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SCOUT  
BOBBER**



**PLUS NEW BIKE NEWS, DUCATI AND YAMAHA  
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SCREAMER  
YAMAHA  
YZF-R6**





Image: Marcin Kin

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## WELCOME

# December 2017

*Welcome to the December issue of Cycle Torque.*

On the cover of this issue is Indian Motorcycle's Scout Bobber.

Ryan spent the day riding the new Bobber in the Brisbane hinterland, his first experience riding an Indian. The bike bridges the gap for Polaris between the Indian Scout and, now defunct, Victory Octane. Has Indian struck the right balance?

Also tested in the issue is Yamaha's YZF-R6. Nigel revved the tits off the new machine at Sydney Motorsport Park and his editorial-style review gets into the psyche of a supersport rider.

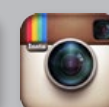
Also in the issue is all the latest bike news from EICMA, including two reports on Ducati and Yamaha's livestream events.

Don't forget to check out part two of our Christmas buyers guide - lots of great gift ideas for everyone.

Hope you love the issue

**– Ryan Grubb**  
Editor

**cycletorque.com.au**





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2018 Indian  
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On the Cover: Indian photo by Jeff Crow



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Pannier Set



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# Indian Motorcycle's 2018 line-up and pricing

**Indian Motorcycle Australia has announced its 2018 model line-up and pricing.**

New to the Indian Motorcycle range for 2018 are the Scout Bobber (tested in this issue), Roadmaster Elite and Springfield Dark Horse, plus an expanded Chieftain Limited Range.

Peter Harvey, spokesperson for Indian spoke about the line-up:

“For this new model year Indian Motorcycle has raised the bar with our Scout Bobber, combining stripped back bobber styling with modern dynamics- old school meets new school.

“Whether you want a motorcycle for long tours with a comfortable seat for a passenger or something stylish for the weekends, Indian now has at least one model in the line-up that will appeal.”

“The Roadmaster Elite and Springfield Dark Horse are two fantastic motorcycles, with two different attitudes. The Roadmaster Elite packs all the bells and whistles perfect for riders looking for the best of the best, while the Dark Horse brings blacked-out style to the Springfield line.

“Beyond these offerings, we have elevated each and every model – listening to our consumers to bring new features and colours they have asked for.”

“Our Chieftain Limited features industry leading Ride Command, a contrast cut 19” front wheel and now is available in 5 colours which will no doubt add more to the already exceptional growth we are having in the bagger/ tourer segments.”



## Roadmaster Elite

An ultra-premium touring machine, Indian is only offering limited numbers of the Roadmaster Elite.

The two-tone cobalt blue and black colour has been completed hand painted, along with real 23-carat gold leaf badging on the tank. It has the Ride Command system and a 300-watt premium audio system, chrome front and rear bumpers, passenger armrests and stylish pinnacle mirrors.

It will set you back \$49,995.



## Springfield Dark Horse

Like the existing Dark Horses, the Springfield Dark Horse has matte black paint with gloss black details.

Springfield Dark Horse will feature an open fender to showcase a 19-inch, ten-spoke and blacked-out front wheel. A quick-release windshield protects the rider from the elements, or provides a meaner cruiser look when removed.

The Springfield Dark Horse will ride-away from dealerships for \$34,995.

*Continued >*





&lt; Continued

### Chieftain Limited Range

The Chieftain Limited features Indian Motorcycle's Ride Command, plus open fenders instead of valanced ones along with a 19" blacked-out wheel, making it a great base bike for further customisation.

Only a black version of this bike has been available in until now, but for 2018 the Chieftain Limited comes in four extra colour schemes with two of these featuring striped graphics on the fairing and the saddlebags.

Brilliant Blue, White Smoke, Thunder Black Pearl with Graphics and Bronze Smoke with Graphics are now available, and pricing starts at \$36,995 ride-away.

### Indian Scout Bobber

The Bobber is a variant on Indian Motorcycle's 1200cc Scout. A styling exercise for the most part, Indian has high expectations for the machine with a younger demographic. The Bobber is expected to take up around 60 per cent of Scout sales and there's no reason why that shouldn't be possible.

Blacked-out with shortened fenders and a more-aggressive riding ergonomics, the Scout Bobber comes in five



colours – Indian Motorcycle Red, Thunder Black, Bronze Smoke, Star Silver Smoke and Thunder Black Smoke.

Prices start at \$18,995 ride-away.

The Scout also gets an update in 2018. It will now come as standard with a pillion seat on the rear and footpegs for a passenger.

The Scout's existing telescopic front forks have now been replaced with cartridge forks, making a real difference to the ride and feel. To improve the handling even further, Scout will now also come with Pirelli tyres as standard.

Scout's existing colours of Thunder Black, Burgundy Metallic and Brilliant Blue over White will continue for 2018, but will be joined by two new colour schemes – Metallic Jade and a Willow Green/Ivory Cream.

Prices start from \$19,495 ride-away. ■

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F 750 GS



F 850 GS



## 2018 F 750 GS and F 850 GS unveiled

**BMW Motorrad has unveiled two adventure/touring machines at the Milan Motorcycle show, November 7.**

The F 750 and 850 GS are being described by BMW as premium middle-class travel enduros.

BMW says the F 750 GS is designed for all riders who prefer the “sensation and conceptual design of a travel enduro”, while the F 850 GS, besides offering more power and torque, features “even more distinctive touring characteristics coupled with supreme off-road ability.”

At the heart of both bikes is a new engine, with the focus on increasing power and torque whilst reducing fuel consumption.

The 853cc engine will be shared across both machines, with the 750 GS producing slightly less power (77hp at 7500rpm) than the 850 GS (95hp at 8250rpm).

The 90-degree offset crank uses a 270/450 firing interval which emulates V-twin engine feel and dual counterbalance shafts are employed to reduce vibration.

Both machines will feature a slip and assist clutch for lighter clutch feel and road safety.

For electronics, the middleweight GSs have two rider modes, ABS and ASC (automatic stability control).

The F 750 GS and F 850 GS can be fitted ex-works with Pro riding modes, as well as the DTC (dynamic traction control) and cornering ABS Pro.

The other big update is a new steel bridge monocoque frame, integrating the engine as a stressed member for torsional strength and stiffness. ■



PROTECTION / FITTING / DESIGN

## GUEVARA READY FOR A NEW REVOLUTION?

Juan Fran GUEVARA showed great potential and clinched his first podium ever in Mugello after an amazing battle. This GUEVARA has nothing to do with the CHE, but he chose to race with revolutionary FIVE RFX1 gloves!



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Moto3 World Championship  
Mugello, Italy, June 2017  
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## NEWS TORQUE



## Triumph's 2018 Tiger 800s

Triumph Motorcycles has launched the 2018 Tiger 800 XC and XR line-up at the Milan Motorcycle Show, November 7.

The focus of the upgrades centre around a new generation engine, along with technology, comfort and style.

Triumph claims over 200 upgrades to the chassis and engine have been made.

The 94 horsepower, 800cc triple is mass-optimised and is claimed to provide more immediate power delivery.

A shorter first gear ratio should provide a range of benefits for its dual-sport purposes.

A few kilos has also been shed from the exhaust.

Technology improvements come in the way of colour TFT instruments, six riding modes, Brembo front brakes, LED lighting and cruise control updates.

Comfort is expected to be improved by a new seat compound and handlebar setting; Showa suspension, five-position adjustable windscreen and aero diffusers.

New bodywork includes high quality painted finishes with updated side panel designs, along with higher quality badges, graphics and detailing.

The Tiger 800 will be available in three road variants (XR, XRX and XRT), two off-road models (XCX and XCA), and one low ride height model (XR<sub>x</sub>). ■



800 XCA



800 XRT





## Grand America: BMW's new K 1600



**BMW Motorrad has unveiled a full dresser built primarily to take on the American touring segment.**

Derived from the BMW K 1600 B, the K 1600 Grand America combines the K 1600's six-cylinder engine with equipment to make long-distance rides highly comfortable and fascinating.

The model has been styled in the vein of an American highway cruiser - bikes with big engines and low seat heights, combined with plenty of wind protection and luggage capacity.

BMW says the design of the BMW K 1600 Grand America "embraces the passion for relaxed, luxurious travel on two wheels."

The bagger concept of the BMW K 1600 B has been modified and a number of distinctive features have been added.

Chrome-plated exhausts are integrated in the design and the 'look' of the Grand America is rounded off with a topcase complete with integrated passenger backrest.

In addition to expanded transport capacity, the BMW Grand America is claimed to offer enhanced travel suitability due to the additional seating comfort for rider and passenger.

Speed is limited to 162 kilometres per hour, which might be due to the additional fittings in the rear section impacting the bike's handling at higher speeds.

As standard, the new BMW K 1600 Grand America is finished in Blackstorm metallic, while a Style Package is available and consists of a two-colour paint finish combining Blackstorm metallic with Austin Yellow metallic, as well as some extra chrome.

Electronic suspension and reverse assist is standard, with Road and Cruise suspension modes providing fully-automated damping and is claimed to ensure high levels of comfort and excellent traction on virtually all sealed surfaces.

The seating position appears to be relaxed, with slightly forward footboards, while footboards are also available for the passenger as an optional extra. ■

## Australian BMW Trophy team announced

**BMW Motorrad Australia has selected three riders to represent Australia at the 2018 International GS Trophy in Mongolia.**

The GS Trophy Qualifier was held November 4-5 at Charnwood Camp in Lima East, Victoria.

Participants battled it out in various challenges on GS motorcycles for the opportunity to compete in the prestigious global off-road event.

The qualifier commenced with riders competing on their own motorcycles.

Challenges included an Obstacle Course, Traverse Slalom, Offset Slalom, Enduro loop, Navigation Loop and various other strength and endurance challenges.

The Top-10 riders were selected on Saturday evening to participate in Sunday's Final Skills Challenge.

