the bike, so the extra layer of comfort can make the rider prone to sliding around a little bit on top of the sheepskin, losing some of that connectedness to the bike, in kinda the same way wearing winter gloves can.

It's not a huge issue, because you won't see me in the cold without winter gloves, the benefits you receive from riding with a Sheepy Hollow sheepskin can be all the difference between riding for 45 minutes and two hours plus.

One thing I really like about the universal seat pads compared to Sheepy Hollow's contoured solutions is their portability. If you've got two similar bikes you'll be able to use your Sheepy Hollow on both.

The other things are the non-slip backing and fitting the sheepskin is dead-easy - remove the seat, place the seatpad, buckle and tighten the elasticated straps. The excess strap can be easily tucked away and folded using the buckle.

There's a universal sheepskin to suit commuters, cruisers, tourers, sportsbikes and pillion seats, simply measure the width of your seat and choose one which suits your needs best.

Sheepy Hollow also makes contoured and 'budget' options if you prefer a more permanent, custom-looking fit.

Prices range from \$35 for a Mini seatpad; to \$69 for the Cruiser, which is well worth trying out if you want to improve your or your pillion's posterior comfort.



Price: \$35-\$69 plus postage

Get them from: Sheepy Hollow

More info: Call Pete on 0414 390 507, or order online at sheepyhollow.com



1. Fitting the seat pad is simple.
2. The Cruiser seat pad is suitable for seats wider than 325mm.
3. Sheepy Hollow's are well made, with a non-slip backing and elasticated buckle.

– Ryan Grubb

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CYCLE TORQUE BOOK SHOP

1. Classic Bike Dreaming

IT'S fourth time lucky for Newcastle author Peter J Uren with his latest tome, Classic Bike Dreaming, yet more stories of an old motorcycle mechanic.

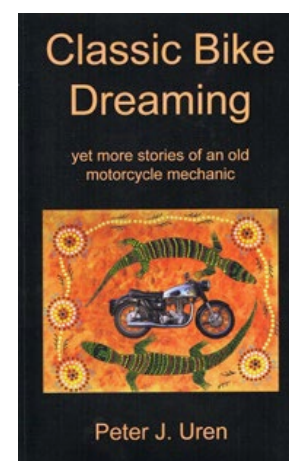
It follows in the footsteps of his first three books The Old Mechanic, Dominator in the Shadows and the Classic Bike Workshop. For a new author Peter is certainly making his mark in the publishing world. His latest story follows the plot already developed in the first three books and as each book came out you could see the evolution of Peter's writing style as he sought to further develop his characters and focus more on building them and their inter-relationships.

Be prepared for a bit more of an emotional ride with his latest work as Peter introduces a new, if far more complex character, tangled in a few more social issues.

The new character is an Aboriginal of the Kamilaroi mob who is trying to live between two cultures. Peter's knowledge of the issues involved comes from personal connections who have first hand experience and he has captured the essence of the struggles and issues that are confronted. He has woven a rich story not only about his new character but the impact that this newcomer's arrival has on the classic bike workshop we've come to know.

Peter joined Stroud Writers in July 2012 and by September the following year he had written and published his first book. He says that this one is likely to be the last in the series.

Price \$19.50 plus postage each, or all four for \$69.90



2 Riding the road of bones 2 disc DVD set. - \$39.99

The 30,000 km motorbike ride from London to Magadan, on the edge of Russia, has been described as one of the most challenging rides in the world. For four long months a group of adventure riders from around the world travelled across a quarter of the Earth's surface, pushing themselves and their bikes to the limit.

3. Italian Custom Motorcycles - \$39.99

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

4. And On That Bombshell - \$32.99

I was Top Gear's script editor for 13 years and all 22 series. I basically used to check spelling and think of stupid gags about The Stig. I also got to hang around with Jeremy Clarkson, Richard Hammond and James May. Then I realised that I had quite a few stories to tell from behind the scenes on the show. I remembered whose daft idea it was to get a dog. I recalled the willfully stupid way in which we decorated our horrible office. I had a sudden flashback to the time a Bolivian drug lord threatened to kill us.

I decided I should write down some of these stories. So I have. I hope you like them.

