

FREE

SEPTEMBER 2013

Motorcycle torque



+ PHILLIP ISLAND
MOTOGP
FEATURE
INSIDE

Aprilia ★
Caponord

★ 2014
Yamaha
YZ450F

THE ADVENTUROUS LIFE

ALSO RIDDEN: Suzuki Hayabusa • Triumph Street Triple
★ Harley-Davidson Breakout

Welcome from afar



WHEN this issue of Cycle Torque goes live on the iPad, our editor Chris Pickett will be preparing for his first race at the Isle of Man, and I'll be packing my bags to join him.

I'll be making the documentary we're calling Adrenalin Generations which Cycle Torque readers will be able to see when we've had time to put it all together, but the story of Chris racing a classic and his some Alex racing a modern bike at the Isle of Man during the same event will be incredible.

Follow the boys on their *Facebook* page.

Going overseas and riding is fantastic – this issue there's an article on riding New Zealand, which is one of the easiest international destinations and one of the best, too. Another great one is Vietnam, and Cycle Torque is taking readers there in February 2014, let us know ASAP if you're interested – when we did a tour there in 2012, it sold out quickly.

Before that though, get on your bike and get down to Phillip island for the MotoGP - there's a feature in this issue about that great event. If you need a new bike for the trip, we have tests of the new Suzuki Hayabusa, Aprilia's Caponord, the Triumph Speed Triple and the Harley-Davidson Breakout. You can't ride a YZ450F to the GP but you'll see some in action there with Supercross again coming to the Australian Grand Prix.

We've also tested the Pirelli Angel GT tyres in this issue - perfect for the ride to the Island.

– **Nigel Paterson**
publisher@cycletorque.com.au

RIDDEN



◀ **SUZUKI
GSX1300R
HAYABUSA
LAUNCH** **30**



◀ **2014
YAMAHA
YZ450F
LAUNCH** **40**



**2013
APRILIA
CAPONORD
TEST** ▶ **48**



◀ **TRIUMPH
STREET
TRIPLE
LAUNCH** **56**



◀ **HARLEY-
DAVIDSON
BREAKOUT
TEST** **64**

REGULARS

- 05** NEWS TORQUE
- 14** SMALL TORQUE
- 16** EDITORIAL
- 19** DIRTY TORQUE
- 20** RACE TORQUE
- 23** GUNTRIP
- 72** BIKE STUFF
- 76** USED & REVIEWED
- 77** BOOK SHOP
- 78** MARKET TORQUE
- 92** TORQUING BACK: LETTERS



FEATURES

COVER PHOTOS: APRILIA: PICKETT, YAMAHA: FOUR OH FOUR



▲ **25**
PHILLIP ISLAND GP



▲ **82**
TYRE TEST -
PIRELLI ANGEL GT



▲ **84**
QUAD TORQUE



▲ **86**
TOURING
NEW ZEALAND



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Stoner back to MotoGP?

THE rumour mill is rife with news Casey Stoner could return to Honda, and MotoGP, for the 2014 season.

As we know Stoner quit racing at the end of the 2012 season, citing a number of reasons, including his distaste for GP politics and a desire to spend more time at home in Australia with his family.

Stoner subsequently went car racing with the Red Bull V8 Supercar team run by Roland Dane (see Race Torque to read Darryl Flack's take on Stoner's return to bikes). Stoner hasn't jumped directly into the premier championship, but has raced this year in the development series where he currently sits in 24th position. To a competitor like Stoner this must surely not sit all that well with him, even though he must have known the transition from two to four wheels wouldn't have been an easy one. Just ask Troy Bayliss, whose V8 Supercar career was short and not terribly sweet. The only Australian rider who has made a successful career out of car racing after bike racing was Wayne Gardner, and that was nigh on 20 years ago.

Stoner has just completed testing at the Motegi circuit in Japan, assisting in the development of the RC213V race program, with testing of Marc Marquez and Dani Pedrosa's current 2013 machines, and the 2014 prototype expected.

At this stage it is purely speculation that Stoner will return to full race duties rather than 'just' testing. Stoner is one of the greatest riders of any generation and if he did return it would be fantastic for Aussie race fans.

Wayne Gardner had this to say about Stoner's 'test': "If the tests go well and if the lap times are there, and if he's developing the bike with Honda, I think they'll probably say 'why don't you go and do a race or two?'"

"In most cases for people who retire and then come back, it turns into a disaster – the difference is that Casey is obviously an exceptional talent (and) he's still relatively young. He's still got time, and I don't doubt his ability. I think he can come back... I don't think he's lost it overnight."



Photo courtesy of Repsol Honda.

Gardner, who moved to four wheels from two when he raced in the Australian Touring Car Championship and V8 Supercars after his motorcycle career, conceded he was surprised Stoner would choose to test a MotoGP bike so soon into his retirement.

"I think Casey was excited to jump into a V8 initially, but I think the novelty has worn off and the results haven't been there, so he's looking for that adrenaline rush again," he said.

"I didn't expect he'd want to get back on the bike again, (but)... I think he did the V8s as a replacement for a MotoGP bike. I can say, and I'm well experienced in that area, it will never replace the excitement."

"When I drove touring cars... it never replaced the thrill of riding a Grand Prix bike. It's very hard to find anything in the world to replace (that)." ■

THE INDIAN CHIEF – A NEW DAWN

ONE of the world's most iconic and legendary motorcycles has been reincarnated by Polaris Industries in the form of an all new Indian motorcycle. The 2014 Indian Chief launch was hosted by Indian Motorcycles Sydney on Sunday August 4th, the exact same time as the US launch at the 73rd annual Sturgis Motorcycle Rally in South Dakota. The original Indian Chief was first introduced back in 1922 (and the company founded in 1901), and is still to this day admired for its innovation, style and heritage by enthusiasts world wide.

Polaris Industries, which owns Victory, proudly acquired Indian Motorcycles in 2011, and the aim of the company was to build an exceptional Indian motorcycle, mixing the heritage of the legendary machine with modern state of the art engineering.

"Our working theme with Indian is honouring the past and powering the future. We understand what an iconic brand it is to many people, and we believe our designers have been able to honour the heritage of the brand while also putting Indian back to it's rightful place, and that is being the leader in the motorcycle industry," said Peter Alexander, Polaris Australia's Managing Director.



Anticipation grew as the clocks counted down to the launch, the shrouded bikes guarded in secrecy were just waiting to be unveiled. Finally when launch time did arrive, the live video feed from Sturgis USA took the stage and the covers rose in unison, what then appeared before us were three exceptional and beautifully presented 2014 Indian Chief Motorcycles with each bike commanding attention with its own unique character and style.

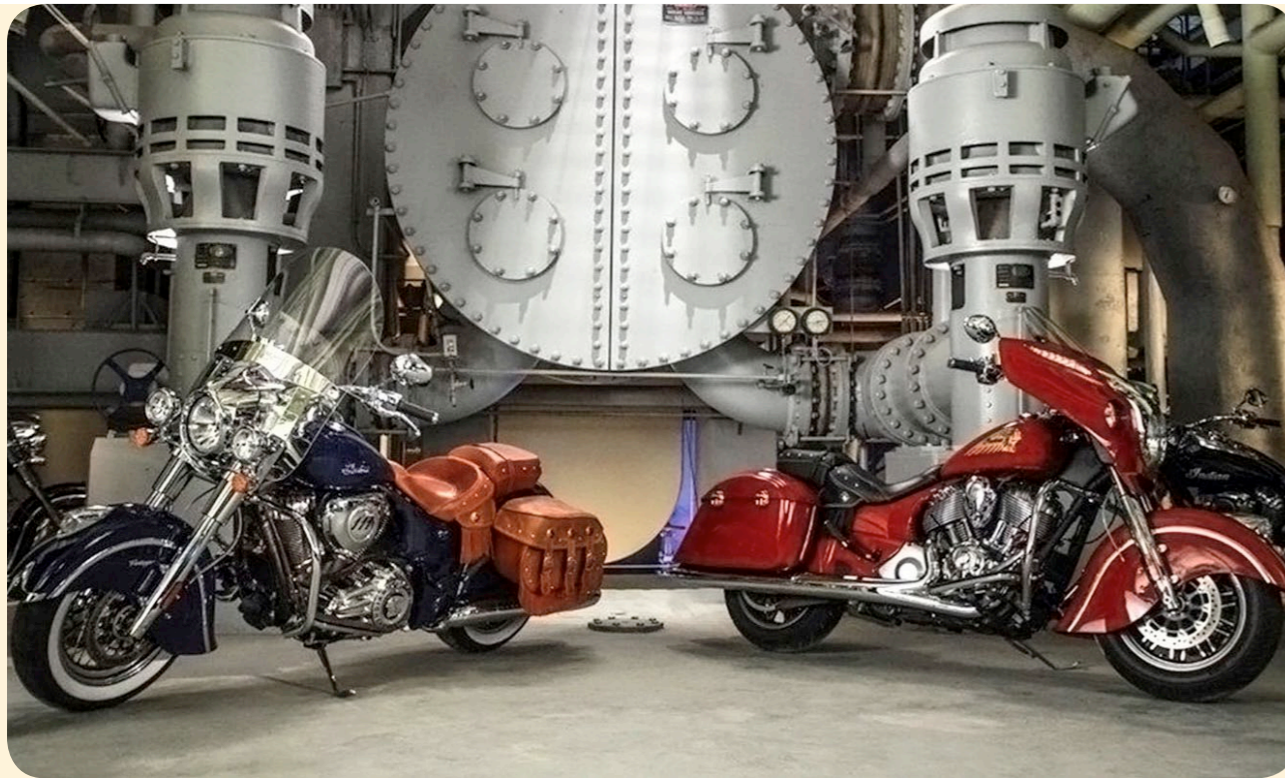
The Indian Chief Classic is slick and mean with strong traditional shapes and



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lines. Glistening in all its glory is the bold new 49-degree V-twin Thunder Stroke 111 engine, which has a cleverly grafted old school look to it. The Indian Chief Vintage has a more relaxed appearance and style with its needle-stitched cowhide saddlebags and "open road ready" quick release windshield. The tan coloured leather looks quite distinguished especially with the Springfield Blue paintwork. Still an Indian at heart but with a front end design influenced by the powerful locomotives of the '50s, the Indian Chieftain is a bike in touch with its origins but has modern features like a power adjustable windshield, 100 watt audio system, bluetooth connection and cruise control to help it ride into



the future. This model too is also powered by the same Thunder Stroke 111 engine.

Burt Munro is a name synonymous with the Indian brand, his son John Munro and family were special guests at the Sydney launch with John being genuinely impressed and excited about the event he said "This is just incredible, I have never seen anything like it as far as motorcycle publicity is concerned. And a bit of a memorial to dad which is truly something for the family. Dad lived Indian... and he worked very hard over the years to prove that the Indian was superior, for this (Indian) to be re-ignited after all these years, he would have been absolutely thrilled to bits about it I think." ■

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Electric Racing on TV



A FOUR-PART television series, Australian Electric Superbikes, focussing on electric bike racing in Australia is set to premier on the TVS network from early September.

Featuring a number of bikes all built in Australia including the Catavolt machine which has been featured in *Cycle Torque*, the series features interviews with each of the three competitors building bikes capable of over 200km/h.

Informative and entertaining, the series should make for great viewing for bike or racing fan. ■

Brisan goes custom

LIKE everyone else who has ever surfed the custom bike websites out there, the team at Brisan Motorcycles in Newcastle, Australia, came to the conclusion they should give custom bike building a go. After a few discussions about what bike to use, colour, themes etc., the plan was set in motion.

The idea was to build a custom motorcycle, based on a brand new bike, not an old second hand death trap. It should look the part, not come apart. A 2013 triumph Thruxton was decided on. Everyone jumped in and gave their input and the bike started to take form.

The Triumph Thruxton is a homage from Triumph to its own bikes of the sixties when guys used to race their Bonnies. The idea was

to take the Thruxton and enhance its race components; new rear sets, clip-ons, better suspension, air box upgrade and some better pipes. They also decided on some crazy Avon Distanzia tyres to enhance the look and individuality of the bike. Brisan Motorcycles wanted to use items from suppliers they currently deal with (being a Triumph Dealer) so they used a lot of British Customs and Joker machine bits.

A new lick of paint was slapped on, custom decals, the fender bobbed and voila, Brisans Customs #1 was born. Yes this particular bike is for sale, but they can build one for you to pretty much any specification depending on what style you want and what budget you have.

Now, it's time to think about #2...■



ELECTRIC BEATS PETROL

ACCLAIMED as the first time an electric bike has beaten petrol in a major motorsports event, a Lightning motorcycle has won the Pikes Peak International Hill Climb with a time of 10 minutes and 0.964 seconds.

Second place was a Ducati Multistrada almost 21 seconds behind.

The Lightning Motorcycle Electric Superbike holds the current world record for fastest production motorcycle at 304.304 km/h, and in a tweaked version for fastest electric motorcycle at 374.554 km/h. While

setting this latter record, the equivalent fuel mileage was still better than 21km/L. Now it also holds the record for fastest ascent of Pikes Peak by an electric motorcycle. More importantly, it is the first electric motorcycle to win over a field of petrol-powered motorcycles.

Carlin Dunne, who rode the Superbike to two-wheel victory at Pikes Peak this year, is no stranger to records himself. He has now won the Pikes Peak climb three years in a row, and owns the all-time record of nine minutes and 52.819 seconds for his performance in 2012 on a Ducati Multistrada1200.

"We are incredibly gratified with the performance by Carlin," said Richard Hatfield, founder and CEO of Lightning Motorcycle. "The Lightning team worked around the clock to ensure we provide the best possible bike to Carlin. The Lightning team set this as a goal over four years ago after the first North American road racing event at Infineon. We achieve our goal last Sunday. This accomplishment is a big step forward for Lightning, and we believe this is a giant leap forward for public acceptance of clean renewable energy based transportation." The total weight of the bike is just under 227kg.

Lightning claims 0 - 100 mph (160 km/h) time of 3 seconds, and acceleration from 100 mph to top speed (166 mph for the basic Superbike) in less than ten seconds. ■



Bayliss launches Moto Expos

THREE-TIME World Superbike Champion Troy Bayliss has revealed plans to stage two of Australia's largest motorcycle exhibitions in Brisbane and Melbourne in 2014.

Moto Expo Brisbane will be held at Brisbane's RNA Showgrounds on March 21-23 followed by Moto Expo Melbourne, which will be held at Melbourne Showgrounds on November 28-30, 2014.

The Brisbane event will feature over 100 exhibitors and also stage a superstars of motorcycling feature event – The 'Baylisstic Scramble' Dirt Track Teams challenge.

The Baylisstic Scramble feature event will take place on Saturday evening and entry into the show will grant access to the 20,000 seat stadium. Five teams of four riders will compete for points across many races to determine the team champions.

Motorcycle manufacturers have thrown their support behind the innovative new event.

Visitors to Moto Expo on Friday and Sunday won't miss out on the Baylisstic Scramble action with special guest riders to participate in Friday practice sessions and demonstration races on the Sunday.

A huge entertainment program featuring freestyle motocross, freestyle trials and streetbike stunts will run over the three days of the event and for the kids, a special come and try zone will be created giving them the chance to get their first taste of motorcycle riding in a safe environment. ■

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Ride the Ho Chi Minh Trail

CYCLE TORQUE and *Vietnam Motorbike Tours* is offering you the chance to ride the Western Ho Chi Minh Trail, part of the infamous supply route which helped the communists win the Vietnam War.

Incredibly picturesque and packed full of twisty corners, this road ride will be an incredible journey through a wonderful country.

Cycle Torque's last tour of Vietnam, in 2012, was sold-out quickly and our 30-odd participants all had a ball riding the small-capacity road bikes through the small villages and huge countryside of Vietnam.

This tour will be different, but will take in the War History Museum, a US base, the world's biggest cave, Khe Sanh, the High Phong Pass... and lots more.

This 10-day trip departs Australia 31/1/2014 and if it's not long enough for you *Vietnam Motorbike Tours* can easily add a seven day Central Highlands tour after the official *Cycle Torque* tour concludes.

Pricing and final details will be announced in the October issue of *Cycle Torque*, but if you join our tour email list you will be one of the first to know - simply email tours@cycletorque.com.au ■





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MILLION DOLLAR DOG

THE Black Dog Ride has passed the \$1m mark in funds raised for mental health support services.

The Ride has evolved from a solo motorbike ride around Australia just four years ago, to a national movement of motorbike riders raising awareness of depression and suicide prevention, in addition to raising vital funds for mental health support services. If you need urgent help or support, please contact Lifeline on 13 11 14.

STOCKMANS RALLY

Originally run as a full blown traditional Enduro event, Stockman's Rally has now become one of the "must do" annual events for the non-competitive trail rider. If you've got a registered off road bike (recreational registration is fine) and you hold a motorcycle licence or learners permit then you're welcome to join in the fun on Sunday October 27th 2013.

SAFETY FELLOWSHIP

HONDA Australia Rider Training National Manager, Mark Collins has been awarded a 2013 Churchill Fellowship which will enable him to investigate ways to improve motorcycle rider safety in Australia.

Collins is among just 109 Australians to receive this prestigious Fellowship in 2013. He will embark on a project to increase motorcycle rider safety by updating training methods and curricula in Australia through researching best practice systems in Japan, the UK, the Netherlands, Austria and the USA.