The Final Skills Challenge was a gruelling step-up for the riders.

Participants competed on 2017 BMW F 800 GS Adventure motorcycles, ensuring all riders set off on a level playing field.

Challenges included a tight circle ride, uphill/downhill loop, traverse hill, reverse tyre flick, grass track laps, motorcycle push and an obstacle course.

Competition was fierce, with a small points margin separating the top riders.

Coping with the pressure and the excitement of Mongolia, the riders pushed through and showcased their skill and off-road technique.

Shane Guttridge, Simon Turvey and Michael Haley were chosen to represent Australia at the GS Trophy in Mongolia next year.

Julia Maguire and Andrea Box were also chosen as the two top female riders, and will compete in the GS qualifier for the International Women's Team, taking place in South Africa.



### Julia Maguire makes International GS Female team

The BMW Motorrad International GS Trophy Female Team Qualifying 2017 has concluded with something of a surprise outcome.

Not one but two teams have qualified for the sixth BMW Motorrad International GS Trophy, in Mongolia, 2018; and Australia's Julia Maguire will be one of the representatives.

Maguire said the experience was "intense," but she was "so, so pumped" to qualify for the once in a lifetime trip.

"It's a lot harder than doing it in the paddock at my parents' place back at home!"

"The pressure was tough, but I just had to believe, to do it."

After the national qualifiers, 23 women from 13 countries won their way through to the qualifying event in South Africa.

Australia's other participant in the qualifier was Andrea Box, who finished 11th.

Top stuff girls! ■



**WATCH VIDEO**





# From concept to café: 2018 Suzuki SV650X



Suzuki has unveiled a retro-themed café racer version of the SV650 at the Milan Motorcycle Show (EICMA), November 7, dubbed the SV650X.

A learner-approved variant has also been confirmed for the Australian market.

The SV650X is expected to arrive in Australia during the second quarter of 2018.

Final specifications and pricing will be confirmed closer to launch.

Suzuki has claimed it's incorporated a number of enhancements in the café racer variant over standard.

The round multi-reflector headlight is equipped with a stylish headlight cowl, while clip-on handlebars encourages a sporty riding position.

The fuel tank's emblem has been changed from the signature 'S' mark to the Suzuki logo.

Additionally, the tank capacity has been increased from 13.8L to 14.5L.

The narrow and streamlined seat has plenty of retro style. Soft cushioning is claimed to reduce rider fatigue, even when in sporty riding positions.



The 645cc, 90-degree, liquid-cooled V-twin engine has been designed to deliver strong torque in the low-to-mid rpm range and better fuel economy whilst still running smoothly in high rpm.

The engine produces a maximum output of 56.0kW at 8,500rpm and 64Nm of torque at 8,100rpm.

Maximum output of the Learner-Approved version will be restricted to 35kW at 8,500rpm and 56.5Nm of torque at 4,000rpm to meet the Learner Approved Motorcycle Scheme (LAMS) requirements.

Large 290mm dual front disc brakes with ABS is expected to provide reliable stopping. ABS is by Nissin.

An innovative Low RPM Assist function which raises engine rpm in launching or low rpm riding conditions, helping the rider achieve a smoother take-off and makes low speed riding such as through city traffic or stop-start scenarios much easier.

The Suzuki Easy Start System engages the starter motor at a precisely timed preset interval to start the motorcycle with just a push of a button. The computer checks the status and disengages the starter motor immediately after starting. ■



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## NEWS TORQUE



## Honda's new naked direction

Honda has unveiled a minimalist but aggressively-styled 2018 CB1000R naked at the Milan Motorcycle Show (EICMA), November 7.

The new CB1000R is a production version of the Neo-Sports Café Concept showcased at the recent Tokyo Motor Show.

Following an early-2018 European release, the CB1000R is expected to be available in America by their summer, so we could see it arrive in Australia by June.

The CB's bold shift in identity is bolstered by an impressive list of updates to the chassis, engine, and electronics package, in a coup to bridge the gap between modern performance and café racer inspirations.

Lee Edmunds, American Honda's Manager of Motorcycle Marketing Communications, said "the CB1000R has always represented high performance in a naked four-cylinder machine, and while we knew that retaining that approach was important, we also felt it was time to take the platform in a new direction."

"Increasingly, customer expectations walk a line between high-end performance and character, so it's vital that there be a strong, emotional connection between rider and machine.

"With the new approach of the 2018 CB1000R, customers will experience increased pride in ownership while also benefiting from greatly improved handling and engine performance." ■





# Over 100 changes to 2018 Tiger 1200s



Triumph Motorcycles has launched the 2018 Tiger 1200 XC and XR line-up at the Milan Motorcycle Show (EICMA), November 7.

Triumph claims the new Tiger 1200s are up to 10 kilos lighter than the previous generation.

The weight loss comes from a range of developments across the engine, chassis and exhaust system.

Triumph also claims it has improved each model's responsiveness and dynamic capability, and significantly enhanced the agility and manoeuvrability – both on and off-road.

Both models include cornering lighting, updated cruise control, new adjustable full-colour TFT display screen, all-new LED lighting, new ergonomically sculpted backlit switchgear and heated grip function and up/down quickshifter.



Keyless ignition is featured on higher spec models, as well as an 'Off-Road Pro' riding mode on the XC models.

A new generation engine is claimed to provide more immediate power delivery lower down the rev range.

A new seat compound, revised handlebar positioning and updated frame geometry is expected to improve rider ergonomics. ■



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## Kawasaki unveils new Z900 at Deus Ex Machina

The first public viewing of Kawasaki's 2018 Z900RS and Z900RS Café edition took place at Deus Ex Machina's House of Simple Pleasures, Sydney, November 15.

The all-new Kawasaki Z900RS is an evolution of the original Z1 and makes Kawasaki's first entry into the modern retro category.

Kawasaki commissioned Deus modify two units.

Jeremy Tagand, Deus Motorcycle Design Director at Deus, Sydney was the mastermind behind both of the Z900RS custom build projects.

The Z900RS lends its self to personalisation and the custom motorcycle culture. Deus is a leader in this field and it has been given an opportunity to show the world what the Z900RS could become with its iconic lens.

Kawasaki said building a new Zed-9 was not an attempt to recreate the Z1. It is trying to connect Kawasaki's heritage and model history with contemporary thinking instead.

In 1972, Kawasaki launched the Z1. It proved to be a milestone motorcycle and it made history in the Kawasaki model line-up. The four cylinder, four stroke 903cc Z1 was one of the largest capacity and highest power, mass produced machines available in the 1970s.

The Deus custom build project bikes will not be available for sale to the public and they are one-off show pieces that Kawasaki Motors Australia will be using for display purposes. ■



WATCH VIDEO



# STRIP IT DOWN

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\*Overseas model with optional accessories shown.

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MULTISTRADA 1260 S



PANIGALE V4 S



# Unveiled at last

Finally, the Panigale V4 we've all been waiting to see, with a few surprises for Ducatisti...

★ BY RYAN GRUBB

**Ducati has unveiled its 2018 machinery in Milan, Italy, early-November.**

A Panigale V4, Ducati Scrambler 1100, Multistrada 1260 and 959 Panigale Corse were the main motorcycles unveiled.

The first 2018 bike to be revealed was the Ducati Scrambler 1100, presented together with American model and influencer @Imogenocide, the star of the bike's launch video (soundtracked by the Fun Lovin' Criminals). The Scrambler 1100 also comes in a Special version, which draws its inspiration from the custom world, and a Sport version.

Also on stage was the Scrambler Mach2, the Desert Sled with a never-before-seen black livery and the new Street Classic.

The evening continued with the 959 Panigale Corse, which maintains the tradition of Ducati twin cylinder sportsbikes. Characterised by new, exclusive components and an eye-catching livery, this bike was ridden onto the stage by SBK rider Chaz Davies, who arrived in Milan directly from Doha, in Qatar. Davies had just completed the last round in the SBK world championship, finishing an impressive second in both the race and the championship.



Another new 2018 bike presented during the Ducati World Première was the Multistrada 1260. Mounting the new Ducati 1262 cc Testastretta DVT (Desmodromic Variable Timing) engine, it also features a new chassis set-up, updated electronics and a re-style that includes side 'wings' and sportier-looking wheels. The Ducati "multibike" comes in several versions: the S version offers semi-active suspension and S D|Air - which maximises safety thanks to integration with an airbag-equipped jacket - while the Pikes Peak,

959 PANIGALE CORSE



PANIGALE V4 S



WATCH VIDEO



SCRAMBLER 1100



SCRAMBLER 1100 SPECIAL

the sportiest Multistrada version, features Öhlins mechanical suspension and forged aluminium wheels.

During the evening, Ducati CEO Claudio Domenicali also showcased the Multistrada 1200 Enduro Pro, set to play a pivotal role in DRE (Ducati Riding Experience) Enduro 2018 courses, the XDiavel, introduced by award-winning chef Massimo Bottura in a special video message, and the Monster 821, presented to the press earlier this year.

However, the undisputed star of Ducati World Première 2018 was the S version of the new Panigale V4, the factory bike that comes closer to being a MotoGP prototype than anything ever seen. Ridden onto the stage by talented test rider Michele Pirro, this is the first mass-produced Ducati bike to mount a four-cylinder engine derived directly from the Desmosedici GP.

The new Ducati supersport family is a concentrate of technology, style and performance. Constituting a new chapter in the company's history, it also includes the exclusive, limited-edition, individually-numbered Panigale V4 Speciale.

The Panigale V4 Speciale - with dedicated livery, titanium exhaust and billet aluminium components - was ridden onto the stage by no other than top-class tester and Ducati ambassador Casey Stoner, the perfect grand finale to close out the event.

