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contents

THIS IS WHERE YOU START

Ridden/Tested

- 32 Power Train**
The Super Soco is small, cheap and electric
- 38 Factory Workers**
Aprilia rolls out its best high-end offerings yet
- 48 Master Switch**
10 years after its first 1000 RR, BMW ups the ante
- 58 Triple Two**
MV Agusta's swoon-worthy Brutale and Dragster

Features

- 68 Dishy Dirt**
SMac throws down the laptop, throws a leg over a BMW GS and goes off road with a few new chums
- 76 Great Southern Land**
It's not quite paradise. But with a Yamaha, great roads, food and wine, NZ's South Island goes close

Sport

- 108 ASBK Rd3, The Bend**
Staring out-thinks them all in SA
- 112 MotoGP Rd4, Jerez**
Marquez wins, Yamaha's kids star

Cover story

Factory Force!

Mister Ed gets personal with Aprilia's latest sportsbike. And then, Jonesy tries on BMW's...

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38



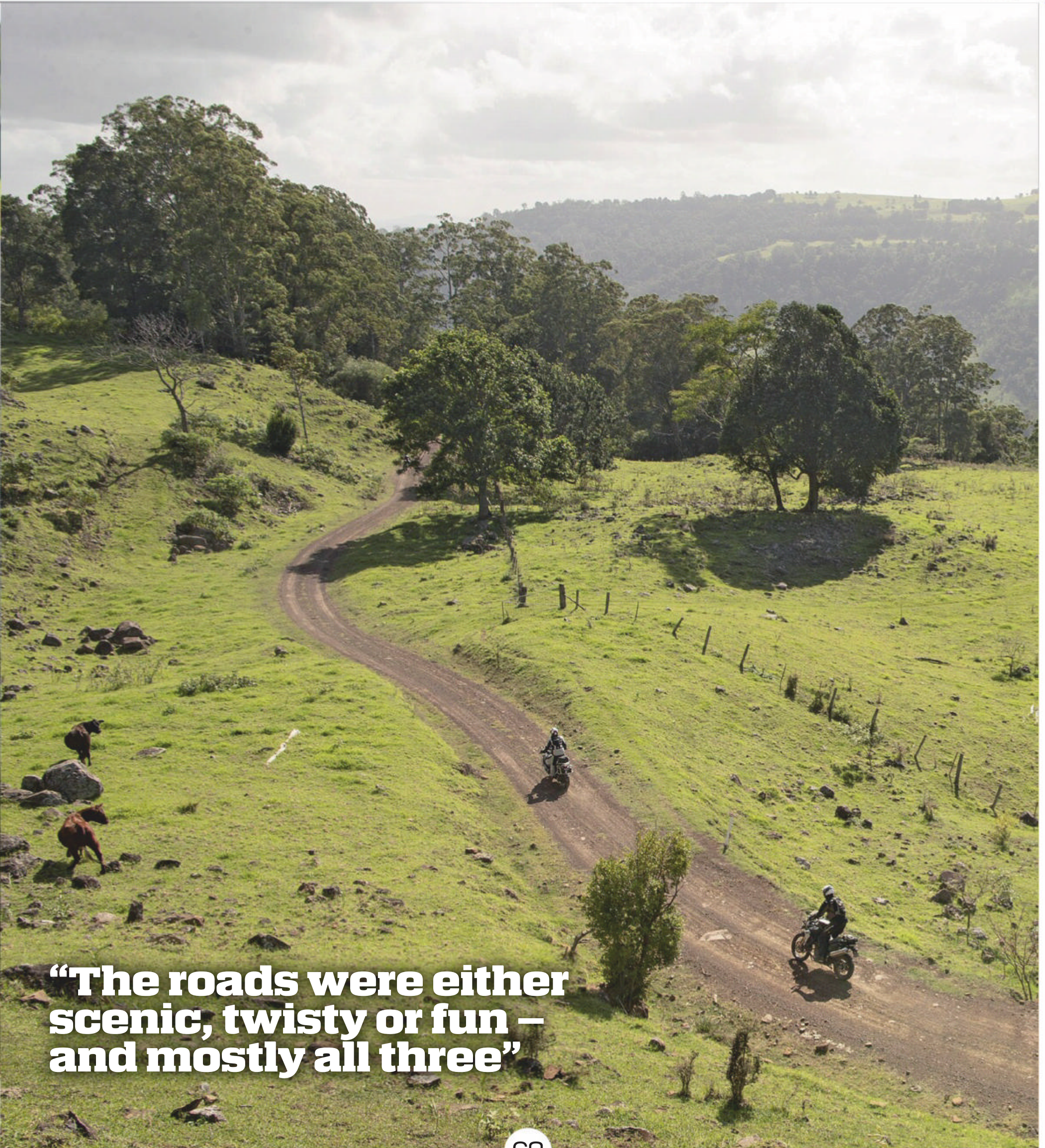
48



58

Regulars

10 News / **20** He Did What? / **23** Access / **28** Reader Rides / **30** What is it?
90 Top Gear / **95** What's On / **96** Events / **98** Buyers' Guide
103 Staring's Guest Column / **104** Rev Racer / **107** In Pit Lane
118 Sport / **125** Club Sport / **126** Grid Talk / **129** WATN / **130** Gassit



“The roads were either scenic, twisty or fun – and mostly all three”



Niche within a niche

THIS ISSUE CENTRES around two of my most favourite ways to use a motorcycle – smashing laps at a track, and exploring far and wide. In 2019, the variety of ways in which you can do this is mind blowing.

One day you can be drifting an oversized chook chaser at improbable pace through a corner deep in the bush; the next, knee down with a rorty V4 growling away beneath you, shortly before pumping you down the chute north of 250km/h. Our choice, now, is astounding and it will never cease to amaze me how many different bike niches we now live with. There's a bike for each pursuit we invent for ourselves, but there are still bikes that do everything, too. Our biggest problem is whether to buy the do-it-all bike, or a bike for each niche we are in love with at any given moment – either one at a time or all at once.

The bikes we tested and rode for this issue, for instance, can crank track laps all day (Aprilia RSV4 Factory, page 38), commute the tightest laneways of metro Oz (Super Soco, page 32), race between cafes (MV Agusta 800s, page 58), melt apexes (BMW M Sport, page 48), log 450kms on one tank, off road, (BMW R 1250 GS Adventure, page 68) or traverse NZ's best roads with luggage and zero chicken strips on the tyres, (Yamaha Tracer GT, page 76). Then there's our cover bike, the loose-as Aprilia 1100 Tuono Factory. What a weapon, track or road...

Most of us can't fill a garage full of bikes all at once, so need to indulge one passion at a time, before selling out of one niche and buying into another. And that's okay, too. In 2019, that's never been easier, this issue being proof. Enjoy planning your dream garage with this issue – mine is overflowing.

Sam



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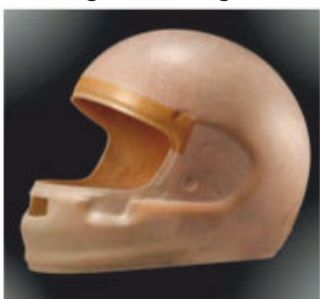
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IT HAPPENED SINCE LAST ISSUE

SALES PITCH

Look out for a full investigation of Australia's motorcycle sales market, including the role small models play in it, in the next issue of AMCN

How soon?

When can we get our bum on one?

This prototype is using the wheels, forks and brakes from the existing 390 Duke, while the vestigial bodywork appears to be slapped-together from whatever parts the engineers had to hand. All that will change before final production, meaning there's plenty of work to be done. So it would be a surprise if it is ready for the 2020 model year. We reckon it's likely to be a 2021 bike, the deadline for getting existing models to comply with Euro 5 emissions limits in Europe.



How learner bikes are saving our bacon

All new KTM 390 Duke prototype proving low-capacity motorcycles are where it's at

SMALLER-CAPACITY models are propping up a sagging motorcycle new-sales market. Riders are finding that models even as small as 300cc can pack a punch in handling, safety technology and even performance.

Back in 2014 KTM's Indian-built 390 Duke was a gamechanger in Australia. Its zippy performance and lean, clean, angular styling made a statement of power and performance that would have been unimaginable just a few years earlier.

Now a new test mule that

has surfaced, with slightly rusting and unpainted frame, makeshift petrol tank and seat, offers a fascinating look into KTM's all-new 390 Duke. Despite a sharp-edged restyle in 2017, the current model is still essentially the same bike that first appeared back in 2013. Now it looks like a complete redesign is being undertaken.

At this early stage the 373cc single-cylinder engine (32kW and 37Nm) appears to be largely unchanged but it's easy to see that little else is being carried over to the new model.

The new tubular steel trellis

frame is a completely new design and much simpler than the current model. Where the existing bike uses a thick main tube on each side, braced with a trellis made of thinner tubing, the new design appears to use more consistently-sized tubes throughout.

The machined aluminium billet swingarm bears the characteristic external bracing that's been a KTM styling cue for several years, but it's not the existing bike's unit. The pillion pegs are under development, too, plates with 50 possible mounting holes are being used

to let engineers try different positions before deciding on the final design. This suggests basic development work on the overall chassis design and geometry is still ongoing.

The exhaust routing is new and, like the frame, is more conventional than the existing 390 Duke's. Along with simpler routing, the catalyst is nearer the cylinder head, where it will heat up to operating temperature quicker, and should help prevent exhaust heat from soaking through to the rear shock. **HAMISH COOPER & BEN PURVIS**

ALSO IN THIS ISSUE



EFFICIENTLY TO AND FRO

Super Soco's electric commuter

32



TECH



THE HOOP TRUTH AND NOTHING BUT

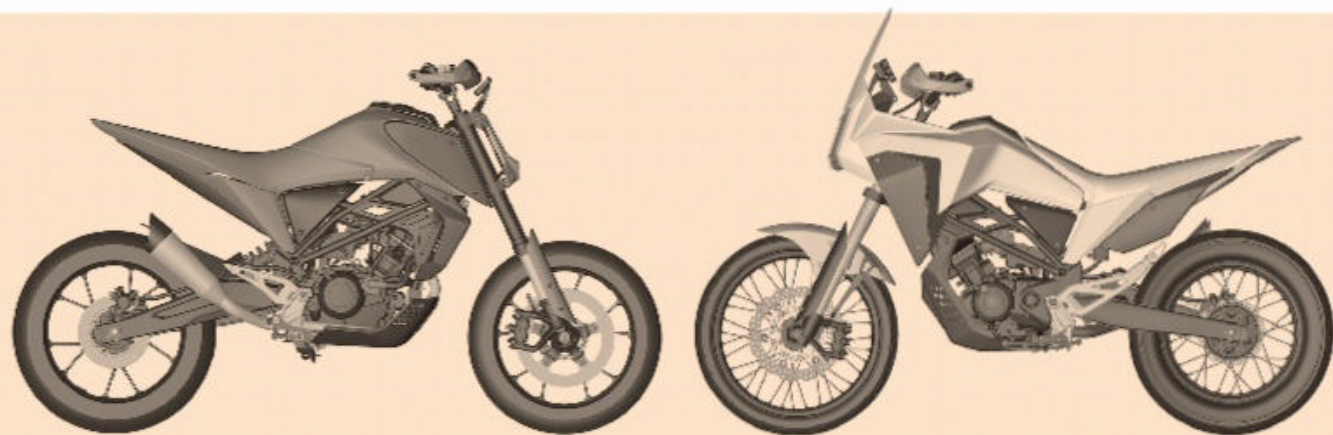
Diary of a tyre development rider

88



It's a small world after all

Small-Capacity models like this have become commonplace on our streets and the world's largest manufacturers are poised for significant model updates. Here's some more we've uncovered in their early stages of development.



HONDA'S NEW BABIES

TWO 125CC SINGLE-cylinder concepts that Honda quietly revealed last year are the subject of new design patents indicating they may reach production.

Both the supermoto-style CB125M and the CB125X adventure bike were shown without fanfare at EICMA last November. They came from the same Rome-based R&D department previously responsible for styling ideas on the CB1000R, CB650R, CB300R and CB125R.

The adventure-style CB125X seems a no-brainer, as that market segment is strong. Its styling fits neatly with the Africa Twin to give an entry-level, learner-legal adventure machine for the first time since the demise of the Varadero 125. The argument in favour of the CB125M isn't quite as strong, but since both it and the CB125X use the same engine, frame and suspension as the existing CB125R, neither model represents a huge investment. **BP**



KWACKA-JACK RETRO

ALTHOUGH THE W800 is the sole representative of Kawasaki's retro 'W' range on sale in Australia, in other markets there's a three bike line up that starts with the W175. Now a sportier W175 Cafe is targeted at the big Asian markets of Indonesia, the Philippines and Thailand. It's so Old School it runs a carburettor, not fuel injection, and the chassis is a traditional cradle frame with drum rear brake. Emissions laws mean we're unlikely to see the W175 on sale here, but Kawasaki's recent trademarking of the old Meguro brand name suggests that it has plans for a bigger range of retro-styled bikes. **BP**

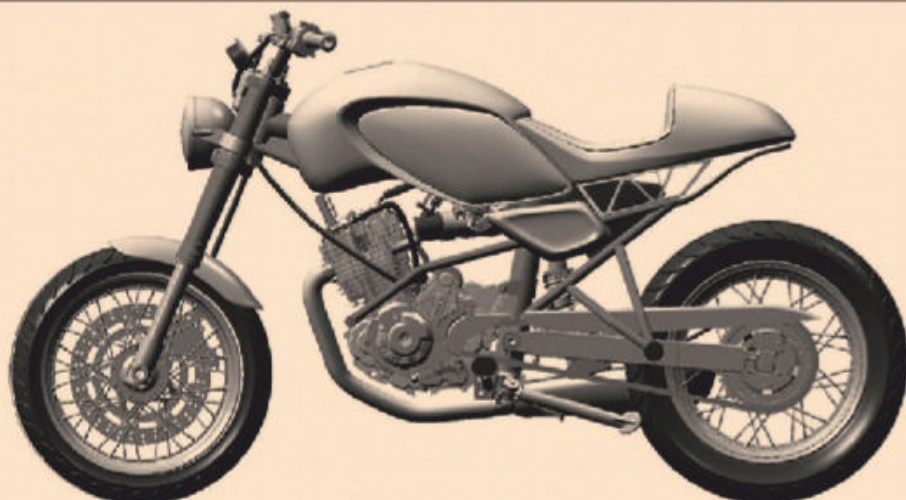
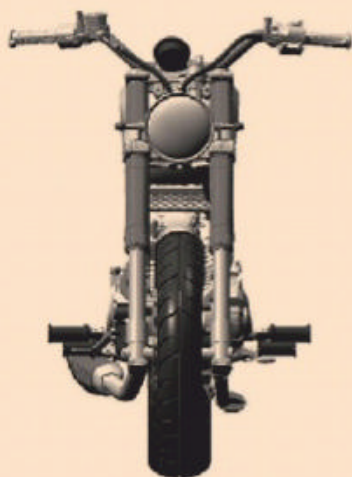
YAMAHA DESIGN LEAKED

REMEMBER THE 3CT Prototype Leaning Multi Wheel (LMW) concept that Yamaha revealed at last year's EICMA show? Here's the final production version in the form of leaked digital renderings. The images come from Yamaha's own design patent for the bike, and show exactly what the production model will look like when it reaches dealers, probably in the second half of this year. Changes compared to the 3CT Prototype are fairly minimal and include the seat, which looks like the one on the existing XMAX 300 scooter. **BP**



SWINGING SINGLE

MOTO PARILLA HAS been making promises of a comeback for years now and this simple, air-cooled single might just be the bike to do it. Revealed in patent renderings, it's based around a small single-cylinder engine, which puts it well into line with an earlier generation of Parillas made between 1946 and 1967. Designed by Zeno Panarari, boss of the Parilla brand, it appears to use a generic Chinese-made single-cylinder engine, possibly 250cc. Expect to see the finished result on show at the end of this year. **BP**



COLUMNS

CRAYONS + TECH = NEW DESIGN

Aussie bike designer Tim Cameron

103



SPORT STARTS PAGE 108



A MAN FOR ALL [SBK] SERIES

Bryan Staring doubles up at The Bend

108



the know

IT HAPPENED SINCE LAST ISSUE

Suzuki's DR Big back for 2020!

Suzuki's famed adventure specialist back for new model year

THERE IS A special place in the hall of fame of adventure bikes for Suzuki's DR Big – made from 1988 to 1996. It was the world's largest single-cylinder bike and offered a completely different proposition to the twin-cylinder offerings of its rivals.

Now we have confirmation that the DR Big is coming

THE APPROACH TO THE REBORN DR BIG IS THE SAME AS THE NEW KATANA

back to Suzuki's line-up in 2020. Two prototypes have been caught on camera testing in Italy, giving us our first look and showing that Suzuki's approach to the reborn DR Big is the same as the new Katana. In other words, making a vast saving in time and money by borrowing the majority of its components from an existing machine.

Lovers of that original single-cylinder machine will be disappointed to learn that the new DR

Big is a re-bodied DL1000 V-Strom, complete with that bike's V-twin engine.

But the Katana has already proved how well this route can work. Using an existing bike as its basis meant Suzuki could rush it from drawing board to production in under two years, massively reducing the costs of R&D and tooling associated with a more radical design.

That the new DR Big was spotted in Italy is also noteworthy. The latest Katana also started life there, a study by designer Rodolfo Frascoli and Italian motorcycle magazine *Motociclismo* rather than an official Suzuki project. It's quite possible Frascoli has also been employed to work his magic on the DR Big.

BEN PURVIS

Suzuki's newest DR Big was spied in Italy



DOCTOR'S ORDERS

This is what you can expect

Old and new

THE FRAME, FORKS, brakes, subframe and swingarm are all straight from the DL1000 V-Strom, and the 1037cc V-twin engine also looks much the same. It's surprising to see that the DR Big even uses the alloy wheels of the stock V-Strom rather than the wires of the V-Strom XT, although surely the wire wheels will be an option on the finished bike to give it a more authentic look.

Soft-roader

WITH THE V-STROM as its basis, the bike's off-road ability will be fairly limited, and certainly a far cry from the original DR Big that proved itself in the Paris-Dakar rally. However, it will be around twice as powerful as the old bike: the first-gen DR750 'DR Big' made 38.3kW, with the later DR800 version upping that figure to 40kW, but the new model should match the DL1000 V-Strom's performance at around 74kW.

Style counsel

THE STYLING WILL make or break the new DR Big (likely to use the 'DR1000' model title). It's not a slavish copy of the original but instead updates the first generation DR750's styling themes. Notable elements include the rectangular headlight and dual, triangular air intakes either side of the massive fuel tank. On the original DR750, that was a huge 29 litres, and it doesn't look much smaller on the new model. The tall screen deviates from the original style, but should aid comfort.

'Strom on?

Will the DR Big be sold alongside the V-Strom, as the Katana is sold alongside the mechanically-identical GSX-S1000, or will it replace the model it's based on? Given the fact that the DR will be aimed at the same market, and doesn't appear to lose anything in terms of practicality when compared to the DL1000 V-Strom, it's hard to see both remaining in the range together for long.





Suzuki's street-tracker?

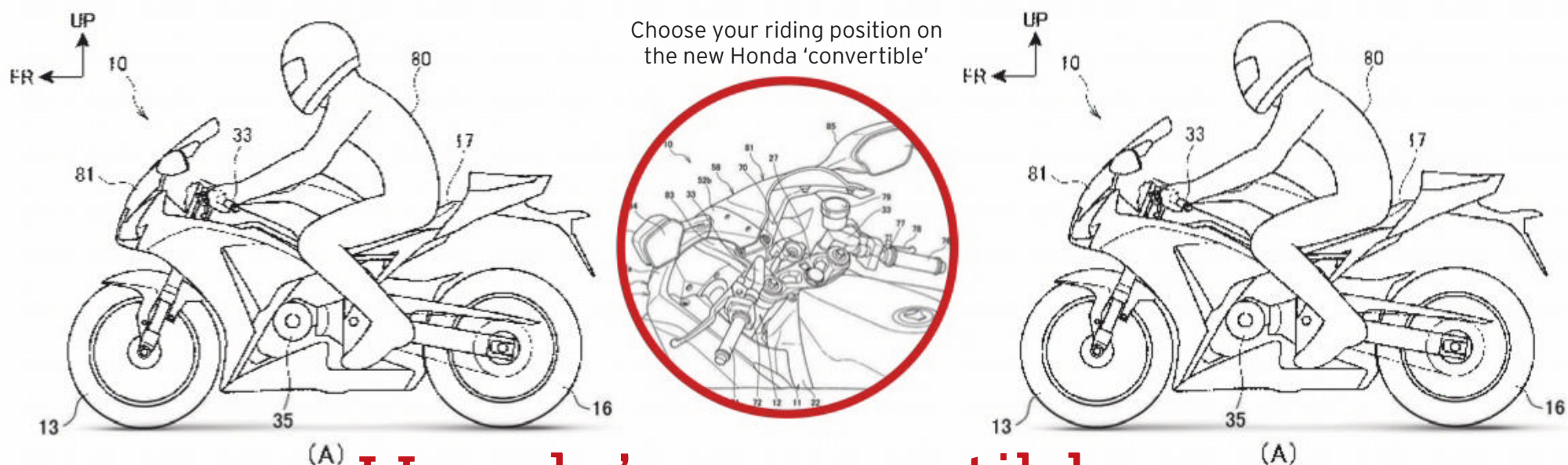
HAOJUE IS THE biggest manufacturer of motorcycles in China and half-owns Haojue-Suzuki, the country's biggest foreign-invested bike firm. It means that while the bike you see here wears Haojue badges, it's actually got a large chunk of Suzuki DNA and may even appear on some markets under the Suzuki name.



Resized to 298cc, the DR300 naked streetbike could become a worldwide-market Suzuki GSX-S300. This latest patent shows a further evolution, with the main mechanical components of the DR300 transplanted into a more aggressive-looking street-tracker.

Haojue already builds a selection of Suzuki's mainstream models, including the DL250 V-Strom, the GSX250R and the GW250, all of which share the same engine. Late last year Haojue revealed its own evolution of the parallel twin. **BP**

Haojue or Suzuki? It could be a bit of both



Honda's convertible

WANT A SPORTSBIKE that can convert to a tourer? Honda's new idea, illustrated here on a CBR1000RR, is to combine a back-friendly, comfortable riding position with a race-style crouch by allowing the bars and windscreen to move up or down.

To keep things simple, cheap and lightweight, this isn't some automated, electronic system that adapts as you ride; you manually move the parts before setting off, effectively pre-selecting a touring or sports mode.

The 'bars simply slide up

or down in tubes mounted alongside the forks, with pins locking them into place. Similarly, the screen is mounted on an adjustable scissor-style frame.