ELITE TRAINING

MOTORCYCLING Australia (MA) and the Australian Institute of Sport (AIS) are inviting Road Racing/Speedway and Dirt Track riders to apply for the 2013 AIS Elite Rider Training Camp, which will take place at the AIS in Canberra from Monday 25th – Friday 29th November 2013.

Applications must be received by MA by September 2.

VIVACIOUS VIETNAM

VIETNAM Motorbike Tours is running a 9-day adventure tour through some of Vietnam's most remote and stunning mountains.

Riding north from Hanoi heading into the mountains towards the China border, the ride then makes its way across towards the Laos border

before heading down and finishing back in Hanoi. This is a 5-Star rated for riders wanting to see and ride the real Vietnam.

Be a part of this special tour with Australian TV show Blokesworld due Ado & BenWah, Moto GP Star Garry McCoy, Australian Trials champ Tim Coleman and VMT founder Jason Thatcher.

Highlights of this tour will include riding through some of Vietnam's most remote villages along with incredible road riding in Asia, with some easy dirt road riding.

This tour suits experienced riders, and pillions are welcome. There will also be a large support mini van for those who would like to join in on the Adventure.

NOWRA MOTOPLEX

THE Nowra Districts Motorcycle Club facility located at Yerriyong near Nowra in the Shoalhaven has a new look.

With management and operation of the facility being taken over by Motorcycling NSW in recent months, a great deal of work has been done by Kustom Kontours in improving the track and facility.

The venue is still open to all riders, from Friday-Monday every week and every day of the school holidays for all people who want to ride including those who are not MA licence holders.

JUNIORS RACE IN NSW

AFTER many years of working with Motorcycling New South Wales and Motorcycling Australia, the recent ASBK round at Sydney Motorsport Park on August 3rd and 4th saw the MRRDA juniors finally race at the premier NSW road race circuit. This was a big occasion for the juniors and the MRRDA. Well done everyone.

PINK RIBBON

THOUSANDS of motorcyclists decked out in pink will take to the roads of Sydney on Sunday October 13 to raise money and awareness for breast cancer research.

A couple of Harley-Davidson ambassadors will be there, Channel Seven weather reporter James Tobin and actor Aaron Jeffery.

If you want to go be at The Mean Fiddler, Rouse Hill at 10am. ■

For more information on any of these stories go to www.cycletorque.com.au/more

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HEADS UP

REEVU motorcycle helmets has designed what it claims to be the first commercially available helmet with Heads Up Display (HUD).

It won't be available for close to two years but what we know about the system is it will be displayed not on the rider's visor but on the flip down mirror which uses a system built into the rear of the helmet. Reevu helmets currently use this mirror system so the HUD system will work in conjunction with that it seems.

WIN AN RM-Z

SUZUKI is offering a 2013 Matt Moss Team Motul Pirelli Suzuki RM-Z450 replica motocross bike as the ultimate prize in an exciting new competition being run in conjunction with the MX Nationals.

Valued at more than \$13,000, the competition ready RM-Z450 represents the grand final in a prize draw running over eight weeks and the four remaining rounds in the 2013 Australian MX Championship race.

Every week several lucky people will be selected and win weekly prizes from race sponsors including Suzuki's long term sponsor Motul.

At the end of the contest 30 winners will be invited to participate in a game of skill with one lucky person winning the Suzuki RM-Z450.

Entry to the competition is easy. Go the MX Nationals website, subscribe to receive the free newsletter and you're in the running to win the bike piloted by leading series contenders Matt Moss and Cody Cooper.

SHERCO DEBUTS ST 2014

SHERCO has introduced the new ST 2014 range with the star of the 2014 series being the new ST 1.2. The junior model Sherco receives a new engine plus all of the general improvements of the series. The new engine has new cases, a new crankshaft with a longer stroke, it also has a reduced piston diameter along with a new cylinder head.

The new engine is fitted with a new exhaust system composed of a new exhaust outlet that flows into a completely new muffler and expansion chamber. The exterior design is totally new and the inside of the chamber receives even more changes. The net result is a system that improves the efficiency of the movement of the exhaust gases which optimizes the engine breathing in every situation. This change in the exhaust system is common to the whole Sherco range.

This major improvement in the exhaust system in conjunction with a new ECU engine management program has had a major impact on the power of the ST 3.0 model. It has improved the engine response making it much more linear which is a great benefit in the current no-stop trials competition rules.

The new rules require a more manageable engine when approaching obstacles, the new changes however do not sacrifice the extraordinary power of the Sherco 3.0 engine. The fuel supply to the carburettor has also been changed, the fuel pump impulses are now obtained directly from the crankcase, resulting in better performance and improved fuel delivery to the Keihin carburettor. The bypass of excess fuel back to the fuel tank has also been improved.

The Sherco ST2014 model range will be available in five engine sizes, 80cc, 125cc, 250cc, 290cc and 300cc. All of the models will have a similar appearance in the chassis, bodywork, and plastic, with yellow, black, white and blue brand characteristics. The new Sherco graphics on a black plastic base will give the bikes an attractive and racy appearance when viewed from any angle.

FOUR DAYS OF PAIN

DANIEL Milner has gone back to back winning his second consecutive Australian Four Day Enduro at the recently held event in Harvey WA.

On board his factory CDR Yamaha YZ250F, Milner overcome an intense battle across the four days to win with a comfortable one minute margin after the final motocross test was completed. His outright victory was hand in hand with his class victory in the E1 division.

"I'm so happy right now," Milner shouted not long after the finish of the event. "It was a real battle for the whole event as there were a lot of top quality riders here and I had to be at my best the whole week to get the win."

CORRECTION NOTICE FROM PRINT EDITION:

Last month Cycle Torque ran the wrong picture with the CTEK XS 0.8 battery charger.

The photo appearing above the article is for a different product, the CTEK Lithium XS. The article should have a picture of the CTEK XS 0.8 not the CTEK Lithium XS. We apologise for the mistake. ■

For more information on any of these stories go to www.cycletorque.com.au/more

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Back to basics

JUST last night I had an amazing ride home from work, through twisty farmland roads, town, and a bit of freeway. Home for me is roughly 65 kilometres from the office but the first set of traffic lights from my place is 20 or so kilometres from my front door. Green rolling hills in dairy farming country.

It's nice but often I don't ride, even though I'm the editor of a bike magazine. I know, it sounds weird but when you ride for a living it's sometimes hard to get the passion to ride for fun.

But I was on the right bike last night and enjoying it, so much that I even took a longer route home than I would normally. What was I on? Our long term Harley-Davidson Iron 883 Sportster. Thinking about the bike I feel most riders would see it as an entry level Harley-Davidson, or maybe for ladies who want a H-D but can't manage a bigger heavier bike. Maybe it's the bike for H-D lovers on a strict budget. I reckon the 883 Sporty is way way underrated for a variety of reasons. Owners of bigger Harley-Davidsons often refer to the bike as a Skirtster but that is very unfair. I can tell you the Sporty is one of the fastest Harley-Davidsons I've ever ridden. They might not have the most horsepower but the riding position and extra ground clearance they have makes them a much quicker bike through the corners than their bigger stable-mates, maybe the V-Rod excepted. Last night I was riding this bike



quite quickly through the corners, even hanging off it like a racer as I got into Isle of Man racer mode. I know many owners of bigger Harleys will scoff at these suggestions but I'd suggest they have never ridden a Sporty because it's not 'cool' enough so can't really comment on the bike's ability.

It also got me thinking of my own desires in what makes me happy when riding. Once upon a time I have lusted after sportsbikes but over the years my tastes have changed. I just don't usually want to ride around like a half opened pocket knife and have my kidneys smashed on the road anymore. I love such bikes on the track, but for me on the road it's either an adventure tourer or a naked bike which suits me, or maybe a big tourer. The Ducati Multistrada 1200 we recently sold is an example of that type of bike. Very quick but very forgiving also. But that Iron 883 gave me such a fun ride home last night I reckon I could have one in a heartbeat. I'd change it a bit but only minor things.

Another bike which looks the business, and is far away from what my friends would see me riding, is the soon to be released Royal Enfield Continental GT. We'll be attending the world launch of this bike in the UK and

I can tell you I'm looking forward to throwing a leg over the bike. It might only be powered by a single cylinder engine but it would suit me just fine. One of my regular rides is what we like to call the Bingleburra TT, from my home in Vacy to East Gresford, then across the mountain to Dungog and return. About 70 kilometres of shitty bumpy road but with no traffic lights or traffic to speak of and some amazing scenery, and a great stop for breakfast along the way. The Royal Enfield would be perfect, and I can just about salivate at punting the big single cafe racer through the mountain road. You don't have to be going sportsbike fast to have fun.

Not many bikes give me a woody just looking at a picture of them these days (Honda, when are you making that gorgeous new age CB1100R

concept into reality?) but the Continental GT does, and so does the new Norton which is finally coming to Australia next year.

I think what's happening is my tastes are changing with age. Sure I still like to go fast but it doesn't define me as a rider. I'm just as happy riding an old bike and cruising along at a far more relaxed pace these days. I appreciate the technology of modern bikes but I also love the simplicity of older ones. And it's bikes like the Iron 883 Harley-Davidson and the Royal Enfield Continental GT which meld the old and the new better than most. Older style but with modern technology. All the fun without the mechanical pain.

The Iron 883 is due to go back to Harley-Davidson shortly but I hope we can do a deal with them to keep the bike. I can just picture a set of flat track style pipes and some metal-flake paint, some longer shocks... there I go, dreaming again.

- Chris Pickett



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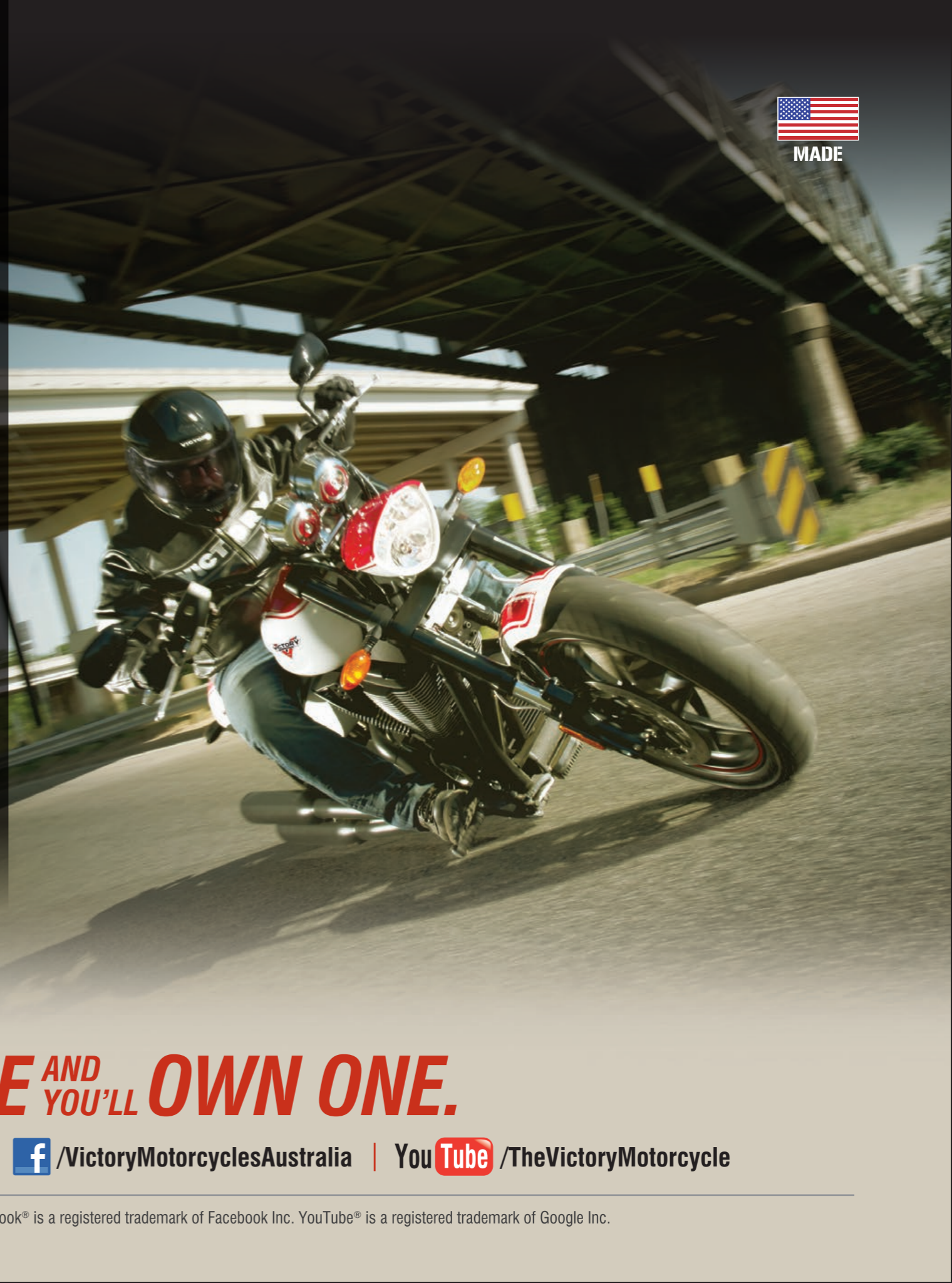
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Moto DNA

JUST last month well over 200 ageing motocross riders turned up for the 2013 Maxima Racing Oils Conondale Classic and despite the most are well past their prime the racing was as fierce and hard fought as any round of the MX Nationals.

One has to ask what possesses riders on old bikes with even older bodies to still want to throw caution to the wind when in the heat of battle.

After over a decade of writing my monthly Dirty Torque it still amazes me when a story will pop into my head and I can tell you the exact time when this story gained momentum. I was racing my mate Greg's fire-breathing Yamaha YZ465H at the Conondale Classic. Soon after the start of one of my races I was braking as hard as I could to try to get by Steve Wastell on his 1984 CR500 and as I squared off a little berm to rip up the inside of Steve I found that Steve Freiberg (RM500) and I had the same idea. So here were three 'mature' men sharing a very small part of a fast left hand turn on high powered two-strokes yet our throttles were wound all of the way to the stoppers as we drag raced each other up the face of the next jump.

I have been racing against Wastell and Freiberg for many years so this was not an unusual occurrence but surely there is a point in our lives that we would start putting safety ahead of the desire to beat each other... or anyone else who wants to have a crack for that matter.

This sort of racing happened to every one of us at all levels of ability and speed over the weekend of the Conondale Classic but at the pointy end of the field you know it is dead-set serious when you see Darryll and Shayne King still banging bars (literally), James Deakin and Glen Bell riding their 1989 CR500s to the absolute limit and the Horwood brothers (Peter and Christian) blasting through the pack on big bore KTMs with serious intention after their legendary poor starts.

And I can tell you from first-hand experience that to pull a holeshot ahead of a full field of riders on big bore two-strokes is not for the faint hearted. Yet we all had a crack at it over and over again throughout the weekend and I even got punted off the YZ by a rider who out braked



himself into the second corner (easily done) yet at the very next race there I was throwing myself into the pack once again.

Then there was the lap after lap toe-to-toe racing, honestly it was fierce racing without fear or favour yet with zero malice. Whether it was a battle for the lead or the riders just trying to get into the top ten I saw riders slicing under each other, blasting around or over the top of their fellow riders to get by before heading off to track down their next victim.

After one of my races I was sitting in the pits, there was a small circle of chairs with Shayne King, Darryll King, Mark Whyte, Greg Kerwin, Stephen Gall and myself talking about the high intensity of the racing on the day and Darryll pointed out the obvious, the hard racing is in our 'Moto DNA'.

Moto DNA comes from all of those years of racing mini bikes before coming through the ranks as a teenager in the senior competition right up to being a veteran motocrosser, and thanks to all of those experiences there are 1000s of hours of data in our brains so it is second nature for us to race right up to our maximum ability, whether we want to or not.

And the funny thing is, when I signed up to do the Conondale Classic I had even made the statement that I will 'just go out, take it easy and enjoy myself'. What a load of shit! As soon as I saw that 15 second board flip around and the 5 second board was up my natural instinct was to drop the hammer on the big YZ465H and get to that first corner either in the lead or right at the pointy end, then rip by any rider who even vaguely

looked like halting my progress toward the front and/or try and hold off any rider who was trying to get by me. And that is exactly what happened.

It was obvious most of the 200 plus other riders that turned up to the Conondale Classic were thinking and doing exactly the same thing coz it sure did get fair dinkum pretty quickly once the gate dropped and the throttles went to the stoppers.

Funnily enough, despite the seriousness of what was going down on the track it was all smiles and back slapping off the track. And that I suppose is the difference between the young and older hard charging motocrossers. There is a lot less agro, attitude or conflict around the pits when the riders have a few more years (and beers) under their belts.

So for the young whipper-snappers or the uninitiated out there who look at this whole classic motocross scene and think it is some form of 'novelty' event I can tell you without fear of contradiction from my fellow competitors that there is little difference between what you are doing on the track compared to what we are doing.

Sure, we are going slower these days but the commitment to doing the absolute best for ourselves as motocrossers runs as deep in our hearts as it ever has and that is what makes this racing so special.

- Darryll Flack

Putting in the hours

WILL Casey Stoner stick it out in V8 Supercars, or retire to his fishing rod and cross-bow? The third option is a return to MotoGP, which was fanned by his testing of the 2014 Honda MotoGP bike although Casey was pretty quick to douse the flames on those rumours that he said were just, well, "rumours".