While 2018 appears to be a very racing-oriented in terms of Ducati's development, a few new models and key upgrades look set to continue the Italian marque's trend of consolidating itself as a fun brand, and an adventurous one. ■



MT 09



MT 07



# What on earth?

Yamaha has some exciting machines coming in the next few years, but the Niken looks out of this world...

## Yamaha wants to have you as a customer for life.

It's something of a theme for the company in recent years, which is a way of saying you should start with a Pee Wee and keep updating through fun bikes to full-size machines, both off-road and road bikes.

But the company is diversifying into power-assist (electric) bicycles, three- and four-wheel machines which lean into corners and there's some concept prototype cars, too.

The other concept shown off was the Motobot, a robot which can ride an R1M. The idea isn't to replace racers with robots, but to build robots which can replace a human operator of lots of machinery.

For the immediate future, Yamaha has unveiled some new MTs, an updated Tracer 900 and a Super Tenere at the EICMA presentation this year.

But the big news was the three-wheeled Niken, which will be a 2018 model, and the Tenere 700 World Raid - a prototype best explained as a hybrid MT-07/WR450F, built to take on horizon after horizon.

## The Dark side of Japan - MT-09SP

A higher-spec MT-09 should be a awesome thing, because the stock MT-09 is a great bike at an incredible price. An SP version should be awesome fun and a great road-sports bike, because it has Öhlins rear suspension.

"Extreme Emotion". Yeah, yeah, it's a motorcycle guys and I'm looking forward to riding one, but it's not moving me to paroxysms of desire.

## MT-07 update

There's a new MT-07. New styling, stiffer forks and tweaks to the riding position. Already a great bike, the changes should make it that bit better, while the MT 'family's' looks are closer.



WATCH VIDEO



WATCH VIDEO

Tracer 900 GT



## Tracer 900

Next is the Tracer 900. Very successful in Europe, an update and redesign should again make it better, and there's a GT version introduced as well.

The GT will receive primo items like a TFT display, heated grips, cruise control, matched panniers, and fully adjustable suspension.

## T7 prototype becomes Tenere 700 (but it's still a prototype)

The Tenere 700 World Raid was introduced, but it's a prototype... so that will make it a 2019 model. Unfortunately. Looks great. Why is it taking so long, Yamaha? Described on stage as a bigger WR450F, I'm thinking it's more like a smaller Super Tenere. But maybe that's because I want one. Now.

We will be able to see the new machine as the World Raid tour travels around the globe in 2018, including Australia.

## Super Ten

Yamaha Super Tenere Raid Edition - Fill Up with Adventure. OMG, we love Yamaha motorcycles around here, much more than we like the



Tenere 700



WATCH VIDEO

company's slogans. Fill up with Adventure... Who writes that?

Despite the slogan, it's another great-looking motorcycle. The British nutter Nick Sanders - a man who has ridden around the world seven times - has spent a lot of time on Super Tenere and the new World Raid is a bike developed in-part from Nick's experiences.

Continued &gt;

Tenere World edition





&lt; Continued

**Destination Yamaha**

Destination Yamaha Motor is a new portal to help riders tour the world. In conjunction with touring operators around the world, it's Yamaha's way to help people with their first huge motorcycle adventure and get people riding when they are on holiday.

**Valentino-approved Niken?**

Then Valentino Rossi walked on stage. He talked a lot, then introduced the Niken... yep, the three-wheeled leaning MT-09-based beast which generated heaps of controversy on the Cycle Torque Facebook page when we showed a picture of it a few weeks back.

Like it or not, it's coming!

Ride the Revolution. Yep, another slogan. Don't hate that one quite so much.

"A real animal", described Rossi. Maybe so much so he refused to ride it on stage... Maybe the insurance company wasn't happy... Yamaha Europe's spokesperson defended it's position as a motorbike. Ryan just called it a mototrike, and he's spot-on.

MT-09 motor, 'Ackerman' dual axle steering mechanism, double upside down forks, a pair of 15-inch front wheels (not gonna be a lot of tyre choices available there)...

I don't know whether I love it or hate it. The double front tyre is said to give heaps of feel, improved traction and the ability to brake deep into turns... and during the whole introduction Rossi's looking at it with an expression of mild disbelief that's hard to put a finger on. He's there to sell it and he isn't very convincing. When you consider the reason Rossi didn't like winglets in MotoGP is because he felt it ruined a motorcycle's aesthetic, I have my doubts Vale is really a fan of the Niken.

Yamaha Europe's spokesperson made a comparison of the Niken with skiing, it might have been a good analogy, but it wasn't delivered well... I've heard motorcycling described as skiing on the road, and the Niken might take that to a new level.

"At the beginning it's a bit strange, but the feeling is something new", Rossi said. "I will have this bike around Tavullia in the Summertime."

So maybe he has ridden the new bike... ■





# Like a version



After all these years, what would a ‘modern’ Indian Scout look like today?

★ REPORT BY RYAN GRUBB, PHOTOS JEFF CROW  
★ RYAN WEARS AIROH HELMET, IXON JACKET, SPIDI GLOVES, DRAGGIN JEANS AND FALCO SNEAKERS.

**What’s the difference between Polaris and your missus? Polaris isn’t afraid to try new things!**

It did so in 1998, launching the Victory brand, and it was largely successful throughout the naughties.

The American conglomerate has also shown isn’t afraid to say when new things aren’t working either, when it decided to pull the pin on Victory early in 2017.

Part of the reason for that closure was the strong performance and growth potential of Indian Motorcycle.

Yep, Polaris did that too. It bought America’s oldest motorcycle brand in 2011 and had cruiser riders swooning by 2014 with its big Thunder Stroke 111 V-twin engine and a line-up of very authentic-looking Chiefs.

The Indian Scout, a classic-styled middleweight arrived in 2015. It has been aimed at those that love what the brand represents. The Scout package is built mainly for urban boulevards and their surrounding regional areas.

Polaris released a machine similar to the Scout in 2016, the Victory Octane. Marketed as a middleweight performance cruiser and targeted directly at a younger market, Polaris didn’t get the chance to see this project mature.

Despite the Victory closure, part of the Octane’s ethos lives-on in Indian Motorcycle’s new variation of the Scout in 2018, the Scout Bobber. The styling is modern Indian, the riding position is more aggressive than a Scout, and focuses on current trend of minimalism and the experience of riding a cruiser.

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## Indian Motorcycle Australia

Since Indian Motorcycle's arrival the Australian market has taken up ownership quite fairly. Over 1000 motorcycles were sold in the first two years of production. Indian is currently one of three manufacturers enjoying sales growth in a tough climate.

My opinion has been pretty clear. I think part of that success is due to the fact Polaris has made some tough decisions. It knows what the market isn't buying and with the Indian Motorcycle brand, buyers aren't overwhelmed by choice.

Indian's Country Manager, Peter Harvey confirmed this to a degree. Whenever anyone raised the idea of more from Indian, he was quick to knock it on the head. Don't expect a flat track-style machine in Australia. And don't expect an Indian made Indian learner machine any time soon.

## Scout Bobber

What about now? What would an Indian Scout look like had America's oldest motorcycle manufacturer continued? More importantly, what would it look like if riders chopped and changed things? That's the direction Indian has taken with its Scout Bobber, joining an ever-growing list of manufacturers in the space. So how does it stack up?

## Stripped back

It is interesting to note Indian Motorcycle's tagline for the Scout Bobber is 'stripped back'. At the launch presentation there was hardly a mention of this selling point. One has to ask the question. Is it stripped back? The answer? It kind of is, if you're talking about the price...

The Scout Bobber is \$500 cheaper than the Scout, but it's actually one kilo heavier... Can you believe that?

Essentially, both the fenders on the Bobber have been chopped, making it the solo machine in the line-up (the Scout is now a two-seater as standard). So, where is the extra weight? It wasn't specifically addressed at the launch but it appears to be in the Bobber's blacked-out eight-spoke wheels.

There are a few other differences between the Scout and Bobber, too, like the seat, tyres, handlebars and footpegs, but they're part of the styling exercise to create a more aggressive, modern-looking machine.

While I particularly like the styling, it would have been nice to see Polaris/Indian Motorcycle engineers use a bit more creativity in the Bobber's production process. Could they have done more like hide the rear shocks? When you look at Triumph and Harley's bobber efforts the answer would have to be yes.

However, plenty of attention has been focussed into the fit and finish. The two-tone leather bobber-style seat is simply beautiful. The gradient in the paintwork on specific colours is very tidy. The plumbing and cable-routing is well-hidden. The more you look at it, the more you notice.

With all that said, if the bike works overall, and there are no glaring faults that should have been addressed, then I don't really see an issue. Bobber aficionados may grind their axes the old-fashioned way, but a rose by any other name...

## Scout Bobber launch

Throughout the launch we spent an afternoon finding out about Indian's 2018 models before being whisked away to a TripleM gig at Smoked Garage - a custom-shop in Fortitude Valley which moonlights as a killer after-hours space.

The ride itself was around a 150-kilometre loop which started out at Indian Motorcycle's Fortitude Valley dealership. From there we rode northwest to Dayboro for lunch, then rode east to Redcliffe esplanade, finishing the ride back at the dealership. The ride itself was a mix of city and country roads, with the quality of surfaces high for the most part.

## The highlight

The crown jewel of the Scout Bobber for me is the engine. The 1133cc V-twin configuration provides plenty of torque, while taller gearing and near enough to 100 horsepower provides a well-balanced experience. I found lower gears could get bogged down in the country if you asked too much of it,

*Continued >*





however knocking it back a cog and winding the gears out really allowed the engine to have its head.

Indian Motorcycle had a unit fitted with a Stage-1 aftermarket slip-on. I doubt there would be huge performance gains but the bottom-end did feel a bit nicer and the throatier sound of the slip-on is always welcome in my books.