Interestingly, the bike illustrated in the new document is the same one that recently

appeared in another Honda patent, this time for a heated and cooled seat that ducted air through tubes from either the radiator or the nose, depending on how it was set. It's early days but we have a gut feeling this may all reach production. **BP**

Oops! Indian Raptor accidentally revealed

THE UPCOMING LARGE-capacity water-cooled touring Indian has been let out of the bag through a planning document

that's leaked onto the internet, revealing its power, capacity and name: Raptor.

While the blurry, low-res picture doesn't give much detail, we've already seen the engine's patents, revealing it to be a single overhead cam design with four valves per cylinder. And a close-up spy shot of a disguised Raptor has confirmed that's the engine to be used.

In terms of specs, the

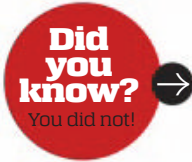


document confirms that the new water-cooled V-twin engine will have a 108 cubic inch, 1770cc capacity, and make 120hp (90kW), driving through a

six-speed transmission.

What the new picture does show us is the Raptor's overall outline, confirming it's a rival to Harley-Davidson's Road Glide and a machine in the currently-fashionable bagger mould.

It's due to reach production in August this year, according to the document, as a '2020' model. That date means that it's almost certain to be unveiled at the massive Sturgis bike meet in early August. **BP**



In a world first for series production motorcycles, the shafts of BMW's new S 1000 RR's titanium inlet valves are hollow-bored to reduce their weight by 10 percent. Read the full ride review from page 48.

briefs

YOUR QUICK FIX

27

That's the number of years since Ricky Rice had raced his Aprilia 250cc GP bike. New owner Rick Williams got the two reunited at the recent Broadford Bike Bonanza for some quick demo laps. More on this in an upcoming issue.



"Great weekends in racing don't come along very often so I've learned to enjoy them"

Kawasaki Superbike racer Bryan Staring after very nearly clean-sweeping the ASBK-ARRC Superbike races at The Bend.

You can read Staring's tell-all column on page 104

MARSHALL HOLLERS

South Australian premier Steven Marshall spent two hours at The Bend's MotoFest ASBK-ARRC double-header. "We feel very honoured to have the best riders from Asia right here in South Australia," he said before waving the green flag to start a practice session of the ARRC. The Deputy Premier, Vickie Chapman, later toured the event and facility, sparking speculation that the government is looking at The Bend's potential to host even bigger international motorcycling events.



TAKES ALL TYPES

Women are playing a greater role in motorcycling, prompting Motorcycling Australia to launch an Australian Women In Motorcycling Facebook page. This follows the release of its Australian Women In Motorcycling webpage and shows MA's commitment to building a nationwide community of enthusiasts.

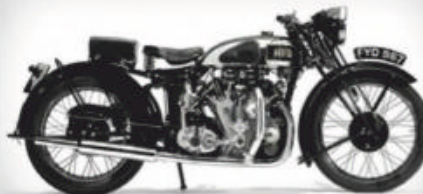


"It's been really difficult since I stopped riding. I was being forced to stop doing what I loved 10 years prematurely. I've had a few bleak years trying to readjust, re-evaluate and try and find purpose in life."

James Toseland, ex-racer now Triumph ambassador, on the personal pain of his forced retirement.

COUSIN VINNY

The Vincent Riders Victoria Inc. (VRV) has been formed and is the only accredited "local section" of the world-wide Vincent H.R.D. Owners Club in Victoria. Monthly meetings and activities are planned. Visit <https://secrvv.wixsite.com/vincent> for more information.



Wild at heart

Wildcard Stephanie Redman defied injury to finish 12th in the final ARRC race, while fellow Aussie Yannis Shaw rode his 2011 Kawasaki to 11th place.

Wonder Woman

Stephany Kapilawi-James raced Supermotard under lights at night and Supersport 300 during the day at The Bend's MotoFest.



Hot & Not

AMCN'S THERMOMETER



Speed freak

A motorcyclist lost his licence and was fined \$1096 after police allege he was travelling at 178km/h on the 110km/h Melbourne-Adelaide highway.

ATV ultimatum

Honda and Yamaha will stop selling ATVs in Australia if a draft standard becomes law. Proposed to improve ATV safety, but Honda and Yamaha believe the standard is flawed and may put farmers' lives at greater risk.

Mental Twisties

Turns out our memories aint what they used to be after a lot of readers struggled with last issue's Whose Lid Is It competition. Admittedly, a couple of them were a bit tricky, but we didn't think they'd stump **Everyone?!**

Answers for Vol 68 No 21

1 Stefan Bradl



2 Toprak Razgatliou



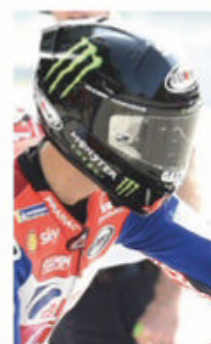
3 Leon Haslam



4 Fabio Quartararo



5 Pecco Bagnaia



6 Alvaro Bautista





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the know

IT HAPPENED SINCE LAST ISSUE

Triumph's Rocket 3 TFC lives!



Enough torque to tear your head off, enough tech to tame the beast. But barely enough to meet demand

AFTER TEASING US with a concept version back in January, Triumph has confirmed the Rocket 3 is a true production model, but with just 750 of the limited-edition TFC versions due to be made.

Those letters stand for Triumph Factory Custom and mark the Rocket 3 out as the second model to receive the moniker, after the Thruxton R TFC launched in January. But we're tipping a full production

Rocket 3 is sure to follow the TFC, albeit without some of the limited edition bike's more exotic detailing.

The Rocket 3's has the longitudinally-mounted inline triple with shaft drive, but there's nothing carried over from the old model. The 2293cc capacity is now 2458cc, the bore is bigger at 110.2mm (up from 101.6mm) while the stroke is shorter at 85.9mm (instead of 94.3mm). That means a higher-revving, more powerful design.

Triumph only admits to it producing "more than 170PS" (125kW), while torque is also claimed to exceed the old bike's 221Nm peak.

Total weight is claimed to be 40kg lower, so we think it might slip in under the 300kg mark. Much of the weight saving is due to an all-aluminium chassis replacing the old steel item. An alloy, single-sided swingarm incorporates the shaft final drive and features a monoshock rear end, with Showa providing the remote reservoir shock and the USD 47mm fork, which carries Brembo Stylema brakes.

Expect the inevitable full-production Rocket 3 to lose the carbon garnish, along with the TFC's standard-fit leather seat and its Arrow silencers. **BEN PURVIS**

Tech-head heaven

The new Rocket has about as much tech as it has cubes!

HOW'S THIS FOR starters? Cruise control, cornering ABS and traction control, tyre pressure sensors and a Bluetooth system that tethers your smartphone to the new, full colour TFT dashboard. Once paired, the combination offers turn-by-turn navigation, phone and music control from the dash and the same integrated GoPro camera control system that debuted on the 2019 Scrambler 1200. There's keyless ignition, along with four riding modes, an up-and-down quickshifter, and it incorporates a hill-hold system.



Price hit

How much would you pay for a limited-edition 2500cc triple?

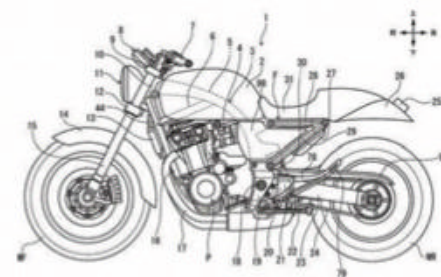
AUSTRALIAN PRICING has yet to be announced, but in the UK the Rocket 3 TFC is priced at £25,000 (\$46,500). Assuming we can draw reasonable comparisons, almost 50 grand is a fairly eye-watering loss from your bank account, but with only 750 TFC versions being produced, we're sure Triumph won't have too much trouble moving them. Given the massive R&D effort involved, expect the new Rocket 3 to have a more achievable base model sibling, and for it to evolve into a full range with a cruiser, tourer, musclebike and bagger.



Briefs

New Honda café racer

Patent applications show Honda could be planning to replace its old CB400 Super Four with a café racer featuring a fuel-injected four-cylinder engine in a tubular steel frame with aluminium subframe. A scrambler version could also be in the works.



Light alright!

Norton has posted a photo of the carbon-fibre chassis for its TT Superlight 650cc racer, saying "Well, they do call it the Lightweight TT".



Riders return

Since Barbagallo reopened to motorcycle racing a few months ago, membership of the Motorcycle Racing Club of WA has jumped from 150 to nearly 300. At its peak, the club had 400 members.



Benelli revamp

A radical redesign of Benelli's four-cylinder 600 is planned for 2020. Chinese parent Qiangjiang will turn the BN600 into a more stylish, technically superior and emission-compliant model. Sales have been patchy but it is the only four-cylinder in the Benelli



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New Diavel 1260

So good to be bad.

The world is at your feet and all eyes are on you... and your new Diavel 1260. The performance of a maxi-naked combined with the comfort of a muscle cruiser. Its handling and agility will surprise you. The 159 hp 1262 Testastretta DVT engine, powerful and torquey at any speed, remaining fluid and manageable for maximum riding pleasure. Its beefy and aggressive design makes a significant impact and is further enhanced by extremely well-executed finishing touches. You can be one of those who admires. Or you can be one who is admired. The new Diavel 1260: so good to be bad.

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Headcheck

The year was..

002008

News

Benelli plans to develop the marque as a major player on the world stage, revealing a 16-valve 599cc engine with 'ultra-short stroke' and variable length intake technology, expected to deliver 97kW at 15,500rpm in its street-legal and production form.



Sport

Carlos Checa and Ryuichi Kiyonari on the Dream Honda Racing Team CBR1000RR survived brake failure and rain to give Honda its 22nd Suzuka 8 Hours victory. Meanwhile, Australian rider Jason O'Halloran brought home the Moriwaki Honda in sixth place.



Bike test

Alex Gobert tests four unique sportsbikes that "refuse to be categorised"; the Aprilia RSV1000R, Benelli Tornado TRE1130, Ducati 848 and the Suzuki GSX-R750. The test ended in a dead heat between the GSX-R and the 848.



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Editor: Mick Matheson

COVER

That 6am race certainly doesn't feel like nearly 11 years ago – it was a cracker!



"Everyone respects him. But today I lost quite a lot of that"

Casey Stoner after the Laguna Seca round of the MotoGP turned into a heated battle between him and Rossi

PICS OF THE ISSUE



1. Germany has always had the answer to the so-called hoon issues we face in Australia: the Nurburgring. It's like your favourite well-known piece of road, just without the Highway Patrol bit...

2. Good old fashioned racing or just plain dangerous? MotoGP fans split over the Stoner/Rossi rivalry.



ERA AD

At least the prices for MotoGP tickets haven't gone up as much in price as houses in Australia...



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Young upstart!

The confident 16-year-old rookie who stuck it to the haters

CERTAINLY YOUNG CHAD

Reed had served adequate notice he was destined for success on two wheels. The 50cc PeeWee having been superseded by an 80cc machine, and Reed's first national title; the 1997 Junior Motocross Championship. Bypassing the traditional 125cc division to move straight to the premier 250cc two-stroke category was a big call, causing many sceptics to comment that maybe this brash young upstart was getting a little ahead of himself.

But here was the kid from Kurri Kurri mounted on a factory-prepared MSR Silkolene Suzuki RM 250 ready for the first round of the 1999 Australian Supercross Championship at Newcastle Speedway, a venue hardly

comparable to the glittering lights Reed had witnessed at the Hollywood Bowl.

"I'd been off the bike for three months with a broken leg," recalls Reed. "And landed back in Australia after my first-ever trip to the USA, so to say I was amped up to race in front of my hometown crowd is an understatement."

No one does parochial like the Novocastrians and the massive Saturday night crowd were just as charged to see how Reed would stack up against Newcastle's other favourite son – and Reed's cousin – Craig Anderson.

But come the main event and Reed was swamped out of the gate and he crashed in the very first turn. Remounting, he rapidly clawed his way back up into the roost of the leading trio, only to crash

again. Back on his machine and still on the lead lap, Reed figured there was still a chance of a podium, particularly now that lapped riders were slowing the leaders, all of whom were showing signs of fatigue. But not Reed.

"I realised the boys were not very fast and extremely out of shape, so I ate 'em up in the last half," he said.

And when Reed passed Anderson with only a few laps remaining, the partisan crowd realises he has a shot at the win. And goes apeshit.

"I was pretty tired by that stage of the race and knew Chad had it all over me on the final laps so I didn't think much of it," said Anderson. "I kind of accepted third while Chad set off after the leader."

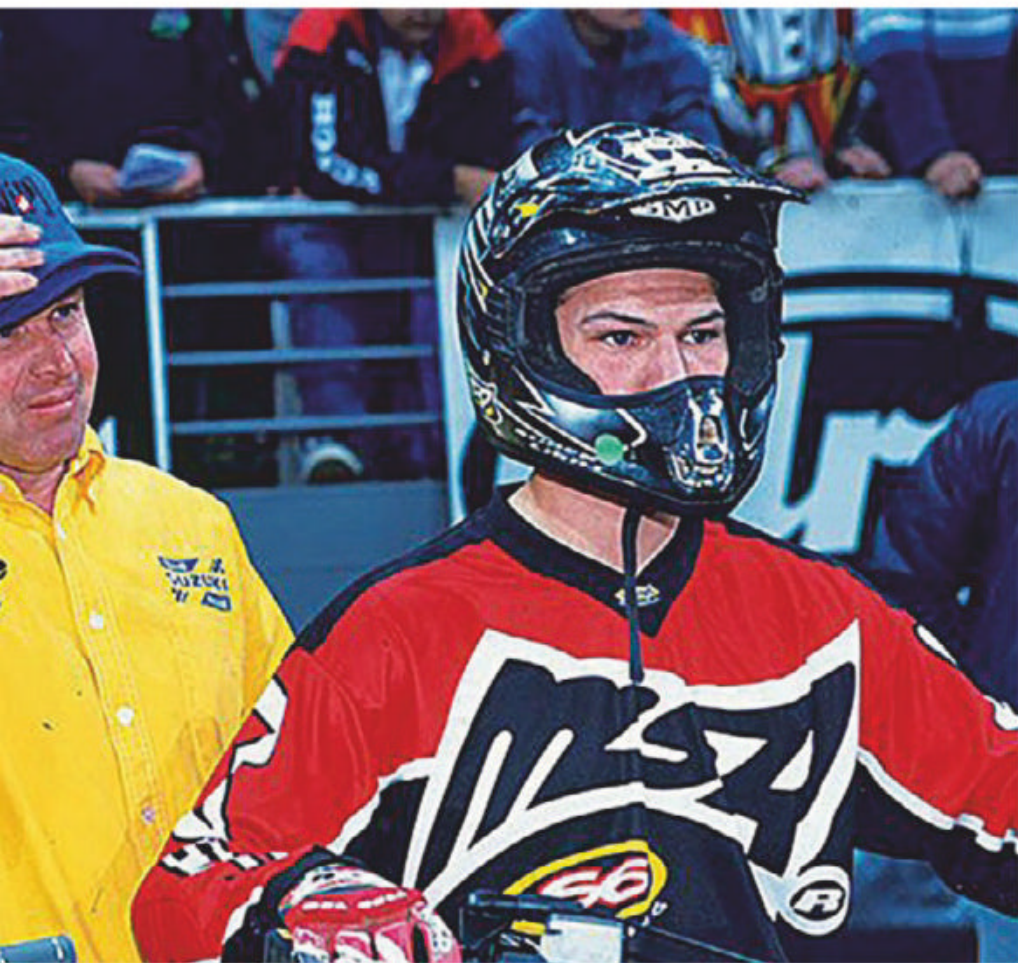
Reed catches and passes

Peter Melton to take the win and immediately joins the pantheon of Hunter Valley heroes such as Mark Richards, Paul Harragon and Phil Lovett.

But before the champagne flows, accusations have spread that Reed had consistently cut the track over the closing laps. The allegations were based on the presumption that Reed couldn't possibly have been as quick as he was without cutting the track, though one informed observer noted that the lack of sufficient hay bales and bunting, together with the substandard lighting, allowed for some creative clarification of the track boundaries.

However on the night in question there was a lot of hearsay evidence of who

1. Chad Reed was in a class of his own on home soil in Newcastle
2. Even as a teenage racer Reed had the '1000 yard' stare focus



I remember it like it was yesterday. The boys were just pissed the new kid came in and smoked 'em”

saw what, where and when. Officials, who always retain the right to be judges of fact on any evidence they care to nominate, had no qualms of relegating Reed back to fourth position.

And into meltdown.

“That’s bullshit!” he barked. “You’re all just pissed that I beat you and scared to admit it.”

Years later Reed was just as adamant. “They fired me up. I remember it like it was yesterday. The boys were just pissed the new kid came in and smoked 'em; they thought it wasn't possible to be that fast without cutting. I told the stewards to put me

last, looked them all in the eyes and told them I'd smoke 'em next weekend.”

The record books may not show Chad Reed as winning on his premier class debut, but the following week he did indeed smoke 'em, and went on to claim victory in each and every round thereafter. He won the title and became the youngest Australian Supercross Champion in the process.

Fast forward two decades and 228 AMA SX starts, Reed returned down under to win the 2018 FIM Oceania SX Championship. Maybe those officials just didn't recognise talent when they saw it. ■

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← Letter of the issue

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Letter of the issue

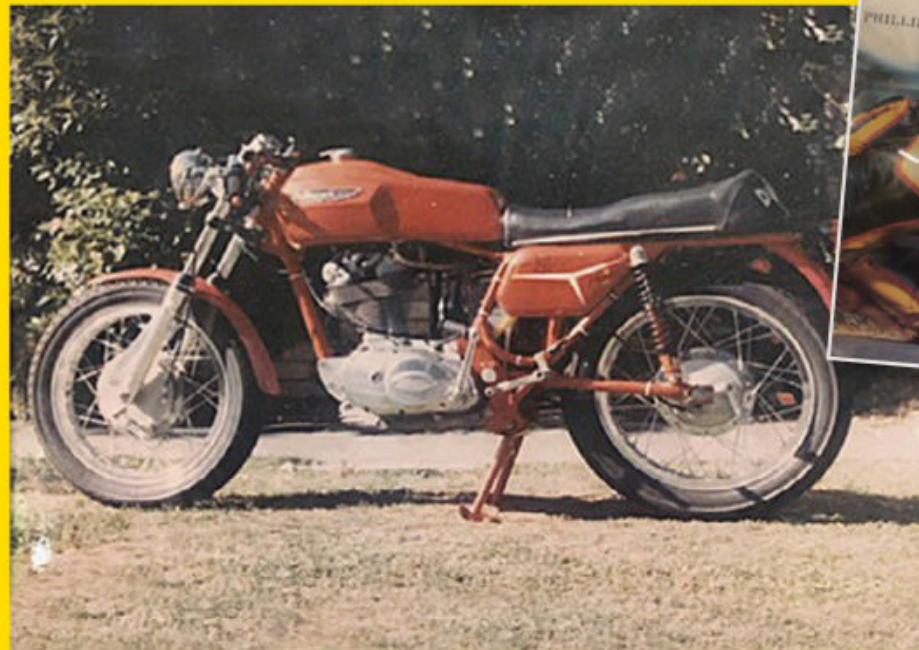
Thanks for the memories

Thanks for the flashback to the first Oz GP (AMCN Vol 68 No 21). What an event, what a race and little did we know that we were part of the epoch of modern GP racing in this country.

There are hundreds of thousands of stories from that weekend; stories of those who were there, stories of those who didn't make it and the stories of those who made it happen. My story was one of the many and it remains luminous in my memory.

I made my way from Ballarat to the Island on the Thursday, riding my Ducati 350 Mk III. I'd bought it a few years earlier as a motor and a box of rust and resurrected it to concours condition. It was such a delightful little bike.

It got me to the Island, but the engine's performance seemed to be diminishing as the ride progressed. The Ducati Owners Club of Victoria (DOCV) was conducting a concours event and, in spite of what seemed



to be an encroaching mechanical issue, the Mk III took out Best Single.

The three days of practice and racing were just fantastic, culminating in Wayne's win. It really did seem to be the only right and proper ending to this epoch event.

A couple of weeks ago I did a Track Day at the Island with the DOCV and in addition to the pleasure of riding the circuit, a few of us had a drink in the Cowes Hotel. It was the first time I'd been back to

that pub since and, as I gazed out at the water, I reflected on how different it was in 1989; Cowes was pumping, there was no hint of trouble and the only thing that threatened the integrity of windows in the town was the music from pre-emissions exhausts – what a memorable three days.

I have been back to many GPs and WorldSBK events since but none resonate like 1989, we all remember our first time with a certain fondness.

The 1989 event poster is hanging in my shed – what an iconic image, cranked over with sparks flying from the knee slider. The only thing missing is

Wayne's signature.

Do you reckon AGPC could organise a Wayne signing session to celebrate the 30 years?

As for the Mk 111, fear got the better of me and it came home in the back of a friend's van. About three kilometres after collecting it, the big end collapsed and the rod saw the light through the cylinder. Such is life.

Thanks for the memories.

Peter Faulkner
Bendigo, Vic

Sounds like a great trip, Peter, and difficult to emulate – particularly winning a trophy while you were there!
Sam



Wayne's win really did seem to be the only right and proper ending to this epoch event

Just wow

I was deeply disappointed to read Sam's Ed's Desk in Vol 68 No 20. The antics Sam displays in traffic are aggressive and incredibly immature, not to mention unsafe and likely to incite other forms of road rage.

His suggestion that this is taking people to task "respectfully" is laughable.

The sort of behaviour he advocates contributes to giving motorcycle riders a very bad name. Suggesting that we "revolt as a group" and calling drivers "douche canoes" and "dopey buggers"? Just wow. I've come to expect better standards of AMCN.

Matt Lonberg
Via email

Poster poo

I just got latest AMCN with the Miller poster advertised on the front. I thought: "Sick! Nice poster with a mad wheelie!"

But, no. The poster is shit. A tiny picture of the beautiful bike in action.

C'mon, the people wanna see Jack doing a wheelie on his beautiful Ducati, not

some tiny pic where the background takes up 82 percent of the poster.

Luke Fitzgerald
Via email

Depends who you ask, Luke. We do run lots of Jack wheelie shots, I am sure we will use it to celebrate his next win, this year some time. Sam.



NOW EVEN MORE PLACES TO READ AMCN

Your say

Human rights

I'm in a motel in Adelaide about to head to Tailem Bend for the weekend and reading AMCN. I've just read Sam's editorial on Kate Peck. Yep, it happens all the time but not only on motorcycles, so many sports and trades are the same. I've been passed (very quickly, too!) at track days by women, I've been shown up mountain biking by women, the list goes on.

Over the years I've worked out it doesn't matter who or what you are, you can excel at whatever you put your mind to! People can be blatant wankers over stupid things. I think as a rider I appreciate what others are capable of regardless of gender, disabilities or simple preference. It would be nice if everyone could just ride without opinion.