His progress in the Dunlop series steering Craig Lowndes' 2011 car has been moderate to say the least, and his enthusiasm for four-wheel racing doesn't seem to be fizzing quite like it did when he debuted at Adelaide.

He's finding it is much harder to make a pass in a heavy, wide touring car than a slim, svelte MotoGP bike, which is compounded by poor qualifying performances that has made it difficult for him to crack the top ten. At Townsville, a frustrated Casey nerfed some bloke off in the esses, but another rival squared the ledger at Ipswich when the Red Bull Commodore was sent into a pirouette at the apex of the last corner at the end of the first lap. He might've helped shine a spotlight on the Dunlop series, but that's where his rivals stop paying Casey any credit. He's just another bloke with a number on his bonnet that has to be beaten. Before the race, Casey was interviewed on the grid and complained about the short-race format, claiming it was "ridiculous" that the sprint-type races didn't allow enough tyre degradation to make life interesting by the end of the race. As Casey was being turned around a few minutes later, I'm sure he must've been wondering what the hell he was doing there. Any disillusionment would've been salved, however, by finishing fifth in an incident-affected race later in the day. He also qualified well at a track he had tested at.

In the lead up to Townsville, Casey announced that he didn't think he was ready for Bathurst and made himself unavailable to co-drive in the 2013 V8 Supercar endurance rounds, adding that he had yet to commit to next season with Red Bull Pirtek racing. When RBR team

principal Roland Dane was interviewed at Townsville about Casey's pronouncements and what they might mean for his future in V8s, he seemed genuinely flummoxed. He may as well have shrugged his shoulders, and said, "I dunno". Speaking about Stoner's progress thus far, Dane said that his lap times were right up there with the Dunlop series front-runners, but his poor qualifying performances were making it hard for him to circulate where he needed to. Just what it all means for 2014 is anybody's guess, but what we do know is that Casey is very much his own man and will make the decision that he thinks is best for both him and his family. It's clear he doesn't long for Europe or the MotoGP circus, but he does miss riding the 350km/h bikes and fighting for race wins. He has described the experience of driving a V8 Supercar as "numb", so read into that what you will.

Casey is facing a Gen Y dilemma of making a successful career change in his late 20s, and he's finding it a bigger challenge than setting up a Ducati GP10. Looking at the V8 Supercar scene from Europe, the grass was definitely greener for Casey. Where MotoGP is distinctly Euro-centric fuelled by its Latin emotion and intensity, the V8 scene is typical laidback Aussie. If MotoGP is bitchy and loyalties can change faster than a MotoGP quick-shifter, Supercars is congenial and matey, where everyone can be taken at face value. The reality of course is different from pre-conceptions, and the reality starts to sink in of busting your hump in a second-tier taxi category when you could be making \$15m racing a MotoGP scalpel. Of course, the choice is not as simple as that, but that



is what will be whirring away in his mind anyway. To be competitive in V8s, Stoner will need quite a few years to get up to speed, if he survives the perils of the Dunlop series. Malcolm Gladwell is a respected author, whose work focuses on those critical success elements that can make or break you, and one of his key findings based on independent research is this; for someone to be the world's best potato peeler, kitchen hand, CEO or gold medal athlete, they need to have practised their task for at least 10,000 hours. Stoner is a case in point. Racing PeeWees from the age of five, Casey would've achieved the requisite 10,000 hours of practice by the time he signed with Ducati in 2007. That is when he took off like a rocket and no-one knew which way he went. The same principle, however, applies to his V8 career. Save for limited blasts in a go-kart, Stoner is literally thousands of hours behind the eight ball compared to his tin-top rivals. A retired Wayne Gardner made up for his lack of four-wheel seat time by competing at a higher level in the Japanese GT Championship, and when he returned for Bathurst one year he kicked serious butt. Casey doesn't have that opportunity, nor does he seem to have the unbridled enthusiasm for V8 racing that WG did, despite both facing the same jealousies and road blocks. While I would be surprised if Stoner ever made a return to MotoGP, I'd be equally surprised if he remained in V8s for the long haul.

– Darryl Flack

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Flying the flag

BRINGELLY boy Josh Brookes belatedly hoisted himself onto the top step of a 2013 British Superbike podium at the series' first visit to Brands Hatch GP circuit on 21 July. This, the sixth round of the championship's 12-meeting journey, threatened to become a benefit for local hero, series leader and reigning champion Shakey Byrne (Kawasaki) until a miscalculation midway through the first of the two races dropped him onto his backside and left the honours open for dispute between series tyro Alex Lowes (Honda) and Suzuki-mounted Brookes.

Photo by Andy Kelly.



The New South Wales expat duly worked the trick, squeezing home in front of young Brit Lowes and his Honda teammate Ryuichi Kiyonari, like Byrne a three-time British Superbike (BSB) champion but looking slightly wobbly this year after a couple of seasons away from the maelstrom.

Shrewd observers of this championship, sponsored now for several seasons by local insurance outfit MCE, consider it the best domestic title chase in the world, though their assertion might be more attractive were not Byrne rolling his opposition quite so often. This year he won seven races of the first 10 and finished the Brands Hatch meeting by winning its second Superbike rumble, with his customary metronomic efficiency, from Yamaha punter James Ellison and Lowes. Brookes was fourth.

The other major Australian player at BSB level is Josh Waters, a new recruit in the colours of the equally fresh Milwaukee Yamaha outfit alongside series veteran James Ellison, who is one of the chosen few to have finished in front of Byrne this season. Waters is slowly making an impression: top-10 finishes are gradually becoming top sixes, and by this time next year he'll probably be there or thereabouts.

For all Byrnes's current dominance, BSB racing is fast and entertaining, no less at Brands Hatch in July than anywhere else; but for sheer heart-in-the-mouth edge, the two races for the sixth round of British SuperSport Championship were much more satisfying. Weaponry of choice was an entertaining assortment of Japanese 600s with the odd

Triumph-branded 675cc three-cylinder interloper. The triples sounded superb, particularly in their own dedicated outing further down the day's program, but in SuperSport they weren't quite up to the pace set by the Jap 600s.

In the program, the fancied punters read like the first line of a bad joke: a Scotsman, an Englishman, and an Irishman; but silly the racing was not. Alistair Seeley (the Irishman) and Stuart Easton (the Scot) look likely to carve up the series between them, and at Brands Hatch they were joined by Seeley's Gearlink Kawasaki teammate, Englishman Ben Wilson, and Aussie Jason O'Halloran to stage the best races of the day. Brands Hatch is a quick circuit; the outright lap record is a tad above 160km/h, ie an old-fashioned 100mph, and on hardware of modest capacity it's not so much about getting the power on early as keeping it on as hard as you can for as long as you can. The four-kilometre lap is bracketed by two of the most demanding corners in racing: Paddock Hill Bend, a long, adverse camber right-hander just after the start, and Clearways, an even longer and faster hook onto the finish straight. These are the spots where the size of a rider's cojones are measured.

In the first race Yamaha-mounted Easton was the go-to man, seeing off an early challenge from Seeley and proving especially adept at getting out of the deceptively tight Surtees bend with more speed and assurance than his rivals. That said, he never quite managed to shake off Seeley or Wilson and the three crossed the line after a breathless 10

laps in an impressively tight bunch, Easton leading the way.

It was just a rehearsal. In the second, longer event they were joined by Graeme Gowland (Yamaha), who worked his way up into contention during the early laps, bickering with Wilson for the lead. Easton and Seeley were in the mix but found themselves in thicker traffic this time, with Easton cutting through to lead a couple of laps across the line, then Gowland for three, Easton for another two, then Seeley for a couple. With two laps to go Gowland made the supreme effort and broke through into clean air with Easton tucked in close behind and Seeley jammed into third. But that order, predictably, didn't last: when they burst out of the countryside and into Clearways for the last time it was Seeley, leading from Easton, with Gowland back in third. Ben Wilson had one of the best views in the house from fourth place, and maybe he was cheering as hard as the crowd for his teammate's win.

The operators at the top of British SuperSport racing are the people you'd expect to be there: kids on their way up who maybe haven't found the top of their talent yet, one or two older lads slumming it after a couple of uncertain and perhaps unsuccessful years on faster bikes, and plenty of people who are doing just fine where they are. The odds are that there are no world champions among them, but Brands Hatch proved you don't need them for good, tight racing.

- Bob Guntrip

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THE TIME OF YOUR LIFE

Cycle Torque Phillip Island GP Feature

Jack Miller is one of our hopes in Moto3.



THE Australian Grand Prix is the country's biggest motorcycle event, attracting tens of thousands of riders every year.

Ever since Wayne Gardner won the first one in 1989 there's been a stream of bikes flowing to see the best racers in the world competing for the premier titles.

And the current location of the event, Victoria's Phillip Island... It's almost like birds flying south for the winter, bikers are just drawn to the place. Yes, the racing is always intense and thrilling but for many Phillip Island offers a whole lot more. When you go over the bridge at San Remo you can feel a change in yourself, and even more so when you roll up to the gates at the circuit. It's hard to describe the feeling, but it's one which lives with you long after the event is just a set of statistics somewhere.

This year there are two young Aussies in Moto3 to barrack for, Arthur Sissis and Jack Miller. Who could forget Sissis taking third in the Moto3 race at Phillip Island last year, and Miller has consistently been the top Moto3 Honda rider this year, improving vastly as the season has progressed. In the Moto2 class the evergreen Ant West is still out there, and last year he scored a podium at the Island.

Casey Stoner may have retired, but is now testing MotoGP bikes for Honda. There are rumours he may come back for a wildcard ride at Phillip Island, but this hasn't been confirmed. Wouldn't that be an amazing spectacle? If he does, could he match the daring of Marc Marquez, the Spanish wonder kid and 2012 Moto2 Champion who took



Casey Stoner won his home race six times in a row - will he make a come-back in 2013?

his place in the Repsol Honda team? Marquez currently leads the MotoGP championship in his first year, and team-mate Dani Pedrosa and Yamaha's Jorge Lorenzo are in catch-up mode. Yamaha's Cal Crutchlow is also one to watch. Needless to say, Phillip Island always seems to bring out the best in the riders, and this is no doubt helped by the fact it's at the business end of the championship.

And there are the local riders who compete in the support races. The racing is always top shelf stuff. There's more racing than you can poke a stick at.



Arthur Sissis turns it on for the crowd at last year's AMGP.

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Off track entertainment

There's so much to see and do at the Australian Grand Prix it's almost ridiculous. Besides the road racing you can check out the Australian Supercross Championship, which is holding one of its rounds in conjunction with the MotoGP round. There are two full rounds being held over three days. Supercross Grandstand tickets are an additional upgrade on top of MotoGP general admission and grandstand tickets.

The GP Expo is always full of exciting bikes and motorcycle related products. It's massively popular with punters because of the quality of the stall holders' products. Everything from motorcycle models to the latest and greatest bikes.

The Barry Sheene Tribute Ride is on before the event. Join many of Barry's supporters at the Bairnsdale RSL for dinner on Wednesday October 16 (bookings are essential, call 03 5152 3928). The ride departs on Thursday the 17 October from Main Street, Bairnsdale, at 9.30am. Riders will travel along the Princes Highway to Morwell where there will be a stopover for lunch at approximately 11.30am. At 12.45pm the ride will continue and riders will travel through the winding hills of the Strzelecki Highway and along the Bass Highway past Inverloch and Wonthaggi to San Remo. Here, the ride will regroup before a lap of the Phillip Island Grand Prix circuit at approximately 3.50pm.

Gardner Village will again come to life in 2013 and be the place to catch all the exciting off-track entertainment at the 2013 Australian Motorcycle Grand Prix. You can see



your heroes at the spokes.com.au Autograph Stage, and junior MotoGP fans will be able to get into the racing spirit with free face painting.

If you think your bike is something special then enter it in the Show 'n' Shine. It doesn't matter if it's a 1939 Manx Norton, a custom Harley or a mint Honda Monkey bike, all machines are welcome. You must register though via the www.motogp.com.au website. The winner gets a hot lap of the circuit.

And of course the rampaging RAAF Roulettes will amaze everyone with their daring and skill in the cockpit. You might even see an FA-18 Hornet do a fly past at some stage.

Getting there

If you aren't a Victorian local the easiest way to get there is to fly to Melbourne and get a hire car. But where's the fun in that? To really experience it on a cultural level we reckon you need to pack your bike and ride there, whether it be heading east from South Australia or WA, or head down the coast or through the mountains from NSW and Queensland. We've done the pilgrimage south on many occasions, by ourselves and with groups of friends. It's one of the best experiences you'll have, and depending on the bike you can check out some amazing high country off the beaten track on your way to motorcycling nirvana. Maybe nirvana is the trip there, not just the racing when you get there. Many people we know make a real trip of getting to the island, taking the long scenic route. Every trip we've ever done has been something to look back at, thinking about the good times we've had with friends on the pilgrimage to PI.

Preparing your bike is important – if you're coming from interstate you're bound to do thousands of kilometres, so make sure there's fresh oil in the sump and your tyres are up for the job. Phillip Island can be wet, so make sure you've got tread to spare and your riding gear is up to scratch.

Be careful though, the roads are usually heavily policed (one reason we love cruise control), even ones not normally so, and the weather can be a bit dodgy over the alpine areas. Many of these roads can be described as 'out of the way', so emergency services aren't five minutes away. Take it easy and enjoy the ride so you can enjoy the race when you get there. The racing belongs on the track.

Many of the major towns along the way have bike shops to buy tyres/spares if you need them, and they are usually geared up for the throng of motorcyclists heading through their town.



THE TIME OF YOUR LIFE



A feast for the senses

There are many ways to experience the on track action too. We've done it all in the past, including sitting on our backsides on the grass or cheap fold-up chairs, and wandering around the track. Sure this is cheap and fun but there are also packages which make the experience a bit more enjoyable.

You might like to follow the riders of your favourite brand by purchasing tickets to one of the supporters' club corporate facilities.

A number of manufacturers are offering corporate facilities for this year's GP. All are similar in price and what you get for the money, but a typical experience involves a three-day pass, more food than you can eat, great coffee, grandstand seating, program, pit walks, big screen viewing and a commemorative gift bag. Normally there's a cash bar for wine, beer and spirits.

Ducati, Honda and Yamaha are three companies which are offering these packages for you to watch the races in style. The Australian GP corporation also does corporate packages. Visit www.cycletorque.com.au/more for more information.

It's not exorbitant to watch the racing either, as tickets start from as little as \$45 for a day pass. So small budget or a big one, you will have more fun than you can imagine. If you've been to the event you will know the sights and sounds which await you. If you

haven't, well, you are missing out big time.

- Chris Pickett

Staying there

If you are planning to camp at the circuit you must pre-register. The two campgrounds are well-equipped with easy access to the circuit, free parking, a general store, hot showers plus nightly live entertainment including bands and open air cinema - it's the full MotoGP experience.

If you want to do it in style there are numerous accommodation and ticket packages on offer which include staying in Melbourne and getting the coach to and from the circuit each day.





Driving innovation through passion



WITH the 2013 release of the fully electronic MC Cruise control for the Boom Trike Mustang ST1 Thunderbird, MC Cruise has reaffirmed itself as the benchmark for innovation in the world of motorcycle cruise control systems.

The model specific unit for the Mustang ST1 Thunderbird, performs exceptionally well. It uses the latest release MC Cruise (4.378) software (developed and refined over the past four years) with MC Cruise's fully electric servo giving the rider superb speed holding from 35kph through to 180kph. The new software typically maintains the set speed within +/- 0.5-1kph on flat terrain, remarkably varying a tiny 1-2kph on substantial undulations, and less than 3kph departures from SET speed only momentarily on steep hills.

Motorcycle Cruise Controls is extremely excited about the new software, its accuracy in speed holding is exceptional. The company's focus for the new software was not only to make it extremely accurate, but also to enhance its reliability and make the system even easier to use and support. They have definitely achieved that!

"All of the hard work has resulted in an even better experience for the rider allowing them to focus on what's most important..... the ride!" says Motorcycle Cruise Controls director Tony Guymer.

"That's why we are so excited about the new release for Boom Trikes. We are passionate about our bikes and enhancing the rider's experience, so creating the model specific cruise for



Above: The Melbourne Metropolitan Fire Brigade promotional the Honda ST 1300 fitted with the MC Cruise control.

Left: QuadCruise in use in France under-vine spraying. Weedicide consumables cost about \$150 per litre - so enhanced productivity is easy to achieve.



Mustang ST1 Thunderbird was a natural fit for us," he said.

MC Cruise has a strong history of creating innovative and reliable products to enhance the rider's experience. Since 2003 the computer hardware module designed and built by MC Cruise has proven itself across a wide spectrum of bikes, under all types of conditions. From motorcycles for touring, to cruisers to sportbikes and now adventure tourers to ATVs used in agriculture using the company's QuadCruise product.

The company now makes over 130 model-specific Motorcycle Cruise Control kits and 120 model-specific Quadcruise kits for ATVs. MC Cruise's 'Speedsafe' ATV Speed limiters are being used by many companies here and in the US to reduce or eliminate serious accidents. The limiters are concurrently reducing liability insurance premiums, time lost, accident compensation claims and possible prosecution for those companies using them. An unexpected, but very welcome, side benefit has been quite extraordinary savings in maintenance as a result of fitting ATV speed limiters to their fleets. One large company in the USA is said to have reduced maintenance costs by a staggering \$US1million per annum by using speed limiters

on all their vehicles.