### Is the suspension up to task?

Since the Scout was launched back in 2015, Indian Motorcycle has continually refined the front suspension. The major criticism up to 2017 has been the softer front suspension set-up had a tendency to dive under braking. For 2018 the Scout and Scout Bobber receive cartridge forks instead of conventional damping rod forks. Indian brought a 2017 Scout (with damping rod forks) along to ride back to back to feel the difference. Both felt pretty stable under brakes and coped with the mostly good road surfaces without issue. However I expect the upgrade to a cartridge unit should improve the front suspension in a variety of conditions.

The rear suspension on the Scout Bobber only has 50mm of travel which is mostly due to the low, bobber styling. Don't expect a lot from the rear shocks in terms of respite, but damping is quite fair considering the twin shocks are adjustable for preload only.

I occasionally experienced some topping-out whilst riding hard over crests, which I'd expect, and the standard preload setting (about a quarter in) didn't bottom out from hard hits or squirm from mid-corner bumps (not that there were many to sample).

Overall I found the ride was very settled, and very impressive considering there's not a lot of travel to work with.

Indian Motorcycle also had a Scout Bobber fitted with aftermarket Fox shocks. Mark Hawwa from Throttle Roll rode it before me and wound up the preload. The spring was as tight as cat's arse but I found the ride became much sportier. As a result, feedback and handling improved.

After that experience my suggestion would be to ignore setting preload purely to rider weight. You'll

Continued >

### SPECIFICATIONS:

#### 2018 INDIAN SCOUT BOBBER

- **ENGINE:** Liquid-cooled V-twin
- **CAPACITY:** 1133cc
- **TRANSMISSION:** Six-speed
- **DRIVE TYPE:** Belt drive
- **FUEL CAPACITY:** 12.5L
- **FRAME TYPE:** Cast aluminium
- **SEAT HEIGHT:** 649mm
- **WEIGHT:** 255kg Wet
- **FRONT SUSPENSION:** Telescopic, cartridge type, 120mm travel
- **REAR SUSPENSION:** Dual shocks, preload adjustable, 50mm travel
- **BRAKES:** F: Single 298mm disc with two-piston caliper (ABS) R: Single 298mm disc with single-piston caliper (ABS)
- **TYRES:** 150/80-16, 130/90-16
- **PRICE:** \$18,995 ride-away

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need to be a bit more critical and consider how hard you ride. The key is making sure it's firm enough to prevent bottoming. If you like to ride with a bit spirit, like Mark, you can pretty well set it as firm as you like.

## How does it handle?

My initial concern with the Scout Bobber's handling was the front end – a 16-inch wheel with a fat front tyre generally doesn't inspire loads of confidence for someone who hasn't ridden lots of cruiser-based machines. In the real world the raked-out steering geometries means the smaller wheel still tips in and picks up quite sharply, with some faint pushing in

the front end. Straight-line stability is excellent, and with such a lovely motor, corner-exits are lots of fun.

The Scout Bobber undertakes slow-speed manoeuvres surprisingly well. Riders with more experience will feel confident with the handling straight away. Lane splitting will be possible on the narrow machine, as will sharp U-turns and negotiating traffic with your feet up.

Younger riders upgrading to a bigger machine might take some time getting used to the balance and weight of the machine at slow-speeds, while long-legged riders may find their knees bang the bars undertaking U-turns.



Be warned - there's not a lot of cornering availability so you'll scrape the pegs, although there's enough clearance to have fun.

In 2018 the standard Scout receives Pirelli tyres in response to the feedback received from earlier models, although the Bobber is fitted with chunkier-treaded Kendas for style. The Kendas performed fine in the warm, dry test conditions.

## Ergonomics

People ride bobbers because they're hard machines. In order to ride and enjoy the Bobber you'll need to be hard, too. A bobber is cool. Complaining about how uncomfortable a bobber is, is not. However, allow me a few words, for objectivity's sake.

It goes without saying the Indian Scout Bobber isn't the most comfortable motorcycle I've ever ridden.

For taller riders like myself, the low seat height and low ground clearance meant a few bashed shins on

the footpegs and a few bashed knees on the 'bars manoeuvring. I also found the sidestand was further back and hard to locate.

The seat is appropriately small. That means it becomes tiresome after about 45 minutes of riding. I can see why Indian didn't push us to do more kilometres. I can't see Bobber buyers will do much more than that in a day.

Otherwise I found the seat to 'bar distance suitable as was the seat to 'peg distance. On feet-forward styled machines I tend to cramp around the hips and it didn't happen once on the Scout Bobber.

Overall, the ergonomics aren't too bad as far as bobbers go and it's at least on par if not slightly better than similar machines I've ridden.

## Braking performance?

The single disc brake up-front with a two piston caliper does its job, although when pushed harder it starts to feel spongy. I would have liked to see a

Continued >



four-piston caliper used so riders can explore the engine's potential that little bit more, despite the jeopardy it'd put your licence in. Fork dive would again become a problem, but different shims in the cartridge fork set-up should fix it easily enough. The other option is twin-disc, but that would go against the Indian Motorcycle style guide too much.

I found the non-adjustable brake and clutch levers were spot on, single-finger braking was comfortable whilst cruising, and two fingers were needed to haul the bike up quickly. ABS is standard and requires lots of pull on the lever to engage.

The rear brake has excellent feel and is partly why slow-speed manoeuvring inspires so much confidence. Again it lacks a bit of power but it's not as much of a problem for me. Using the rear brake in tandem with the front will increase overall stopping power slightly.

The other thing I really liked was the light feel of the clutch lever. Considering that it doesn't have slip and assist functionality, it was nowhere near as heavy as I was expecting for an American machine.

## How does it make you feel?

It didn't take long to get settled-in on the Scout Bobber. Within 15 minutes of riding out of the dealership I could see myself back at home, cruising in and around the city, bar-hopping, riding the esplanades and heading out to the country pub for a counter-lunch on weekends. With an open-faced helmet and leather jacket, no pillion and no worries, I'd just ride.

This is also my first experience riding an Indian Motorcycle. The heritage and history of the brand is hard to ignore when you get up-close and personal with the machine. The modern incarnation has a beautiful fit and finish, and for its foibles the Scout Bobber will provide lots of enjoyment to its owners.

It may not be the most comfortable or have the best braking package but it goes as well as it steers. While that might not be enough on its own for some people, when you combine the experience of riding an Indian Motorcycle built for the harder-edged you really do feel the attitude and nostalgia of riding an American cruiser. And when you do, the Scout Bobber completes a part of your lifestyle that might be lacking. ■





# HIGH-TECH R6



**Yamaha breathes new life into  
600 Supersport class with  
high-tech R6**

*Continued >*





## While some companies are abandoning the 600 Supersport class, Yamaha has built a new one.

★ REPORT BY NIGEL PATERSON, PHOTOS YAMAHA

★ NIGEL WEARS BERIK SUIT, SPIDI BACK PROTECTOR, KABUTO HELMET, FIVE GLOVES AND XPD BOOTS

**The howl of a four-cylinder engine at 15,000+revs between your legs is an experience you're not likely to forget, and it's one you're only ever likely to experience riding a 600cc Supersport on a racetrack - the natural home of the new Yamaha YZF-R6.**

It's action aplenty when the tacho needle sweeps past 12 and heads toward the redline north of 16,000rpm, with 24 valves, four cylinders, two cams and one crank spinning at such eye-watering speeds, sucking-in the required oxygen at such a rate to create a raucous intake howl, which sometimes overpowers the mechanical whine... but both are occasionally put to shame by the barking race exhaust. Well, if you're got one... the stock system is a bit boring. I blame Euro4, but more on that later...

The R6, like all supersports, are bought by track day riders - racers and ride-day types - road-sports riders and 'hot' people who, well, like hot sportsbikes. For racing and track days, I get it - a supersport is an obvious choice, it really just comes down to capacity, cost and personal preference.

I also understand the last group, people who want one, because they want one. I owned a Ducati 851 for the better part of a decade and rode it maybe once a year on average. It didn't matter, I just loved owning that bike - the style, the history, the sound and the feel. They all came together in that machine.

It's kinda been replaced by the FZ6 race bike we are fixing after it blew an engine at a ride day. The FZ6 has better suspension (Ohlins), is easier to work on, easier to get parts for and everything costs a whole lot less. The fact it's a naked machine probably made it cheaper than had it been a more conventional supersport. Whichever way you add it up, having an FZ6 to test tyres, brake pads and anything else the industry wants to throw at it makes a lot more sense than trying to do the same with a

25-year-old, eight-valve Ducati.

Riding a supersport on the road says more about your style than it does about your speed these days. When I was young we loved the latest and greatest sports bikes, because they really were leaps and bounds ahead of the wobbly-framed machines from the past, but in recent years the chassis, suspension and engines of the naked and retro machines are going close to being a match for sportsbikes... at least they are on a public road. On the track things are different, but on a public road an MT-10 is often a match for an R1, an MT-09 a match for an R6. You choose a supersport because you want one, whether you ride it on the track or not.

And since the GFC the popularity of the sportsbike - especially the 600cc class - has been in steep decline. The R6 is the first new one (and its motor isn't even new) for a good five years or so - maybe more, depending on how you count various updates. By now you would have heard Honda and Triumph are abandoning the class while the Suzuki and Kawasaki are getting very long in the tooth.

Yamaha wants to have you as a customer for life, so it's keen to offer a sports bike for each class of rider, from the 150cc R15 to the 300cc R3, 600cc R6 and 1000cc R1. And after around seven years since the last big update, I hope the new R6 succeeds, because it is a lot of fun.

### A little bit of history

The first R6 was on the cover of the first issue of Cycle Torque, ridden by Tim Sanford, just under 18 years ago. It had followed the R1 into production, a crazy sportsbike which was way too much motorcycle for many of the people who bought it, with too much power, a major tendency to wheelie and not the most stable of steering heads - but for

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the time it was great, if you could tame the beast.