I've been abused for stopping to see if a guy on a Harley was okay – he looked like he was broken down, I and got told to f*** off and mind my own business – but that doesn't mean everyone is a douche bag.

I used to ride sportsbikes and have moved to a KTM 1290 GT, which offers me comfort as well as power, and I notice the difference in people's comments when I stop and chat; "Oh, so you sold your sportsbike for a tourer?"

Whoever you are, whatever you ride, just ride. And let the people who are oblivious to the fact we are all human and all different live in their own naive world.

Simon Clarke
Via email

Outside the box

I thought this entirely unstaged lineup of topbox variations at Jerry's Cafe in



This unstaged lineup of topbox variations

Kulnura might offer some readers a small amount of amusement.

There's the early and primitive LCD (Luggage Carrying Device), whose style shows clearly that it evolved from an old-style bushwalking rucksack. Then there's the stylish and cheap, albeit an evolutionary dead-end, and presumably popular with tradies. Moving along, we have the beginning of modern luggage; vast capacity, stylish, but tends to encourage owners to include the kitchen sink.

Luggage evolves into a styling accessory; large, shiny though not super practical – can't fit in a helmet and doesn't even have recesses for holding a six-pack of tinnies in the lid (though it may expand into full-size camping accommodation for Mr and Mrs H-D?) Then there's

the ultimate modern evolutionary stage of luggage – the love child of a Honda Goldwing and the Batmobile perhaps? The small logo kind of gives that away, but very nicely integrated into the styling. It's a pity Polaris stopped making Victory.

Phil Packham
Via email

Up to speed

I have a suggestion for an AMCN investigative piece. There are large and increasing sections of the Victorian rural road network being downgraded from 100km/h to 80km/h (and down to 70km/h and 60km/h, in some areas).

These lower limits significantly diminish the joy of motorcycling. The claim of 'safety' bears closer scrutiny, with the 2019 Victorian road toll being 62 percent up on the same

period last year. What does the data show?

The decision appears to be bureaucrat-driven, with no consultation with the affected motorcycling community (or affected rural residents), as far as I can tell.

Slower speed limits mean increased travel times which has a knock-on effect on fatigue. I suspect AMCN readers would be very interested to understand the extent to which 80km/h zones have increased in the past three or so years; the total amount of 80km/h roads in 2016 compared to the total amount in 2019. Data on increases to 30, 40, 50, 60 and 70km/h zones could also be interesting.

I suspect this information could be easily derived from the base (GPS) mapping data collected by Sensis and Google, likely for a few. Compounding the widespread speed reductions is how Victorian riders and drivers face a loss of licence for travelling 25km/h over the limit.

James Wright
Via email

Speed, speed, speed. So many different opinions, with governments usually going with "if you hit something slower, you're safer" approach, which isn't untrue – but we all know there are many factors on the road that lead to 'accidents'. Time to look at it again, James, yes! Sam.

The back stories

Would it be possible to do a series of articles on the Australian riders who have ridden overseas and weren't as successful as the big names who made it?

There's obviously reasons riders end up back in

Giz a squiz!

Congratulations Tink, you've scored a beaut Motul cap and T-shirt valued at \$35, kindly supplied by our mates at Link International.

Send an image and details about your two-wheeled pride and joy to access@amcn.com.au



Giz a squiz

Rider Tink Walton

Ride 2007 Aprilia RSV 1000 R

He says I am 65 years old and still enjoy the adrenaline rush of riding my head-down-arse-up beast. Apart from riding a few of dad's bikes (BSA Bantam, DKW 250, CZ 350) around the yard or up and down the street as a lad, I have owned a Honda 125 Elsinore, Yamaha DT250, two Suzuki PE250s, a couple of Triumph T160s over the years and Honda VTR with a stage one cam and Yoshimura cans – possibly the best sounding bike I have heard.

My current 2007 Aprilia RSV 1000 R Factory is one of 12 imported to Australia for that year, and the only one sold in WA. From standard, I have only added the Akrapovic mufflers, dark tint double-bubble screen, mirror extenders, tail bone

bumper and also a Ventura rack. My first ride in 2010, from Sydney to the Oxley Hwy, then all the way down through the best roads to Melbourne and on to Tassie – about 6000km in four weeks.

The second trip, 2012, was Melbourne to WSBK and then on to Tassie with a few laps of the Island again. I lived on the West Coast of Tassie for 15 years so had knowledge of the roads.

We say. I've done those roads, too, but never all at once! Glad you can still handle touring on a sportsbike – I guess it's just mindset! Best you turn to page 38, by the way... Sam

Send us your ride via email, to access@amcn.com.au or, if you're a carby and points kinda person, pop a pic and relevant info in the post to Readers' Rides, PO Box 20154, World Square, NSW, 2002



Australia – whether they run out of sponsorship or were unfortunate enough to run out of money, etc. The fans who follow these riders very rarely get to hear why they were unsuccessful on the world stage.

As a nation, we send a lot of great riders to Europe and

other countries and then the next thing you know, they are back racing in Australia. I, for one, would be interested to know.

Tony Pattinson
Via email

It's a tough gig, racing bikes for a living. Many

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Your say



I was bouncing off the bike with exuberance

have tried and failed – I'm not sure how many would be okay with sharing their story like that, but it's worth looking at, for sure. Sam

Beaut bonanza

I normally celebrate Easter at home, but for years have been interested in the Broadford Bike Bonanza, so this year I made the trip. When he heard I was going, generous benefactor Andy Bedford from the SA Ducati Owners Club offered me to ride on one of three bikes he was taking—a 1978 café SR500 he has up for sale. I'm not a trackday guy, so I had to drag out my period-correct 1986 road leathers from the back of the cupboard (hanging next to a threadbare Gassit T-shirt of the same vintage) and set off through the mountains on the Roadster.

The event lived up to expectations, and more – an extraordinary array of bikes, many of historical significance at an event where everyone is interested in the bikes. The whole place has a community feel typical of historic meetings.

An unexpected bonus was to catch up with my cousin Robin Drendel who, unbeknown to me, had

trailed his 750 Four the 4000km from Kununurra to fulfil a long-time dream—surely such commitment wins a longest distance award!

An unfamiliar bike and track meant the first of my eight sessions was rather tentative. But further sessions and watching more experienced riders built my confidence. These are demonstration laps so the stewards were emphatic about appropriate track behaviour, with threats of death (almost) or worse, expulsion from the track, for any aggressive riding.

Over the weekend I had numerous gentle tussles with bikes and riders of similar capabilities, each very satisfying, and by Sunday I was just about bouncing off the bike with exuberance at the end of each session.

The little SR was eager to run hard and was a joy to punt around Broadford, even if the Laverda front drum didn't live up to its looks. I think a seed has been sown – I'm already browsing online a project bike, and one day maybe, just maybe...

Mark Heinrich
Yarralumla, ACT

Facebook

Post of the issue

Jack Miller's red-hot form in MotoGP has got the Ducati faithful excited for the upcoming races



- Mick Dowell** Go Jack!
Like · Reply · 1d
- Paul Manners** Been close for a While
Like · Reply · 1d
- Brad Poyner** Keep on keeping on Jack
Like · Reply · 1d
- Bruce Gaskin** Man on a mission
Like · Reply · 1d
- Wade Matthews** If your seat never fell off you would have prob had three top 5 finishes in a row lol
Like · Reply · 1d
- John Nicolaisen** Keep it going Jackie boy.
Like · Reply · 1d
- Brian Watson** You ARE one of those guys at the front
Like · Reply · 1d
- John Bajada** Just need to get better at tyre selection and the win will be yours. 🍌
Like · Reply · 1d
- Paul Seccull** Robert O'Gorman
Like · Reply · 1d
- Mark Callaghan** Just need better super glue for the seat and master the art of tyre selection and you will soon be on the top step. love your style
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your first

Reader rides



If it was a paddock basher you found in a shed, or a shiny new showroom model you saved your hard-earned for, no one forgets their first two-wheeled love. **Show us yours!**



This was my first bike after passing my test in the UK, a 1993 Kawasaki ZXR400. They're very rare to find these days. I wish I still had it, it was an awesome little pocket rocket.

David Williams



My 1983 Kawasaki GPZ250 pictured in 1984. I did 20,000km through the Adelaide Hills in my first year, including getting my licence! Dressed in trusty Adelaide-made Walden Miller leathers, too. **Craig Middleton**

This issue's coolest six have picked themselves up an **Oxford Cable Lock** and **Fred's fave** gets an **IPONE Care Kit**, all thanks to the team at **Ficeda Accessories!**



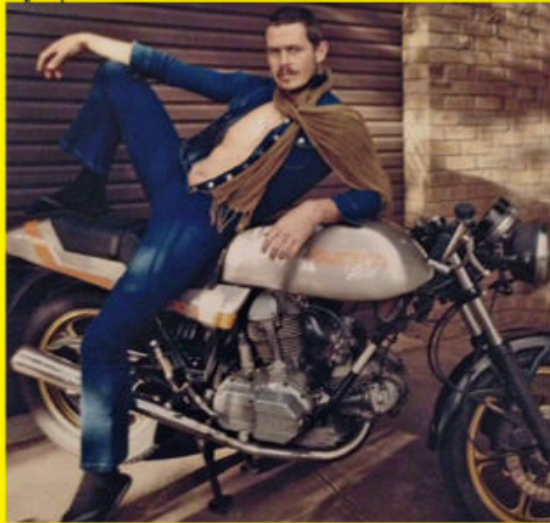
My first love (but not first bike - I hated that thing!). My 2000 GSX-R600 in Corona team colours, complete with our old dog Ruby. I met my husband because of this bike.

Georgie Sambatiki



This is me 40 years ago flogging my Yamaha DT250 with my nephew on board in my mum's front yard. I'm still riding, these days, on a KTM 990. **Steve Mackay**

FRED'S FAVE



My 1983 Ducati S2 in 2007. I always wanted a Ducati and I finally got one.

Chris Landreth



1985 was a great year riding around like my heroes at the time AJ, Mal and Wayne. I moved it on but I've since found another restored VF, which the wifey and I both enjoy on nice days 33 years later. **Brad Simpson**

Clean up!

Send Fred a photo of the first bike you ever owned or rode. If you don't have a pic of the first, he'll accept one of the first. Email your entry to **comps@amcn.com.au** and make sure you include your full name and postal address so we can send you out your loot!



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Mental Twisties

Reckon you're pretty quick when it comes to two-wheeled trivia? Then have a crack at our What Is It series. If you're finding it hard, here's a clue – all the answers have appeared in AMCN at sometime over the past 68 years. Plus we have given you the headlight as another clue. When you reckon you've worked out the bikes, **email your numbered answers to comps@amcn.com.au for your chance to win!**



1



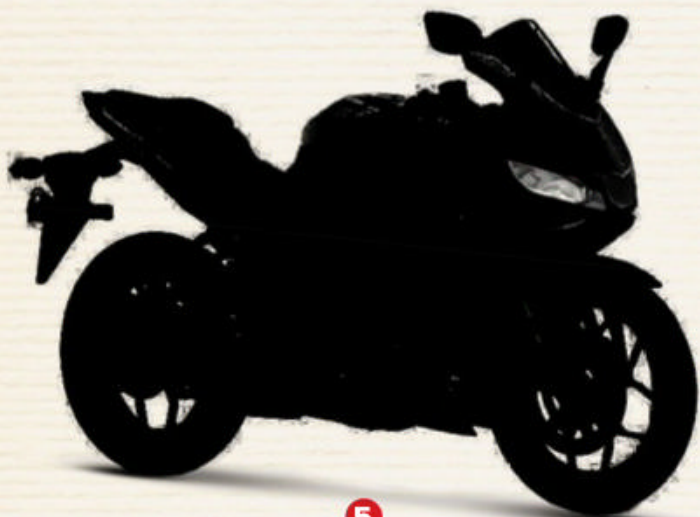
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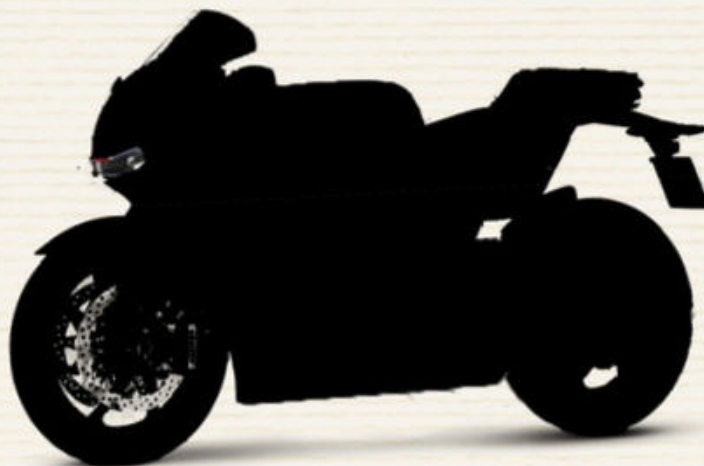
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6



W800 *CAFE*

AIR-COOLED VERTICAL
TWIN ENGINE

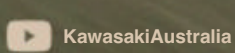
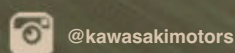
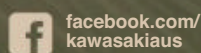
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STYLING

AUTHENTIC
RIDE FEEL

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Retro café styling, power for all roads and modern performance capabilities, the W800 CAFÉ is for an experienced rider. Lineage that dates back to the original W1, it is the ideal platform to represent true Japanese style and innovation in the modern classic category.

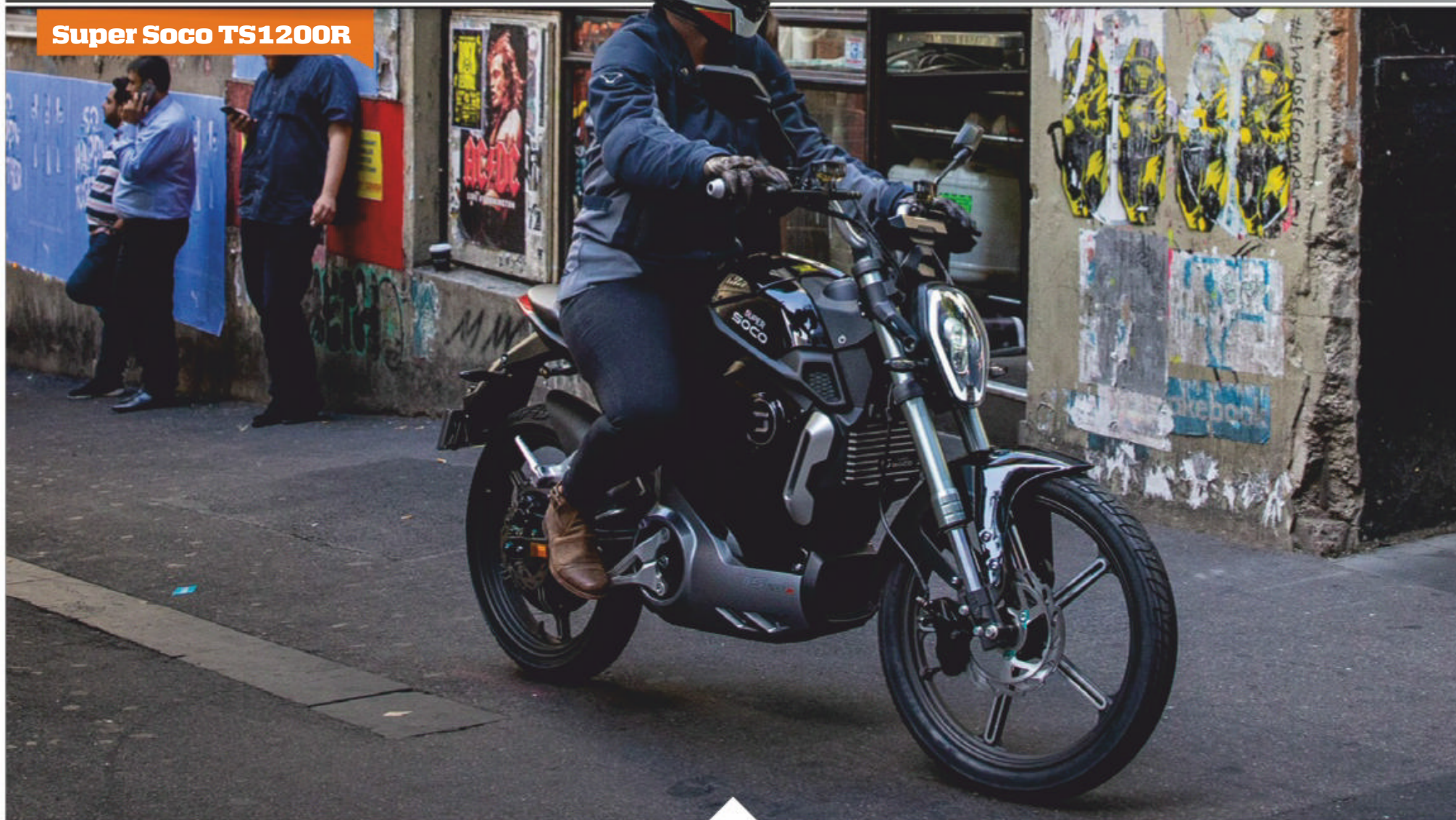
Disc Brakes with ABS ★ Café Racer Styling ★ Tuned Exhaust System ★ L.E.D. Headlamp ★ 41mm Telescopic Forks ★ Modern Vertical Twin



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Kawasaki

Super Soco TS1200R



Power train

If the proximity of fellow commuters on cramped public transport is wearing a bit thin, spend your train ticket money on this instead

WORDS KELLIE BUCKLEY PHOTOGRAPHY MARK DADSWELL

So it only occurred to me while I was sitting at the lights watching the scooter next me's broken number plate vibrating to the tune of the idling engine, that there's a lot more benefits than just clean emissions when it comes to riding an all-electric machine.

It was one of those stinking hot days in Melbourne and I was off in my own world, watching the broken piece of metal rattling itself loose, thinking about all the advantages of a harmonics-free machine, when the arrival of a loud nakedbike snapped me back to the present.

It was an Aprilia Tuono and all of a sudden I became acutely aware of the heat radiating off it as its cranky 1100cc V4 engine banged away beneath the heat-absorbing frame rails.

"Hot enough for ya?" he yelled at me, as people often do on days this warm. But I didn't have time to respond because the lights changed and I swiftly and silently accelerated away from the pair of them. I was feeling pretty smug about the situation, too, until 20 metres down the road when they buzzed past me, the Tuono first followed by the scooter, in a noisy wake of heat and exhaust.

Main pic. KB took to the mean streets of Melbourne's AC/DC Lane (geddit?) silently on the Super Soco

1. The LCD dash is large and modern, far exceeding the expectations of a sub-\$5K bike
2. Frame accommodates batteries where the engine 'should' be
3. Switches look like they have been borrowed from a 1980s UJM but they work fine

I'm riding the newest sub-\$5K motorcycle to hit Aussie shores, the Super Soco TS1200R. It's powered by a 2400W electric rear-wheel hub-drive motor that's made by Bosch, and it weighs just 78kg. It looks like a new motorcycle should look, and you can ride away on the thing for \$4990 and never spend a cent on getting to and from work ever again.

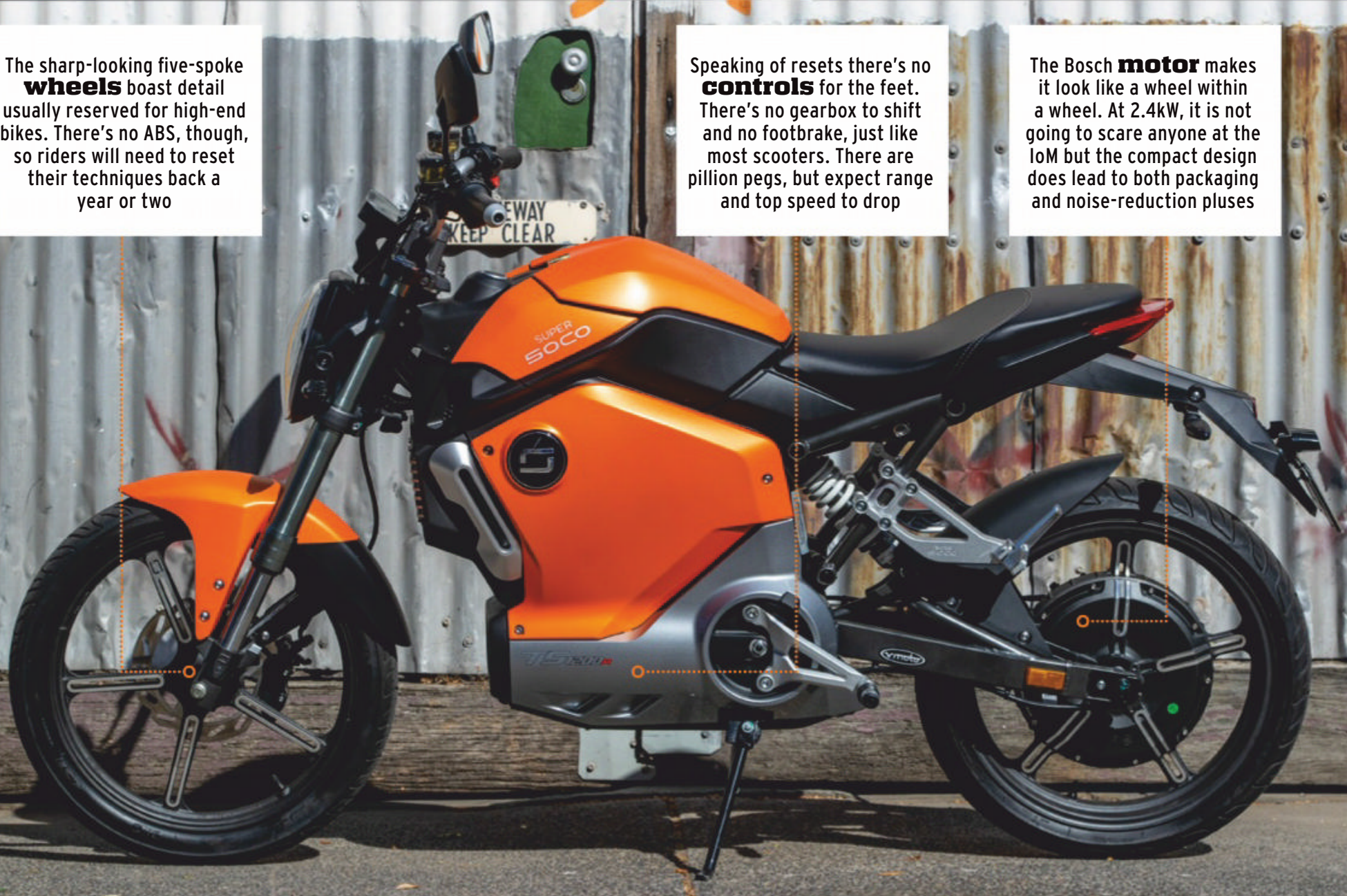
And that's all it is, a bike to get you across town, to and from work and maybe down to your local farmers market on a Sunday. If you're looking for a bike to get out of the house and to feel the wind in your hair on, you'll need to look elsewhere. This is nothing more than an inner-city commuter. And for that, it's about as good as it gets. In terms of registration, it falls into the same category as a 50cc scooter, so while it might look all sporty and fast, it's not. In fact it's been speed limited to 50km/h in order to comply with the boxes which need to be ticked. But it means that would-be owners in those Australian states which allow 50cc mopeds to be ridden with just a car licence, can also jump on this without jumping through the two-wheel hoops.