MC Cruise's ongoing commitment to creating and improving their products has led to some very interesting partnerships. Over the last five years, agricultural research institutions (both private and universities) all over the USA and Canada have been using QuadCruise to deliver accurate, repeatable applications in Ag. Research. Several contractors to Defence

Departments have used MC Cruise products to assist in development of 'whatever defence contractors make'!

They have even helped New Zealand kiwi-fruit farmers pollinate their crops...

The QuadCruise used on this Yamaha Bruin is indispensable (no other company in the world makes cruise controls which work down to 2-3kph for ATVs). Bees are not too keen on Kiwi Fruit pollen. So...PollenPlus harvest the pollen (Don't ask us how!) and then spray it out of these fan units to pollinate the kiwi orchards. At \$150 per GRAM for the pollen, they must be doing something right as the business is growing - they now have 35 ATVs equipped with MC Cruise's QuadCruise.

"It's great for us to see our product making a difference to other people's businesses," Tony said.

"That is what we are here for. MC Cruise has even fitted their cruise control to a Toyota LandCruiser for the SES to hold engine speed at exactly 2400rpm to optimally drive emergency lighting despite variable electrical load being applied at any given time.

"It is exciting times for MC Cruise! The new software is fantastic and takes motorcycle cruise controls to a whole new level," said company director Frank Guymer. ■

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SUPREME PERFORMANCE

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Launch

SUZUKI'S Hayabusa is no doubt one of the world's most recognisable motorcycles - and for all the right reasons.

SUPREME PERFORMANCE

It's one of the world's premier sports-tourers, but its ability to give you a speed rush – something you need to experience to understand – is the standout feature of every Hayabusa since Suzuki launched the machine way back in 1999.

The design and style of the bike and sheer performance grabbed everyone's attention back then - some thinking Suzuki took a gamble with the distinctive wind tunnel inspired shape - and it paid off.

Even today the styling is instantly recognisable and now synonymous with ultimate top speed performance.

In the words of Suzuki, 'the Hayabusa was designed to annihilate the opposition with extreme power...'

That's a pretty bold statement, but you can get away with it when it's true.

The beginning

The GSX1300R Hayabusa has a fascinating history and is a model Suzuki is very proud of.

Like a parent who keeps the first lock of hair from their child, when introducing the 2013 model Suzuki Australia General Manager Perry Morison wheeled out the very first production prototype from 1999. How's that for history? The prototype was never actually ridden and was in immaculate condition. A stunning reminder of where it all began.

The 1999 model received rave reviews at a time when Japanese factories were competing hard for the crown of biggest, fastest and most agile.

Actually most were just concerned with big and fast, agile is something Suzuki threw in to the mix.

■ REPORT BY MATT O'CONNELL
PHOTOS BY KEITH MUIR

■ RIDING GEAR: ZEUS
HELMET, ALPINESTARS
LEATHERS, BOOTS &
GLOVES.



There have been a series of updates and refinements since then. In 2003 the front forks, ECU and EFI systems were upgraded.

Then in 2008 the first full model change occurred. The styling became more pronounced, the engine bore was slightly increased (from 1299cc to 1340cc), engine components were made lighter and stronger. Technical advances saw the introduction of a slipper clutch (which was called the 'Suzuki Clutch Assist System'). The 'Suzuki Drive Mode Selector' was also fitted which gave the rider three choices in engine mapping at the push of a button.

Part of the reason for the ongoing success of the Hayabusa lies in the passion surrounding the bike's design and development.

This is a bike Suzuki has held dear for 14 years, continuing a strong tradition of constant model upgrades without wholesale change.

2013 improvements

The biggest change for this iteration of the 'Busa is with the brakes. Brembo Monobloc radial-mount four-piston calipers are now used, with dual 310mm floating discs and ABS as standard. Being radially mounted means they are designed to give better feedback to the rider and the piston size is also increased, meaning more initial bite.

The Brembos are just better than the Tokicos fitted to the earlier model with improved feel and that initial bite, especially when hot.

Suzuki describe the Hayabusa as a 'heavyweight boxer' and I felt a lot of that weight right behind the front wheel, so it needs good stopping power at the front. I couldn't help thinking they could go even more extreme on the brakes, you can't have enough on a bike like this.

No doubt the ABS will add a few extra kilograms to the bike, but I think it is a small price to pay for that piece of mind, and I doubt anyone will notice the extra weight anyway. On a road bike like the Hayabusa it's no surprise it's not switchable.

Cult appeal

Suzuki has a knack of developing model ranges with cult appeal, from the older two-stroke RG and RGV machines to GSX-R sportsbikes and the V-strom adventure bikes... and Hayabusa. That cult appeal encourages people to build incredible 'Busas. Just ask Phil Tainton, Suzuki Australia's race engineer. Phil has put together what can only be described as a Hayabusa on steroids, an amazing machine we hope to feature in a future issue.

On the drag strip

Suzuki's 1999 Australian launch had a bunch of Aussie journos looking for the top speed of the unrestricted Hayabusa on the long strip of tarmac known as Avalon Airstrip outside Melbourne, where our Publisher Nigel Paterson managed 284km/h, despite a bitch of a crosswind and his knee scrapers hanging out in the breeze – the lanky bastard couldn't tuck in as much as some of the little guys, and that impacts top speed.

For 2013, it was dragstrip times we chased. Everyone had their hiccups nailing the quarter mile, but it was ASBK rider Robbie Bugden (fresh from his first ever round win at Queensland Raceway the day before) who nailed the top run on Phil's 280hp demon.

You can just imagine the heart-in-mouth wheelspin going on from that kind of power to the ground - Robbie clocked the quarter in 9.5 seconds at 161mph.

Some may remember the story we ran a few months ago about Ralph Nicholls' Kawasaki ZX-14 breaking the production land speed record on the salt flat of Lake Gairdner in South Australia.

Well Ralph, Phil is coming for your record in 2014 with his Hayabusa.



Gilesy's Suzuki Hayabusa

One man who knows a little about the Hayabusa is three time Australian Superbike Champ Shawn Giles.

At the launch of this year's GSX1300R Giles spoke of his connection to the bike, telling how he went on to race the model in the Suzuka 8 Hour in 2000 for the Yoshimura team.

He and team-mate Osama Deguchi finished first in the Formula X class and sixth overall, no mean feat considering that the opposition ahead of him were on full-blown Superbike spec machines.

"It was such a memorable race," Giles remembers, "I could pass any factory bike in a straight line. [Hitoyasu] Izutsu was on the factory Kawasaki at the time, and I could come out of Spoon curve, be three bike lengths behind him then at the end of the back straight be three bike lengths in front of him.

It was so much fun... as much as the race is serious, I could sit up, look over and think, I could pass you anywhere!"

Continued on next page

MORE



SUZUKI GSX1300R HAYABUSA

CYCLE TORQUE
Launch

Continued from previous page

This led him to say that the 'Busa's look is a little deceiving - in his opinion the bike was far more sports capable than it appeared.

Underneath the bulging fairing was a bike that could be ridden hard in the twisty sections and I believed him.

Hitting the highway

The first thing you notice when you throw a leg over this beast is the physical size of it. It feels wide and much heavier than a litre sports bike, but also well balanced.

The wet weight of the previous model was some 260kg - the 2013 model will no doubt be a little heavier due to ABS - so it is no featherweight.

Personally I prefer a bit beefier bike riding over typical Australian roads. An unexpected pot hole on this bike won't unsettle it.

Lets face it, Aussie roads aren't the best, so to have a bike that can handle a few deep pot holes without causing any grief is almost a necessity these days.

So, the bike felt big to sit on, but did it feel big to ride?

When Nigel Paterson rode the very first model in 1999, he said 'the Hayabusa feels smaller than you would expect once you are aboard and started rolling'

I feel the same way, it looks big and makes one massive statement with the styling and engine, but combined with the GSX-R inspired chassis and running gear you have a genuine all rounder.

The Drive Mode Selector (DMS), which alters the engine mapping provides three definite steps in performance.

It still isn't traction control, but is certainly handy to take the edge off a weapon of an engine. The obvious application is in the rain, traffic, or if you are newer to insanely powered motorcycles and want to feel your way in.

As with the previous model the Suzuki Clutch Assist is a welcome addition although with the torque available and spread of the six speed box, harsh downshifts aren't common.

At the end of the ride I felt like the guys at Suzuki had hit the design brief - here is a bike that has touring size, but sporting feel.



The Willowbank Drag Strip

Anyone can go to a ride day at the track... with the big Suzuki they decided on something a little special to entertain the journos.

As you can imagine, any legal road use of this bike isn't really stretching it's capabilities, so it would be fair to say our road ride was relatively sedate.

This led to the idea of really testing the straight line speed of the Hayabusa - in stock trim - at Willowbank Raceway drag strip.

The other motivation was to recreate the feeling from that very first media launch in 1999 at Avalon airport.

Like most of the other journos present, I hadn't ridden on a drag strip before but we were all keen to unleash the beast.

It was set up like a proper race - Suzuki even put on a challenge between all of us to fight it out for bragging rights over the quarter mile (it wasn't going to be me I'm afraid - the best I could manage was 10.7 seconds).

By the end of the day we all had a new found appreciation for the art of drag racing! If you have ever watched drags on TV and thought, "Yeah that's looks easy - I could

do that”, think again. There were so many intricacies I hadn’t considered... like getting the RPM for launch spot on and using the start lights as much to your advantage as possible.

We were told the first 60 feet were the key – that’s when you need great traction (set up by your burn out and launch RPM) and throttle control. Wheelies aren’t good on the quarter mile.

To open the throttle in full anger with no restriction on a machine like this is an awesome feeling. There is this massive rush in the midrange and it feels even better to want more and more.

The feeling is quite different from a lighter sports bike in the top end - that crazy surge of power is there but in a heavier package... to me it adds stability

Yes, as crazy as it sounds, after a few runs you just want more. I think it is testament to the power delivery and electronics, it’s huge but you feel in control.

Once this bike gets a head of steam up it just keeps pulling, an awesome feeling that you just have to try to fully appreciate.

I remembered Shawn Giles smiling the night before when we were discussing the day ahead and all he could say was, “Wait till you ride it!”

You can play all the X-Box space invader games you like - there is nothing like this. I’ll take 194hp, thanks.

On the track

The very next day was a trip to Morgan Park race circuit in Warwick, about two hours drive from Brisbane.

The occasion was to test the new Pirelli Angel GT sports touring tyres and one of the bikes on offer was the 2012 Hayabusa.

This was great timing because I was curious to know how the big Suzuki would handle on a track, especially when it won’t have space to stretch it’s legs.

Before I even start on the bike, if you live in South East Queensland and have never visited Morgan Park, check out cycletorque.com.au/more for details on how to do it.

Hidden away out the back of Warwick, this track is freaking awesome and in complete contrast to the Queensland Raceway ‘paperclip’.

It’s tighter layout made me think that maybe the Hayabusa wouldn’t be so much fun – but all it did was reassert the all rounder reputation of the GSX1300R.

The main difference I was noticing was the brakes but it just means riding the bike within tighter limits.

Yes, the Brembos are more capable, but this is still a fun machine on a tight track.



Who’s it for?

Let me point out the obvious – the Hayabusa is for anyone who wants to stand out. Everyone notices this bike – and in a good way.

In reality there are not a lot of changes to the 2013 Hayabusa apart from the brakes, but the model still has plenty of relevance.

If you are the kind of person drawn in by all out performance, this is for you. If you want 300 km/h, you will get it.

This is also the kind of bike that will handle long hauls on the highway and the occasional trip to a track day (or drag strip if you’re lucky).

If you do a lot of two up touring then the Hayabusa will also appeal... I can’t imagine this engine struggling too much with any extra weight.

In short, if you like impressing your mates with how fast your bike is in a straight line as well as weekend rides through the mountains, check this one out.

The 2013 Hayabusa is in showrooms priced at \$19,290 (plus on-roads). ■

feedback@cycletorque.com.au

MORE



SUZUKI GSX1300R HAYABUSA

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SPECIFICATIONS:

SUZUKI HAYABUSA

- **Engine Type:** Liquid-cooled inline four
- **Capacity:** 1340cc
- **Transmission:** 6-speed and chain drive
- **Fuel Capacity:** 21 litres
- **Frame Type:** Alloy twin spar
- **Seat Height:** 805mm
- **Wet Weight:** 266 kg
- **Front Suspension:** 43mm KYB USD, fully adjustable
- **Rear Suspension:** KYB Link type, fully adjustable
- **Brakes:** Brembo 4-piston calipers front, Tokico 1-piston rear
- **Tyres:** 120/70-17, 190/55-17
- **Price (RRP):** \$19,290 + ORC

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New brakes for 2013, and the massive forks still do the business.



Distinctive styling is as much about high speed performance as it is looks.



Glad Suzuki has kept the twin mufflers.



SUZUKI GSX1300R HAYABUSA

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BACK TO
THE FRONT



**Yamaha's
YZ450F
retains its
reverse style
engine but
continues
to surge
forward**

2014 YAMAHA YZ450F

CYCLE TORQUE
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*All new from the ground up,
the 2014 Yamaha YZ450F is
one of the most interesting
new motocross bikes around.*

Yamaha has left no stone unturned in the development of its premier class machine, which boasts an all new chassis, refined KYB suspension components, an engine with a very long list of modifications and improvements, and finally some very stylish and futuristic new bodywork.

Chassis and Ergonomics

An aluminium bilateral beam frame is again used on the 2014 YZ450F. It might be the same in name and style but it's been substantially changed. The controlled flex design is made up of 10 different types of forged, cast and extruded aluminium sections, welded together aiming to maintain a strong yet flexible and balanced frame. Major changes were made to the steering tube at the front of the frame, with the front end now sitting 10mm closer to the chassis. It is interesting to note the 2014 YZ450F chassis has very similar dimensions to the design of the 2013 YZ250F chassis, which has proven itself to be very good.

A new rear subframe complements the rest of the chassis changes, the very unique aluminium design vastly different to anything we have seen in the past from Yamaha and offers a more lightweight construction than in previous years.

As we've seen in the past new bodywork can be an easy way to jazz up an old bike, shape up a few new plastics, bolt them on and there you have it, a stylish new look with absolutely no kind of performance gains to speak of. Not so with the YZ450F. The fuel tank, air filter/airbox, and radiator shrouds have been designed with much more in mind. Yamaha's mass centralisation focus has had great effect on these areas with the fuel tank now sitting further back and much lower in the chassis. The tank is tucked away so low that the seat is now a two piece design which allows a small piece at the front of the seat to unclip and lift away, unveiling the fuel cap.

The airbox now has more room at the front of the bike which simply put, drastically improves airflow and engine performance. A very sleek looking airbox cover is bolted in at the front of the seat where you would be used to seeing the fuel cap. Three small bolts hold down the cover, allowing for much easier access and maintenance to the air filter and airbox than on previous models.

Further up front, the top triple clamp has been redesigned and a larger front axle has been installed to improve stability in the front end.

Suspension

The KYB twin chamber speed sensitive forks remain very similar to the 2013 model,

REPORT BY TODD REED :
PHOTOS BY FOUR OH FOUR
AND YAMAHA

RIDING GEAR: TROY LEE
DESIGNS HELMET, SHIFT
APPAREL, ALPINESTARS
BOOTS



BACK TO THE FRONT

however the spring rates and internal valving specs have been modified to go with the new chassis. The KYB shock is all new with a repositioned reservoir which is now on the left hand side instead of being positioned horizontally across the top of the shock. Once again spring rates and new internal valving has been developed to match the new chassis.

Engine

While the focus may seem to be centred on the updated chassis and improved handling of the bike, the engine received a very long list of refinements to improve what was already one of the best motors in the class.

The five goals set out from the Yamaha design team were simple; broader power, more controllability, improved shifting, stronger clutch and an overall more compact design.

A new 'wrap around' style exhaust pipe is featured on the reverse cylinder design 450cc DOHC engine. With the exhaust exiting the cylinder out of the rear, it wraps around the engine before mounting to the muffler section at the rear right hand side of the bike.

The cylinder head and valve train components were also subject to major changes on the reverse cylinder engine design. The intake and exhaust camshafts, valves and ports have all been modified to improve combustion and efficiency, while also delivering smoother power.

Beneath the cases, a new gearbox has been developed. The ratios have been modified with third gear now being closer to second. Further refinements were made to the shifting forks and shafts to improve the feel and durability of the gearbox. New clutch springs and friction plates go hand in hand with the gearbox modifications to improve the feel and durability of the engine.

Finally, new ECU settings help harness the new engine developments and provide the rider with a more controllable ride.

On the track

For previous YZ owners, one of the first things you might notice is the new engine characteristics. The spread of power on the 2014 model is very broad and quite linear. The power has a nice smooth transition right off the bottom until the engine signs off well into the rev range. If you're confident enough to wind on the throttle with a bit more aggression, the engine has more than enough grunt to pull you out of any sandy loam or roar up the toughest of hills.

In a world of ever increasing sound and emissions laws, it is becoming more and more common to ride production model motocross bikes that feel extremely 'choked' up and restricted. Yamaha has done a fantastic job of meeting all of the new requirements yet still providing riders with a bike that delivers great throttle response and power throughout the range. At no point did we ever feel like the ECU needed a tune up, or airbox

mods and an aftermarket exhaust would unveil the real potential of the YZ450F engine.