5. Eyes Wide Open - Isle of Man - \$24.95

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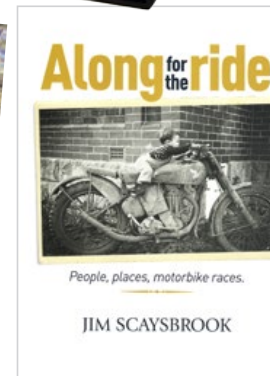
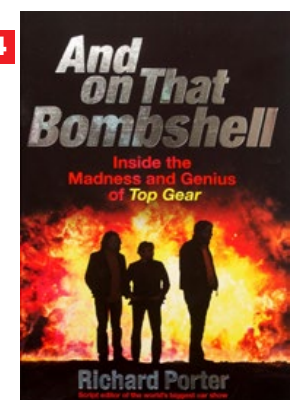
About five years ago Shaun, Andy and I (Jake) started to run out of places to ride. We were sick of riding the same places time and time again so we decided to pay a visit to the Melbourne Map Centre in Chadstone to see if there was a guide book on the subject.

Much to our surprise there was nothing to be found. Sure there were heaps of 4WD and Mountain Bike books but, alas, no trail bike books. The guys in the shop were also surprised, as they had had a lot of enquiries from other trail bike riders.

This gave us an idea - why not write our own book? And that is exactly what we did!

7. Along for the ride - \$39.95

Jim Scaysbrook has enjoyed a rich and varied life in which motorcycles have always been the common theme. Itching to follow his father's footsteps, he began racing at the age of 16 and has since competed in virtually every form of competition, including both motocross and road racing at international level. He has competed on the American professional motocross scene, at the infamous Isle of Man TT, and throughout Asia.



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Sincerest form of flattery

I don't think Belstaff will be close behind with some sort of legal action on Merlin's logo (in 'Bike Stuff', August Digital edition)

That's apart from the jackets being near exact copies of the Belstaff range.

Thought it was only the Chinese that specialised in the art of copying.

Graeme Webb, France.

Graham, while I'm no expert on intellectual property law, the Merlin and Belstaff logos are similar shapes, but they're completely different designs.

Part of the reason the jackets look the same is because they use the same material and the designs are similar. Nobody can 'own' the waxed-cotton four-pocket design most motorcyclists attribute to a Belstaff Trailmaster. It's the same as a 'Brando' style leather jacket. Just about everyone makes them. Only one company can register the name 'Brando' and use it exclusively. Anyone can correct me if I'm wrong but I believe Merlin would find themselves in hot water if they named their jacket a Trailmaster, and that's regardless of how it looks...

As for the Chinese copying, well there's nothing new under the sun. Every country does it in one way or another, I think the Chinese get slapped with the tag because the cost of wages is lower, which makes it much easier to appropriate more industries.

Keep in mind the reason we have Belstaff jackets is because they invariably copied (or were 'inspired' by) someone else, particularly the aviation industry, and waxed cotton was used by Scottish farmers and fishermen to shield themselves from the elements. The jacket it made famous copies elements from both of those designs. – RG

You Beauty?

Nigel Paterson needs to be reminded that beauty is in the eye of the beholder.

His opinion about the looks of the new Royal Enfield Himalayan is his only.

I am sure many out there would disagree with him and his idea that it would be voted ugliest bike on the road is a bit of a stretch. To understand his most likely youthful opinion on what a good looking bike looks like, I would be interested to know which bike he thinks is the most beautiful on the road.

Just to give some perspective I think the fully faired Ducati 848 one of the best looking bikes ever made. But I also think the XLCR Harley-Davidson Café Racer one of the most beautiful bikes to ever come out of the USA. The Royal Enfield Himalayan has some odd styling features, particularly the way the name is presented, but the ugliest bike on the road...

Nigel, just name one bike you think is gorgeous, please?
Bruce Walker.

Hi Bruce,

The age old discussion continues! Too easy. If you're looking at a modern retro/classic like the Himalayan - Triumph's Thruxton R is pretty hard to go past and if you want the best-looking RE, it's gotta be the Continental GT!

You're spot-on about the 848 (I hope you enjoy Eyes Wide Open) but I reckon the Panigales look even better! You want me to name a cruiser? Easy! Harley-Davidson's Breakout or even an Indian Chieftain Classic gives me 'arooga' eyes.

Adventure - well it's hard to polish a you-know-what because they're all a bit ugly but I reckon KTM has nailed the look of its Super Adventure machines.

But I'm sure many people disagree with you too, so let's keep the ball rolling and tell me what bike you think is the ugliest on the road? – NP



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EDITOR
RYAN GRUBB

DESIGN & PRODUCTION
DIONNE HAGAN
dee@cycletorque.com.au

ADS, MANAGEMENT
NIGEL PATERSON

WWW.CYCLETORQUE.COM.AU
PO Box 687, Warners Bay, NSW 2282
Ph (02) 4956 9820 • info@cycletorque.com.au

REGULAR CONTRIBUTORS:
REGULAR CONTRIBUTORS: DARRYL FLACK, DARREN SMART,
NORMAN COTTON, TODD REED, CHRIS PICKETT, AUNTY MAL.

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