It uses a keyless ignition – though the fob

The sharp-looking five-spoke **wheels** boast detail usually reserved for high-end bikes. There's no ABS, though, so riders will need to reset their techniques back a year or two

Speaking of resets there's no **controls** for the feet. There's no gearbox to shift and no footbrake, just like most scooters. There are pillion pegs, but expect range and top speed to drop

The Bosch **motor** makes it look like a wheel within a wheel. At 2.4kW, it is not going to scare anyone at the loM but the compact design does lead to both packaging and noise-reduction pluses



It boasts more or less the same torque output as a 1200cc Harley-Davidson

isn't proximity controlled – and it's a three-step process. First you need to activate the system by pressing the unlock button on the fob before stowing it somewhere safe. Then you turn the bike on by pressing the large power button mounted between the faux tank and the steering stem and you're greeted with a soft and melodic tune as the relatively large and very easy to read LCD dash runs through its start-up sequence. Then, once the side stand is up, you thumb the starter button, the word 'ready' illuminates in green on the dash and you're ready to roll.

Because it's so light and because it boasts more or less the same torque output as a 1200cc Harley-Davidson from the second you crack the throttle, it's quite startling at first just how quickly you launch. And then the startling stops. It gets up to the 40km/h mark pretty bloody quickly and the last 10 or so kays an hour takes a little bit of time to build. It's a quick bike, but by no means a fast bike. But it'll be faster than taking the train and that's all it needs to be.

There's three switchable maps, 1 (eco), 2 (normal) and 3 (sport). I couldn't tell a great deal of difference between them, except that the battery



Super Soco TS1200R

level dropped faster in mode 3. So if you see and use them as a way to preserve the battery life rather than a way to increase performance, then I suspect they'd be rather useful.

Just like on a twist-and-go scooter, nothing on the bike is foot operated, with both brakes actuated by handlebar-mounted levers on the left and right sides. It doesn't have ABS, nor is it required to, but jam each end's hydraulic caliper biting a single-disc brake set-up on at the same time and all of its 74kg stops quicker than anything else on the road can or will.

I've ridden a lot of electric motorcycles in the last decade, from a very early, very rudimentary and very heavy Vectrix maxi scooter in 2006 through to Lee Johnson's Victory Motorcycle-branded Zero TT podium getter from 2015, but never have I experienced such a quiet example. People often think that electric vehicles are silent, but there's always a very audible whir from the motor, not to mention the noise of the chain or belt, but I think because the TS1200R's power supply is mounted directly into the thing it's turning, in this case the rear wheel hub, then there's nothing to hear.

It really is a stealthy mover, as more than a few

startled Melbourne pedestrians can attest.

The battery is good for about 80km of range, which is more than enough to get most people to work and back. But the great thing about the Super Soco's set-up is that the 26Ah lithium-ion battery is removable and is charged via a standard wall plug. So even if your workplace is 50 or 60

kays from home, whip the battery out when you get to work, plug it into the wall and it'll be fully charged in six hours. The battery itself is quite weighty at 18kg but has a carry handle on top to make it a bit easier to handle.

There's actually room in the bike for two batteries, so you can splash out and double the range to 160km, but it'll cost you \$990, adding 20 percent to the purchase

price and increasing the overall weight by 25 percent which, in my opinion, nullifies two of the most attractive features of the TS1200R.

There's plenty of in-tank storage which is accessed via a key-operated lock mounted to the underside of the subframe and is big enough to stow a rain jacket, a wallet, phone and maybe a bottle of water. There's no USB point to make use of that big heavy battery, but you're never going to be spending that much time on the bike to get any meaningful charge for your devices anyway.

There's actually room in the bike for two batteries

1. Triple digit speedo is an example of great optimism on a ride that will go nowhere near that

2. Urban jungle is the bike's natural habitat

3. One of the things to adjust to on an electric bike is their almost total lack of sound...

WAIT, THERE'S MORE

The TS1200R is just the first of a new range bound for OZ

THE SCOOTER // CUX

Battery Lithium-ion
Capacity 32Ah
Charging time 7 hours
Range 80km
Torque 115Nm



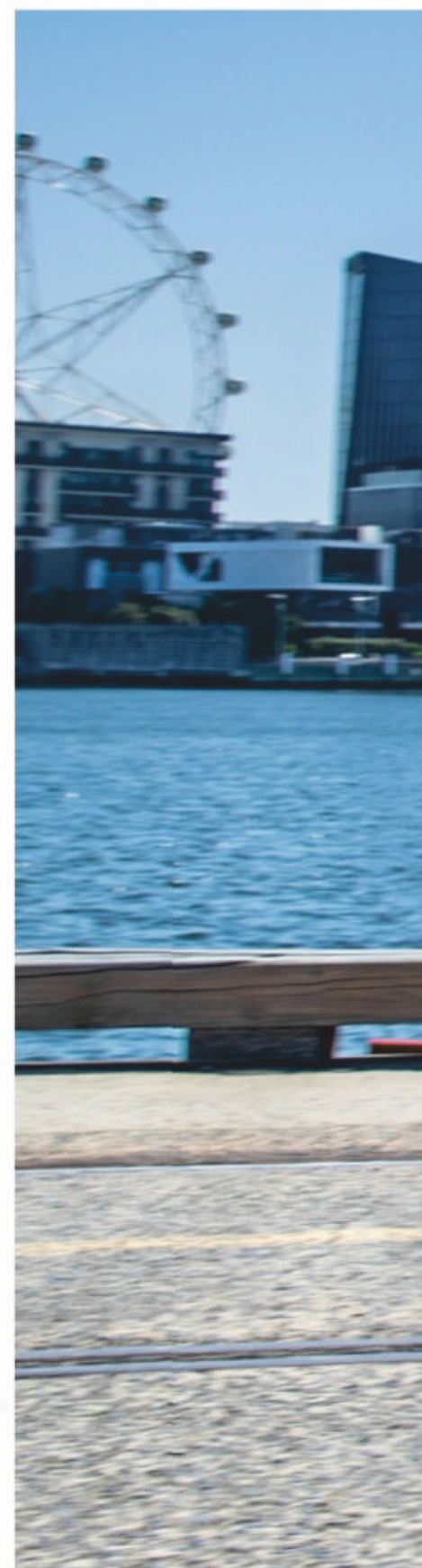
THE ROADIE // TS1200R

Battery Lithium-ion
Capacity 26Ah
Charging time 6 hours
Range 80km
Torque 120Nm



THE RETRO // TC

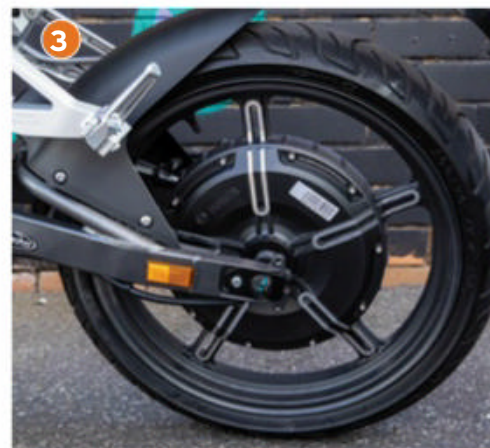
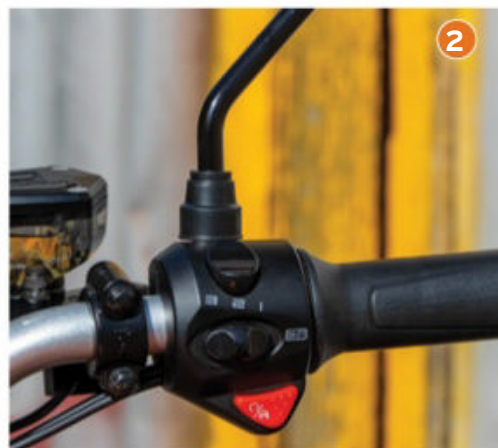
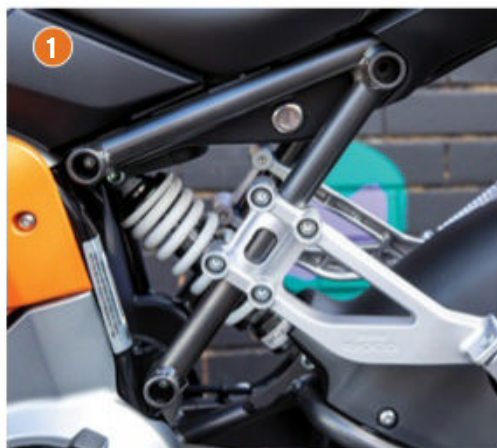
Battery Lithium-ion
Capacity 30Ah
Charging time 6 hours
Range 80km
Torque 150Nm





1. The Super Soco looks every bit the big-bore bike it's not 2. RH switches control modes 3. There's a motor in there, and it makes for quieter running

Super Soco TS1200R



specs

Super Soco TS1200R



ENGINE

Type Bosch 17-inch electric hub motor
Controller Field Operated Vector Controller (FOC), with three riding modes
Power 2.4kW (claimed)
Torque 120Nm
Optimal Revs 550rpm

BATTERIES

Type 60V, Panasonic, LG or Samsung
Battery capacity 26 Ah
Number One, with a second optional
Recharge time Six hours for full charge, 30 minutes for 20-30km range
Range 80km (one battery)

CHASSIS

Frame material ALS steel/aluminium
Frame layout Cradle
Rake 25°
Trail n/a

SUSPENSION

Front: 35mm non-adjustable telescopic USD fork, 120mm travel
Rear: Mono shock, non-adjustable, 110mm travel

WHEELS/TYRES

Wheels Five-spoke, cast aluminium
Front: 17 x 3.0 **Rear:** 17 x 3.0
Tyres CST
Front: 90/80-17
Rear: 110/70-17

BRAKES

Front: Single 240mm Spray disc, twin floating calipers
Rear: Single 180mm Spray disc, single floating caliper, with regenerative braking

DIMENSIONS

Weight 78kg (one battery)
Seat height 770mm
Max width 702mm
Max height 1300mm (excl. mirrors)
Wheelbase 1320mm

PERFORMANCE

Range 80km (claimed)
Top speed 50km/h

CONTACT & SALE INFO

Testbike Super Soco Australia
Contact www.supersoco.com.au
Colour options Black, Red, Orange, White
Warranty Two years, unlimited km
Price \$4990 (ride away)

The finish is the best I've seen on a bike at this price point

In terms of the quality of finish, it's the best I've seen on a bike at this price point and proves just how improved the quality of bikes coming out of China is these days. Super Soco is made by the 18-year-old Chinese brand Vmoto. My stepbrother had a 50cc VMoto scooter as a runabout years ago and, try as we might, we couldn't kill it. It rode down staircases, up and down gutters, it once ferried five adults across a long and bumpy paddock and everywhere it went it was held flat out and it just went and went and went. In the end, my dad painted it and sold it and I've little doubt it'd still be going strong.

The Super Soco boasts modern styling which looks edgy and European. Its snazzy headlight has an LED daytime running light outer ring and the view from the cockpit would make any owner

seriously pleased with their \$5K investment. From the beefier-than-it-needs-to-be upside-down fork to the clear master cylinder reservoirs and the large and informative LCD instrument panel, there's really nothing that says cheap and cheerful. Which, of course, is exactly what it is.

The way we move around our cities is changing considerably and the way we perceive and use our transport is changing, too. The Super Soco TS1200R isn't a bike that you'll ride for the same reasons you ride the bike you either have or want to have in your shed right now, it's a machine that will move you swiftly and efficiently through a congested city.

And it will do it in an enormously cost-effective way, with zero emissions, it won't rattle and it won't get hot. Super, really. ■

PROS & CONS

The finish for the asking price is remarkable and, save for tyres and brake pads, won't cost you another razoo

It may be quick off the mark, but it's pretty slow – but in crowded and slow-moving city traffic, who cares?

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038

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APRILIA **TUONO V4 1100 FACTORY & RSV4 1100 FACTORY**



FACTORY

■ TEST SAM MACLACHLAN ■ PHOTOGRAPHY TIM MUNRO

WORKERS

Aprilia's pair of Factory machines are well honed for life in 2019

If Italian Superbikes are your thing, life is good in 2019. And if comfy versions of said Italian Superbikes lay your hair back, then the same thing goes. Ducati's wicked V4 S meant Aprilia had to return fire from Noale, and return fire it has, with meaningful updates to its underrated RSV4 Factory, in the form of 217hp. That's gotta be fun...

Then there's the RSV4 Tuono Factory, a bike that's been top of the pops against such incredible competition as KTM's 1290 Super Duke R and has now gained an upgrade promising a new level of handling. I got to sample both at an Aprilia day at

SMSP and I won't forget any of it in a hurry.

The main focus was the RSV4 Factory, which has dropped weight, something of a novelty as bike weights had been heading the other direction as electronics and Euro4 requirements add bulk. That trend is reversing and bikes are getting lighter again – Aprilia claims just 177kg dry for the Factory which represents a five kilo saving from its predecessor. And in typical 'new model' fashion, added horsepower with the V4's displacement expansion (now 1078cc), up to 162kW (217hp) from 150 (201hp). This claimed power figure conveniently surpasses the



Ducati's by just a few horses...

Then there's the winglets, astounding Brembo Stylema brake calipers, revised suspension and high level electronics. Sportsbikes may not sell like they did in the '90s, but they are more drool worthy, and as the 2019 RSV4 Factory burred away on the racestands at SMSP for the national launch, I knew I was in for a good day.

The Tuono Factory sitting next to it was equally alluring. Less power, 'just' 130kW (175hp) and more weight, but with the tasty addition of the Aprilia/Öhlins collaboration – Aprilia Suspension Control. Semi-active suspension on what has always been a pointy-end nakedbike? Yes, please. My first session on that weapon was surreal, for more than a few reasons.

The day had dawned foggy and the track was soaked for the first session – it was always going to clear up to a sunny day, but I wasn't there to make love to arachnids, so I left the 217hp poster child on its stands and headed out on the Tuono.

The electronic suspension was set to Active Track mode on the base (read: plush) settings, but I had the traction control on four – mid range between sensitive and liberated. I didn't want to be 'that guy' by sticking a new Tuono into the fence on a wet track in the first session, but the crazy thing was I would have had to make a large mistake to do so, despite the conditions.

The suspension combined with the Pirelli Supercorsa SP rubber to offer a feel to the slick SMSP surface that allowed me to feel my way around the track, straight lining it through the puddles of water highlighting many corner entries, and allowing the traction control to catch over enthusiastic throttlings.

The bike was one big comfort blanket that session – I was enjoying motoring down the steamy straight, watching the traction light buzz sporadically, skating around Turn One, then braking improbably hard into Turn Two, thanks to the electronic back up. It was like a wet road

- 1.** Öhlins dampers are fully adjustable, with active actuation on the Tuono
- 2.** Quality is everywhere in the cockpit
- 3.** The brakes are simply astonishing



1. APPY DAYS

Your smartphone can also be mounted on an optional bracket in front of you, which lets you take advantage of an optional Bluetooth package called Aprilia MIA, which offers full telemetry support, including data logging. This uses its GPS to identify where you are on a given track – Aprilia has many of the world's key racetracks already programmed in, but continues to add others – which then allows you to access an app to change the Aprilia's TC or anti-wheelie electronic settings on a corner-by-corner basis, even while you're riding.

2. WINGLETS

The RSV4's quite protective wind tunnel-developed fairing is now fitted with MotoGP-derived carbon fibre winglets weighing just 142g each, aimed at substantially enhancing high-speed stability, as well as improving front-end grip and providing better feel during braking. These are claimed to provide 8kg of downforce at 300km/h, so imagine strapping eight bags of sugar to the front mudguard, and that's what they provide.

3. BRAKES

Brembo's brake package includes new generation radial-mounted four-piston Stylema one-piece brake calipers which are 65g lighter than the previous M50 Monoblocks – crucially, that's unsprung weight directly affecting suspension compliance. These now grip twin 330mm floating front discs via a radial master cylinder.

4. LEGS

43mm Öhlins NIX USD fork, with 28-click rebound damping adjustment on the right leg and ditto compression on the left. Wheel travel is 125mm up front, though just 120mm is offered by the rear Öhlins TTX piggyback monoshock

5. WEIGHTY

Kerb weight with a full 18.5-litre fuel tank is a pretty low 199kg (claimed) including all other liquids, thanks partly to Bosch's latest ultra-lightweight lithium-ion battery.

ride, only faster. And the bike was awesome. But dry track time is what we all like, and that first session on the RSV4 Factory 45mins later in dry, warm conditions was equally as memorable.

This is a bike so balanced – perfect 50/50 weight distribution helps – and so tactile, it simply cleans up your cornering lines and makes corner exits so easy to pot, it doesn't feel like you are piloting a 215hp+ machine. It is a relatively effortless ride, thanks in part to that nimble, yet stable chassis, as well as the superb engine manners.

There is good bottom end and mid-range power, as well as that mental top-end – even with the taller fifth and sixth gears to account

THE RASPY V4 IS AN AURAL REMINDER THAT YOU'RE ON SOMETHING SPECIAL

for the extra pulling power, I did a lap in fifth and it was easy. The slow Turn Two was challenging, but the bike did it without getting grumpy. But then again, it does everything without getting grumpy. Where the Ducati V4 S is fiery, the RSV4 Factory is calm. They are very different versions of the same thing – but there's still plenty of soul in the RSV4.

The raspy V4, for instance, is an aural reminder you are on something special and as I launched the thing out of SMSP's final turn for another mind-

altering low pass of the main straight, clicking the perfectly-tuned race shifter as the bike's nose hovered the first 50m, it wasn't such a stretch to imagine myself on a World Superbike.

That's exactly what I was imagining when

FULLY FAIRED

**Aprilia RSV4 1100
Factory** \$33,990



Ducati Panigale V4 S
\$39,990



Kawasaki ZX-10RR
\$35,500



SUPER NAKED

**Aprilia Tuono V4
1100 Factory**
\$27,109



BMW S 1000 R
\$22,250



**KTM 1290
Super Duke R**
\$28,695



2003 ASBK champ and all round top bloke Craig Coxhell jumped in behind me on the camera bike. The pace lifted, of course, but that RSV4 Factory kept me tidier than I deserved, through a combination of engine manners, quality electronics, lots of grip and that 'together' feeling the bike has in spades. It just feels so well developed, that any mistake can be reeled in. Out-braking myself, for instance.

The Brembo Stylema calipers up front are so incredibly good, matched with insane cornering ABS, that even when I was sure I had left it too late, I simply arrived in the middle of the corner, ready to open the throttle again. The feel and power are off the charts, it was bravery, or lack of it, that prevented me going any deeper on the brakes – not the brakes themselves. The bike is worth the money for the stoppers alone and there's few other bikes that come so equipped – the Ducati V4 S of course, and Kawasaki's H2.

Parked next to the RSV4 Factory all day was the naked Tuono. A softer, less powerful, more comfortable version of the RSV4, it was always going to feel over powered in this company, right? Kinda, the straight was a different place to be with 40-odd less horsepower, but everywhere else, the plusher Tuono was a powerhouse.

It shares the RSV4's overall feeling of a bike that makes the best out of every part bolted to it, sounding magnificent and feeling composed in every situation I threw at it that day at the track, but doing it with less intensity.

FEEL AND POWER ARE OFF THE CHARTS ... THE BIKE IS WORTH THE MONEY FOR THE STOPPERS ALONE AND THERE'S FEW OTHER BIKES SO EQUIPPED





X MARKS THE SPOT

Fancy a special Aprilia with the X-factor? You need to wait till next time

ONE OF THE fancy new models unveiled at the world launch is a limited edition version of the RSV4 range, the RSV4 X – just 10 of which have been made. It will come as no surprise that all 10 have been sold already, even at the 39,995 Euro (\$63,520) sticker price.

The bike's designation and production numbers pay tribute to the model's 10th birthday this year, after Max Biaggi debuted the RSV4 in the 2009 WorldSBK series. This weapon is hand-built in the Aprilia Racing workshops, its engine cranking out a claimed 165kW (222hp) in a bike weighing just 165kg in so-called street legal form (versus 177kg for the 1100 Factory). Aprilia claims that weight includes a Euro 4 compliant catalyst, lights, mirrors and a horn, though the bike on display had none of that and wore slicks, so its intended purpose is a high-end track bike. It's half a kilo lighter than the factory Superbike with which Sylvain Guintoli won the 2014 World Superbike title for Aprilia.

The diet means carbon fibre bodywork adorned with the same *tricolore* paint scheme as the Aprilia RS-GP competing in the 2019 MotoGP World Championship, a lightweight aluminium fuel tank, numerous billet aluminium components including the clutch lever, front brake lever guard, engine sump guards, adjustable footpegs and the upper triple clamp. Further weight saving is achieved via the Marchesini forged magnesium wheels, plus a competition-derived push-button dash for adjustment of the RSV4 X's main electronic rider aids.

THIS WEAPON IS HAND BUILT IN THE APRILIA RACING WORKSHOPS

The power surge came from a hand-assembled V4 engine fitted with new WSBK-derived inlet camshafts with more aggressive cam profiles, as well as new valve springs and caps, and new convex bucket tappets. Together with an Akrapovič exhaust system, these components entail an increase in power to the impressive 222hp.

This special engine is also equipped with the ANN (Aprilia No Neutral) gearchange system, with neutral positioned below first gear in the six-speed transmission in order to speed up shifting from first to second without having to go through neutral, which also prevents false neutrals. This feature was developed on factory Aprilia WSBK and MotoGP machines, and is here made available on a production model for the very first time.

Brembo has also unveiled another world first on the RSV4 X braking system, which sees the debut of its new highly refined and extremely efficient calipers machined from solid GP4-MS aluminium. These grip a pair of steel brake discs with T-Drive technology, and are operated via a 19x16 radial master cylinder that's also machined from solid. **ALAN CATHCART**



1. There's less aero on the Tuono 2. Brembos provide great stopping power



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1. Cornering on both bikes blurs the lines between streetbike and trackbike

2. MotoGP-style winglets are only going to become more common



RSV4 & Tuono Factory



While the first session I spent aboard the Tuono was skatey, the second was dry and warm and grippy – and changing the bike to suit was a few button pushes away. The clever semi-active boingers (compression and rebound damping only, no electronic preload adjustment) can be set to a base setting, around which the 100-times-per-second reporting results in up to 10 damping adjustments a second, meaning in a 1m41sec lap time, the suspension set up could change up to 1000 times...