The KYB suspension is set up on the firm side of the scale, and as usual setting the ride height at the rear shock is essential to provide a balanced 'feel'. We enjoyed the capabilities of the KYB speed sensitive suspension, with all the fuss being about Air Forks at the moment, some riders have gotten lost in their set-ups and forgotten how well a traditional style fork can work when sorted. We pushed the forks up through the triple clamps to the first ring to improve cornering and slightly softened up the overall feel at both ends to match the weight of our 80kg test rider. After a few small changes it was easy to gain confidence and become more accustomed to the feel of the YZ. The oil and spring type suspension certainly didn't hold us back and when it came to making more personalised changes it was a much easier process.

The stability and balance of the bike has improved considerably over previous models, however the YZ still remains a little bit different to the majority of its competitors. The new bodywork gives a more slim feeling and allows you to move around much easier through turns and gives the bike a much more manoeuvrable feel. Take the time to adjust to characteristics of the Yamaha and you will be rewarded.

Verdict

The all new YZ450F certainly ticks the boxes. As a complete package, it's a very hard bike to fault. The components and overall finish from Yamaha is second to none. The engine has proved to be bulletproof and easy to maintain without costing an arm and a leg to keep in good condition, while the suspension offers plenty of tuning ability to riders at any level. The new chassis is a nice improvement over the previous model with a noticeable gain in the overall handling characteristics. Add this to the impressive list of GYTR parts already available for the new YZ450F and you have yourself a complete race ready package. ■

feedback@cycletorque.com.au



2014 YAMAHA
YZ450F

CYCLE TORQUE
Launch



SPECIFICATIONS:

2014 YAMAHA YZ450F

- **Engine Type:** Liquid-cooled single
- **Capacity:** 450cc
- **Transmission:** 5-speed and chain drive
- **Fuel Capacity:** 6 litres
- **Frame Type:** Bilateral beam frame
- **Seat Height:** 998mm
- **Wet Weight:** 111.5 kg
- **Front Suspension:** USD
- **Rear Suspension:** Link type monoshock
- **Brakes:** Single caliper front and rear
- **Tyres:** 80/100-21, 120/80-19
- **Price (RRP):** \$11,999

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GALLERY





**2013 APRILIA
CAPONORD**

CYCLE TORQUE

Test



**THE
ADVENTUROUS
LIFE**



**Aprilia calls it a
Street Enduro,
but whatever you
do don't call it
late for an
Adventure
Rider's
convention.**

2013 APRILIA CAPONORD

CYCLE TORQUE

Test

I RECKON if you looked at riders of sports bikes say 30 years ago, you'll find many of those same riders now riding adventure bikes, or adventure styled bikes. The fact is they are versatile, comfortable and very bloody capable. In the real world of Australian riding you tend to see more and more of these types of bikes, especially in country areas where all the good riding is.

THE ADVENTUROUS LIFE

Aprilia isn't new to the adventure scene, as its previous Caponord versions show, but this is by far the best the company has produced, and it's one of the most technically adventurous machines in its market segment, and indeed the market as a whole.

Avant-garde

Active or Semi-Active suspension is all the rage at the moment, but it's only seen on high end models. In the adventure market scene almost every mainstream maker produces a bike with traction control and optional electronic suspension, but not many have suspension which thinks for itself on the fly. BMW's new R 1200 GS has it, and so does Ducati's Multistrada 1200 with the Skyhook suspension. And, the all-new Caponord has it too (Aprilia Dynamic Damping), and it's not optional here in Australia. You can only buy the full spec model which also has luggage and a centrestand.

The suspension is pretty advanced, it will automatically adjust the pre-load on the rear shock if you throw a pillion on, or put gear in the panniers. Believe it or not it will even adjust the rear shock as your fuel load dissipates, and it does this on the fly. It adjusts the compression and rebound damping on the fly too. If you are in cruise mode the Caponord's brain will realise that's the case and tailor the damping to suit, and if you are in thrash mode then it caters for that



■ TEST & PHOTOS BY
CHRIS PICKETT

■ RIDING GEAR:
KABUTO HELMET, M2R
JACKET, DRAGGIN
JEANS, ARLEN NESS
GLOVES, ARLEN NESS
BOOTS.

too. As you ask more and more of the engine, the bike's suspension will firm up just enough to suit. Impressive. But the automatic pre-load adjuster only works on the rear shock, you have to adjust the pre-load on the 43mm USD Sachs forks manually.

Riding position

Like any big bore adventure bike it's a comfy bugger to sit on and ride. And it's not just down to the softer suspension. The actual seat/footpegs/handlebars position is very, very similar to the Ducati Multistrada. I know this because I just sold Cycle Torque's 1200 Multi which had covered over 15,000 kilometres. The 'bars feel the same, and the stepped seat is much the same too. I know some riders don't like separate/stepped pillion seats as they tend to lock you in place, but I found the riding position quite good, and I'm a shade over six foot.

Keeping the wind at bay is a manually adjustable windscreen which can be adjusted on the

move if you are agile enough, but it's best off done while stationary. Some may poo poo the idea of a manually adjustable screen in this day and age but to be honest it's one less thing to go wrong and you'd quickly work out where you want it anyway. Yes, I like electric screens but the fact the Caponord doesn't have one wouldn't stop me buying it. This bike is made to cover long distances over often questionable surfaces. The riding position should be tailored to suit that role, and Aprilia, in my opinion, has pretty much nailed it for the vast majority of riders.

Running gear

With a 1200cc V-twin lurking under the bonnet you would expect the Caponord to have more than enough mumbo for most situations, and it does. It has the usual modern fare of four-valves per cylinder and a DOHC, and although it's a potent engine, and essentially the same spec as the engine shared with the Dorsoduro, it's a reasonably friendly beast. Like any big twin there can be some chain snatch if you lug it in too high a gear, but once you are used to that you ride around it anyway. Aprilia quote 125 horsepower and that would feel about right.

Sixth gear really is an overdrive, and unless you are sitting over the national speed limit you would be better off in 5th or lower as it suits. I've read reports you need to be in 1st gear around town. That's crap, the bike is quite happy tootling along in 3rd gear in town. Can you imagine having to ride a bike at 60 km/h in first gear? If you read that anywhere discount it.

The engine and gearbox as a unit are awesome, but I wish the exhaust sounded somewhere near as good as the note from the Aprilia RSV4. I can't get my head around how good they sound, legally. I asked myself the question why the Caponord sounded a little strangled and the RSV4 so good. Yes the engines are a different configuration but I hope you get my drift. That was while I was riding the bike, but when I was taking pictures of someone else on the bike I realised how good the big twin sounded as it went past. Go figure. Anyway, if you want some more 'soul' in the exhaust note, you could always go an Aprilia accessory slip on muffler or aftermarket job.

There are three power modes to choose from: Sport, Touring, Rain. They are self explanatory, and can be changed via the

start button while on the move. I know for many riders this will seem odd but a number of manufacturers do this now. It will not re-engage your starter motor and wreck the little gears so don't worry. Sport is full power, with Touring a softer power delivery, and Rain limits the engine to 100 horsepower. I think you could happily ride the bike all the time in any of the power modes, such is the engine's flexibility. Combining with the power modes is the three stage traction control, which unlike the power can't be changed while moving. You can turn it off if you like, and the system's memory retains your last choice, so once you've enjoyed your coffee and get back on the bike it will be in the mode you last left it in. Mode three of the traction control is the most intrusive, and you do notice Mode One cutting in when the roads are dry and the throttle turned hard. Riders wanting lots of throttle fun will most likely turn it off. ABS comes standard and can be turned off as well. Like all modern ABS systems it's hard to fault, and I think most riders will leave it on, even if they are on dirt roads.

17 inch wheels are front and back, and this more than anything limits where you can ride the Caponord. If you were keen and took it slow you could be quite adventurous where you took the bike, if the conditions are dry, but try to ride quickly in off-road conditions and the tyres will conspire against you. You have to put this into perspective though, and when I say off-road I mean fire trails and worse. If you are riding along dirt roads the bike behaves very well. Back roads roads is where this bike excels, but not many tyre makers cater seriously for adventure bikes shod with 17 inch wheels. Pirelli made their 17 inch Scorpions for the Ducati Multistrada 1200, so they would work a treat. Having said all that, most owners would just fit regular sporting road tyres and have fun sticking to the tar. It depends on what you want to do with the Caponord. As an all-round every road tourer it's a fantastic machine to ride. And if you stick to sticky rubber and the tar you can ride this bike very, very quickly. It has lots of ground clearance, handles superbly and has the grunt to back it up. There is really two parts to the adventure tourer market, one where bikes shod with 19inch or bigger front wheels are designed with higher percentages of dirt riding in mind, and those with 17inch fronts designed for fast and comfortable tar riding over a variety of road conditions, which is where the Caponord sits. Like a Range Rover, the Caponord is a quick all round luxury machine with off-road capabilities. You're just not likely to go bush bashing with it.

Ancillaries

Once you get the hang of how to navigate the dash and so on it will be a snack. If you wait and buy one of these second hand make sure you get the owner's manual otherwise it takes some nutting out. As modern bikes get more and more exotic they have more and more buttons to negotiate. Winding over the trip meter went out years ago. I forgot that you had to use the starter button to get access to the power modes and after half an hour of frustration I called an Aprilia dealer who put me straight. Easy when you know how.

I like the styling although I'm aware it could polarise opinions: the angular styling isn't going to please everyone. The thing is, I'm not sure how you could make a bike designed to cut a swathe over crap roads look beautiful, but I like the fact it's not beautiful. If you want beautiful then try an RSV4. Function is the whole point of this bike and I believe lots of thought has gone into exactly that. The panniers look nice but more importantly they hold loads of gear and are easy to get on and off, and that's a big plus right there.

Hand guards come standard, and they work a treat. I love them in fact, because with heated hand grips and hand guards you can wear summer type gloves in winter.

Verdict

I was mightily impressed with this bike, and think it will be a good seller for Aprilia. This is a massive market sector in Australia and it's good to see Aprilia has taken it seriously. I think the competition for the new Caponord is the Ducati Multistrada, the Triumph Tiger Sports, Kawasaki's Versys 1000, Honda Cross Tourer, Moto Guzzi's Stelvio, and even the base model R 1200 GS BMW. There are some crossover customers who may look at harder edged bikes too, but the models listed are very typical of the dirt capable touring machines on offer. They all encompass a number of the old market segments, so I like to call them Sport-Adventure Tourers. The Caponord is an exciting and capable bike which will take you to places you never really contemplated on a road bike.

The retail price for the Caponord is \$21,990 + ORC which I think is great value. ■



2013 APRILIA CAPONORD

CYCLE TORQUE
Test



SPECIFICATIONS:

APRILIA CAPONORD 1200

- **Engine Type:** Liquid-cooled V-twin
- **Capacity:** 1200cc
- **Transmission:** 6-speed and chain drive
- **Fuel Capacity:** 24 litres
- **Frame Type:** Tubular steel/cast alloy
- **Seat Height:** 840mm
- **Dry Weight:** 247 kg
- **Front Suspension:** 43mm Sachs USD ADD
- **Rear Suspension:** Sachs Dynamic monoshock
- **Brakes:** Dual Brembo 4-piston radial calipers, single Brembo 1-piston caliper on rear.
- **Tyres:** 120/70-17, 180/55-17
- **Price (RRP):** \$21,990 + ORC

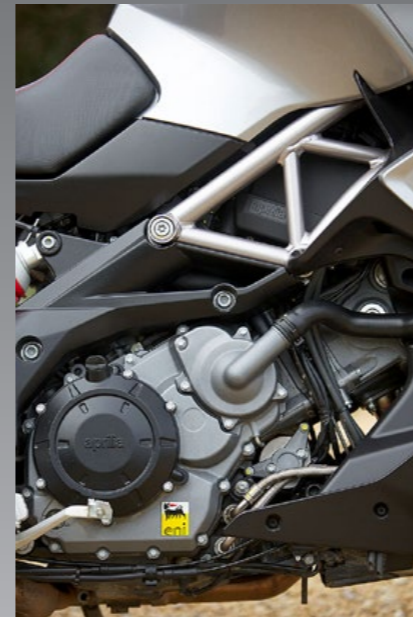
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Forks have dynamic damping too, and the massive Brembos of course.



1200cc V-twin engine has plenty of grunt but is flexible too.



2013 Caponord has ADD, Aprilia speak for semi-active suspension.



Exhaust looks great, but does mute the big twin a little.



Stepped twin seat is comfy.



Manually adjustable screen works well.

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— TRIUMPH —
STREET TRIPLE

CYCLE TORQUE
Launch

GIANT
PEACH



**A giant killing peach
of a motorcycle, the
2013 Street Triple**



— TRIUMPH — STREET TRIPLE

CYCLE TORQUE
Launch

TRIUMPH'S 2013 Street Triple is a perfect example of a cost effective everyday sportsbike.

GIANT PEACH

I call it a sports bike because it can be ridden ridiculously fast on tight roads, handles well even with its essentially non-adjustable suspension, but it's comfortable enough to do some high kilometre days without smashing you.

One of the other reasons the Street Triple is so popular with buyers is it's so easy to ride, whether it be scratching with your mates on the weekend, going away for the weekend, or going head-to-head with traffic on your way to work. Although the bike is big enough to cater for many different body sizes, it never feels intimidating, and the engine is so easy to live with. It has more than enough power for its intended role and the brakes are well up to the task, even if you are giving the bike a good thrashing.

Mechanicals

The engine in the 2013 Street Triple is the same as the previous model Daytona 675 (see upcoming issue for the report on the new Daytona 675). Its three cylinder engine is a gem among other gems in the 600 supersport class, but it's the extra torque



■ TEST BY CHRIS PICKETT
PHOTOS BY JEFF CROW

■ RIDING GEAR: BELL
HELMET, BMW JACKET,
HORNEE JEANS, SPYKE
GLOVES, DRIRIDER
BOOTS.

the engine delivers over a regular middleweight screamer which makes the Street Triple so easy to like. You can lug it in a high gear and the bike will still accelerate away from low speeds without the need to go back two or three gears. There's 106 ponies on tap and that feels pretty right when you ride the bike.

Besides the obvious styling changes for the 2013 model there are some not so obvious ones as well, like the new rear subframe, and the exhaust has been moved from under the seat to under the bike

so to speak, and it looks better for it I think. Plus, it's helped in lowering the centre of gravity of the bike. Switchable ABS comes standard, and turning it off is via the dash. When you turn the engine off and back on the ABS will automatically be reactivated.

The 17 inch wheels have a new look and are lighter so the unsprung weight is also lower, and the handling is affected because of it, but affected in a good way.

Suspension both ends is supplied by Kayaba, with

the 41mm USD forks (110mm travel) offering no adjustment, and the monoshock (115mm travel) pre-load adjustment only. On even average roads the suspension copes very well, so Triumph has done a great job of getting the settings to a level which caters for many different riders and their styles, and only the quickest of riders will find the suspension lacking in real world riding.

Like the suspension, the brakes are a bit lower spec than you might expect but in reality are fine for most riders. Two piston Nissin calipers are up front, and a Brembo single piston caliper at the rear. While the Street Triple R gets four-piston radial calipers both bikes share the 310mm floating disc rotors. The 'R' also gets a radial master cylinder while the base Street Triple makes do with a regular master cylinder. Yes the 'R's brakes are better but I was very impressed with the ability of the two-piston Nissins, with good feel and better power than expected.

Overall the bike weighs in at 183 kg ready to ride, and it does feel light. The fuel tank holds 17.4 litres, and the seat height is 800mm. What you can take from these figures is the bike will cater for an amazingly different array of riders. Lightweight and small riders will get on fine with the Street Triple, as will larger riders. It's a bike which seems to make everyone happy.

Riding it

In many ways I prefer the standard Street Triple to the upspect 'R' model, and not because of the price difference. The 'R' might have lashings of carbon fibre, better brakes, adjustable suspension, and the 'name' but for everyday riding I would prefer the base model. It's just easier to ride generally speaking. And that's not because of the engine, because they are the same spec, but rather the suspension. The 'R'



is designed to be ridden hard, and on a track day it would be the better bet but on the road the 'softer' Street Triple feels nicer to ride.

Its engine is simply lovely to use, and it realistically has more than enough to be both exciting and to cope with two-up riding or touring with strap-on soft panniers and a full tank bag. 1000cc and lots of power is also fun but the Street Triple proves it isn't necessary.

There are some accessories which make the ride a bit nicer too, like the flyscreen which offers that little extra bit of wind buffer. Riding this bike at speed for long distances is definitely tiring, as is any unfaired machine, but sit on your 100 to 120 km/h and you

can do it all day.

It's an oft used cliché but this bike in the right hands will smash much faster bikes on roads where the corners come thick and fast.

Verdict

I had a blast riding this bike, and everyone I've ever spoken to who has also ridden it feels the same way. And for what you get they are a bargain too. At only \$12,490 it's a machine which punches well above its price weight.

feedback@cycletorque.com.au

— TRIUMPH — STREET TRIPLE

CYCLE TORQUE
Launch



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www.triumphmotorcycles.com.au

SPECIFICATIONS:

2013 TRIUMPH STREET TRIPLE

- **Engine Type:** Liquid-cooled inline triple
- **Capacity:** 675cc
- **Transmission:** 6-speed and chain drive
- **Fuel Capacity:** 17.4 litres
- **Frame Type:** Alloy twin spar
- **Seat Height:** 800mm
- **Wet Weight:** 182 kg
- **Front Suspension:** 41mm KYB USD
- **Rear Suspension:** KYB monoshock
- **Brakes:** Nissin 2-piston calipers front, Brembo 1-piston rear
- **Tyres:** 120/70-17, 180/55-17
- **Price (RRP):** \$12,490 + ORC

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Dash is similar to many in Triumph's range.