The R6 was a sportsbike for the masses. Still with lots of power (120bhp at 13,000rpm) but without the tendency to throw you over the high-side quite so easily (although I still managed that feat at Phillip Island. Don't get the impression it was somehow docile).

Updates came every few years, the bike getting fuel injection, upside down forks, weight reductions, a magnesium subframe, better brakes and more midrange power... and Yamaha consistently had one of the best supersport machines you could buy.

It was a race-winning success, of course, being ridden to championships in Australia by the likes of Kev Curtain, Jamie Stauffer and Jason O'Halloran in the old days, while younger blokes like Aaron Morris and Callum Spriggs are doing the business these days.

Kev Curtain nearly claimed a World Supersport Title on an R6, but suffered a flat tyre to miss out on points in the last round of 2006 to be bridesmaid again after finishing the second to the same man, Sebastian Charpentier, the previous year.

Lucas Mahias won the world title this year on an R6.

## Why the demise of Supersport?

Back in the dim, dark ages, Powers That Be decided learners should ride little bikes, and restricted all us Boy Racers (yes, I was one) to 250cc machines. Turned out to be a stupid idea, all the hotshots (yes, I was one) went out and bought lightweight, powerful, difficult to control two-stroke twins and proceeded to crash our brains out.

I'd really like to have an RD/RZ 250/350 in the shed

again, but it's been a long time since I've ridden one...

Where was I? Oh yeah, learner bikes... it turns out that in the 1990s and first decade of the 2000s Americans believed a 600cc Japanese supersport was a pretty good learner bike. When they were 60 horsepower XJ600s that sorta made sense, but the racetrack refugees which appeared toward the end of the 1990s? Not so much.

Anyway, not a problem for Australia, they weren't legal for learners even after we dumped the 250 law and went to the learner-approved scheme, because the power-to-weight was way out of the scope for compliance. No one even tried.

But once the GFC hit, Americans stopped buying bikes, and they certainly stopped buying Japanese 600s. Insurance and finance for the little rocket ships was harder and harder to get and then Yamaha introduced the MT-09, which was cheap, fast,

modern and a better road bike, and according to Yamaha Motor Europe it's proving to sell very well...

It seems like people have realised a supersport isn't the most practical road bike. But that's why we love them...

## For the sports bike lover - the 2017 updates

There's a huge list updates Yamaha has made to the 2017 model, but at its core the company has wanted to bring the spec up to that of the R1... maybe not in every respect - that would put the price to close to the bigger bike - but in most areas.

The styling, suspension, mirrors, bodywork, wheels, rear brake, tank, indicators, taillight... all from the R1 or based on the R1's components.

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More important are the updated electronics. Now we have a 600cc supersport with three power modes, seven stage traction control, quickshifter and ABS.

Unfortunately we also have a two-stage catalytic converter to comply with Euro4 emission requirements... so getting a decent system (Yamaha is offering an Akrapovic race system) onto the bike will make it lighter, more responsive and sound much, much better.

I reckon the exhaust system - and a lack of updates to the power plant itself - is why peak power is actually down a bhp on the outgoing model. Despite this the bike is still blisteringly fast, proving you don't need 200 horsepower to make good lap times or hard acceleration.

The changes begin with the styling. The lines, colours and shape are distinctive Yamaha R-series, it's evolutionary rather than revolutionary. The riding position is track-focussed, the seat padding is thin, the footpads high and the handlebars low - just where they should be folks. If you don't want a racer's crunch, don't buy one...

I was surprised at how roomy the R6 felt. I can ride Yamaha's smaller sportsbikes - the R15 and R3 - but they feel small, cramped for my 185cm overweight

body. The R6, however, is a full-sized sports bike, and I found it didn't jam me into the tank or try to shove my ankles up my arse. That doesn't mean I fit into the bike well - they are designed for jockeys who are shorter and lighter than me - but I was surprised at how well I did fit.

But I don't think the drag co-efficient of the bike and rider, as I headed down the straight, was what Yamaha engineers had hoped for at the design stage. Racers try to get their helmet behind the bubble for top speed, I'd have to sit up on the tiny pillion perch to do that.

Me, I'd buy a big double-bubble screen if I was riding an R6 on a track even occasionally.

Yamaha describes the new forks as 'R1 based'. That means they aren't the same, but they look the same... and are very good. One thing which really does separate the modern Supersport from most other bikes is the quality of the suspension, and I thought the R6's suspenders looked great. The rear shock has been tweaked to match the new forks and while I played with the clickers a little and increased the preload to compensate for my love of alcohol and thickshakes (sometimes in the same cup), the R6 handled great.

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## SPECIFICATIONS:

### 2017 YAMAHA YZF-R6

- **ENGINE:** Four stroke, liquid-cooled, forward-inclined parallel 4-cylinder, DOHC, four valves per cylinder
- **CAPACITY:** 599cc
- **TRANSMISSION:** Six-speed
- **FUEL CAPACITY:** 17L
- **FRAME:** Diamond
- **SEAT HEIGHT:** 850mm
- **WEIGHT:** 190kg Wet
- **FRONT SUSPENSION:** Telescopic forks, Ø 43 mm, 120mm travel
- **REAR SUSPENSION:** Swingarm, (link suspension), 120mm travel
- **BRAKES:** F: Hydraulic dual disc, Ø 320 mm  
R: Hydraulic single disc, Ø 220 mm
- **TYRES:** 120/70-17, 180/55-17
- **PRICE:** \$17,499

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The steering is sharp, the stability well north of 200km/h excellent... if I had to find a criticism I suppose it would be vagueness hard braking into turns (there is heaps of power from the larger for 2017 discs and R1-type brakes) which might be the standard tyres, and could well disappear with the addition of slicks. Or maybe stiffer forks springs, or maybe more pressure in the tyres, or maybe dropping the forks through the triple clamps a touch.... That's part of the problem with Supersport machines, there are so many settings and different hardware components which can be tweaked, it's difficult, in the confines of a single day to nail down and concerns you might have, let alone diagnose and fix those problems.

What I can tell you, without hesitation, is this new R6 will make average riders look good and good riders look fast.

And unlike any other 600 Supersport I can think of, it's got the electronic safety kit we've previously only seen on open-class machines.



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Some massive slides on big sports bikes many years ago actually put me off riding the things for a while - although ironically the only big track crash I've had - the highside I mentioned earlier - was on an R6. But that was caused at least partly by fatigue, I'd been on the track too long and made a rookie error (too much throttle too early).

For the generation learning to go fast on this model R6, traction control is there, and if it's dialled-in correctly it will save you from the mistake I made. There's six levels of TC and you can switch it off, too. I didn't switch it off, I didn't really feel it activate and I didn't attempt to break the lap record - and I didn't crash, either.

I'm still not convinced about ABS on track bikes, but I didn't activate it and the three power modes... yeah, I used the sharpest, most aggressive full-power map... because that's what you should do on a racetrack.

There's a quickshifter too, so banging up through the gears requires slightly less concentration and is a touch quicker. Another feature which makes the new R6 that bit more fun.

And bang through the gears you will, because peak power is at 14,500, less than 2000rpm away from redline. There is some power and torque below 10,000rpm, but not enough to make decent progress on a racetrack. I was trying to keep the revs between 12,000 and redline, which can be a bit of challenge, but the reward is an awesome howl and instant throttle response.

Making life a bit easier was the slipper clutch, allowing me to bang the 'box down a few cogs into slower turns without worrying too much about the back end stepping out when the clutch lever was released.

The engine itself is a technological marvel, although it's nothing unusual these days. Titanium valves,

forged pistons, a 13:1 compression ration (run premium folks!) magnesium head and covers; and ride-by-wire throttle.

The chassis is an Aluminium Deltabox and there's a big aluminium swingarm, too.

When you belt down the straight at Sydney Motorsport Park your view is dominated by the instruments just centimetres away from your helmet's chin piece. The big shift timing light is the most obvious feature when you're pushing toward 240km/h, by which time you're thinking about slowing for the fast turn one.

Along the way you've seen the tach needle arching its way across a large single-dial on the instruments.

The other info is digital - gear indicator, warning lights, fuel consumption, modes, clocks, stopwatch... all the fruit we expect these days.

## On the road

We were offered a road ride on the R6, but I declined. The group that went were back remarkably quickly, having been smashed with rain on the freeway which dropped visibility to near zero. It's tough enough riding in those conditions and you're not going to learn much about an R6. I was pleased I'd decided to give that ride a miss.

Modern sportsbikes are fine on public roads - if that's what you want. They won't overheat, break down and won't care if you're riding 60km/h. But they aren't comfortable or easy to ride in traffic either. Nor are they easy to add luggage or a passenger and they aren't particularly manoeuvrable.

I think you're better off riding something else on the street, keeping a supersport as a trackbike, but obviously that's not affordable on many levels for many people. I suppose what I'm trying to say is the

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R6 can be your only bike, but like many pieces of specialist equipment, it only really shows its true reason for existence when pushed to high revs at extreme lean angles... and then it's simply incredible.

## The value

For \$17,499 you can have a 2017 R6 in Blue, Black or the oddball, yet interesting 'Intensity White/Matt Silver', complete with day-glo rims. Couldn't work out if I loved that one or hated it.

For that sort of money you're saving thousands on an open-class machine which could be put to good use on advanced rider training, ride days fees, a racing licence or lots and lots of tyres. And the same person on an R6 with a few track-based training days will be smoother, more confident and a lot faster than the same person on a bigger bike without that training.

And the nature of the 600, with its high-revving



engine and relatively narrow power band make you work a bit harder for the rush, making you a better rider.

I totally get why people are leaning more toward the open-class sports bikes these days, but the new R6 takes away a few of those arguments - here we have the technology, performance and style to really kick arse. ■

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**Kawasaki**



## It's beginning to look a lot like Christmas...

I love the Christmas holiday period, it's a time we all get to spend with our friends and family. With most people getting some time off work there's lots of opportunities to go riding.