Gimmick, then? Shit no. Like all racetracks, SMSP has bumps – and those were all but ironed out as the Öhlins worked hard to not only absorb those tarmac zits, but also support the bike during heavy braking, acceleration and mid corner. I have rarely been so comfortable around a track, nor so comfortable in the feedback being delivered to me through the 'bars, 'pegs and seat.

The chassis R&D must have been ultra high level to deliver a ride quality like this and I am burning to get this bike on the road for an upcoming issue – if it works half as well as it does in the admittedly more predictable track environment, then this bike will be hard to ignore as an all round public road weapon.

The Pirelli Supercorsa SP tyres, chassis, Öhlins gear (including the steering damper) and the Aprilia Performance Ride Control System (aPRC)

YOU CAN PLAY WITH THE WHEELIE AND TRACTION CONTROL ON THE FLY

talk to each other so well, it feels like a step up in semi active suspension control and one that looks to accelerate as other manufacturers realise how well it can work. Based on the Öhlins Smart EC 2.0 system, it's close to flawless. For now, Aprilia's one of the leading lights here.

What could have let it down was access – too many manufacturers still have overly complicated means by which to operate this new tech, but on the Tuono, selecting your suspension mode – or manually adjusting damping from the bars with the 'electronic screwdrivers' is so simple, even technophobes should be able to manage it.

For instance, when setting your base for the semi active damping to work off, you can simply choose more or less braking support or other similarly-themed parameters – knowing what suspension terms such as compression damping actually means is no longer necessary. It was too soft initially, so I dived into the menu during a pit stop – you can't adjust this level of parameter on the fly, but can change modes – and slowed the damping on various parameters: front firmness,



UNDER THE COVERS *Aprilia has upped everything; engine capacity, power, torque and the ante*

IN REDEVELOPING ITS RSV4 to 1078cc guise, to compete with the 1103cc Ducati Panigale V4 S, Aprilia has built on the platform afforded by its Tuono 1100 R. In its more radically oversquare 81 x 52.3 mm 1078cc guise, the Aprilia 1100 increased output by 12kW (16hp) and at 200rpm less compared to the 999.6cc RSV4 RR, which remains in production for those who want to go racing with it.

This power increase has been obtained together with a 7Nm rise in maximum torque to 122Nm against 115Nm at 10,500rpm on the RR, plus a substantial increase in midrange grunt. The revlimiter is at 13,600 rpm, quite a bit more than the Tuono's 11,500.

In 1078cc guise, the essential architecture of the wet-sump engine weighing 68.5kg remains unchanged. The upper half of the horizontally-split crankcase incorporates water-cooled cylinders, cast integrally for greater stiffness, with separate Nikasil-lined aluminium liners and an optimised ventilation system aimed at reducing pumping losses caused by air pressure inside the crankcase. The lower crankcase half incorporates a magnesium sump casting internally designed to optimise lubrication at full lean, or under hard acceleration or braking – and especially when power wheeling.

The new 3mm-larger diameter forged pistons, whose wristpins feature a DLC coating for improved durability, now have twin oil jets directed at them for extra cooling to counter the heat created by that extra horsepower. These sit on Pankl forged steel conrods running on a forged one-piece plain-bearing crankshaft, with compression ratio unchanged at 13.6:1.

The 1-3-2-4 firing order (where 1 is the left rear cylinder and 3 its companion) yields a 0°-180°-425°-605°-0° crank throw, enough of a long-bang format to enhance rear grip, says Aprilia, as well as to prolong tyre life.

The engine now features re-

ported heads with the four-valve combustion chambers CNC-machined from solid to ensure accuracy, rather than cast in at the foundry as previously on the Tuono version of the big-bore motor. While the pairs of titanium valves (33mm inlet and 28mm exhaust) for each cylinder are unchanged, sitting at an ultra-flat 22° included angle to each other, new cam profiles deliver more aggressive inlet valve timing.

The valves run in revised valve seats focused at improving reliability under heavy loads, and each carry two lighter springs than the Tuono's, with lighter tappets and valve caps, too.

ALAN CATHCART

specs

RSV4 & Tuono



ENGINE

Configuration 65° V4

Cylinder head DOHC, four valves per cylinder

Capacity 1078cc

Bore/stroke 81 x 52.3mm

Compression ratio 13.6: 1

Cooling Liquid

Fueling EFI, 4 x 48mm Marelli throttle bodies

Power 159.6kW @ 13,200rpm

Tuono: 129kW @ 11,000rpm (claimed)

Torque 122Nm @ 10,500rpm

Tuono: 121Nm @ 9000rpm (claimed)

TRANSMISSION

Type Six-speed, with quickshifter

Clutch Wet, multi-plate, slipper-type

Final drive Chain

CHASSIS

Frame material Aluminium

Frame layout Twin spar

Rake 24.5°

Trail 103.8mm

SUSPENSION

Ohlins

Front: 43mm USD, fully adjustable, 125mm travel

Tuono: Semi-active actuation

Rear: Monoshock, fully adjustable, 120mm travel

Tuono: Semi-active actuation, 130mm travel

WHEELS/TYRES

Wheels Aluminium alloy

Front: 17 x 3.5 **Rear:** 17 x 6.0

Tyres Pirelli Diablo Supercorsa RR

Front: 120/70ZR17 (58W)

Rear: 200/55ZR17 (75W)

BRAKES

Brembo

Front: Twin 330mm discs, four-piston radial Stylema calipers

Tuono: Twin Monobloc calipers

Rear: Single 220mm disc, two-piston caliper

DIMENSIONS

Weight 199kg (kerb, claimed)

Tuono: 209kg (kerb, claimed)

Seat height 851mm

Tuono: 825mm

Max width 735mm

Tuono: 810mm

Max height Not given

Wheelbase 1439mm

Tuono: 1450mm

Fuel capacity 18.5L

PERFORMANCE

Fuel consumption Not given

Top speed 300km/h

CONTACT & SALE INFO

Testbike Aprilia Australia

Contact www.aprilia.com.au

Colour options Atomico 6

Tuono: Superpole

Warranty Two years, unlimited km

Price \$33,990 (+ ORC)

Tuono: \$27,109 (+ORC)

Sam showing Craig Coxhell some novel cornering lines...



rear firmness, brake support, etc. Then headed back out to a tauter feeling bike. Genius, particularly on a roadbike, as opposed to a racetrack refuge.

It is important to note that to slow damping down, you actually go minus on the settings, not plus – more than one rider went the wrong way at first. The joystick operation, menu layout and readability are all top notch, and I was thumbing my way around confidently only a few hours in. You can play with the wheelie control and traction control on the fly, with dedicated buttons for each, and these are handy as the tyres began to finally melt from some serious track time. Each bike did numerous back-to-back sessions with a variety of riders, so the cleanliness of the tyres and their longevity was impressive and only possible with good tyre warmers, the right tyre pressures and a chassis set up just right.

In the Factory pairing of the RSV4 and Tuono 1100s, Aprilia has two incredible machines, each at the pointy end of their respective niches. The RSV4 Factory feels so complete and so well developed to suit the new 1100 engine, as well as those superlative brakes, enhanced

IN THE FACTORY PAIRING OF THE RSV4 AND THE TUONO, APRILIA HAS TWO INCREDIBLE MACHINES

electronics and to know there is a sea of chassis adjustments you can make to get it just right boggles the mind. Meanwhile, the Tuono Factory's semi active suspension just makes an excellent, class-leading bike even better, though obviously there's a sticker price associated with it.

Can the RSV4 Factory and Tuono Factory be good value at \$33,990 and \$27,109 (plus on-road costs) respectively? A look around the pits said yes. The launch was held in conjunction with an Aprilia owner's day and the pits were chockas with near-new Aprilia machinery, fresh leathers, new cars and \$1100 helmets. For this demographic, riders who love new technology, well developed motorcycles and that high-end racer feel, the new Aprilias deliver. The RSV4 Factory is faster and lighter, the Tuono Factory a better ride and the pair are right up there with the best in their respective categories, as well as some of the best-sounding machines available.

The RSV4 factory is also easier to ride with more mid-range grunt, reigned in beautifully by the braking package. I reckon Aprilia's Factory machines are worth every cent. ■

The V4 offers magical engine manners, wrapped in a perfectly balanced chassis with simply awesome stoppers



Seat height is still probably too tall, especially on the sportsbike, and a bike this good deserves stronger graphics



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MASTER

In a segment boasting technological leaps and bounds, BMW presents another significant step in superbike design

■ WORDS GARETH JONES ■ PHOTOGRAPHY MARKUS JAHN, JÖRG KÜNSTLE AND AMCN ARCHIVES

SWITCH



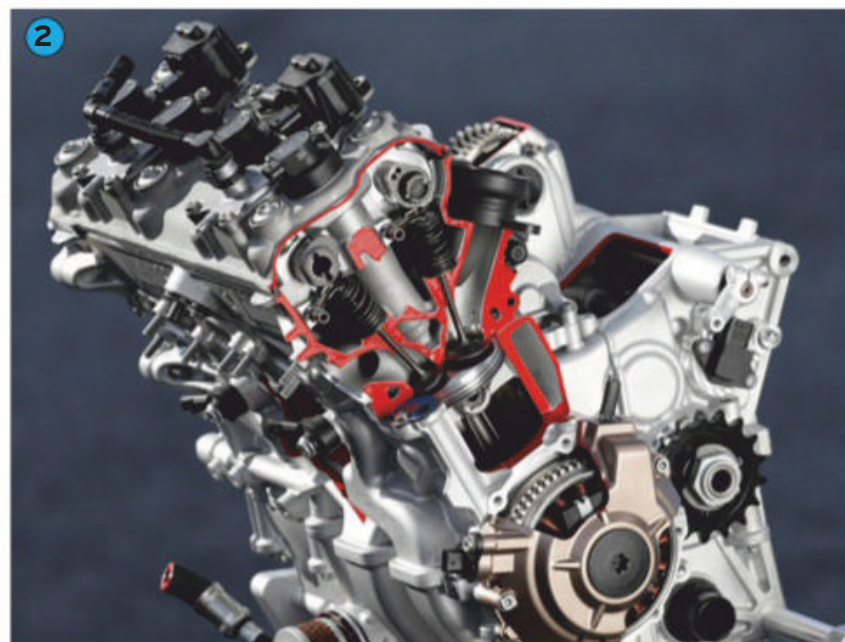


A sunny warm day at the Jerez circuit in Spain and a brand-new BMW S 1000 RR M Sport. The perfect recipe to put the new and supposedly improved model from the German manufacturer through its paces. Since the inception of the RR in 2009, we've seen some substantial improvements in all aspects of the package. Those of you following the evolution of the BMW from the start will know that horsepower has never been an issue, and that over the last 10 years the Bavarian powerhouse has tamed that power well with revisions and electronic improvements. The chassis has become more forgiving and the engine calmed. The 2019 version holds yet another element in the evolutionary chain.

At first glance the new S 1000 RR is striking, sexy and sleek. While it's easily recognisable as a BMW, badges aside, the styling has stepped up a level and looks like a two-wheeled version of the highly coveted M class four-wheeler.

Bragging rights these days, aren't what they used to be. It's more impressive to ride a 200+ horsepower superbike that puts the power to the ground, rather than to ride a weapon of potential mass destruction. Superbike engines have been capable of big power for years and the S 1000 RR has gone from being a fire-breathing monster a decade ago, to something worthy of accolade in the motion department.

The power is impressive and the 2019 version has noticeably more torque, mid-range and top end than its predecessor. A lot of this will be down to the



variable valve technology it features, which seems to be the flavour of the minute, and has also been introduced in other BMW engines this year. The transition between the two cam timing profiles is faultless, the power delivery is silky and there is no throttle connection lag between physically opening the throttle and what's being delivered.

It picks up engine speed noticeably faster than the older bike, so not only is the extra zip in throttle response decidedly user-friendly rather than intimidating, it's also a factor in the way the new bike is so easy-steering, with a reduced gyroscopic effect on the handling – and that's further magnified by the carbon wheels fitted

HOW MANY? Some 18,773 units of the four-cylinder BMW S Series models were sold worldwide in 2018, with the outgoing version of the S 1000 RR

The chassis design is much narrower across the frame behind the fuel tank. So though the 824mm **seat height** is actually slightly higher than the old model's 815mm, it feels lower thanks also to the fact that the fuel tank, made from three aluminium sections, is noticeably narrower at the rear where it meets the seat.

The new bike employs a lighter, more compact and more powerful 999cc ShiftCam-equipped **engine** measuring an unchanged 80 x 49.7mm. Output has increased by 6kW to 152kW at 13,500rpm, while peak torque has risen to 113Nm at 11,000rpm. It is not only 12mm narrower than its predecessor, it also weighs 4kg less.

ShiftCam technology is used for the first time on a four-cylinder BMW motorcycle. This combines both variable valve timing and differential valve lift, all in the same package, and together with revised cam profiles and altered valve timing, is responsible for at least 100Nm of torque being available between 5500rpm and the short-stroke engine's 14,600rpm limiter.

The fully adjustable electronically-damped closed-cartridge 45mm Marzocchi USD **fork** offering 120mm of wheel travel, is set at a 23.1 degree rake with 93.5mm of trail, but despite that quite aggressive geometry it proved really stable at speeds up near the 300km/h mark.



YOU DON'T NEED ALL THE REVS BEFORE EVERY GEAR CHANGE

to the M-bike. While the engine has gained substantially in many areas, it's still quite peaky and makes the bulk amount of its power high up in the rev range. It's a strange sensation as it comes into the meaty part of the power curve; the RR feels like it is making more power than the engine revs indicate it should be. No doubt, the shift cam will be responsible for this more usable rev range. It is a thrilling ride and, although it's

1. Symmetrical headlights on an S 1000 at last
2. RR is the first four to feature BMW's ShiftCam VVT system
3. M Package brings carbon seat and wheels, lightweight battery and a Pro Riding mode

fairly aggressive at times, the electronics assist the delivery substantially. When you have over 200hp up your sleeve you don't need all of the revs before every gear change; a simple short shift keeps things in check... although everyone loves a fourth-gear power wheelie.

BMW electronics are world class and continue to shine with each new model. The RR's dashboard adds to the experience, with the super high-contrast TFT display placing all of the system's vitals right in front of you in a clear and concise layout. The attention to detail sets it apart; as the rpm climbs each number on the digital tachometer is emphasised, making it clearly visible in your

model, the S 1000 R and the S 1000 XR. Comparatively, 24,363 examples of the G 310 R and G 310 GS models made in India by TVS were sold in 2018.



EVERYONE LOVES A FOURTH-GEAR POWER WHEELIE

peripheral vision, along with distinctive colours signalling gear, speed and shift light. While this is all aesthetically pleasing, it's the algorithms and programming in the brain that's the icing on top. BMW's standard electronics have always been impressive and now the S 1000 RR gets a further upgrade with a six-axis Inertial Measurement Unit.

These sensors have been in the racing world for a while now and, like every advancement in technology, it eventually filters down. In a nutshell, the IMU measures directional G force. Unlike electronics systems of old, where the ECU would step in and reduce power once a certain percentage or wheel slip was reached, the sensor can take other factors into account when the brain is making decisions. Lean angle, acceleration and brake force are accounted for and compensation applied by the ECU. The refinement is much greater and far more sophisticated than previous years.

On the track the system performs exceptionally in all modes, with decreasing levels of intervention from Rain mode, through to Race. In days of old the traction control system was fairly crude; traction control interference was often harsh and upset the bike's suspension movements. Over the years refinements have been made to the ones and zeros in the computing department and this has resulted in a far smoother operation.

Now with the addition of the latest smarts, these constantly recalculated cuts to the power curve offer the rider a silky power delivery with far more feel of what's actually happening underneath you. The ECU delivers power consistently and without unnecessary reduction of torque both on tight and hard acceleration corner exists as well as long and open sweepers.

Traction control systems are often set apart when



GUESS WHAT?! The S 1000 RR engine employs titanium 33.5mm inlet valves, while retaining steel for the 27.2mm exhausts. Already weighing



THE BUSINESS END

BMW Australia recorded a 3.5 percent decline in 2018 compared to the same period in 2017, but that doesn't tell the whole story

BMW MOTORRAD SAYS it sold more motorcycles and maxi scooters in 2018 than in any previous year. Compared to 2017 deliveries increased by a further 0.9 percent, with a total of 165,566 vehicles delivered to customers last year, compared to 164,153 units in 2017.

"2018 was another very successful year. We achieved a sales record for the eighth time in succession," BMW's president Dr. Markus Schramm said.

The company says this marks another step towards reaching its planned sales target of 200,000 units in the year 2020. Schramm went on to say that "the 2018 sales figure shows that our motorcycle growth strategy is taking effect. This success was achieved due to the market launch of six new models as well as the powerful BMW Motorrad product portfolio, and we still have a great deal planned for the coming years.

"Our ongoing model initiative in the premium segment continues, as we further expand our product range with emotional and innovative new products in 2019, too. We will also be increasing our involvement in motorsport significantly."

This is spearheaded in 2019 by BMW Motorrad's official return to the World Superbike Championship with a factory-supported team run in conjunction with the UK's Shaun Muir Racing. Former SBK world champion Tom Sykes has joined reigning European Superstock 1000 champion Markus Reiterberger aboard the new BMW S 1000 RR.

With 23,824 units sold there in 2018, Germany was again the largest single market for BMW Motorrad, but "the good performances in the other big European markets and in the US were also a major cornerstone for these successful sales figures," say BMW. The German manufacturer's most important export markets in 2018 were France (16,615 units), Italy (14,110 units), Spain (11,124 units) and the UK (9224 units), as well as the USA (13,842 units – another record high). Australia moved 2922 new units in the 12 months of 2018.

ALAN CATHCART



1. 'Bars feature menu controls and optional heated grips
2. Marzocchi replaces Öhlins as suspension supplier on the 2019 RR
3. Exhaust is still fabricated in steel rather than alloy and weighs 1.5kg less than on the 2018 model
4. Minimalist machined headstock screams WorldSBK, as does best-in-class TFT display



half the amount of steel ones, in a **world first** for production motorcycles, the shafts of the titanium inlet valves are hollow-bored, saving 10 percent.



1



2



ENGINE AND CHASSIS STILL MAINTAIN A FANTASTIC RELATIONSHIP

the bike is at maximum lean angle, where safety measures are needed most. As the bike leans, the tyres' rolling radii change, creating a difference in front vs rear wheel speeds which can result in premature intervention on more primitive systems. With an IMU, the difference between front and rear wheel speed isn't the only deciding factor.

The new S 1000 RR is really going above and beyond, making it easier to manage the raw power available. The new RR has a well-refined wheelie control system and also race track ready features such as the pitlane speed limiter. While heated grips also make an appearance on the new model, some enthusiasts question why a road legal racebike needs this. I can tell you from experience they are certainly a welcome addition at 3am during a 24-hour endurance race, so why not?! I'm sure those of you riding the annual pilgrimage to

1. Rear end and fat Bridgestone S22 tyre bring the racetrack look to the street

2. Optional M Sport package looks like good value. Aftermarket carbon fibre wheels for previous models cost north of \$5000

Phillip Island each year won't mind this, either.

What is even more impressive than all this tech, is how it behaves when the features are turned off and the only thing between 207hp and the ground is how far the throttle is twisted. The engine and chassis still maintains a fantastic relationship that highlights just how much effort BMW has gone to in order to create a rider friendly and high horsepower combination. The engine qualities, along with the advancement in electronics, do a great job at saving us from ourselves.

The ABS function is the most impressive of the electronic aides, especially in the rain. Adjustments are made to the braking force faster than your fingers can react on the brake lever in the event of a slippery surface. As you may know, the system works in a similar way to traction control but in reverse, removing brake force if the

FABULOUSLY FICKLE

Cos BMW is here to make premium bikes, not mates

IN PURSUIT OF excellence in this no-compromises machine BMW has been ruthless in changing suppliers for its chassis hardware, with Marzocchi replacing Öhlins as its suspension partner, Continental chosen instead of Bosch as its ABS supplier, and perhaps most surprising of all, American brake specialist Hayes supplanting Brembo to provide the rigidly-mounted four-piston radial brake calipers gripping the new S 1000 RR's floating 320mm discs via a radial Nissin master cylinder. These discs are however still made by Brembo; ditto the 220mm rear disc and its single-piston caliper.

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THE S 1000 RR IS A STREET RIDABLE TRACK WEAPON, NOT THE OTHER WAY AROUND

front wheel is decelerating too quickly. Motorcycle ABS systems react the most with aggressive brake force and often pull braking effort away from the brake caliper before any real danger of locking the front wheel is apparent. The new S 1000 RR braking system is the best yet, with excellent lever feel and plenty of stopping power. It's ABS system also copes with substantial braking force while maintaining direct lever connection to the front wheel.

On track, the ABS control didn't feel as though the ECU was taking over and pumping the lever out, which is a pretty disconcerting feeling when the edge of the corner is coming up quickly! Trail braking was a breeze and I felt no brake fade whatsoever – it's surprising BMW has allowed so much braking potential in the ABS range. At one stage I wasn't even sure the system was working until I hit a wet patch on track and it intervened perfectly. Exactly how it should feel.

The S 1000 RR is typically one of the most sensitive chassis' around which can make the working window pretty small at times. The Beemer comes with a fairly neutral setup; that is a well thought out balance of steering agility and stability. It's a little on the soft side for the racetrack, but you can't please everyone (especially me).

The DDC suspension, or Dynamic Damping Control, is always at play and mostly it is doing the right thing; offering maximum damping wherever possible. Although in some instances it can induce instability during excessive wheelspin by closing or opening the damping in

low adhesion circumstances.

The BMW has managed to keep its quintessential feeling, which is a positive, especially during aggressive track riding. The RR has always been able to give a large amount of feedback to the rider in standard guise, most noticeably and importantly from the front end. It doesn't feel too front heavy either, even with the added weight distribution to the front tyre of this year's model. The fork copes well with heavy and aggressive braking from high speed, yet doesn't seem to suffer from being over damped on low-speed hairpins and change of direction.

One of the big improvements to the chassis comes from the revised ratio of the rear suspension link which allows for a softer rear-spring rate. This gives an all over greater feeling of compliance on bumps from the suspension but at the same time maintaining geometry. The package works well on the racetrack which makes the RR a well-rounded, confidence inspiring machine. It's the best handling S 1000 RR yet and, despite some small fine tuning to suit the individual rider, it's hard to fault.