Engine is straight from the Daytona 675, and there's also the new low slung exhaust for 2013.



Two-piston Nissin calipers work a treat.



Rear shock has preload adjustment.

**TRIUMPH
STREET
TRIPLE**

**CYCLE TORQUE
Launch**

GALLERY





HARLEY-DAVIDSON
BREAKOUT

CYCLE TORQUE
Test



SLAMMED CUSTOM



Billed as a performance cruiser, the Breakout is certainly going to catch your eye and turn a few heads.



HARLEY-DAVIDSON BREAKOUT

CYCLE TORQUE
Test

WITH '60s dragstrip-inspired styling, skinny 21-inch front hoop, gigantuan 240-section rear boot and impossibly low seat, the Harley-Davidson Breakout screams long, long and tough.

Big wheels, big paint, big chrome, drag bike stance.

The wheels have been specially designed for this model and I rather liked the look of the alternating spokes in glossy Vivid Black with alternating machined facings.

You can't miss that 18-inch 240 tyre which is the point of having a chopped rear fender, so it can be shown off. Likewise the 21-inch front wheel is out there in the wind under that chopped front fender. Yes, I did a double-take too. At first I thought the front was a 19-inch, but no it is a 21. You might think that sits incongruously with that huge rear tyre but it actually works quite well and feels very well planted.

The rear fender supports are one-piece forged aluminium polished and chromed to within an inch of their life.

The new tank medallion is different with its gear-shaped glass inlaid look. The brochure describes it as cloisonne-and-chrome style tank medallion with a molten liquid look.

Usually I'm pretty well up with my European languages, being of Italian background and having a half-passable smattering of schoolboy French, but



■ TEST BY DENNIS PENZO
PHOTOS BY NIGEL PATERSON
& CHRIS PICKETT

■ RIDING GEAR: BELL
CUSTOM 500 HELMET,
MATADOR EYEWEAR, ARLEN
NESS JACKET, BULL-IT
JEANS, FALCO BIKER BOOTS,
GLOVES BY FIVE GLOVES

SLAMMED CUSTOM

this one forced me to seek refuge in Wikipedia.

Cloisonne is an ancient technique for decorating metalwork objects, in recent centuries using vitreous enamel, and in older periods also inlays of cut gemstones, glass, and other materials. The resulting objects can also be called cloisonné.

Well, you learn something every day!

Our test bike was Big Blue Pearl, a lovely colour. You can also get Ember Red Sunglo or Vivid Black.

Also in the looks department are those beautiful black drag bars and the staggered straight-cut chrome mufflers with the gloss black heat shields.

I like the minimalist look around the handlebars with the wiring routed internally - neat.

On the road

It's a comfortable riding position with that 35-degree rake on the front end and the wide bars make manoeuvring around town quite easy even though it's one hunk of a motorcycle.

A seat height of 660mm is low, low, low so you're going to feel very comfortable on this baby.

Despite that the ground clearance comes in at 120mm which is quite reasonable for a machine that looks this low. Like all cruisers however, how much metal you leave behind on the tar is dependent on how hard you tackle the twisties and roundabouts.

I also liked the footpegs rather than footboards. And

for the look and design brief of this particular model I think pegs were the most appropriate option. It's not that I dislike footboards, but sometimes I find that footboards combined with heel-to-shifts can be a bit awkward.

The two-piece seat is a neat job having a detachable rear pillion seat. The rider's seat has a nice deep sculpted aspect and is very comfortable, but pillion accommodation is best suited to short trips.

Overall I liked the stance of the bike and the ergonomics that come as a result of it.

The 1690cc air-cooled Twin Cam 103B engine has a nice note through those staggered pipes, nothing too obscene and is fed via Sequential Port Fuel Injection. There's a massive amount of grunt available, with the Breakout producing more torque than its water-cooled brother, the Vrod.

The tank holds 18.9 litres and even though I wasn't in a position to do a thorough fuel consumption test I'm pretty confident Harley's quoted 5.6litres/100km combined city/country cycle wouldn't have been too far off the mark.

Out on the freeway this motor is just barely ticking over so I imagine it's barely sipping the fuel in the tank, despite it's capacity.

In fifth gear at 110km/h the engine's barely registering 2880rpm.

Shift it into 6th and 110km/h translates to 2350rpm. At 120km/h you're sitting on 2600rpm in sixth. Around town you'll be lucky to get out of third gear while still having all the grunt you could possibly want. On the wide open road fifth gear is plenty but out on the freeway it just purrs along in top.

The other thing I liked was the single chrome instrument front and centre, underslung on the bars. Easy to read in traffic, easy to read on the highway.

Again, it sits well with the minimalist essence of this machine.

The mode button is the top end of the horn button. My favourite function was the gear position/revs mode. Although once you hit sixth gear you also get a green number six illuminated in the centre of your dial - a handy reminder you're in overdrive. Of course you will also find all the regular warnings like high beam, indicators, neutral and low fuel warning.

I found the brakes up to the task and they comprise a fixed four-piston front and floating two-piston rear. This model doesn't have ABS or cruise control, but then you won't miss it, not on this kind of machine.

On the wallet

All models include security system (incl immobiliser and siren), 24 months Harley Assist and 12 months International HOG membership.

Priced at \$28,995 no Harley aficionado is going to balk at this price. It is, after all, a lot of very nice machinery for the price. ■

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HARLEY-DAVIDSON BREAKOUT

CYCLE TORQUE

Test



WATCH
VIDEO NOW



SPECIFICATIONS:

HARLEY-DAVIDSON BREAKOUT

- **Engine Type:** Air-cooled V-twin
- **Capacity:** 1690cc
- **Transmission:** 6-speed and belt drive
- **Fuel Capacity:** 18.9 litres
- **Frame Type:** Tubular steel
- **Seat Height:** 660mm
- **Wet Weight:** 322 kg
- **Front Suspension:** Conventional Telescopic
- **Rear Suspension:** Softail
- **Brakes:** Single 4-piston caliper front, 2-piston rear
- **Tyres:** 130/60-21, 240/40-18
- **Price (RRP):** \$28,995 + ORC

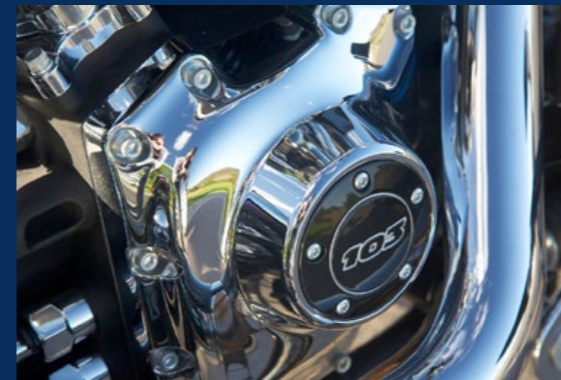
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103 spells grunt!



Underslung instruments - neat.



Chopped fender and specially designed wheels.



Cloisonné and chrome tank medallion on Big Pearl Blue - stylish.

**HARLEY-DAVIDSON
BREAKOUT**

**CYCLE TORQUE
Test**

GALLERY





BIKE STUFF



ICONIC HELMET

HARLEY-Davidson has released a new line of cool open faced helmets, right up the alley of H-D owners wanting to look the part. Based on a classic, retro-styled profile, you can choose between a satin black and Hard Candy Custom finish, inspired by the custom big flake paint popular in the 1960s and '70s, and Harley-Davidson's new motorcycle customisation theme.

PRICE:
Satin Black \$255, Candy \$295

AVAILABLE FROM:
Harley-Davidson dealers nationwide

MORE INFO:
www.cycletorque.com.au/more



TYRE STORM

AVON'S Storm Ultra family of sports touring tyres are made in Britain and aimed at the hypersport motorcycle market. But it's also designed to give longer tyre life than usually expected in such a tyre. Usually grip and long life don't go together but Avon says its technology does just that, using interlocking three-dimensional points hidden in the tyre's grooves, improving stability, reducing warm up times and limiting tread flex. The tread compound also improves wet grip. If you have a big bike with lots of horsepower and need more out of your tyres then check these out.

PRICE: Front \$199.95, Rear from \$279.95
AVAILABLE FROM: Good bike shops
MORE INFO: www.cycletorque.com.au/more



SHARP AS AN ARROW

ARROW exhausts is already on the case, developing a full exhaust system for the all-new liquid-cooled BMW R 1200 GS. Now, you can buy either the 2:1 collector or the muffler separate, and the muffler does fit the OEM collector. The Arrow collectors do away with the OEM catalytic converter but are deemed for 'racing use' only. There's a variety of different styles, made from either alloy or titanium. What you will get for your money is a lighter exhaust, nicer note and a bit more pep. Sounds good to us.

PRICE: From \$899
AVAILABLE FROM: From good bike shops
MORE INFO: www.cycletorque.com.au/more

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BIKE STUFF



CHAIN ME UP

TRYING to keep together on an MX track with the engine on the limiter and the rear wheel spinning like a madman is a tough business, but D.I.D chains are tough enough to do it, just ask the team at CDR Yamaha. They use them. D.I.D says its 520 MX heavy duty chain has a higher tensile strength, yet it's strong and light enough to not rob too much horsepower. D.I.D also says the secret to the chain's strength lies in D.I.D's exclusive SDH pin treatment.

PRICE: \$147.95

AVAILABLE FROM: Good bike shops

MORE INFO:

www.cycletorque.com.au/more



CRF RACE APPAREL

RACE a Honda CRF, or maybe just like them? Then check out the CRF race apparel from Honda.

The range includes a polo shirt, pit shirt, hooded jacket, cap and beanie. Each item displays the famous Honda and Honda Racing logos and boasts high quality materials and construction thanks to popular action sports brand, Jetpilot.

PRICE: From \$20 for beanie

AVAILABLE FROM: Honda dealerships nationwide

MORE INFO: www.cycletorque.com.au/more



VENTURA FAR AND WIDE

VENTURA'S Bike-Pack system is designed to maintain your motorcycle's performance and handling while giving you excellent load carrying capacity. They are available as kits with a range of packs in several sizes and rack configurations. Accessories such as Grab-Handles and the smaller Sports-Racks and 10 Litre Sports-Packs are also available.

Ventura's range includes equipment for the 2013 BMW R 1200 GS, with a variety of kits available depending on how much space you need and what you need to do with the bike.

Mistral 47 litre touring kit shown in photo.

PRICE: From \$389

AVAILABLE FROM: From good bike shops

MORE INFO: www.cycletorque.com.au/more

USED & REVIEWED

TAKING SELFIES

THERE are a plethora of companies which give motorcycle riders the ability to shoot their rides or races with helmet cameras like GoPro becoming more the norm than the exception and now thanks to the people from Liquid Image there is a camera embedded into a set of goggles.

Liquid Image's Summit or Impact series goggles almost look like any other goggle you will find on the market but they are just a little bigger and slightly heavier thanks to the battery compartments on one side, the activating buttons on the other and obviously camera itself mounted above and between your eyes inside the goggles.

A standard set of goggles usually weight in at around 200g while the Liquid Image goggle weighs in at 240g so we are not talking a big difference, you don't even notice it.

The camera has a 5-megapixel (2560x1920-pixel) image sensor that's also capable of recording 1280x720-pixel videos at 30 frames per second with audio. The controls are on the right side of the goggles and are large enough to press while wearing gloves.

There are two buttons, one for shutter and select, the other is power and the two photo or video modes. A red light flashes inside the goggles between your eyes to indicate that you're using camera mode or a blue light when recording in video mode.

The flashing light inside the goggles is the only warning you get that will remind you that the device is recording, and is easy to forget about after multiple uses. The LCD display on the inside of the goggle allows you to see the battery life, the number of files recorded and the aforementioned indicator light. To turn the camera on, the power button must be pushed in for at least one second then to go to video record mode the shutter button just above the power button must be pushed in and the camera will start recording.

The goggle has a micro SD/SDHC card slot that can be expanded to 32GB and a rechargeable Lithium battery as well as a tear-off capability for the wobblers who don't get good starts, and the tear-offs cover the goggle and camera lenses, how trick is that?

Once on the track I did notice a loss of some of my peripheral vision but other than that I found the Liquid Image goggles quite comfortable and thanks to the small blue light flashing I knew that I was recording. The amount of times I have thought I was recording with the GoPro only to find that there was footage missing so this is one cool aspect of the LIC system.

The other thing that I liked was the fact that I didn't need to worry about damaging the camera from a low hanging branch or like when trail riding and I was really happy with the footage that the goggles recorded and obviously I didn't need to worry about the camera angle coz it was filming what I was looking at.

Sound came through great in playback but as is the case with all 'mounted' cameras the mic also picked up on the wind sound. It would be perfect if you are really slow but as the speed increase so does the wind noise.

Battery wise I got over two hours of footage without recharging and after a few years of doing this sort of stuff on the GoPro I always take my lap-top riding with me so when I get back to the car I can download, take a look at the footage and empty the memory card between rides. And even give the camera a bit of charge if necessary.

All up, I think the Liquid Image Video Camera Goggle represents a great way to capture your rides without having to bring anything extra in your gear bag. It is easy to operate and other than the small loss of peripheral vision I can't see any true negatives to the system.



PRICE: From \$369 (\$449 for WiFi)
AVAILABLE FROM: Selected stockists
MORE INFO: www.cycletorque.com.au/more

– Darren Smart

USED & REVIEWED

CONTI RACE

YOU would go a long way to find a competition motorcycle rider who is happy racing on whatever tyres are fitted to the bike. Usually they have their favourite brands, and from there their favourite compounds or specific race tyres.

Whether it be modern or classic, tar or dirt, the racers have their 'preferred' option when it comes to tyres.

I do a bit of classic road racing every now and then, and the choices of tyres has usually come down to two main brands – Dunlop and Avon. Other brands are sometimes used, depending on the budget of the rider, but if you look at the front running bikes in say the Period 4 then you will most likely find either Dunlop or Avon classic race tyres. And for good reason too, they are very good, and I've raced on both for many years now.

Then I was given the heads up about the new Classic Race and Classic Attack tyres from Continental. I had recently procured another classic race bike for the shed, this one being a nice Honda CB500/4, a well developed and potent bike. It had mismatched tyres which were a bit old anyway so time to get a new set for the then upcoming Barry Sheene Festival of Speed.

Grant from Ron Angel Wholesale recommended the RA2 Classic Race for the Honda's wheel sizes, and they went on sweet as a nut.

They are actually a modern radial tyre with unique features – using continuous compound, traction skin, black chilli compound, DRT steel belt radial – all like the Road Attack 2 and Sport Attack 2 road tyres.

I was a bit uncertain at first seeing the tyres were a bit of an unknown to me, although they have proven popular in Europe. After taking it a bit easy for the first two sessions I started to feel confident and pushed harder and harder. I can tell you I was mighty impressed with the feel and grip these tyres offer, and was looking at going even harder before an engine gremlin scuppered the rest of the meeting.

I can highly recommend the Classic Race tyres from Continental, and I think lots of classic racers will start using them, for not only are they great to use, they are very cost effective too. I guess you could use these tyres on hard ridden classics too, and the Classic Attack is a good option too, as there are more modern tyre sizes available. Good job Continental.

– Chris Pickett



PRICE: From \$219-289

AVAILABLE FROM: All good motorcycle stores

MORE INFO: www.cycletorque.com.au/more

1. 2010 DUCATI MOTOGP & SUPERBIKE – \$59.99

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2. DUCATI 750SS – \$79.99

Although manufactured for only one year, 1974, the Ducati 750 Super Sport was immediately touted as a future classic. It was a pioneer motorcycle - expensive and rare, and produced by Ducati's race department to celebrate victory in the 1972 Imola 200 Formula 750 race. Owing to its uniqueness and rarity, the 750 SS has become extremely expensive and desirable, fetching prices beyond the most expensive contemporary Ducati; for Ducatisti, it is the Holy Grail.

3. ADVENTURE MOTORCYCLING HANDBOOK – \$39.95

Every red-blooded motorcyclist dreams of making the Big Trip - the Adventure Motorcycling Handbook is the comprehensive manual to make that idea a reality. Timbuktu to Kathmandu or Patagonia to Mongolia - it's all here.

4. LONG WAY DOWN – WAS \$24.99 NOW \$22.99 HARDBACK – WAS \$65.00 NOW \$55.00

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

5. LONG WAY ROUND – WAS \$24.99 NOW \$22.99 HARD COVER – WAS \$65.00 NOW \$55.00

Long Way Round is the action-packed account of the trip and a true portrait of friendship in extremis - as irreverent, engaging and articulate as Ewan McGregor and Charley Boorman themselves.

6. CHARLEY BOORMAN EXTREME FRONTIERS – WAS \$35.00 NOW \$24.50

EXTREME FRONTIERS: CANADA is Charley Boorman's brand-new adventure/travel book. Travelling mainly on his much-loved bike, Charley will explore the world's second largest country - home to some of the most stunning and challenging terrain known to man.