Too much is never enough I say! And as we know, riding can be a good way to get away from friends and family...

I hope the festive season is kind to everyone and the weather is favourable. Hopefully we can all spend as much time on the bike as we're planning.

To think that some young, impressionable children will wake up Christmas morning (if they even slept) and find Santa brought them their first motorcycle. This is where it all begins: a lifetime of being a motorcyclist.

It's pretty special, you can imagine it. The day will be spent riding around the backyard or the family farm... The disdain of having to give the brother or sister a go... The waterworks when it's time to come inside for lunch/dinner...

For many others it may be some new riding gear, hard parts or maybe a rider training gift voucher... It's all just as valuable.

The following pages features some great Christmas gift ideas. Study them closely. And don't forget, it's never too early to start dropping hints!

– Ryan Grubb



### 1 Shine 'er up!

Moto Shine is a special gloss spray for a perfect finish after cleaning.

The product leaves a lasting shine on paint, plastic, chrome etc, while creating a protective antistatic film to repel dust and bead water.

### 2 Quick Cleaner

Motorex's Quick Cleaner is for lightly soiled & dusty motorcycles.

It cleans plastics, visors, windscreens, paint and metal surfaces without water.

The Quick Cleaner is fast acting and simple to use and the spray head is 360 degrees to reach all the tough nooks and crannies.

### 3 Air filter oil

The Racing Bio Liquid Power was developed closely with Twin Air, it's highly absorbent, biodegradable and suitable for reusable foam air filters.

It provides excellent adhesion that prevents ingress of sand, dust and water, while guarantees optimum air flow and makes cleaning simple.

Price varies  
Get them from better bike shops  
More info: [motorexoil.com.au](http://motorexoil.com.au)



# XMAS GIFT GUIDE

CYCLE TORQUE FEATURE

## 1 KTM luggage option

Andy Strapz has set about to create a system that allows big-bore KTM owners to slip along narrow roads without taking out swathes of scrub, with a set of frames stiff enough to hang away from the exhaust, perch the bags above the can and the luggage system is not much wider than the handlebars. Owners have a choice of a set of Traveller Pannierz for a neat balanced looking package. Option 2 is mixing one Traveller and one Expedition Pannier to ensure a few more litres of space. The Traveller attaches to stop the bags sliding over the seat. Naturally riders will need to make sure the bags weigh about the same, a necessary precaution with all throw over style bags.

Price varies

## 2 Avduro LE

To celebrate the 20th Anniversary of Andy Strapz, a limited edition of tough, simple canvas saddle bags is now available. Andy said the impetus for Avduro adventure saddle bags came from a desire to have a bit of fun, to continue to develop the product and introduce a little colour to allow the staff to have a break from the construction of all black pannierz.

Avduro saddle bags are made in Melbourne from an outback red version of the tried and true 17oz Aussie canvas, they are packed (pun intended) with new approaches to the existing features.

The rear side pockets are closed roll top and the front the same mesh style but use a special shock cord loop to prevent water bottles falling out under the most severe conditions.

Sides have a polypropylene panel to provide a little stiffness and shape. A trick external pocket on the front rolls closed with the main body. Finishing touches include reflective panels on pockets and a small cargo net on the top closing straps.

Price: \$495 plus freight

Available in Outback Red and Black

Get them from/more info: Andy Strapz - [andystrapz.com](http://andystrapz.com)

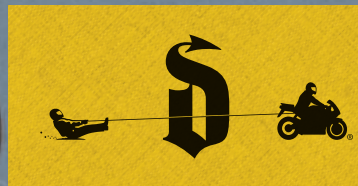
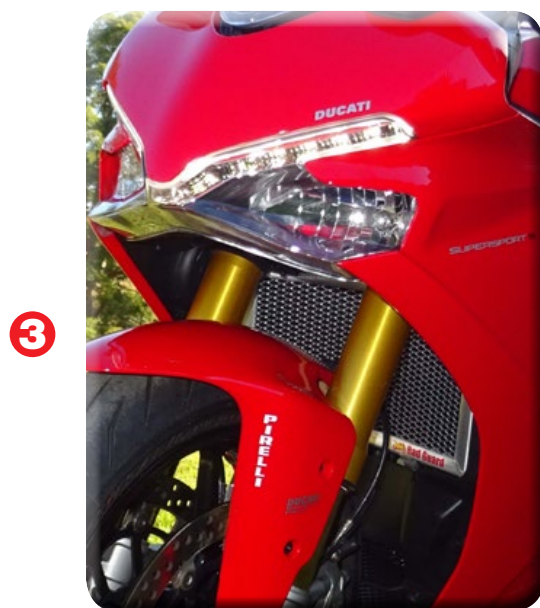
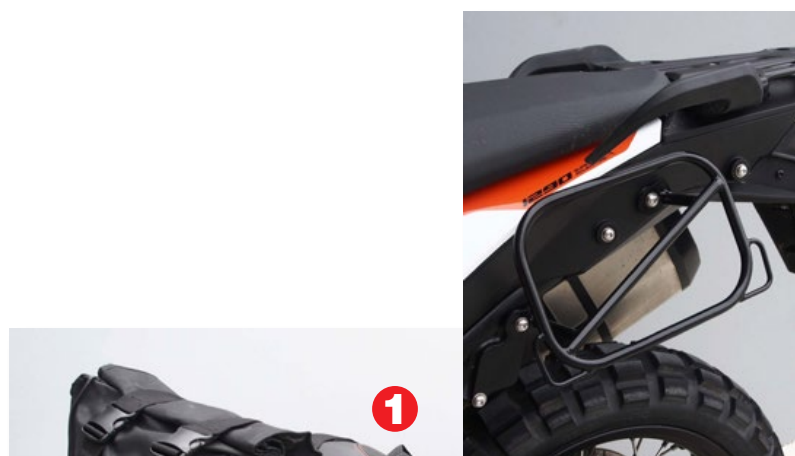
## 3 Rad Guard your Ducati

The radiator and oil cooler of the Ducati SuperSport are a vulnerable and fragile parts that need to be given some serious consideration. Why should you spend money protecting these parts? Getting a hole in your radiator can not only be costly but getting stuck in the middle of nowhere on your travels is also not ideal. Rad Guard has developed a radiator and oil cooler guard that is easy to fit and will eliminate all the pain of being stuck with a damaged radiator. The guards have been designed to allow adequate airflow into the core so the bike's operating temperature is not compromised, while still protecting from rocks and other road debris. Rad Guard protectors are easy to fit with easy to follow fitting instructions. Made out of high grade 6060 aluminium, available in black or polished alloy (Silver) and 3 years worldwide warranty. Rad Guard Radiator guards are cheap insurance and an essential aftermarket product.... Call or order online and it's usually overnight delivery.

RRP \$229 On Special \$199

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Visit your local store or [dragginjeans.net](http://dragginjeans.net)



# YAMAHA CYCLE TORQUE FEATURE XMAS GIFT GUIDE



## 1 YRC Pro Gear Bag

Helmet + Boots + Gear Compartment, Additional Pocket, Wheels for easy transportation  
Size: 87 x 45 x 41cm  
Part Number: YRC-17GBG-PR-BL  
**RRP: \$189.00**

## 2 Yamaha Racing Pit Shirt

Hidden snap-buttons down front of shirt, Mesh material in the under-arm areas and down sides of shirt, allow for improved airflow, Yamaha Racing logo embroidered on the back of shirt, Both Blu-Cru and Yamalube logos embroidered on sleeves.  
Part Number: YRC-17PIT-BL  
**RRP: \$69.00**

## 3 YRC Softshell Jacket

Soft Shell jacket with Polyester knit bonded with Micro Fleece lining, embroidered logos and zippered pockets.  
Part Number: YRC-17JKT-BL  
**RRP: \$149.01**

## 4 Children's Balance Bike-Blue

Wooden balance bike featuring Yamaha Racing and GYTR logo, Yamaha Speed block graphics and Yamalube logo, Slick 10-inch pneumatic tyres with inner tube, All plastic and metal parts safety tested as non-toxic, Comes with wooden display stand.  
Part Number: N17-JP603-E0  
**RRP: \$225.00**

## 5 Children's Balance Bike-Red

Wooden Balance Bike featuring parallel lines, conical speedblock graphics, Slick 10-inch pneumatic tyres with inner tube, Steering lock restricts turn to 30 degrees so bike will never jack knife, Painted with non-toxic childsafe paint.  
Part Number: N17-AP603-B7  
**RRP: \$225.00**



## 6 YRC Child's Flat Peak Cap

Brushed heavy cotton flex fit cap with flat peak, embroidered logos. Part Number: YRC-17CAP- FP-KD  
**RRP: \$15.00**

## 7 Yamaha Racing Enduro Jacket

330D Polyester, ventilated lining, adjustable collar and cuffs, lots of pockets, vents and provisions for water bladder.  
Part Number: A17-GJ101-F0  
**RRP: \$285.00**

## 8 Yamaha Racing Child's MX Jersey

100% Polyester, indelible Sublimated graphics and logos.  
Part Number: A17-GT412-G1  
**RRP: \$49.01**

## 9 Yamaha Soft Shell Vest

Soft Shell Vest with embroidered logos and zippered pocket on chest. Part Number: YTF-17VST-BK  
**RRP: \$89.95**

## 10 Yamaha Racing Child's MX Gloves

Ultra-light indelible sublimated fabric with synthetic palm and Velcro wrist closure. Part Number: A17-GG404-G1  
**RRP: \$35.01**

## 11 Yamaha Racing Child's MX Pants

Polyester and Cordura fabrics with Kevlar inner knee and ventilated lining. Part Number: A17-GP472-G1  
**RRP: \$139.00**



**Available from your local  
Authorised Yamaha Dealer  
or from Y-shop**



# XMAS GIFT GUIDE

CYCLE TORQUE FEATURE



## 1 Axo Pentagon Morpho Frame Protector

Axo's Pentagon Morpho offers CE approved MX protection. External plastic shells feature shock absorber foam, while the inner paddings are covered with breathable and antibacterial textile. There's plenty of adjustment in the hip and shoulder straps, while adjustable and detachable shoulders protectors use velcro straps. It's also neck brace compatible.