First impressions are often the most accurate and there is no denying the new offering is appealing on many levels. The new RR does everything it should and then some. It's arguably going to be the benchmark of the elite category this year and it has proven that this bike was built with a purpose in mind. It's definitely easier to define the S 1000 RR as a street ridable track weapon than the other way around. ■

specs

S 1000 RR M Sport



ENGINE

Configuration Inline four-cylinder
Cylinder head DOHC, valve activation via individual rocker arms and variable intake camshaft control system

Capacity 999cc

Bore/stroke 80 x 49.7mm

Compression ratio 13.3: 1

Cooling Liquid

Fueling EFI, 4 x 48mm throttle bodies

Power 152kW @ 13,500rpm (claimed)

Torque 113Nm @ 10,500rpm (claimed)

TRANSMISSION

Type Six-speed

Clutch Wet, multi-plate

Final drive Chain

CHASSIS

Frame material Aluminium

Frame layout Twin spar

Rake 23.1°

Trail 93.5mm

SUSPENSION

Marzocchi

Front: 45mm USD, electronically adjustable preload, compression and rebound, 120mm travel

Rear: Monoshock, electronically adjustable preload, compression and rebound, 117mm travel

WHEELS/TYRES

Wheels Carbon fibre

Front: 17 x 3.5 Rear: 17 x 6.0

Tyres Bridgestone S22

Front: 120/70ZR17

Rear: 190/55ZR17

BRAKES

Hayes

Front: Twin 320mm discs, four-piston radial calipers

Rear: Single 220mm disc, two-piston caliper

DIMENSIONS

Weight 194kg (kerb, claimed)

Seat height 824mm

Max width 846mm

Max height Not given

Wheelbase 1441mm

Fuel capacity 16.5L

PERFORMANCE

Fuel consumption Not given

Top speed 300km/h

CONTACT & SALE INFO

Testbike BMW Motorrad

Contact www.BMW-motorrad.com.au

Colour options Motorsport

Warranty Three years, unlimited km

Price \$30,990 (plus on-road costs)



BMW S 1000 RR



With great power comes great responsibility and in this case, refinement. Brilliant electronics

PROS & CONS

If you hold any thoughts of DIY home servicing your weekend blaster, the RR may not be for you

TRIPLE TWO

■ WORDS **MATT O'CONNELL** ■ PHOTOGRAPHY **MARK DADSWELL**

MV Agusta has modernised its
middleweight **masters of style**







CHOOSE YOUR FLAVOUR

The choices don't stop at the models

WHILE THERE ARE many similarities between the Dragster and Brutale, the styling and riding position give the pair totally different riding experiences but the choice doesn't stop there. The Brutale is available in several model variants, including the 800 RR that I rode.

There are also special limited-edition models available including the LH44 – a collaboration with Formula 1 champ Lewis Hamilton (\$36,880) and the 800 RR Pirelli Edition (\$28,390).

Perhaps the most striking is the 800RR America, a tribute to the Hollywood-star spangled nation (\$26,990), and the most performance oriented variant is the 800 RC – Reparto Corse (\$30,880). The Dragster also has a Pirelli version with the 180-rear tyre (\$28,390), an America version (\$27,390) as well as the top-shelf RC (\$30,880).

It's a rare machine that can titillate the senses of both rider and casual observer alike, but MV Agusta seems able to smash the sensory overload button every single time. From Agostini to Batman, this is a brand for the coolest of the cool.

The firm's 798cc Brutale and Dragster are two fine-looking nakedbikes, sharing common features that could almost allow a label of non-identical twins. They drip with refined European sex appeal, unashamedly Italian in every way, shirking the homogenous tag of other brands seeking acceptance in a mass market. It's a style that makes you feel like you're stepping onto a concept bike at EICMA – not a production motorcycle available for purchase.

The engine capacity itself suggests a level of daring. At 798cc, the MV can give you everything you need while resisting the temptation to simply add more cubes. The biggest change from the previous models is meeting the technical challenge of Euro 4 compliance, something MV has managed to do while retaining claimed figures of 103kW and 87Nm of torque.

It's no minor feat for the small Italian factory, especially when you consider service intervals are

The so-called middleweight category is a bit of a grey area these days, but make no mistake, the inline triple stacks up against any competition, which is high praise.

Why? The mid-range just keeps on giving, with a torque curve that peaks out at 10,100rpm perfectly complementing the power on offer. It's smooth and tractable, with a level of adjustment through

LIGHT AND PRECISE

While the riding position is relatively relaxed for the street, the controls are razor sharp and intuitive. The quick shifter, braking package and ergonomics all combine to provide a less fatigued ride, and that means a safer ride. Although the quickshifter is equipped with an auto-blipper, a downshift still feels like a regular downshift.

THAT SOUND

With a rev range that peaks in power at 12,300rpm, there isn't much excuse needed to twist the throttle. The accompanying sound is a meaty bark that Ago himself would be satisfied with. You can really feel the distinctive exhaust note underneath you – a sound of pure pleasure.



now extended to a meaty 15,000km.

The result, when combined with the MVICS (Motor and Vehicle Integrated Control System) and the Eldor EM2.0 engine control unit, is a smooth-as-silk throttle response with no perceptible hunting as has often plagued the Italian brand.

For me, the fun really starts around 6000rpm – the exhaust note picks up and so does the power. The feeling off the throttle in that range is absolutely superb – it's the embodiment of Italian passion. The noise is pure magic the higher in the rev range you climb and while low-down power is respectable, I can't help but hold these machines to a litre-bike performance standard – the engine feels like a giant killer.



ON THE THROTTLE

With all the challenges that Euro 4 presents, MV Agusta has delivered an engine that has outstanding throttle response. It felt smooth throughout the rev range and didn't suffer from any perceptible hunting or snatchiness.

CAN STOP, WILL STOP

320mm discs on a sub 200kg machine? Brembo calipers? You do the math, but that's a recipe for insane braking power. The feel from the brakes on every bike in the line-up is superb and not only do MV include obligatory ABS, there is also a system that prevents the rear wheel from lifting.



THE FUN REALLY STARTS AROUND 6000RPM, WHERE THE POWER PICKS UP

the engine mapping to suit different situations. Maps can be changed on the fly via a single press of a button on the right-hand switch block. A single (but assertive) press rotates between the maps – Normal, Sport, Rain and Custom.

Braking is handled by massive 320mm discs matched with Brembo radial four-piston calipers, which curiously are actuated by Nissin master cylinders. Stopping a (dry) weight of 175kg, there is incredible bite and feel from the anchors. Handlebar inputs are kept at minimum effort – even at the end of Phillip Island's fast main straight – and not only from your braking hand, the clutch is light, too – not that you'll use it much.

The multidirectional quickshifter is one of those features that can elicit a groan from some purists, and for a while, I was a groaner. But these days I couldn't imagine a modern bike without a quickshifter – for road or track. The MVEAS 2.0 (Electronically Assisted Shift) is up there with the best I've used and the word I kept coming back to is 'natural' – it applies to the throttle response, brake feel and also shifting gears.

Both bikes come fitted with a steering damper as standard and it served to remove any sort of flighty tendencies that can apply to nakedbikes due to their geometry. At the track I dialled it up a bit more for added stability, but really, I think the 43mm upside-down fork was taking good care of that. These machines track superbly in the front, and they have all the adjustability options you would expect.

I would of loved a few weeks to play with settings on the rear to find the ideal compromise between performance and comfort on the road, which is more of a reflection of Aussie riding conditions than the bike.

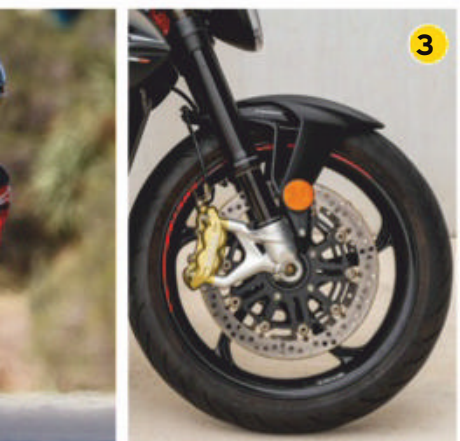
As a side note, in case anybody is wondering



1. Rider's view includes basic-ish LCD dash and adjustable steering damper
2. The Brutale has always been an intuitive steerer and this latest version is no different
3. Brembo/Nissin brakes are huge and flawless
4. The MV triple may be 'only' 800cc but it punches well above its weight



4



3



LOOKING BACK

And there are some interesting touches, like the Dragster's mirrors. They attach to the bar ends (not great for lane splitters) but they are also extendable – a handy feature.

SOMETHING SPECIAL

Before you even throw a leg over an MV, you're aware they are something special.

From the hand-welded frames to the intricate exhaust detail, the Brutale and Dragster command attention. Where other manufacturers might dial back the risk and expense, MV lash out and produce something that defines cool.

what the MV design crew are doing right now, they are working on a Euro-5 compliant engine. And a new dash, because there is no way they will continue with the current unit. I found it hard to read and also slightly out of my line of sight. Please MV, tell me a TFT update is in the works.

When it comes to the differences, it's riding position and styling that sets these non-identical twins apart. The Dragster's 'bars aren't clip-ons, but they are attached to the triple clamp in a way that offers a good compromise between sport and street riding. In contrast, the 'bars on the Brutale, with 10mm higher seat, are slightly higher and wider, offering more leverage. It really comes down to your riding style as to which one you'd choose. After a day on the road you certainly could

notice the different riding positions, although both are very easy to live with. For longer trips the Brutale would be the pick, right up there with any other sporty nakedbike when it comes to ergonomics. The surprise for me is that with a little dialling in on the track, the Dragster inspired just as much confidence as the sporty Brutale.

Tyre wise, the Brutale uses a 180-section rear versus a fatter 200-section rear hoop on the Dragster. This fits MV's intentions of the Dragster being your show-off bike, while the Brutale is more performance oriented. Riding them back-to-back, you could really feel the difference in turn-in speed and handling, the Brutale's 180 was my clear preference. It really is a question of flickability versus stability, and both have their advantages.

1. What's the collective noun for desirable Italian motorcycles?
2. The Dragster version is easily distinguishable by its wire wheels
3. Wide bars make cornering simple without hanging the rider out in the wind

THE COMPETITION

Japanese, British and Italian; if you're looking at the MVs, you better also look at these



Yamaha MT-09 SP
847cc triple cylinder
\$13,499 (plus on-road costs)



Triumph Street Triple RS
765cc triple cylinder
\$17,550 (plus on-road costs)



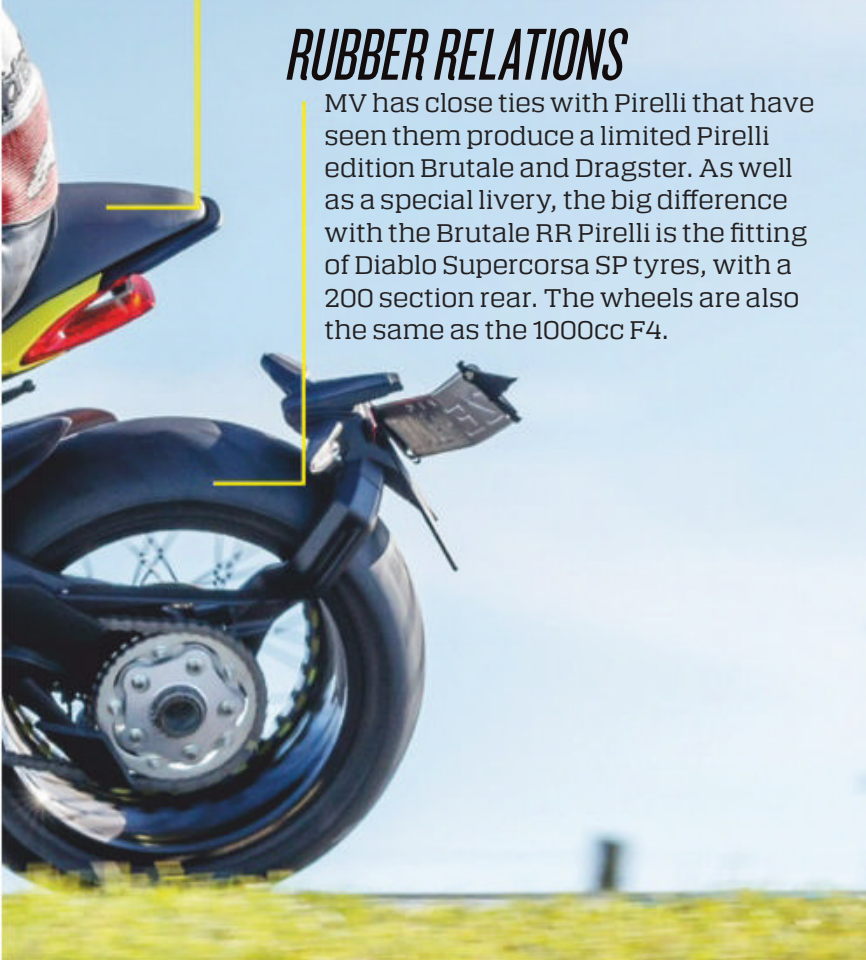
Ducati Monster 1200
1198cc V-twin engine
\$22,990 (ride away)

REAR HUGGER?

The Euro inspired hub mounted rear hugger has become very common, but I really think it's a trend that needs to stop (although I doubt our fun Police would ever allow it). The LED tail lights look great on both the Brutale and Dragster, but the hugger does spoil it a bit.

RUBBER RELATIONS

MV has close ties with Pirelli that have seen them produce a limited Pirelli edition Brutale and Dragster. As well as a special livery, the big difference with the Brutale RR Pirelli is the fitting of Diablo Supercorsa SP tyres, with a 200 section rear. The wheels are also the same as the 1000cc F4.



FACT: EVERYBODY THAT RIDES AN MV AGUSTA WANTS TO TAKE IT TO THE TRACK



The reality is if I wasn't spending a day jumping between the two, and no would-be owner will be, then it'd be a non-issue.

Every time I swapped bikes it became tougher to choose a favourite, but it was easy to spend an entire day in the saddle on either. Ah, yes, the saddle is worth a mention. I hope you like a firm seat and by firm, I mean like concrete. The Dragster is not as extreme as the Brutale, that's for sure, but I do wonder why MV didn't offer at least a bit of padding. Man, those seats are hard, but they make for an engaging ride and in a strange way somehow adds to the character of these bikes.

Style wise, the Dragster has a more edgy look with lines that are a little more daring, especially around the tail. The one-piece LED tail light is a

standout feature (I only wish it incorporated turn signals) and the spoked wheels are an obvious talking point.

The pillion pegs are clever fold out units that are hardly even noticeable. All these things contribute to a higher price for the Dragster, some \$3000 more than the Brutale.

Fact: Everybody that rides an MV Agusta wants to take it to the track. A circuit like Phillip Island puts unique stress on a machine and really tests the engineering choices made by the manufacturer, and, as you'd expect, the race derived components really shine.

It's interesting how features evolve, as well. That quickshifter that we once thought as overkill for the street now seems like a necessity to me. On

ONE-ON-ONE BRIAN GILLEN

MV's R&D Technical Director runs us through some of the track-specific tech of the Brutale platform

"WE LIKE TO think of ourselves as a technology leader. There's a very fine line between being the first and being the best. Being first to market can also be a double-edged sword, so we're very focussed not only on being the first, but being the best.

"The technology where we really showcase that philosophy is the quickshifter. We introduced the first quick OEM upshift in 2012, and both up and down in 2014. We are such a small company at MV we don't spend a lot of time reflecting back on what we've done, we prefer to look toward the future.

"Another example is that our crankshaft inside the three-cylinder engine is counter rotating. What that means is that the torque vector from the crankshaft offsets the inertia coming from the wheels. The faster you are going, the more these vectors offset each other, making the bike feel more neutral and much easier to turn into corners. When you're coming into a corner with high rpm, you can hit the apex much quicker with this technology and you can brake later.

"The ability to change direction that little bit faster is something that gives you more confidence, even when you're just riding on the street."

4. Flat above-the-clamp clip-ons make the Dragster all-day comfortable

5. Styling belies the 800's impressive cornering ability

6. The triple-exit pipes are still as stunning as they were when they first appeared all those years ago

specs

MV Brutale & Dragster



ENGINE

Configuration Inline three cylinder

Cylinder head DOHC, four valves per cylinder

Capacity 798cc

Bore/stroke 79 x 54.3mm

Compression ratio 13.3: 1

Cooling Liquid

Fueling EFI, 3 x 50mm – ride-by-wire Mikuni throttle bodies

Power 103kW @ 12,300rpm (claimed)

Torque 87Nm @ 10,100rpm (claimed)

TRANSMISSION

Type Six-speed

Clutch Wet

Final drive Chain

CHASSIS

Frame material ALS steel

Frame layout Tubular trellis

Rake Not given

Trail 103.5mm (Brutale)

95mm (Dragster)

SUSPENSION

Marzocchi, Sachs

Front: 43mm USD, adjustable compression and rebound, 125mm travel

Rear: Monoshock, adjustable compression and rebound, 124mm travel

WHEELS/TYRES

Wheels (Brutale) Aluminium alloy

Front: 17 x 3.5 Rear: 17 x 5.5

Wheels (Dragster) Aluminium alloy with spokes

Front: 17 x 3.5 Rear: 17 x 6

Tyres Diablo Rosso II

Front: 120/70R17 (58W)

Rear: 180/55R17 (73W) (Brutale)

200/50R17 (75W) (Dragster)

BRAKES

Brembo

Front: Twin 320mm discs, four-piston radial calipers

Rear: Single 220mm disc, two-piston caliper

DIMENSIONS

Weight 175kg (dry, claimed)

Seat height 830mm (Brutale)

820mm (Dragster)

Max width 875mm (Brutale)

825mm (Dragster)

Max height Not given

Wheelbase 1380mm (Brutale)

1400mm (Dragster)

Fuel capacity 16.5L

PERFORMANCE

Fuel consumption 6.7l/100km

(claimed)

Top speed 244km/h

CONTACT & SALE INFO

Testbike MV Augusta Italy

Contact mvagusta.com.au

Colour options White, metallic grey

Warranty Three years, unlimited km

Price \$23,490 (Brutale - ride away)

\$23,490 (Dragster - ride away)



THEY MAY BE TWO OF THE MOST VISUALLY STUNNING BIKES, BUT THE ELEPHANT IN THE ROOM IS VALUE FOR MONEY

the track, being able to flick up and down gears safely without ever worrying about the clutch is both safer and more enjoyable. The indulgent-for-the-street 43mm Marzocchi fork is the kind of component you need at the Island, along with the decent 320mm discs. Think about corners like Stoner (Turn 3) and MG (Turn 10), where two extremes of performance are required. Under power, the chassis is compliant and the same can be said under heavy braking – all the components combine beautifully.

Due to that stonking mid-range it was consistently easy to hit the mid-240km/h mark on Gardner Straight while tucked in, even though wind resistance was the problem you might expect from a nakedbike. And thanks to the steering damper, head shakes were non-existent during fast changes of direction or at high speed.

It's sometimes difficult to tell just how much of an influence individual features have – for example, the engine employs a counter rotating crankshaft which is designed to allow tipping into corners smoother and faster. It's difficult to know exactly how that feature works, but without doubt the chassis on both bikes inspire a heap of confidence.

The Custom engine map was pre-set for me by MV Augusta's tech guru (and ex-ASBK gun), Chas

Hern. This opens up adjustments to throttle sensitivity, maximum engine torque, engine braking, engine response and rpm limiter, parameters that are far easier to explore at the track. In fact, I think either machine would be an awesome track day weapon.

They may be two of the most visually stunning packages you will find in any showroom, but at \$23,490 for the Brutale and \$26,390 for the Dragster, the elephant in the room is value for money. Especially since you can pick up a 1000cc nakedbike in the mid- to high teens. But MV brings other elements to the table that are difficult to deny; the power is punchy and usable but not licence evaporating, the style distinctive and bespoke. The specification of components is top shelf so the need to go looking for after-market parts becomes redundant. Lastly, with 15,000km service intervals and a three-year unlimited kilometre warranty, there is a clear commitment to reliability from MV Augusta.

But is it worth it? I say yes. And if I was forced to choose between the two, I'd take the Dragster because what you lose in performance, you more than make up for with its unique styling. And you'd be riding the wheels off the things to be wanting more performance than it offers in spades anyway. Where do I sign? ■

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2019 MV AGUSTA



PROS & CONS

It's at the pointy end of the price scale, the dash is a little dated and the seat's too hard

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Kawasaki Racing World Superbike Team
3x World Superbike Champion




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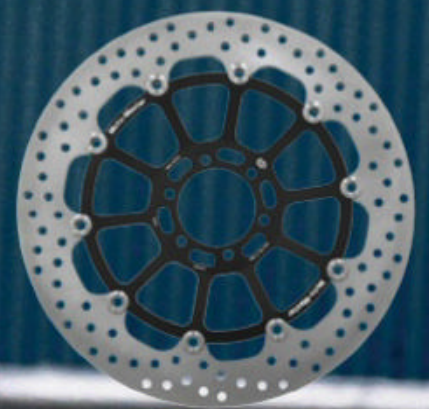
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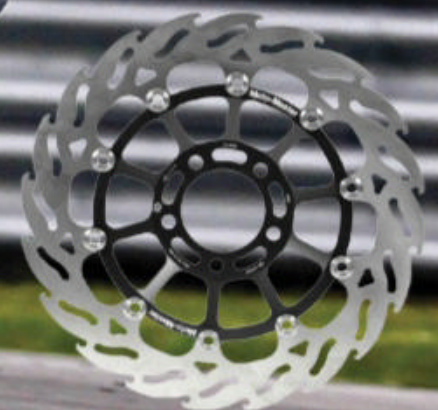
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First Ducati changed the game with its V4 S, BMW went and moved the posts with the S 1000 RR M-Sport, and now Aprilia goes and dishes up the RSV4 1100 Factory! AUStest 2019 is going to be something very special indeed



■ WORDS **SAM MACLACHLAN**
■ PHOTOGRAPHY **DEAN WALTERS**

DISHY DIRTY

Big bikes on big rides – what's not to like about the BMW Safari?



We were last.
Deadset last.
But that's a
good place to
be on the 2019
BMW Motorrad GS Safari – from
here, you can see all the behind-
the-scenes action that goes into
shepherding over 250 paying
customers off road for five days
through the New England area
of New South Wales. Besides, it's
not a race. And that's what I was
struggling with.

I've done Safaris before, but
the full-noise, competitive
Australasian Safaris – not the
well-honed BMW version. This
year marks the 25th anniversary
of BMW backing its product
and customers enough to lead
them on a supported off-road

chop through the terrain that
makes Australia such a perfect
adventure riding destination,
so you'd expect the event to be
a refined machine of an event.
And you'd be right. The format is
a winner, even if I took a while to
just bloody relax.

Essentially, you are patted
on the butt each morning with
a route sheet, GPS directions
if you'd like, and a set of bright
orange arrows to follow – you
honestly just need the arrows if it
all goes well. You are surrounded
by fellow paying customers, also
GS mounted, and in amongst you
are BMW staff, medics and all of
you are backed by a pair of sweep
riders, dutifully remaining utterly
last and removing the arrows as
they go.

WHICH SAFARI SUITS?