7. BY ANY MEANS – \$22.99

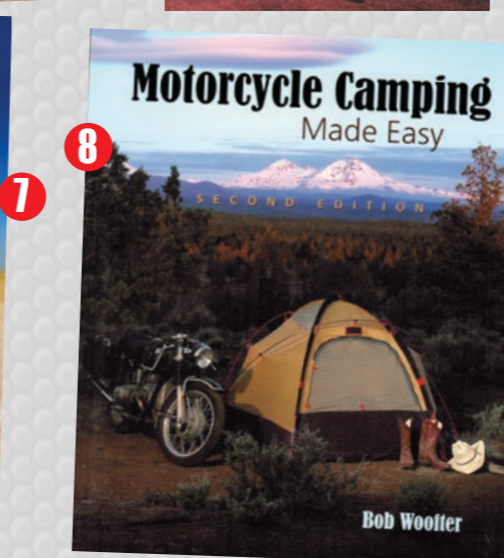
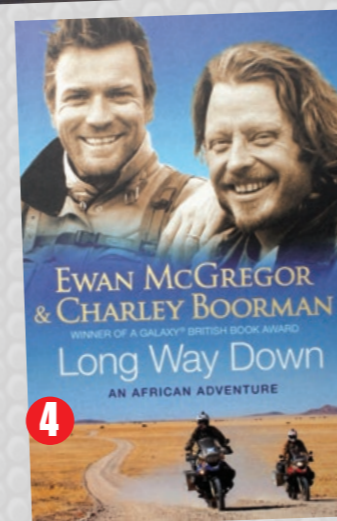
Bikes have always been Charley's first love, but he also enjoys a challenge. So when the chance comes to travel across three continents 'by any means', he jumps right in. Grabbing whatever local transport he can get his hands on, Charley travels from his home town in County Wicklow all the way to Australia - a trip of over 20,000 miles through twenty-five countries.

8. MOTORCYCLE CAMPING – \$34.95

More and more motorcyclists have taken to camping, both to reduce travel costs and to add an extremely enjoyable dimension to their adventures. Motorcycle camping offers an inexpensive, comfortable, relaxing way to see the country, enjoy nature, and share stories with your friends around a campfire. For many, camping is the ultimate motorcycling experience. With the wide choice of high quality products now available, camping by motorcycle has never been easier. Covers luggage, clothing, and even trailers.

9. BMW CAFE RACERS – \$39.99

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





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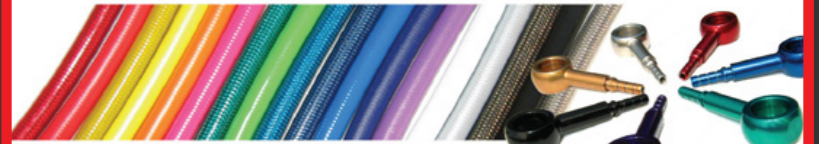
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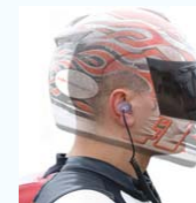
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*For the love
of motorcycling*



**TOTAL PRIZE
PACKAGE \$730**

Ride Wollombi Valley



Photo Competition

The winner of August's Ride Wollombi Valley Photo Competition is Steve Lear, who writes about this photo: "While travelling down the Cooma Road between Braidwood and Cooma, I stumbled onto this great little campsite. This campsite is in the Deua National park. A five minute walk takes you across the Shoalhaven River and into some easy bushwalking in really picturesque forest. The campsite is all you could want, clean, isolated and has picnic tables and toilets, and no other campers. If you are looking for this site, follow the signs to The Big Hole."

His prize package includes two nights accommodation for two at Laguna Cottages (www.wollombirealestate.com.au/holiday-accommodation), dinner for two at Great Northern Trading Post (Facebook) and a half-day tour with pillion on a Royal Enfield with Timetravellers Motorcycle Tours and Events (www.timetravellers.com.au).

The prize for the September edition will be two nights' accommodation for two at Capers Cottage on a Wednesday and Thursday. (www.capers.com.au)

There will also be lunch for two on Thursday or Friday at Café Wollombi (Facebook)

The winner also will get a Half Day Tour for rider plus pillion on Friday with Timetravellers Motorcycle Tours & Events (www.timetravellers.com.au)

Total prize value for September is \$730.

Capers Cottage offers luxury self contained accommodation within the village of Wollombi and features wide sweeping verandahs, air conditioning for summer comfort and an open log fire for chilly winter evenings. Your stay includes all the creature comforts you'd expect, country kitchen, full breakfast hamper, locally made spa products from Laguna Lavender, and access to the stunning saltwater pool.

In the heart of the village is Café Wollombi, where you can relax on the verandah overlooking the historic valley. The Cafés menu features a wide range of gourmet food, including delicious coffee and ever changing specials made with fresh local produce.

Timetravellers will take you on a half day guided motorcycle tour on a Royal Enfield C5 Bullet, from 9.30am until 1.30pm. Enjoy the long sweeping corners and a great mix of hills and valleys that you will want to ride again and again.

Wollombi Valley is also a great place to celebrate your special event or wedding, with historic churches, vineyard receptions, plenty of guest accommodation, celebrants, local wines, olives and cheeses, music and entertainment, caterers, and Royal Enfield motorcycle escorts from Timetravellers. Hens and Bucks weekend packages can be tailored to ensure a unique and memorable event. See www.weddingsinwollombi.com.au for all valley wedding ideas.

There are some fantastic annual events in the Wollombi Valley, many of which are quickly becoming some "must do's" of the Hunter. The Wollombi Music Festival is held on 12th October and includes a fantastic line up of bands, entertainment and delicious country cuisine. Saturday 2nd November sees the revamped Wollombi Small Farms Fair, which includes a Scarecrow competition, market stalls, fresh local produce, the opening of Sculpture In The Vineyards, a twilight Lantern Parade and entertainment into the evening. ■

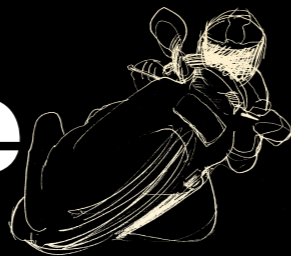
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Bikescape is a first-class motorcycle rental & tour company conveniently located in Sydney, Australia. The Bikescape team are dedicated to providing personal, friendly service, with rich insights into the best roads to ride, and ensure that you return home with only the best motorcycling memories.



An Angel in the midst

A tyre which offers good mileage and great grip. Who would have thought?



Choosing the right tyre is one of the most important decisions you will make for your bike. A wrong decision can be costly in both terms of dollars, safety and confidence. Choosing the best hoop for your bike, riding style and needs can be tough.

Competition between manufacturers is resulting in wider ranges of available rubber and developing products that are well focussed - which brings us to the Pirelli Angel GT, a sports-touring tyre which will have wide mainstream appeal.

For the launch Cycle Torque was able to ride a variety of bikes both on the road and at Morgan Park race track. The launch gives you an idea of who the tyre is aimed at: riders who want the performance required at a track but spend the majority of their time on public roads - sports performance with longevity, a tough combination.

The Angel GT is an evolution of the ST range and there are a host of minor changes that in total represent a completely new offering. The ST will continue

in the Pirelli range at a slightly cheaper price point, while the GT will become the premium sports touring tyre.

Front and rear are available in 17" and 18" sizing with the wider rears having an 'A' option, representing 2-ply construction. The 2-ply tyres are designed for extra stability and performance on heavier motorcycles - so if you have a big bike carrying luggage or do a lot of two-up touring, they are a good choice.

Like most modern tyres the construction is bi-compound on the rear, effectively meaning the centre is pretty much a slick, which will make for better mileage while the shoulder is 100 per cent silica for cornering grip. Front tyres are the one compound - 100 per cent silica. Interestingly, Pirelli says it can achieve the same mileage from single compound tyres and the dual compound trend is driven by marketing. The difference in profiles between the ST and GT is also interesting. I don't know how the engineers come up with this, but they have worked out that a slightly wider but shorter contact patch will reduce slippage and stress. There is always slippage, even if it is imperceptible, and this means heat is generated.

So the idea in a shorter contact patch is to reduce heat and friction, with the benefit of reduced wear.

Like the ST, the GT is multi radius but the new design allows for an extra 5 degrees in lean angle. Rain performance also had a makeover - the amount of tread has been reduced, but wet weather performance has increased due to finding the optimum efficiency and angle of the tread grooves. Reduced groove depth on the shoulder has the effect of making the tyre more rigid under load, which offers better stability. The other big change is the tyre construction, with Pirelli drawing on it's racing lessons to deliver a better compound. In simple terms the carcass is a little stiffer and stronger to support the slightly different profile. The guys from Pirelli also said work had been done to maintain the shape of the tyre as lean angle increases, the benefit being you should notice a more consistent change of direction.

Apparently Pirelli has a team of tyre testers constantly riding looking for improvement, not to mention boffins hard at work to find that ultimate tread pattern. Right now somewhere there are engineer nerds mixing nano materials and polymers to make the next generation of tyres even better. It certainly is a fascinating process.

The end result with the GT is a claimed 30 per cent higher mileage over the ST which is a massive jump, especially when you consider how small the visible physical changes were.

The road ride was enjoyable. The Angel GT's fitted to a BMW K 1300 S were very comfortable and capable, providing great steering feedback and a comfortable ride. There were some great twisty sections but really, it's a bit hard to get a proper opinion of a tyre when the main selling point is increased mileage and wet weather ability and you only get to ride in the dry.

The first bike I took to the track on was the Hayabusa. This was really going to be the most interesting part of the day to find out what kind of feedback the tyres gave. Morgan Park is in stark contrast to the straights and hairpins of



Queensland Raceway. There are constant hard changes of direction which link together nicely with plenty of width and a decent surface. We all entered the track at the same time and the most obvious thing was that the tyres got up to temperature pretty quickly. The day itself was a little crisp, but the grip levels were still there. Impressive from a tyre being touted as a sports tourer. Even more impressive was after a few sessions, even on a rubber shredder like the Hayabusa, the rear tyres weren't really showing any visible signs of wear. For the way these bikes were being ridden, I really expected to see a lot more wear showing.

As the afternoon progressed, this is where it could get interesting for Pirelli considering bike journo's aren't known for holding back... The guys from Link International were doing a good job

faking not looking concerned but session after session, there were no dramas for anyone. I got a touch of squirming under acceleration at times, but it was even and predictable, which is what you want. The fun bike of the day had to be the BMW K 1300 R. It is a total beast, looks cool and goes hard - and it kept turning in nicely lap after lap. On a sports touring tyre. Even after a few sessions end on end, the Angel GT's stood up to the task - and I have to admit I was surprised. The other journo's were reporting similar results - I don't think any of us expected these tyres to be this capable at a track day.

The verdict is - over a wide range of bikes the response is the same - these tyres heat up quickly and allowed me to explore my limits without any worries. Obviously, you aren't going to push them as hard as a softer tyre, but it is all relative to the situation. I would be very comfortable fitting these tyres to my bike and turning up to a track day and actually having a good go, which is a big call when you look at the conditions the Angel GT is really designed for. The bottom line is, technology is improving and Pirelli is responding to what riders want to do with their bikes these days.

- Matt O'Connell

matt@cycletorque.com.au

QUAD TORQUE NEWS

ROAD LEGAL

A QUEENSLAND based ATV enthusiast is actively lobbying the federal government to get ATVs ADR complied.

George Marginov from Northern Thunder Motorcycles in Cairns has put a proposal to the government for road registrable quadricycles to be a sub category under the motorcycle category in the Motor Vehicle Standards Act/Australian Design Rules.

At this stage the Minister for Infrastructure and Transport, Anthony Albanese has rejected the proposal but Marginov is still hard on the case. Marginov has also set up a facebook and petition page. Go to www.cycletorque.com.au/more for more information. ■



GO DIESEL

ARCTIC Cat has released a new 700cc diesel powered farm quad, and it's just one model out of 20 ATV/UTVs sold by the company in Australia.

The Super Duty 700 Diesel offers an electronic 2WD/4WD on the fly automatic transmission with front diff lock, making it great for work includes the 3000lb winch and 475kg tow capacity through quality 2inch receivers front and rear.

The Arctic Cat range includes three UTV Side by Side vehicles and over 15 ATVs from 90cc up to the powerful 1000cc V-twin.

Arctic Cat Australia is actively seeking expressions of interest for local dealerships, all enquiries can be forwarded to simon@psimporters.com.au or on 03 9381 9720. ■

MOWING WITH STYLE

IT'S not exactly a quad but it is a utility vehicle and it does have four wheels so check this out from Honda UK.

Honda UK and Team Dynamics, a British Touring Car Championship team have joined forces to build the Mean Mower, which incidentally is powered by a Honda VTR1000 V-twin engine with 109 horsepower. A bit more poke than is needed to cut the grass you say. Maybe, but if you need to cut the neighbour's grass too you might need some getaway grunt.

The base of the world's fastest lawn mower is a Honda HF260 Lawn Tractor but as you might have guessed, it's slightly modified. It can do from 0-100km/h in 4.0 seconds. It only weighs 140kg so...

And it still cuts grass, but only up to 25km/h. So cut the grass slowly and then tear it up real fast. Sounds like fun to us here at Cycle Torque. The estimated top speed is in the

vicinity of 209 km/h but it would be a little bit scary trying to test that theory out we reckon.

It uses a custom chromoly-tubed chassis. The cutter deck is also custom made with two electric motors driving the 3mm steel cutting cable at 4000rpm, while the cool looking bag hanging off the back actually hides the petrol tank, oil cooler and secondary radiator.

F1 style paddle shifters control the mower's six speed gearbox driving the rear axle, while a Scorpion exhaust system belts out the tune, which will most likely awaken the neighbours from their Sunday morning slumber.

Yes it's hardly likely to ever make production but we have to thank the obviously underworked touring car mechanics to come up with such an amazing toy.



And you thought your self propelled mower was the business. Go to www.cycletorque.com.au/more for a link to the video of this marvel in action. ■

RUN OUT SPORTSMAN



POLARIS says its Sportsman 500 has sold so strongly over the past 17 years it is the world's biggest selling automatic 4x4 ATV ever. And with a special deal on run out 2013 models it's likely to stay that way for a while yet.

"Back in 1996, Prince Charles and Lady Diana got divorced, Mad Cow Disease hit Britain, the Spice Girls were topping the music charts, Paul Keating lost the Federal Election to John Howard and Polaris launched the Sportsman 500," said Polaris Australia and New Zealand Country Manager, Brad Wolstenholme.

"When the Sportsman 500 was released it took the industry by storm, setting the benchmark for ATV innovation and technology. This is the ATV that started it all – the first with independent rear suspension, the first with automatic transmission, the first with On Demand All Wheel Drive and the first with all wheel disc brakes. This is the iconic model that other brands have spent the past 17 years trying to replicate," he said.

The Sportsman was also recently introduced in Heavy Duty specification, a model specifically designed for Australia's harsh conditions. It comes with greasable/sealed ball joints, sealed driveshaft splines and sealed suspension bushings for better durability and easier maintenance.

So to make way for 2014 models Polaris is offering the 2013 Sportsman 500 H.D. for a budget busting \$7,495 ride away – a saving of \$1,500. This is until the 31st August 2013 or while stocks last. As the September issue of Cycle Torque comes out in late August the promotion will still be current, and it's until stocks last anyway.

"When the Sportsman 500 was first launched in 1996, it came to market at the price point of \$9,995 – so at the special price of \$7,495, this is \$2,500 less than its launch price of 17 years ago. Say what you want about inflation over the years...we have a serious case of deflation here with our customers set to reap the benefits," Wolstenholme said.