**Price: \$154.95**

**Available in Black, White/Black. One size only**



## 2 Just 1 J12 Carbon UNIT

the J12 Carbon UNIT weighs in at around 1100 grams, is available in two shell-sizes for a perfect fit and features full carbon fibre rigidity. The structure of the helmet uses Just 1's Neck Brace Front Fit system. The inner lining is removable, washable and is made from hygienically treated breathable fabrics. The cheek pads are removable with Just 1's emergency Remove system.

There's lots of air vents with anti-intrusion aluminium nets, closure is by D-rings.

**Price: \$649.95**

**Available in Blue/Pink, Red/White, Red/Lime, Blue/Yellow, White/Blue, Black**

**Sizes: XS-XXL**



## 3 Oxford's 45th anniversary edition Oximiser

A common problem for riders in October is finding that their battery isn't in the best shape, particularly if the bike's been sitting in the garage for up to six months.

Oxford has released a special edition of its ever-popular battery charger to celebrate the company's 45th year.

The Oximiser 888 six stage battery management system checks polarity, assesses and determines the best charging method, choosing to either bulk charge (85 per cent) or absorption charge (100 per cent) your battery, whilst checking the voltage every hour.

You can also use the Oximiser to apply an appropriate charge to ensure overall battery health.

**Price \$109.95**

**Get them from: All good motorcycle stores**

**More info: [ficeda.com.au](http://ficeda.com.au)**



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# XMAS GIFT GUIDE

CYCLE TORQUE FEATURE



## 1 YCF 50A

- Motorcycling Australia auto class approved.
- Easy electric start 4 stroke 50cc.
- Fully Automatic transmission.
- USD forks with CNC machined triple clamps.
- Restrictable throttle for beginners.
- Very light and easy for kids to handle at a class leading 42kg.
- Available in 4 colour options: White/Red, White/Blue, Orange or Pink.

**RRP \$1,599 Ride Away**

## 2 Training Wheels

Optional training wheel available. Kids as young as 2 can ride using these and they are very stable due to being centrally mounted.

**RRP \$169**

## 3 YCF 50A Factory Edition

Factory edition available in 6 colours. Colour Options: Pink, Green (Monster), White/Blue, White/Red, Orange, Yellow. YCF special parts fitted out of the crate: CNC anodized Hubs, Triple Clamps, Foldable levers, Fuel Cap, Rear Sprocket, Handlebars, valve caps. Additional items include: Gripper seat, coloured grips with grip donuts, special plastics and sticker kit. Value of the items fitted is over \$900 RRP

**RRP \$1,999 Ride Away**



**RIDE NOW & PAY LATER!**  
500 DAYS INTEREST FREE\*  
ON ALL MODELS UP UNTIL XMAS



## 4 YCF 50A Monster Limited Edition

Limited edition 50A coming for Xmas.

YCF special parts fitted, Monster Graphic kit, Special colour front forks, Green triple clamps, Green Grips, Black muffler, Black frame, Black plastics kit.

**RRP \$1,699 Ride Away**

## 5 YCF 50E Electric

- High Quality 48V Lithium Battery.
- Approx 2 - 2.5 hours run time.
- Brushless 1200W Electric Motor.
- Adjustable 'potentiometer' which enables the bike to be easily restricted to walking pace making very safe for beginners.
- Lightweight 36kg.
- Optional training wheels available
- Keep the neighbours happy with no noise making the ease of backyard riding a reality!

**RRP \$2,199 Ride Away**

\*Credit approved applicants only; fees, terms and conditions apply. not to be used in conjunction with any other offer.

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I'd like to thank you for reading this - without our readers (and video viewers) *Cycle Torque* wouldn't have last 18 weeks, let alone 18 years.

That's right, for 18 years we've been punching out the motorcycle news, reviews and opinion, month-in and month-out.

And now we're asking for your help, because without it *Cycle Torque* might not be around in another 18 weeks, let alone 18 years.

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.

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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](http://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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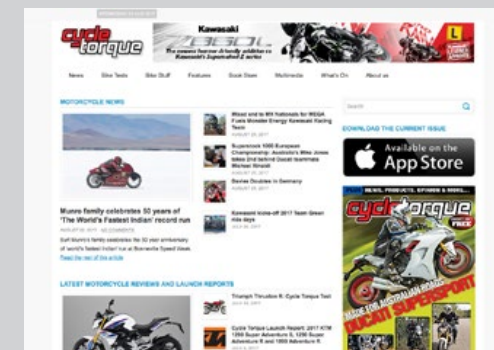


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# XMAS GIFT GUIDE

CYCLE TORQUE FEATURE

## 1 Lombard 2 jeans

Improving upon the original, award winning Lombard jeans, the Lombard 2 employs the same 12oz Cordura denim and PWR shield at the seat and knees but with a revised fit and updated Seesmart armour. The Seesmart knee armour and optional extra hip armour, is thinner and incredibly flexible to allow comfort and CE level protection while remaining almost undetectable. Featuring a slight tapered fit, triple stitched seams, reflective tape on the inside of the cuff (so you can turn up the cuffs for extra visibility at night), comfort seat and Coolmax lining to wick sweat away in hot conditions - the Lombard 2 will have you safe, cool and looking good on or off the bike this summer.

**Price:** \$299

**Sizes:** Short - 30-36x32; Standard - 28-36x34

## 2 Dirt 2 Gloves

The Dirt 2 summer gloves offer great levels of airflow, impact protection and feel. Great for road or adventure riders with features like hard knuckle armour, goatskin palms, air stretch mesh and connect finger tips so you can use your phone or GPS without removing the gloves.

**Price:** \$149 **Sizes:** S-3XL

**Get them from:** Rev'It Australia

**More info:** [revitaustralia.com.au](http://revitaustralia.com.au) or 1300-924-412

## 3 Kabuto Aeroblade 3 - Maverick

Super Lightweight & Aerodynamic. Developed in a wind tunnel, with lightweight composite construction, and designed for all day comfort, the Aeroblade III is loaded with features. Sharing the same SAF quick-change shield from the FF-5V—with a PINLOCK anti-fog lens insert (not included) — makes riding in any weather as close to fog-free as it gets. When the temperature rises a COOLMAX interior and adjustable ventilation with side outlet trim will keep you cool and is easily removed for cleaning. Patented Wake Stabilizer anti-buffeting technology allows high speed and long distance riding without the fatigue of fighting the wind. Comes in a range of colours. Size: XS, S, M, L, XL, XXL

**Get them from:** Bike shops everywhere

**More info:** [motonational.com.au](http://motonational.com.au)



4



6



## 4 Ixon Helios

The Ixon Helios jacket is highly ventilated thanks to mesh panels on the front back and sleeves, making it perfect for summer. There's a waterproof, breathable and windproof liner in case the weather turns south.

The jacket comes with CE approved armour in the elbow and shoulders, while the back pocket is CE armour-ready. There's plenty of pockets including a waterproof pocket, tightening on cuff and bottom and classic collar.

Also available in Ladies (Helia).

**Price:** \$179.95

**Available in:** Black/white/red, Black/bright yellow, Black/grey. **Sizes:** XS - 4XL

## 5 Falco Patrol boot

Falco's Patrol boot is CE approved and made from leather and mycro-synthetic materials. The lining is vented with Air-Tech technology, which is structurally developed to be extremely breathable, anti-bacterial, quick drying and environment friendly. The sole is vented with a waterproof membrane that filters moisture out of the shoe throughout the ventilation inserts placed at bottom of sole. Boots are lace closure and there's a removable elasticated gear-pad.

**Price:** \$199.95

**Available in:** Black, Dark Brown, Camel.

**Sizes:** 39-46

**Get them from:** Better bike shops

**More info:** [ficeda.com.au](http://ficeda.com.au)

## 6 Tanks for the memories

SPIDI Tank motorcycle jacket is a mix of tradition and innovation that combines style with functionality; the name comes from the jackets used inside of the Allied tanks. The full grain Italian leather is combined with metal zippers and CE protectors on shoulders and elbows. There's CE certified Multitech removable protectors on the shoulders and Force-Tech removable protectors for the elbows. Features a felt vest and knitted cuff and the pants clip to join jacket/trousers. Jackets available in sizes: 48-58.