BMW's product range is vast, as are the level of its customers, so there's a variety of Safaris you can join in on, depending on how hard you want to push yourself and your gear. Here's how they are made up:

GS SAFARI

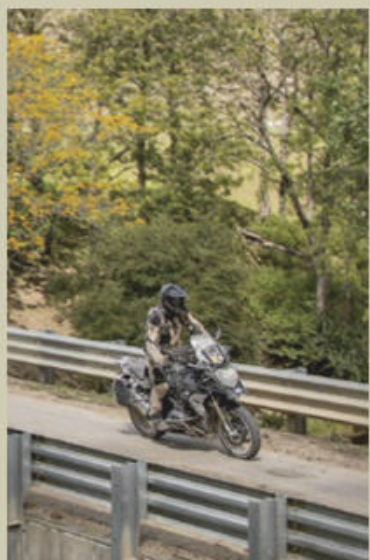
The event this story is all about. The route is off-road focused, but includes twisty bitumen too, because GS machines do it all. More than 200 riders participate, the accommodation is generally high level and all abilities can join in – best to do the off-road training first, though.

GS ENDURO

Like the above, only gnarlier. Aimed at experienced off-road riders, the route is more challenging (the 29-31 August event is from Mildura to Alice Springs – not tame), with nights spent in a tent, too, to allow access to the best trails. Think remote and longer distances than the garden-variety Safari.

TS SAFARI

Do you have a BMW? And even a pillion? Then this is the ride for you. A week long, it's on road, but focussed on finding the best and most rewarding blacktop to enjoy on whichever model BMW you own.



GS SAFARI

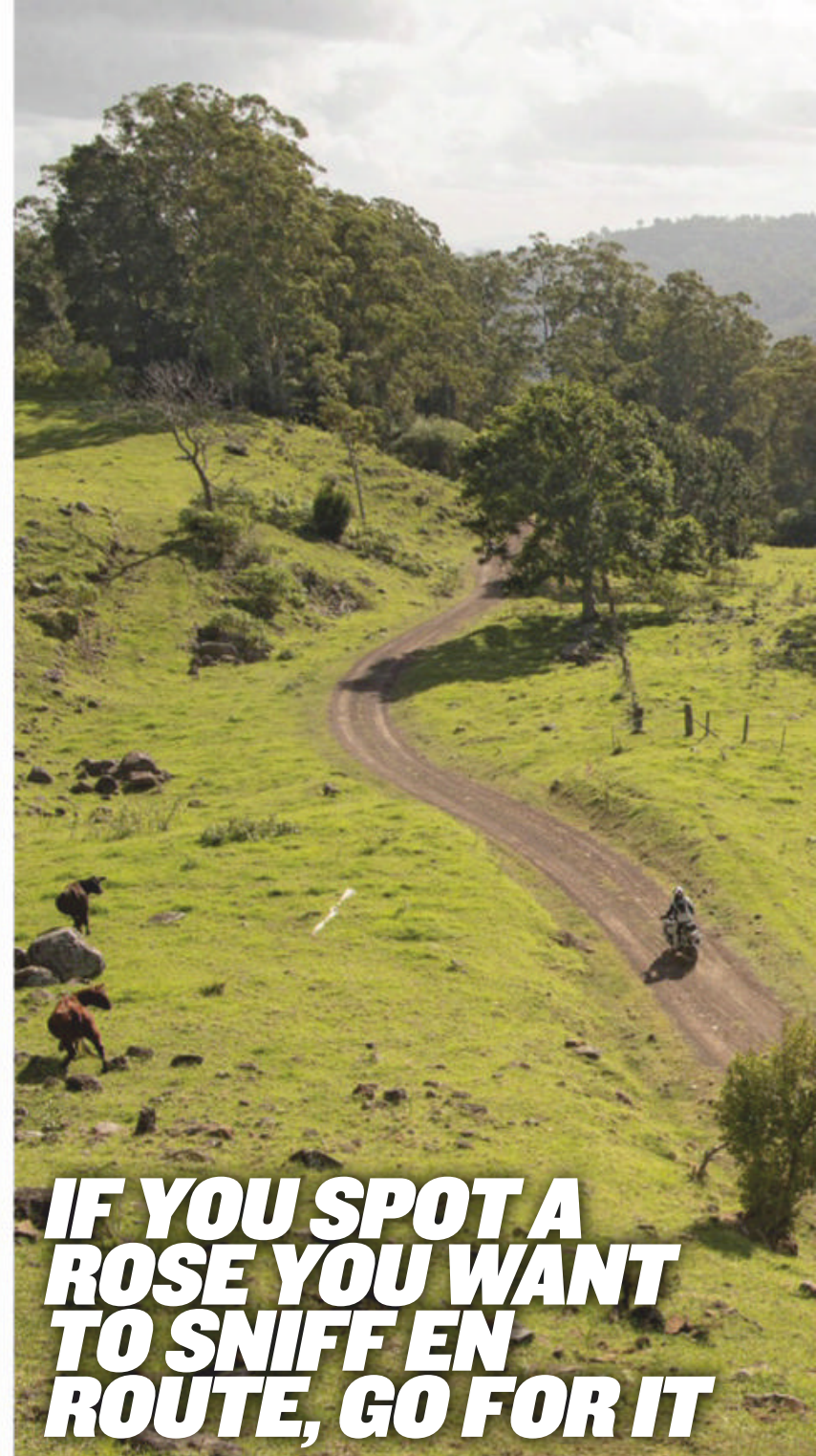
Luggage? Pfffftt – that's all in the support truck, ready and waiting for you when you arrive at the night's destination. There is some self regulation required – you need to remember to fill up with fuel, and you're on your own for food during the day – but most everything else is sorted.

So there I was, gargling coffee with riding mate, TV legend Kate Peck, when the sweep riders turned up. I felt like I did for much of my school life – in trouble. But I wasn't. As long as I got to the destination that night in reasonable time, the day was mine to use as I pleased. Yep, I could have set off not long after the lead riders, trying to chase them down as they laid out the day's ride with the orange arrows from dawn, and been at my destination nice and early.

Instead, I got up, dropped my gear bag at the well-attended truck parked in our Port Macquarie accommodation and sauntered to my GSA to check levers and mirrors. That done, we motored towards the ferry, getting used to the orange arrows and finding them spot on. Over the next two days, there wasn't one in the wrong spot – save for some 'modified' arrows a disgruntled land owner had adjusted to regain his peace and quiet...

That matter was swiftly handled, thanks in part to the new TFT dash on the 2019 GSs the BMW crew were riding.

"The communication the TFT dash allows us has made a huge difference, honestly," says BMW's marketing guy, Nigel Harvey. "We are in communication all the time, no matter where you are in the pack, at the destination or taking the alternate route with the luggage truck. As long as we have phone service, we can co-ordinate support easily and quickly."



1. All the Safari riders will get a touch wet...
2. ...some got a little too wet
3. The nights can get pretty social
4. BMW's Lukey Luke was great on stoppies, even with a few bumps and bruises





2019 HOT TIP



DUST. RIDING IN Oz in big groups means you are going to be chewing dust at some point. You just are. Therefore, how you set your helmet up is crucial, because dusty peepers are a nightmare. At least dirt boogers at night can be fun – but if you can't see, you can't enjoy your ride. So, what to do?

I spent my first night asking other riders what they were doing during the day vision-wise, and the answer was unanimous – Adventure helmet with tinted visor, with clear goggles underneath.

I ran my AGV AX-9 with a dark visor, with my Arriete goggles and anti-fog clear twin lenses permanently on. When the dust got thick, the visor stayed down and my vision was excellent. As soon as it got dark and moody in the deep valleys, I just flicked up the visor and had clear, fog-free vision for riding among the ferns. Perfect.

The other option is to simply drop back, or motor through a group to get into the clear.

I saw this swift response myself a few times. One of the BMW officials was riding with us end packers at one point, before his hand moved to his helmet comms to answer a call. I saw him nod, then open the taps to get to a puncture well ahead. We passed him some time later, the repair almost already done. Clever.

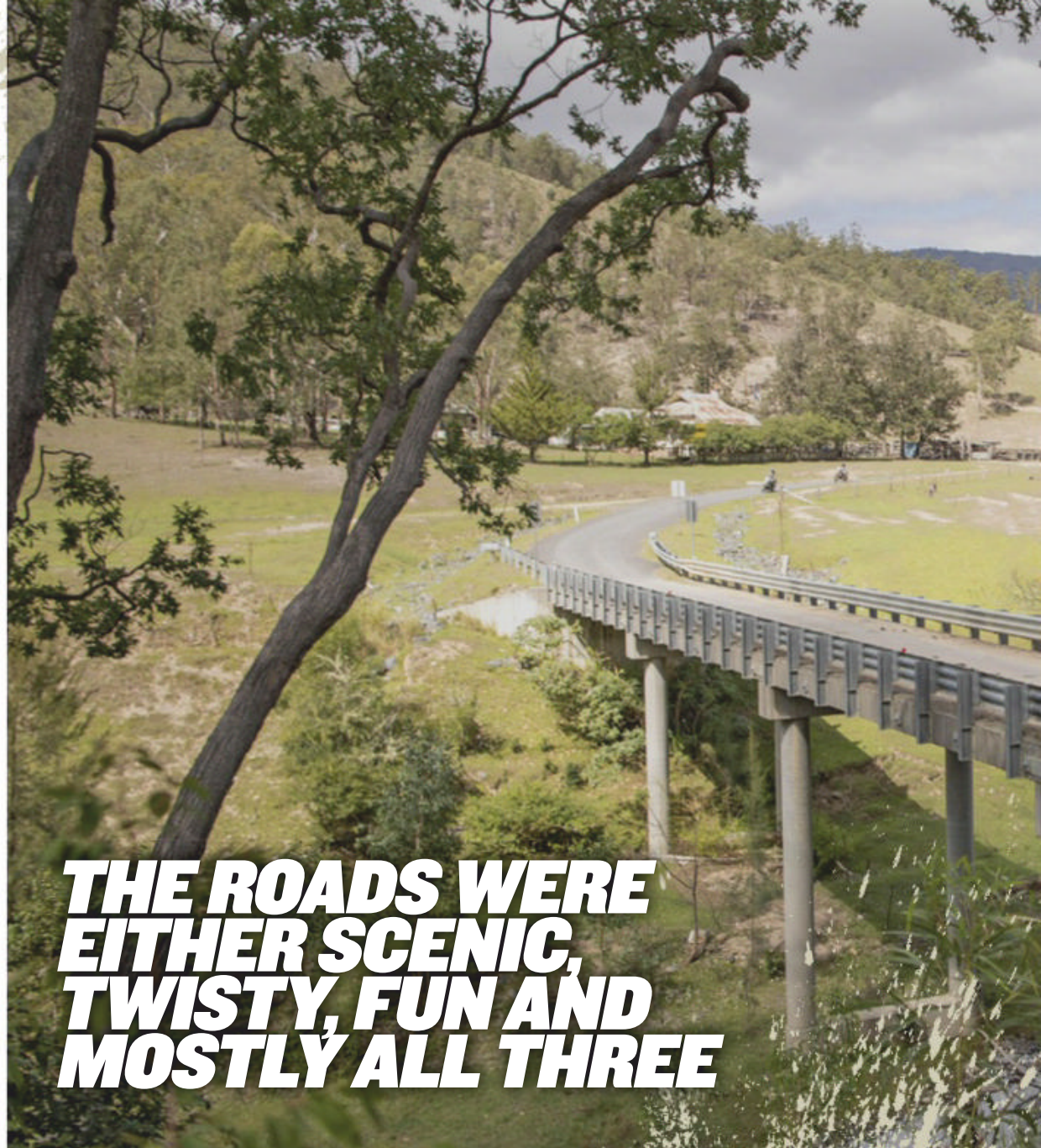
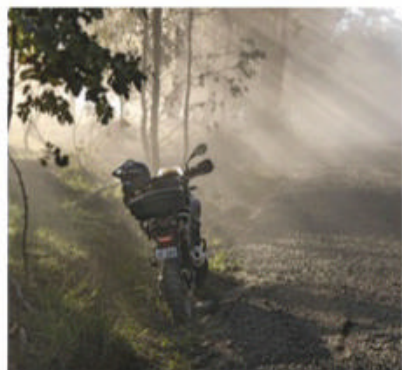
This kind of action also meant we weren't ever last for long – we were constantly moving forward and back through the pack – because... 'no rush'.

If you spot a rose you want to sniff *en route*, go for it. If you feel like passing as many people as you possibly can in a section, go for it, too – with respect, wide passing space and zero rock chucking from the rear hoop (nothing throws a gibber like a GS). The rider briefing each night was clear on that – ride well together. People mostly did in my experience, the odd vague moment and occasional rider not really getting they were sharing a road with others, but overall everyone was excellent to ride with. And, ahem, party with.

Each nightfall was met with excitement, because there were all the people you just rode with, the hard-working, but fun-loving BMW crew and the residual adrenalin from the ride. It's a great mix, tempered by the thought you need to ride the next day. Our first night was in Armidale, and didn't the town put on a spread! I didn't bank on ending up in a stunt show though...



GS SAFARI



**THE ROADS WERE
EITHER SCENIC,
TWISTY, FUN AND
MOSTLY ALL THREE**

Peering through the fence at BMW stunt rider Lukey Luke as he nose-wheeled his R 1250 GS, I was in awe. The poor bugger had made a mistake that day on the trail, and knackered a set of ribs and sternum in the aftermath, but, being the bloke he is and high on determination to deliver on the promised stunt show in the purpose-built arena, he persevered. You could hear the small grunts of pain each time he landed a stoppie.

My nose was just a little too close to the fence, though, and when he called on some participants to join him in front of 300 viewers, secretly hoping someone would get a little bit run over, Kate and I found ourselves spotted and dragged out there. I may have still had a beer in my hand...

I've ridden with Lukey plenty and trust him – most of the time. This time, knowing as few did, that he was injured and there was zero grip on that cold parking-lot bitumen, just made it all the more 'fun'. I survived and so did Lukey.

But as fun as afterhours antics are, the riding is the best bit. The routes are fully reced months before, with relevant food establishments pre-warned of big numbers and approximate time of arrival, so lunch stops weren't met with ambushed eateries. Except the one lady that did feel the pressure, literally throwing a muffin at a rider in an attempt to feed everyone... She was quickly placated.

But the eateries, while important, aren't as crucial as a solid ride program and it is here the Safari shines. The two days I enjoyed saw a mix of easy but flowing dirt, joined with excellent twisty bitumen. I didn't endure a single

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transport leg; it was all either scenic, twisty, fun and mostly all three.

The rainforest lined run down to Coffs on narrow-ish dirt, the one red-arrowed single track section, the unfenced sections through farmland all stand out. None were I'm-gonna-die technical, but if you pushed hard, were challenging.

The bitumen was similarly fun, cornering a GS on knobby tyres is always good like that, but the best bit on the bitumen is riding in a group. At one point, Urky, Benno, Kate and I exited a small bridge onto a long, straight uphill section. Kate orchestrated a triple wheelie – the sight of three of those things standing seemingly taller than a block of flats up the hill, is not one you forget easily. And fun-as.

Hilariously, given an editorial I wrote recently on sharing a road with cyclists, we faced a logistical challenge that day – it seemed 250 motorcyclists and around 500 cyclists were to converge on the same hilly road... Instead, some clever collaborating between each set of organisers meant all us riders were through the road by the time the puffy ones attempted the ascent – this kind of drama has the potential to ruin an event and can lead to riders getting home well after dark – it didn't happen.

The next day, my attention was again drawn to the dramas this many people riding motorcycles together creates – in a mostly good way. Kate wandered past – she had lost her bike key. Hmmm. I had a chuckle, handed out a smarmy comment, before my face changed as I realised I had just dropped my bag off and didn't know where my



1. The scenery takes second place to the excellent roads
2. You have to be patient with wildlife
3. There's always someone behind you, and mostly someone in front of you
4. BMW's experts are only a Bluetooth and phone call away
5. Network 10's Kate Peck showed some of the lads how to handle a BMW GS



HOW TO RIDE A BIG BIKE

I WAS MOUNTED on the 2019 R 1250 GSA, one incredibly capable machine. With the suspension auto calibrating preload and damping settings, the excellent Enduro Pro mode engaged, fresh rubber, and incredible off-road ABS, it feels uncrashable. Except, of course, it is.

Like all big Adventure bikes, they get up to speed easily, but dragging them back down from that speed when you make a bad line choice or plain stuff up, can be difficult. The GSA, particularly when full of fuel, doesn't like being turned when floating between brakes and throttle, either. So I have a method.

This works for me, it might not work for you, but I brake early and often on the big girls. Getting into a corner too hot on these things wastes time. I like to brake early and hard to set up the corner, get it pointed on the brakes, then use throttle to help turn it and make for spectacular and satisfying exits.

Rushing a corner just leads to you sitting wide, unable to get on the throttle as you wait to get back on line. It can also put you in a part of the road you don't want to be – because, 4WDs, logging trucks, other riders, etc.

Patently pointing and squirting is the way to powerslide nirvana, with lots of margin for error.

GS SAFARI

own key was...

Kate had long found hers by the time I had dived deep into the luggage truck to retrieve mine from the pocket of my jacket. Funny, but not if you don't find it, because a spare can be a looong way away. And that was just two of us in five minutes one morning. The organisers put up with a lot more than that every moment.

Event co-ordinators, Anthea and Lizzy, run two phones non stop: someone has broken a boot buckle; dinged a rim; developed a food allergy; needed to leave early – can the bike get shipped? On and on and on. They handle it all brilliantly, as do the fellas on the bikes as they repair tyres, levers and, sometimes, bodies. It's a motorcycle event, so yeah, there are some injuries.

BMW does recommend pre-Safari off-road training and you would be crazy not to take them up on that. But in the end it's up to you – make the right decisions, most of the time, and then dirt riding is so much fun. There's few police, barely any traffic and the sights and roads are like nothing you get on road. The towns you visit and how you get to them – it's all made better by being off road.

Does BMW make a fortune from the Safaris? No. Can it stand to lose reputation by taking its products deep into the kind of riding they are designed to nail? Absolutely. But the worth of this event is obvious on the final night. Lots of happy faces, a BMW crew handing out badges to every participant and lots of handshakes, smiles and backslaps. BMW is accessible, helpful, fun and encouraging throughout the event – not always easy to do when personalities and pressure mix.

For many riders, just finishing a BMW Safari is a huge achievement – their background may be made up of many things other than riding a motorcycle off road a lot, and the whoops as riders rode under the huge BMW archway and parked up on the final day were infectious. For some of them, there was a long ride home left – some hard-core Safari goers were riding back to Melbourne the following day, direct from Coffs Harbour... Tough.



1



2

That night, as a rider won a new 850 GS just for turning up, the room heaved with accomplishment, new friends met and a damn good week of riding. My first GS Safari was a cracker and, of course, I now want to do another, and definitely the GS Enduro version. And there's some Trophy version overseas, isn't there.? It's easy to see why the Safari is generally made up 50/50 of second timers and new riders – it's absolutely addictive.

If riding a BMW off road, with all the hard bits taken care of (route, friends, plan, stunt show and tyre repairs) appeals, then the BMW Safari is for you. If you want something more hard-core, there is a GS Safari Enduro coming up in August. I'm available, BMW... ■

YES YOU CAN

ONE OF THE MOST common barriers to a rider joining the Safari brigade is the mind – self doubt can prevent you from really getting stuck into many things motorcycling. The Safari is one of the potential victims.

Like all things two wheels related, however, using your brain, preparing properly and riding smart means you can get you and your machine through some amazing stuff, you've just got to have a go.

Of the 260-plus riders on this Safari, around 50 percent were newcomers to the Safari, the rest had racked up more than one – this is a common ratio, according to BMW.

Among those new comers, there were palatable nerves, one admitting to me that day one was one of the toughest days of his life – not because anything was overly difficult, but because he was battling the nerves all day. After arriving at camp intact that afternoon, he finally relaxed and now, of course, is planning the next one.

Bikes are like that – you can make up all sorts of reasons not to have a go, but if you forget all that and just give it a crack, it's rarely regretful.

THE RIDER BRIEFING EACH NIGHT WAS CLEAR ON THAT – RIDE WELL TOGETHER



1. Yep, deffo a good idea not to stop in case of falling rocks
2. "Whaddya ride mate?" "A BMW GS." "SO DO I!" **Main pic.** Happy riders; BMW Safaris attract a 50 percent rate of returning customers

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GREAT SOUTH LAND

■ WORDS KELLIE BUCKLEY

■ PHOTOGRAPHY TYPOLOGY, INCITE IMAGES & KB



NEW ZEALAND'S SOUTHLAND

I've ridden in some wild wind before, but nothing like this. We'd just swung around the bottom western corner of New Zealand's South Island and were met with a savage squall thrown at us by a ferocious Southern Ocean. It was wind so fierce that slow and steady wasn't even an option.

Against my instincts, I eventually worked out that a smidgen over 100km/h and tucked as low as I could get behind the screen of the Yamaha Tracer GT was the best way to remain upright and with the most control amid such powerful and gusty winds. I was grateful for the region's remoteness as wind blasts forced me on the wrong side of the road. The erratic headlight in my mirrors told me my two-up riding buddies were struggling, too.

We were on our way to the Burt Munro Challenge in Invercargill – the four-day motorcyclist must-do that plays host to six world-class race events in less

than 100 hours – and we'd earmarked a few days either side to sample some of the beautiful roads this part of the world serves in dollops.

An hour and a half earlier, we were sitting in the sun in Te Anau eating what the locals call Southland sushi – cheese rolled in a piece of buttered white bread and toasted in a sandwich press – liaising with a map and the radar, which had us expecting a heavy drenching for our last 150km dash south to Riverton.

Thankfully, the rain never came. In fact, aside from a light shower the previous day, we didn't see a single drop of rain during our entire trip. And, despite packing for a cold and wet week, the clear blue skies for the majority of the time meant I ended up having to buy extra sunscreen and my thermals remained clean and folded in the bottom of my pannier.

The 610km Southern Scenic Route runs





1. Kel and the crew were surprised by just how big the Tracer's panniers weren't
2. Premium fuel will set you back well over two bucks a litre in NZ
3. The 111m-long Clifden Suspension Bridge was built in 1899 and is only open to foot traffic (and maybe Tracer GTs)



WE'RE DISHED UP ASTOUNDING VIEWS FOR 50KM AS WE MEANDER WIDE-EYED DOWN THE SIDE OF LAKE WAKATIPU

from Queenstown through to Dunedin via Invercargill. Named by many a publication as one of the world's must-do roads, what the western side lacks in corners, it more than makes up for in breathtaking scenery.

And it doesn't get much more breathtaking than Queenstown, where we flew in to and collected our bikes from. And, it turns out, a hell of a lot of people want to see it for themselves. Queenstown is a place 20,000 people call home but which on any given night plays hosts to well over 100,000 tourists.