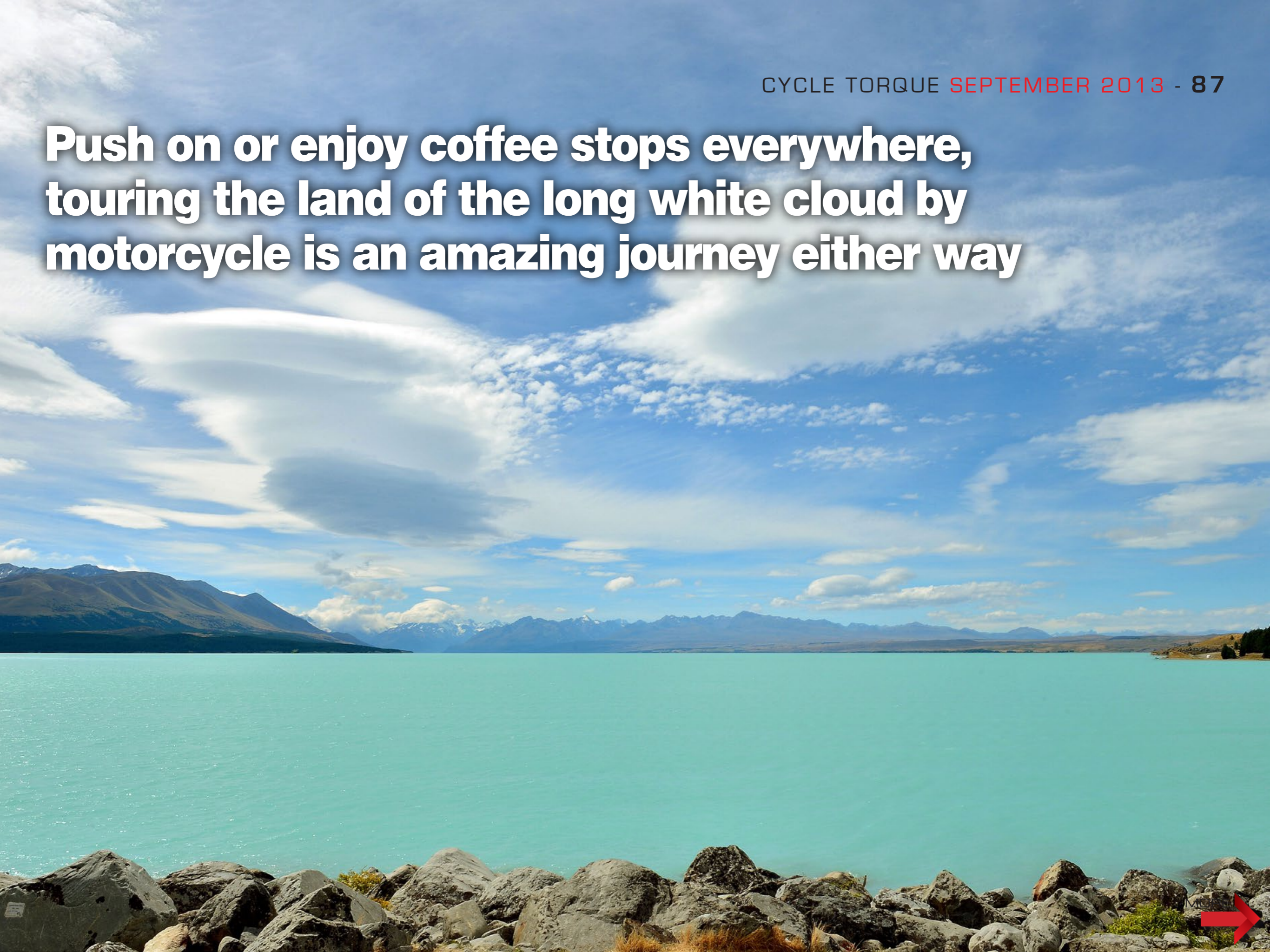
For more information or to book a test ride with your local dealer, please visit www.cycletorque.com.au/more. ■

Where goodstread

CYCLE TORQUE
Touring
FEATURE



**Push on or enjoy coffee stops everywhere,
touring the land of the long white cloud by
motorcycle is an amazing journey either way**





■ PHOTOS BY JEFF CROW

Where godstread

ANYONE who has ever been to New Zealand will attest to the breathtaking natural beauty of the twin islands. And to tour around by motorcycle gives you access to a whole world of experiences you cannot get if you are travelling by car, motor home or on a bus tour.

I'm talking about the feeling of being part of the New Zealand landscape, not just watching it from afar. Pass through high cloud, get rained on, smell the rainforest, enjoy the almost unbelievable roads. You get the picture, and if you don't you need to sample it for yourself.

Our tour of mainly the south island of New Zealand started in the capital of New Zealand, the city of Wellington. It's a city which is a mixture of new and old, with most houses many years old, and some of the harbour-side architecture likewise. Then you get the modern buildings, like the one which houses the Museum of New Zealand. Our first afternoon, after the easy three hour flight from Sydney, was checking out the Sunday afternoon crowd out enjoying the top weather, and visiting the museum, where we saw everything from statues of Ogres from the Lord of the Rings movies, a Britten motorcycle and immersed ourselves in the Maori culture.

Next morning it was up early to catch the Inter Island ferry which heads over to Picton on the south island, taking about three hours, with around half the trip through the back of Queen Charlotte Sound. Simply breathtaking. You might see that written a few times in this story. Getting on and off the ferry takes some time but I'm an old stager on that front, having done the Isle of Man ferry trip a few times now. Vehicle ferry trips of this size are pretty much the same wherever you go in the world I guess.

Our first day on the road was an easy run to Greymouth on the west coast. The first thing that grabs you is how good the roads are, and after a stop or two to chat and enjoy a coffee we cruised into Greymouth on our fully loaded Triumph

Trophy. Day One on the road took us along the main highway, and a couple of what locals might call B roads (AAAA+++++ here in Australia) for a distance of 350 kilometres. The 350 kays covered everything from flat farmland to rainforests. There's loads of accommodation in Greymouth, it's a largish coastal town and there's enough variety of restaurants to cover all budgets.

Day Two

A shortish run of 200 kilometres took us – mainly along the Whataroa and Franz Joseph Highways – to the little hamlet of Fox Glacier, which is essentially a tourist town to cater for adventurous souls like ourselves. If you want to catch a helicopter to the top of the glacier that's easy, and you can even take a guided hiking tour or you can do like we did and ride out to the base and walk to the lookout. Yes, it was much cheaper but lots harder, as it's a fair old walk, and steep. But at least my mate Stuart and I got to photo bomb a tourist, so it was worth the hike. Oh, the

glacier was fantastic too, although a lot dirtier than I thought it would be. It looks a lot whiter in photos. Great restaurants and cafes are in the village, and lots of accommodation too.

But we had to get there first, the ride once again had everything, and the road quality almost perfect. On one side you'd look into the rainforest covered mountains which looked straight out of King Kong or Land of the Lost. You could imagine a Pterodactyl sweeping down from the peak. Turn your head 180 degrees and there was the ocean. We also stopped at Lake Mapourika for a break along the way. Imagine the bluest blue and you can see it now.

It was probably Day Two where we encountered the little hairy bees which banged into us with gay abandon, and for a bloke who's allergic to bees this was slightly worrying. Luckily the Trophy's big arse screen kept them at bay like a Spitfire's windscreen.

Day Three

The run to our overnight stay at Queenstown was close to 330 kilometres. It's hard to imagine the roads getting any better but they did, and we rode along the edge of Lake Wanaka for what seemed like ages, stopping for a fantastic lunch in Wanaka itself. Nothing flash just a roll and drink, enjoyed on the grass by the edge of the lake. You don't need to spend shed loads of money to enjoy New Zealand. Some fast riding between friends along the Cardrona Valley Road to the mountain pass overlooking Queenstown. This is simply one of the best rides you will ever have on a motorcycle. Sublime is not overstating it.

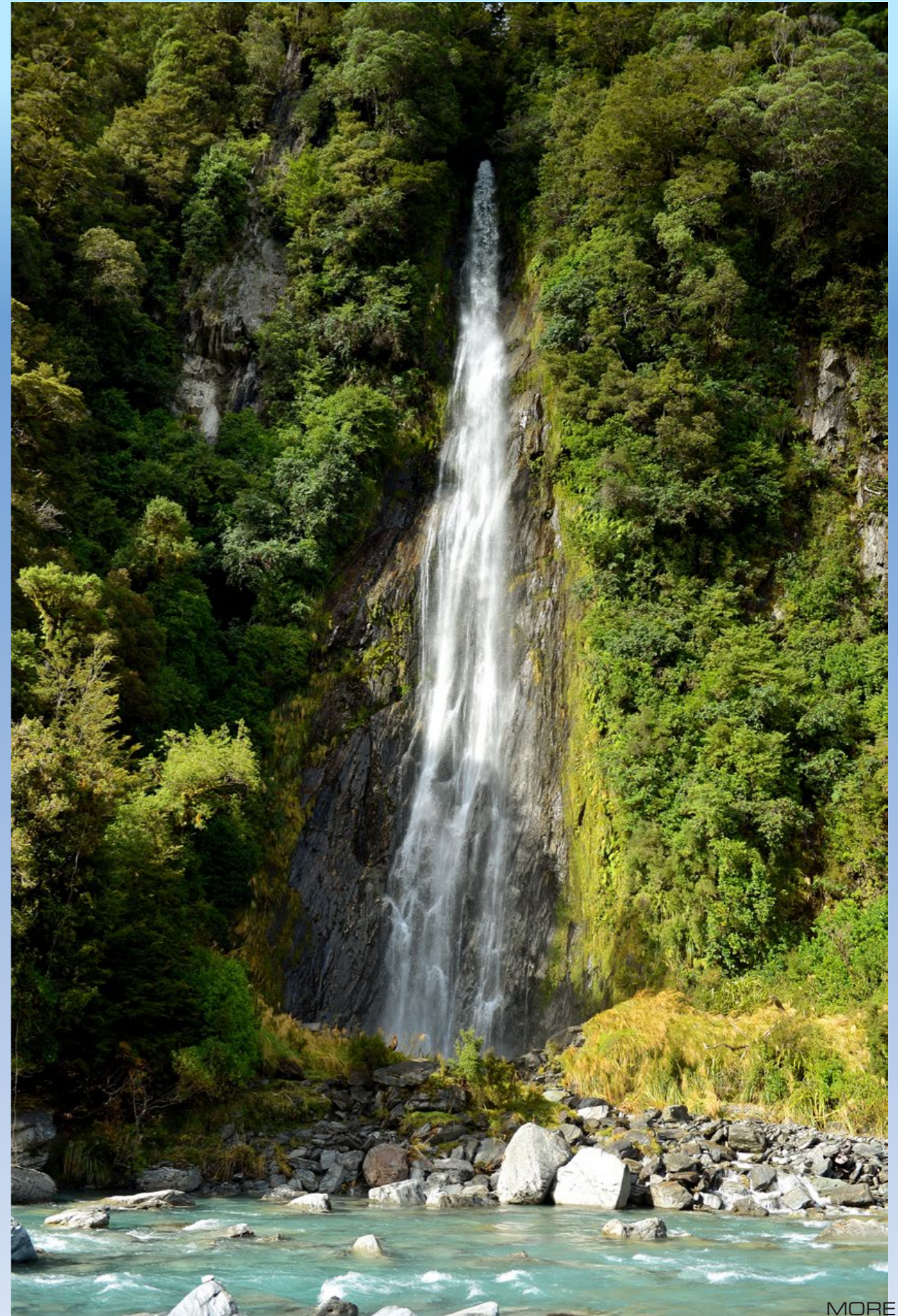
Into Queenstown, itself another tourist town with lots to see and do.

Accommodation from backpackers digs to 5-star and restaurants much the same. We only stayed one night but we really should have stayed for 3-4 nights, with a trip down to Milford Sound. Time wasn't on our side but the highlight of the evening stay was a trip to the famous Ice Bar (in fact there's a couple of them in Queenstown). Here we rugged up and drank cocktails in frozen ice glasses. We even got to smash them on the way out. I've always wanted to check out an ice bar and it was worth the wait I can tell you. By this stage spirits were high so it was off to a sports bar where a few of us tried our hand at riding a mechanical bull. I was bad, but my mate Stuart was worse. He had all the pain but none of the style.

Day Four

Off to Lake Tekapo via the Tarras-Crowley Rd and Twizel-Omarama Road, but not before we took a diversion to the base of Mount Cook. The run from Queenstown to the Sir Edmund Hillary Alpine Centre at Mount Cook, or Aoraki in the Maori language, is 250 kilometres and once again (yes I know it's getting old) the roads

Continued on next page



MORE



CYCLE TORQUE Touring FEATURE

Continued from previous page

are smooth and a motorcyclist's playground. There is a top level hotel at Mount Cook so you can base yourself there for a day or two, and take heli-flights and so on to fully experience the beauty of Mount Cook better than we could by just riding to the base. That said, I certainly had a feeling of being very small in the whole scheme of things while I looked up towards the summit.

But we all needed to press on to our overnight stay at Lake Tekapo, back tracking along past Lake Pukaki (the road from the main highway to Mount Cook is a no-through road) and back out on the main highway. Once at Lake Tekapo we donned our swimmers and hit the hot springs baths where we soaked up the soothing warmth of the springs and a couple of the ladies in the group got an impromptu display of another kind of warmth by two European backpackers in the change rooms. Looks like everyone was having a great time.

The evening was topped off with dinner at a Japanese restaurant overlooking the lake. All up the day was around 350 kilometres with the detour to Mount Cook.

Day Five

The final run to Christchurch was the most boring day of riding, but define boring? It was when compared to the other four days of riding but still quite enjoyable. I know from experience that not all roads in New Zealand have more corners than you thought possible, but the scenery, from the pasturelands to the rocky rivers with water the colour you will never see in Australia are almost everywhere.

Christchurch still shows signs of the devastating earthquakes it suffered in recent years but the people are trying hard to rebuild this beautiful city of churches.

Then it was a mad rush to unload our faithful Triumph Trophy SE tourer and get to the airport for the return journey to Australia.

Day five involved a total of 230 kilometres, with a five-day total of around 1500



kilometres, not counting our arrival day in Wellington.

This is just one sample of what you can experience on a motorcycle on the south island of New Zealand. It would be better to take a few extra days to spend a day at Fox Glacier, Mount Cook and maybe two full days at Queenstown, and you could always head down to Milford Sound for an overnight stay on the Sound itself, or go even further to Invercargill right at the bottom of the south island. You could always incorporate the trip with the Burt Munro Festival of Speed. And I can tell you from experience that it's a great event. A one week trip? Not long enough, make it two.

I was warned before the trip that there was some road works on the route but they were minor in number and inconvenience. Besides that I can tell you that in the 1500 kilometres I covered I did not encounter one pothole. Hard to believe I know but that's the way it is over there.

You can either rent a bike over there or do like many Aussies and ship yours over with a company like Get Routed. Dave Milligan from Get Routed is a Kiwi himself so knows the ropes. Check them out at www.getrouted.com.au.

– Chris Pickett



LETTERS

TORQUING BACK

iPad fan

MY WORK got me an iPad and the first thing I looked for was the Cycle Torque version. So I downloaded a few of the issues and I am totally hooked on the crisp photos and interactive videos etc. Keep up the good work. Got a DL1000 that I am riding a lot. Hope to see the new one soon at your mag.

Olav on the Gold Coast

The brotherhood

SIXTEEN months ago I was diagnosed with neck and throat cancer. I actually took the dreaded phone call while on a seven day ride of the Vic and NSW alpine regions with a group of mates. I returned from that fantastic ride to face the music, which began with an operation to remove the cancer, followed by weeks of radiotherapy and chemotherapy. During this time I was overwhelmed by the support of my partner, family and mates. Especially my Ulysses mates who called in or phoned me regularly during the low days. Without their support I would have struggled with the treatment and recovery. Not being able to jump on my bike and ride with the "Wednesday mob" for eight months was difficult enough, but I coped by reading every bike mag I could get my hands on, surfing the Net and purchasing add-ons and bling for my bike and taking on the awesome encouragement from my riding mates. I am still in recovery mode but am now back on my bike and enjoying those sunny Wednesday rides with a bunch of blokes I am proud to call my brothers.

Lester Martin

Two Baileys

I READ with a degree of interest, your article about George Bailey in June edition. I was an apprentice motorcycle mechanic to George in Frankston, in the 1970s and knew his family very well. In 1971 I raced scrambles against his eldest son Robin all over Victoria from Maffra to Mildura on a Yamaha DT1 MX, then on a Montessa 250 Capra in 1972. We competed against Trevor Flood, Steve

Cramer, Neville Parsons, Mike O'Hara and others too many to mention. George was a very thorough mechanic and taught me good workshop practice which enabled me to establish my own successful motorcycle business, Bike Tech Gold Coast, which I have recently sold.

Linton Gross

More on the Baileys

IN REFERENCE to the article re George and Andrew Bailey. I have known Andrew since 1996 when a friend referred me to him to get a helmet. I read with great pleasure the two-part article Darren Smart compiled. I camp with his family up at Noosa river each year and whilst I know he's into bikes he has NEVER EVER breathed a word about his 'background' and that's typical of what he's like (a quiet demeanour, always ready to help and cannot stop smiling). Your article captured his essence perfectly. Currently he's right into running/gym work now and has lost an immense amount of weight over the last 18 odd months as he was always a big unit (like a big grizzly bear). Now he's just a fit grizzly bear and I now know why he loves riding four-stroke 250s so much (since he lost the kilos). Thanks for a great article and keep up the great work.

Paul Nash

More on ethics

THE police should be held accountable for their action like this (trapping riders with dodgy tactics) and should be sacked. Their supervisors should be held accountable if they fail to address a situation like this. I suggest have a handy cam and put it on the net send a copy to the Minister of Police and see how quick you get a result. Having said that, the police members who do this activity are individuals who have no regard for

WRITE A LETTER! WIN A GREAT PRIZE

This month Lester Martin has won a Cargol Turn & Go puncture repair kit.

Available from better bike shops everywhere and there's a video of one being used on the Cycle Torque website.

Send your letters (and/or great bike pictures) to
The Editor, Cycle Torque, PO Box 687 Warners Bay,
NSW 2282 or email
chris@cycletorque.com.au.



police ethics and therefore should be brought into line.

Ex Traffic Officer

This is another response to a column written by myself regarding the utilisation of what some may call entrapment techniques, by police for separation line enforcement on the Old Pacific Highway north of Sydney.

I must say that it was based on information supplied to me by numerous members of the public and my editorial was based on this fact only. The column initiated a hotbed of responses, many of which have been printed in Cycle Torque's letters section but this is the last letter I will print on the specific matter due to the fact it was published quite some time ago. Ed.

iPad terrific

Like all the others that have emailed in, I love the iPad version of Cycle Torque, read it all the time, have used the ads to buy stuff and really enjoy the videos. Well done for a great product.

*Regards, Vernon,
Triumph Tiger Sport*

Hi Vernon

Thanks for taking the time to let us know. Our iPad edition subscribers number in the thousands and in fact rival many printed magazines in Australia for numbers read.



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