**Available from:** Good bike shops

**More info:** [motonational.com.au](http://motonational.com.au)



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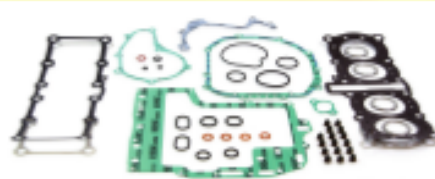
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# XMAS GIFT GUIDE

CYCLE TORQUE FEATURE



Available from  
[www.dragginjeans.net](http://www.dragginjeans.net)



## 1 REBEL

It has the protection you've come to expect from Draggin with no compromises on style. Soft and gentle against your skin. They're cool and they're made to do one thing - keep up with you and your motorbike. Features: Cutting edge style. Mesh sports comfort liner. Breathable. Utility pocket. Hip and Knee Armour pockets included. **RRP: \$299.00**

## 2 REVZ

Using the very latest Draggin lining with more than 70 metres of slide. Constructed with coated denim that is high-stretch for comfort, when you want to look smart on every part of the ride. Features: Silicone coated denim. High street fashion. Stretchy. Barely visible stitching. Hip and Knee pockets. **RRP: \$319.00**

## 3 RACEY

Feel confident and look sharp on the road with the safest motorcycle jeans. A sleek shaped jean with a flattering silhouette - Racey lets you get on and enjoy that ride. Features: Mid rise, Skinny Leg. Super soft blue wash. No visible seams/panels. Sports liner makes them breathable all year round. Stretch denim. Roomoto MR7+ safety lining. Knee Armour included. **RRP: \$319.00**

## 4 CLASSIC

Time to upgrade. Roomoto safety lining outperforms previous Draggins by 200% while being 20% lighter. There's a reason these are still here 20 years later. The fit. The style. Timeless. In Classic you just enjoy your ride. Features: Straight leg, fits riding boots. Heavy 14oz denim for durability. Traditional cut for rider protection. Made from stretch denim for comfort. Size range up to size 24. **RRP: \$269.00**

## 5

## ROO HOODY

The Roo Hoody looks just like a regular Hoody from the high street, yet it's protective. Draggin's own protective lining throughout shoulders and arms. Features: Cool, breathable mesh lining. DFFUSE CE armour included: Back, Shoulder & Elbow. Machine Washable. Zip closure with an easy to use puller. Adjustable and removable Hood. A thumbhole cuff in the sleeves so you gloves can sit neatly underneath the cuff. Toggles are adjustable in the waistband to ensure a snug fit while riding. A deep internal pocket for your things. Convenient hand pockets. **RRP: \$249.00**

## 6

## 6 DRIFT

A mid rise relaxed fit with fashion denim detailing. Draggin's Roomoto MR7+ lining outperforms with more than 7.46 seconds or 70 metres of slide time. Made to do one thing keep up with you and your motorbike. Features: Hand distressed denim. Street fashion. Back pocket embroidery. Large back pockets. Mid Rise, Straight fit. **RRP: \$199.00**

## 6

## 7 SLIX

More than 7.46 seconds of abrasion resistance or slide further than an Olympic swimming pool. Super stretch, silicone coated to look like leather. Live the two wheel revolution. Features: Leather look. Silicone coated denim. High street fashion. Stretchy. Barely visible stitching. **RRP: \$299.00**

## 8 TWISTA

Draggin's proven RooMoto MR7+ protects you over 70 metres. That's more than 2 tennis courts. The ultimate skinny fit for men & the skinniest Draggins. They look like you're just wearing jeans but you know the difference. Features: No external stitching. Mesh sports comfort liner. Breathable. Skinny Leg. Knee armour pockets included. **RRP: \$319.00**

## 8



# XMAS GIFT GUIDE

CYCLE TORQUE FEATURE

## King of the road

Wiley X offer absolute premium protection with a lifetime Warranty\*. Constructed with Wiley X's Selenite shatterproof polycarbonate lenses with optimum clarity. The brand chosen by the Armed Forces for over 30 years. Wiley X have a large range of eyewear, here are a couple from the Climate Control Series, perfect for Christmas. Features:

- Shatterproof Selenite™ Polycarbonate Lenses
- Meets Australian sunglass standards AS/NZS 1067
- 100 percent UVA/UVB Protection with Distortion-Free Clarity
- T-Shell™ Lens Coating Resists Scratching in Extreme Environments
- Removable Facial Cavity™ Seal Protects Eyes from Fine Dust, Pollen, Irritants as well as Peripheral Light
- Prescription lens compatible frame

### 1 BOSS

Polarized Venice Gold Mirror (Amber) Lens with Matte Black Frame  
SKU# CCBOS04 – Retail Price: \$254.95  
INC GST

### 2 ENZO

Polarized Emerald Mirror Lens with Matte Black Frame  
SKU# CCENZ07 – Retail Price: \$254.95  
INC GST

### 3 GRAVITY

Bronze Flash (Crimson Brown) Lens with Brown Frame  
SKU# CCGRA06 – Retail Price: \$169.95  
INC GST

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# **XC**MAS GIFT GUIDE CYCLE TORQUE FEATURE

## 1 **Fly 2 Summer Gloves**

The classically styled Fly 2 is a fully perforated summer glove that will let air in, but keep the asphalt out, thanks to its all leather construction, TPR fingers knuckle protectors, and hard shell knuckle and PWR I shield palm protection. All these features are wrapped in the best fitting lightweight gloves you've ever worn. **Price: \$139. Sizes: S-4XL**

## 2 **Eclipse jacket**

The Eclipse combines summer ventilation and armoured protection in a clean stylish look. The impact zones are made of abrasion resistant polyester 600D, while the front, back, and inner arms are mesh to allow full airflow to the upper body. Shoulder and elbow armour come CE-rated as standard with the option to upgrade to a Seesoft CE-level 2 back protector. Various straps allow for an adjustable fit, and the double jeans loops allow the Eclipse to be attached to your favourite riding jeans for a perfect summer combination.

**Features:** Regular tour fit, Adjustable tabs and flaps, Knox Flexiform CE protection, Prepared for Seesoft back protector insert, Double jeans loop.

**Price: \$225**

**Available in Silver, Black and Brown.**

**Sizes: S-4XL**

**Get them from: Rev'It Australia**

**More info: [revitaustralia.com.au](http://revitaustralia.com.au)**

**or 1300-924-412**

## 3 **X-Nashville kickin' it**

XPD X-Nashville boots have a pure biker style combined with safety elements such as ankle protectors and high resistance leather. The upper is full-grain cow leather, 1.2 - 1.4 mm thick, with oiled water resistant treatment. The lining is full-grain calf leather, breathable, 0.4mm thick. The sole and comfort foot bed in full-grain calf leather. Vulcanized rubber sole mapping a classic "trek" design with Welt leather on the perimeter of the sole. Features brushed metal zip, pitch 8mm YKK, wax treated threads and a rear shoehorn strap. Nashvilles are CE certified and have outer ankle protection on polyurethane with crumple reinforcements on toe and heel. Black in sizes 42 to 47.

**Available from: Good bike shops**

**More info: [motonational.com.au](http://motonational.com.au)**



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# XMAS GIFT GUIDE

CYCLE TORQUE FEATURE

## 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.

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

## 2 Riding the road of bones 2 disc DVD set.

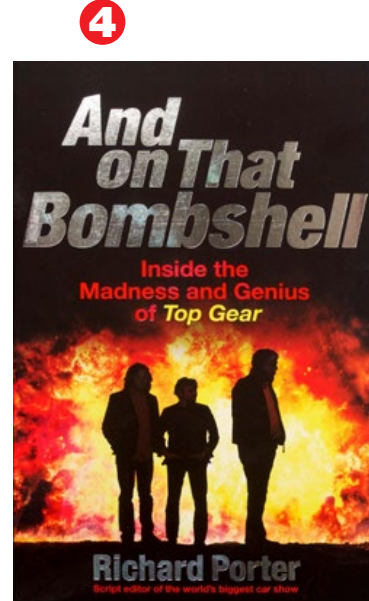
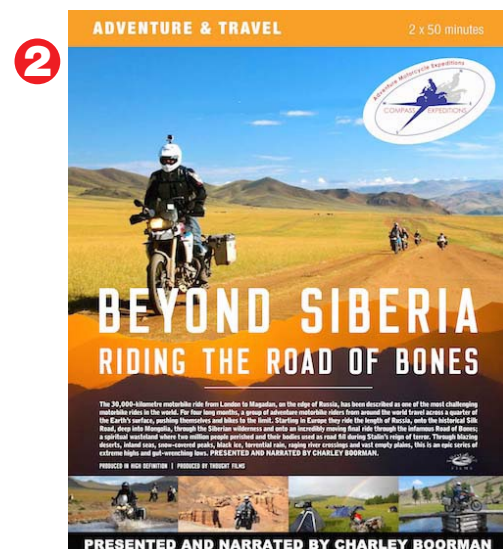
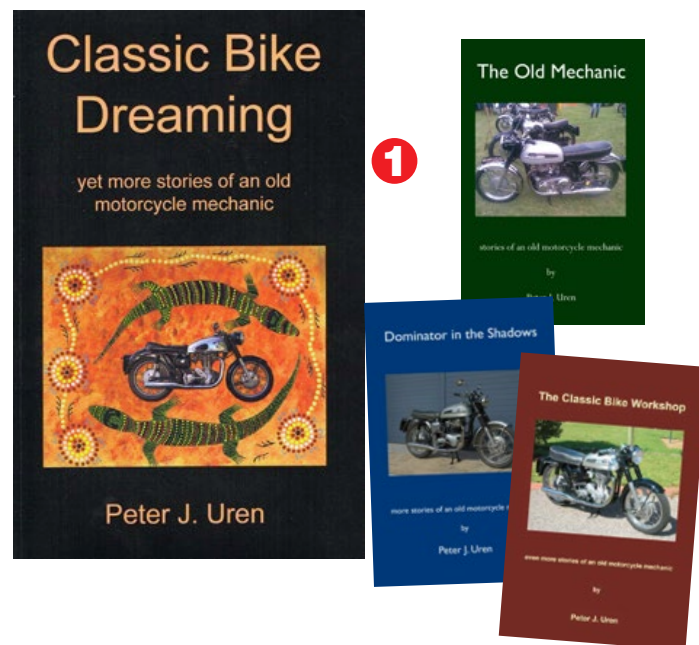
The 30,000 km motorbike ride from London to Magadan, on the edge of Russia, has been described as one of the most challenging rides in the world. For four long months a group of adventure riders from around the world travelled across a quarter of the Earth's surface, pushing themselves and their bikes to the limit. **RRP: \$39.99**

## 3 Italian Custom Motorcycles

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. **RRP: \$39.99**

## 4 And On That Bombshell

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. **RRP: \$32.99**



## 5 Along for the ride

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. **RRP: \$39.95**

## 6 Weekend Warriors 1 and 2

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! **RRP: \$44.95**

## 7 Eyes Wide Open - Isle of Man

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