"May's our quiet month," says the cab driver taking me from Queenstown airport to the motorcycle rental mob where I'm due to collect my bike. "There's only 40 or 50,000 tourists a night then."

Not only is it one of the most spectacular looking cities in the world, the weather is conducive to good times, too. We tend to look at the weather in New Zealand's South Island in much the same way as we see Melbourne or Tasmania but, according to my very knowledgeable taxi driver, Queenstown gets about 20 days a year of each wind and rain.

It was mid afternoon as we rolled out of Queenstown – 100,000 tourists doesn't interest me – where we're dished up astounding views for 50km as we meander wide-eyed down the south eastern side of Lake Wakatipu – the blue sky is reflected onto a large blue lake bordered by the dramatic mountains which burst out of the earth. And while the well-maintained road begins to lure you into to some faster fun as it furls around the base of the mountains, wide-eyed meandering

MOTORCYCLE MECCA

Just a Britten V1000, Ivan Mauger's title-winning speedway bike, a new Brough Superior SS100 and 350-odd more

AS WELL AS Transport World located in the outer fringes of Invercargill, the same owners have created Motorcycle Mecca right smack bang in the middle of the city.

A fellow by the name of Tom Sturgess, another Kiwi collector based 1000km north at Nelson, fell ill and was looking to offload his impressive collection of over 350 motorcycles. As a family of avid collectors and with Transport World now launched and open to the public, the group snapped up the collection in 2016 and, with the same level of detail and passion to share their wares with the paying public, Motorcycle Mecca was born.

The superbly restored two-storey art deco building plays host to over 300 motorcycles, as well as an amazing motorcycle-related art collection and, to top it off, is also home to one of the best cafes in town: Meccaspreso.

The attention to detail is astounding and the integration of motorcycle parts used within the building's fitout is convincing and sophisticated. Whether it's the camshafts used as handrail supports meticulously joined by engine valves, or the fuel gauges that replace the occupied indicators on the bathroom doors, or the front fenders used to mount

the lighting in the cafe, the execution isn't tacky (which it so often is when engine parts and indoor furnishings mix) and it's a reflection of the passion and vision of the transport-mad owners.

The oldest bike dates back to 1902, there's an entire section dedicated to John Britten, his life and his eccentric and successful machines, and there's a new interactive display, which lets you sit on faux bikes and rev the hell out of them as you experience the different sounds, vibrations and harmonics of different engine configurations.

Then there's the floor dedicated to Burt Munro, the new and growing display aimed at recognising the women who have contributed to New Zealand's rich motorcycle heritage and the soon-to-be opened bar called, of course, Handle Bar.

Twenty Kiwi dollars will get you into the museum itself and, like Transport World, is worth every cent.





3

is the best way to enjoy it due to the amount of campervans driven by tourists looking at everything else other than where they're going.

The mountains slowly begin to retreat to reveal lush, green farming land and about an hour south of Queenstown we come to the small but busy township of Lumsden. Once a major railway junction with tracks jutting off in all four directions, the disused platforms these days form a well-attended facility for travellers, offering outdoor cooking facilities, toilet and shower amenities, covered outdoor tables and, as a consequence, a passing-through community of like-minded people.

IT'S A GOOD THING WE ONLY HAD 120 KAYS OR SO TO COVER, BECAUSE IT TOOK US ALL DAY



1



We opted for the pub across the road, where the facilities for the NZ\$85 (AUD\$80) a night asking price are some of the best I've experienced. While some rooms have an ensuite, the shared bathrooms are clean and modern, the food downstairs is decent and there's a safe spot out the back to park your bike.

If you're in a hurry, from Lumsden you're less than an hour from Invercargill, but it's a straight, flat and boring hour and we had an extra day and a half up our sleeves to drink in the scenery. We backtracked from Lumsden a few kays to pick up the Southern Scenic Route, which heads due west to the area's spectacular Fiordland National Park. Flanked by the Takitimu Mountain range on our left and the Eyre Mountains on our right, I'm shaking my head once again at the sheer beauty of this place. The road itself is relatively uninspiring but I'm grateful that it affords me the opportunity to take in the remarkable scenery around me.

A bit over 120 kilometres later we found ourselves in the bustling town of Te Anau. From here you can turn right and follow the squalor of tourists 100km north to Milford Sound or you can hang a left, and head south like we did, towards Manapouri, on the South Island's western most road to skirt the eastern edge of Fiordland.

As far as beautiful scenery goes, we're pretty lucky in 'Aussie' – as the Kiwis refer to Australia; Tasmania, New South Wales' south coast and Victoria's Gippsland region to name a few. But nothing will prepare you for the mountains and valleys and lakes of the 1.2 million hectares of this World Heritage listed national park. It's a good thing we only had 120 or so kays to cover, 'cos it took



2

1. Bluff is mainland NZ's southernmost town and is home to this famous sign at Sterling Point, as well as the world-famous Bluff Oyster

2. Garston, which is less than two hours from the coast, is the South Island's most inland town

3. The humble Southland cheese roll, or Southland Sushi, will set you back between two and five bucks a pop, depending on the concentration of tourists



3

TRANSPORT WORLD

No, I didn't think I'd be interested in trucks either...

WE HAD TWO activities planned on our itinerary. One was the Motorcycle Mecca in Invercargill, the other was Bill Richardson's Transport World.

Bill Richardson was truck mad. He'd been collecting pamphlets on trucks since he was a six-year-old kid. He had a trucking company, of course, and continued to collect rigs until he had amassed over 170 trucks, which he'd gladly show people through before his untimely death in 2005.

Unsurprisingly, Bill raised a family of collectors. His son Harold had a thing for Citroen cars, his daughter Jocelyn had a fancy for Kombi vans, but when Harold was killed in a car crash at just 29 years old, Jocelyn – who was living overseas at the time with her young family – returned home to continue the Richardson tradition, and Bill Richardson's Transport World was opened to the public permanently in 2015.

Jocelyn met me at the door to, just as her dad would have, personally show me through the 15,000 square-metre venue.

"That music playing," she said smiling pointing towards the ceiling, "is a Maori lullaby about a father looking down over his family."

The tour was scheduled for 30 minutes but went for well over 90. Jocelyn's passion and generosity, both with her time and her information, was reflected in the jaw-dropping attraction she has created from her father's penchant for collecting. It really needs to be seen to be believed.

Hundreds and hundreds of historically significant vehicles are on display, each maintained, each with their tyres pumped to the correct pressures and each without a even a skerrick of dust – the attention to detail is astounding.

There are themed halls, themed bathrooms, a themed cafe, there's interactive spaces for the kids, a recreation of Bill's old workshop just as Jocelyn remembered it as a child: "It even smells the same," she smiles.

There's over 200 vintage fuel bowsers, thousands of vintage toy trucks, there's even a huge collection of vintage juke boxes because a bloke in Europe didn't want his collection broken up and had heard of both the scale of the place and the family's willingness to preserve historically significant collections and, as Jocelyn puts it, "I couldn't say no."

If you find yourself in this part of the world and find yourself disregarding a visit to Transport World cos its wares have too many wheels, think twice. This place blew my mind.





1



1. It's southern and it's oh-so scenic. The set of bends on the western side of Papatowai are magic
2. The Otahu Flat School operated between 1913 and 1956
3. The Lumsden Hotel is really welcoming to motorcycle riders and has top-notch facilities - including a safe spot out the back to park your bike



2



us all day, and that was just stopping for photos. No walks, cycles, helicopter flights, jet boat rides, sea plane tours or any other of the endless array of experiences offered to tourists in this corner of the world. No, we had a motorcycle event to get to offering its own endless array of bike racing.

With or without the Burt Munro Challenge, Invercargill has a high concentration of all things motorised; there's Motorcycle Mecca and Transport World (see sidebars) which are far more impressive than you might first imagine, there's E Hayes hardware store which houses the Motorworks collection including Burt Munro's *actual* Indian Scout. There's even Dig This, which lets you muck around in earthmoving machinery, crushing cars and carrying on as you play out your childhood sand pit imaginings.

And once that's done, the 250-odd kays linking

IT HAS GOT TO BE IN THE TOP 10 BEST RIDES IN AUSTRALIA OR NEW ZEALAND



3

Invercargill and Dunedin on the Southern Scenic Route has got to be in the top 10 best motorcycle rides in either Australia or New Zealand - and if you want, it can take you days. While the greater public opt for the faster and straighter Taieri Plains Highway, the Southern Scenic roller coasters its way along the wild, stunning and vastly unpopulated coastline.

You climb out of Progress Valley and stride across pristine New Zealand wilderness, the roads bordered by beautiful native Toi Toi grasses and flax before you drop into the Catlins - my highlight of the entire road.

It's where lush, green farming land meets a spectacular and untouched coastline. It's an area dotted with huge waterfalls, caves with 30-metre high ceilings, a blowhole, a bay frequented by dolphins and a rare species of penguin, an impressive lighthouse at Waipapa Point and even a Jurassic fossil forest - one of just three in the world.

That's if you're prepared to leave the road



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→ **LISTEN UP**

And rumble strips are used on the centre lines, whether they're solid or dotted or a mixture of both – the benefit this move offers to motorcyclists is enormous and it makes you wonder why more countries don't do it.

→ **TRIPLE ONE**

If you or your riding mates find yourself in trouble in New Zealand and need to call emergency services, dial 111.

→ **OI, MOVE!**

Well-maintained roads, arrows dotted along the roads to remind tourists which side of the road they should be travelling on and regular signs to remind people to be courteous to other road users, too. My favourite was the sign that said: "Car behind? Let it pass!"



For such a relatively small land mass, the landscape changes fast and frequently

YOU'LL WANT TO STOP TO LET IT SINK IN, OR TURN AROUND AND DO IT ALL AGAIN

and get off your bike, of course. By far the most engaging section of the Southern Scenic, the surface is course and grippy and the route fast and flowing. With the sound of motorcycle racing still ringing in my ears from the Burt Munro Challenge, I'm lost in a heady mix of bikes, beauty and the flowing momentum of blacktop.

We emerge out of the trees into an open cliff section and we're slapped in the face by an ocean view that brings you back to your glorious reality and, just when you think it can't get any more beautiful, you round a corner, crest a small hill and Florence Hill Lookout takes your breath away.

It signals your arrival at the village of Papatowai where a big, green 1951 Leyland bus plays hosts to a bizarre and brilliant gallery called The Lost Gypsy. You'll want to pull over – either to let what you just rode and saw actually sink in, or to turn around and do it in the other direction, but either way, be sure to stick your head into the big green bus. On display are fully interactive inventions created by Blair Somerville, a self-proclaimed 'organic mechanic' who takes everyday objects and turns them into working, moving and oh-so-clever artworks that leave you shaking your head at both the complex intricacy and mechanical simplicity of his innovations.

One of the competitors at the Burt Munro Challenge had said to me that it was the South

Island's remoteness that has forced the locals to become resourceful and innovative over the years, especially in the pre-internet era, and you can't help but completely understand the notion standing in that bus.

It's also the reason the people are so friendly, honest and keen to stop for a yarn. Or why there's a distinct lack of agro on the roads, why people are patient and common sense is customary. After peeling off from my travelling buddies and making my dash back to Queenstown I spotted another amazing view and had to pull over – no, it doesn't get old in this part of the world.

By the time I'd whipped off a glove, pulled my small camera out of my pocket and snapped a couple of photos, three riders had stopped or slowed to make sure I was okay. And I know they were locals, because only someone who is used to a view as stunning as that would think there may actually be another reason to stop.

New Zealand's Southland is a special place, made all the more extraordinary by the inclusion of a motorcycle and two ends of the Southern Scenic Route. Throw in the raucous riot of the Burt Munro Challenge, the gobsmack-gorgeous mountains of Queenstown and the breathtaking roads and views of the Catlins and there's very little reason *not* to get yourself to New Zealand's South Island. ■

Suzuki GSX-R750 1996



Grand daddy

This is the bike from which every modern Suzuki GSX-R can trace its DNA to – the 1996 Suzuki GSX-R750

Back in 1996, Suzuki rewrote the sportsbike rule book in much the same way they did when the original GSX-R750 was released 11 years previously in 1985. The 1996 GSX-R750 was the result of four years toiling in the sportsbike wilderness with the ungainly and largely unpopular GSX-Rs of 1992-'95, but the 1996 model was a huge step into the modern sportsbike era for the Hamamatsu company, ditching the classic box-shaped GSX-R look that had remained almost unchanged for over a decade.

The new machine also marked the first time Suzuki would enter the world Superbike championship as an official factory team, with the late Australian Kirk McCarthy and Britain's John Reynolds at the helm.

The new GSX-R was a clean sheet of paper for Suzuki. Nothing was carried over from the 1995 S model, with much of the bike's geometry closely linked to the company's 1993 500cc Grand Prix world championship winning machine, the RGV500. The chassis was all new, Suzuki finally ditching the outdated aluminium cradle frame for a twin-spar item that doubled torsional rigidity, as well as being three kilograms lighter.

The new chassis meant completely different dimensions for the bike. The wheelbase was a rather short 1400mm (which was 7mm shorter than the RGV500!) and an amazing 35mm shorter than the 1995 model, while steering rake had decreased by half a degree to 24. Trail was increased by 2mm to 96mm.

Aiding the decreased wheelbase was a heavily

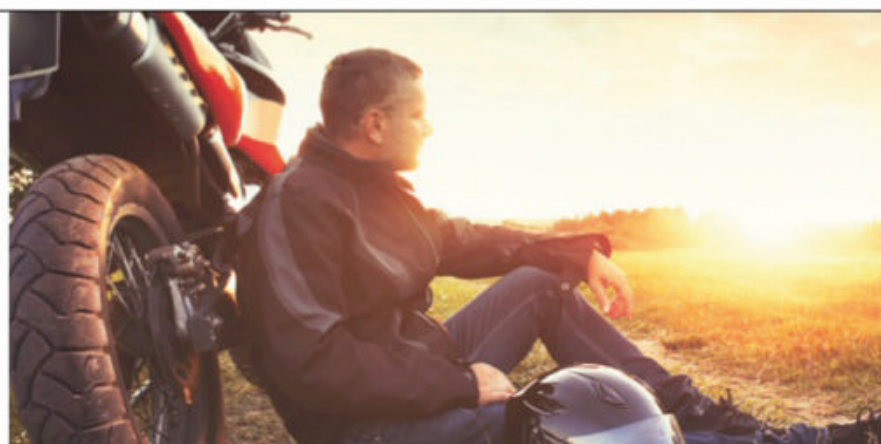
1 Suzuki sent the cradle frame of the previous WN-WS series to the grave and brought in its first twin-spar GP-style aluminium frame

2 New and more compact engine ran Mikuni carbs, replaced by EFI in 1998

3 Paintwork was sketchy but if the bodywork is sound, it's not a difficult fix

4 The SRAD (Suzuki Ram Air Direct) design featured built-in air intakes to force air directly into the airbox

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\$14,899

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\$4700-\$6800

The low-down

What to look for

Mechanically the GSX-R750 has always been very strong but paint finish has never been one of its strong points. Regular cleaning doesn't always help either, as the quality was never very good to begin with. These bikes are a thrasher's dream, so have a look for worn steering head races and enquire when was the last time the head bearings were checked or replaced. The bike was also prone to a little surging at around 5500-6000rpm, and a carb service will go a long way to fixing this.

Service intervals

The 1996 Suzuki GSX-R750T was serviced every 6000km. The first service saw a new oil filter and engine oil fitted, the carbs were balanced and the mixture screws adjusted, plus a general checkover, lube and adjust of chain and sprocket, bearings etc. The second service at 12,000km was much the same as the first with the exception of the brake fluid getting replaced. The 18,000km service was the same as the 6000km but the 24,000km service saw the GSX-R750 get new spark plugs, air and oil filter, engine oil, coolant, the valve clearances adjusted and the carbs serviced.

What you gain

If you do manage to snavel one up...

There will be very few examples out there with less than 30,000km on the clock, so a full service should be your first point of call when buying one of these machines. Yoshi pipes can be found almost everywhere for the T, and Dynojet have numerous jet kits available for the Mikunis. A good idea will be to give the suspension a work over, because when these bikes are handling well they can be surprisingly easy to hustle around at a fast pace.



The 1996 GSX-R750 was the first true Ram Air machine from Suzuki

braced 5mm shorter swingarm over the 1995 model, while the redesigned engine made it possible for Suzuki engineers to move the steering head and swingarm pivot 30mm closer together. The result was much sharper steering at almost any speed without compromising straight line stability that still impresses today, but you'd want to give the suspension a freshen up at both ends before ripping into the twisties.

Speaking of suspension, the front-end was held up by 43mm inverted Showa forks, with a Showa monoshock taking care of the back-end duties. Both ends were fully adjustable, while the rear ride height could be altered by way of removing the spacer under the rear shock and fitting a kit part from the Suzuki racekit catalogue.

Hauling the GSX-R750T up from speed were Tokico six-piston calipers with 'staggered pistons' that gripped now 320mm discs (the outgoing model had 310mm discs fitted). The rear caliper was a twin-piston job while the disc also increased by 20mm to 220mm.

Suzuki faced a challenge when making the new engine for the T model. They hadn't yet manufactured a twin-spar chassis for the street after the GSX-R range had always used the cradle frame design, which meant that fitting the engine was never a problem. For this bike, Suzuki wanted to dramatically decrease size and weight and a lot of this was to come from the engine, plus the chassis now wrapped itself around the engine rather than over it, making its own share of problems for the designers.

The new engine saw the cam-chain moved from the centre of the engine to the right-hand side, which allowed the two camshaft widths to be decreased and the cylinders to be spaced

5mm closer together via the use of nickel silicon carbide-plated aluminium cylinders (the old model used iron press-in liners), and a closer spacing of the crankshaft journals, which allowed the cylinder-head width to be reduced by 30mm.

Inside the head sat new 29mm inlet and 24mm exhaust valves that sat at an included angle of 29°, and which received their air/fuel mixture from 39mm Mikuni CV carbs.

The 1996 GSX-R750 was also the first true Ram Air machine from the factory. The new system housed two channels either side of the headlight unit that led air into the pressurised airbox under the tank – previous GSX-R air intake snorkels just deposited air in the general vicinity of the airbox without forcing it in there.

The starter motor was moved from the back of the engine to the right hand side of the crankshaft, which did widen the engine slightly, but the overall length of the crankcase was reduced by 15mm, making it easier to achieve the short wheelbase. This was in part achieved by stacking the gearbox shaft and crankshaft in a triangular pattern, as they do today.

The new engine measured 72mm x 46mm bore and stroke and revved 1500rpm higher than the S model to 13,500rpm. The claimed maximum power output was 93kW at 12,000rpm and torque of 80Nm at 10,000rpm.

There were very few machines back in the day that could match the 1996 GSX-R in terms of handling and performance. The 1998 model came with fuel injection and other various upgrades but the 1996 model was more than a match for the Yamaha YZF750 and ZX-7R (it was substantially lighter too), and still represents awesome riding even today. ■

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Hoop-la!

TYRE DEVELOPMENT ↓

Rubber necking

Our former tyre development rider tells us the bits he's allowed to from his past life

■ WORDS GARETH JONES ■ PHOTOGRAPHY AMCN ARCHIVES

Tyres play a vitally important role in how a bike steers, stops and goes. Tyre companies spend millions on developing a product, and the tech filters down from the top. Tyres have to cope with incredible loads, temperatures and abuse from the rider.

Developing a tyre involves a multitude of very clever people. Tyre development is often lap time versus lifetime. Tyres need to be proven in a controlled environment with consistent factors. The bike remains virtually unchanged once an initial setup is achieved and benchmark lap times are reached with a control

product. Everything is monitored, from basic engine vitals right through to acceleration/braking G forces and surface tyre temperature measured with cool stuff like infrared beams. Think of the bike and test track like a dyno; it doesn't matter what you're measuring, it's only important that it's measurable.



What next?

TYRES ARE THEN tested in groups with the rider having no idea what hoop is fitted to the bike. The tyre is heated to optimal working range and once the test has been completed (anywhere between six and 60 laps per tyre), the feedback from the rider is given in conjunction with a sizeable data download from the bike. It's incredible how in tune a rider can become to the process. When there is no variable other than the

tyre and target lap time with the strongest emphasis on feedback of the product, the results are often robotic.

The target isn't always the same, however. New theories and construction processes are always taking place, which can mean that a test can be solely about matching a front tyre to a rear tyre. Different build methods also produce varied results with changes of less than a few percent, meaning lap times vary by seconds. Front tyre testing

is often the most difficult as it's the highest risk of crashing and analysts don't like crashes. This also raises potential confidence and inconsistencies in the human element riding the bike.

Occasionally, after sometimes dozens of revisions, a winner is chosen that rates highly on both feedback and data. On the flipside someone always gets the blame for the rubbish tyre. I regularly blamed a guy called Stu; his qualifications were difficult to pronounce and started with PhD.

This process is the same for wet and intermediate tyre testing as well. Even when it's torrential rain, the tech guys love to know just how wet it has to be before a tyre no longer works or runs out of grip. Yes, it's often terrifying, if that's what you were thinking. The idea is to keep the rider in the dark to separate any preformed opinion, with tyres often being labelled as base letters and numbers on the test plan.

A typical two-day test can see upwards of 100 laps per day at the targeted lap time on any number of experimental products. We're talking Area

51-type stuff here, with no photos, no videos and top-secret reports. Tests don't have to produce a lap time to be successful either. Often success is measured if a tyre reaches a certain lap count without chunks falling off it.

All of this aside, this is the work that paves the way for the technology filtering down to the consumer and it all makes the market more competitive and the products better. The science doesn't just involve adding a pinch of grip and baking until set – it's terabytes of data, formulas, feedback and good old-fashioned hard work. ■

Effort versus reward

Often tyre companies advertise a tyre that has improved handling and sharp steering, this is all measurable as well. Incredibly sophisticated micro sensors on the handlebars and footrests measure flex of metals and therefore effort of the rider giving input to the chassis. These measurements can then be referenced against lean angles and lateral G force, so that a percentage of improved steering performance or speed of direction change can be obtained.

The tech guys love to know just how wet it has to be before a tyre no longer works or runs out of grip



A track provides a constant, while the development rider samples options



Data recorded

Temperature is critical for grip. A typical operating window can be around 80-100 degrees Celsius, measured with a probe penetrating 5mm into the rubber. However, if you measure surface temperature on the fly in real time, tyre temp can fluctuate between 70 and 120 degrees Celsius in a matter of seconds. This is why it's important to have asymmetrical tyres for certain circuits. The tyres can have vast temperature differences and, hence, this is why we see cold-tyre crashes. It also takes up to four or five laps for temperature inside the tyre to reach its peak – even after being heated by tyre warmers for hours.



New stuff

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The Cardo Freecom 4+ is a Bluetooth communication system that fits in your helmet. It connects directly to Siri and Ok Google, has full phone connectivity, has a JBL audio system, an innovative control wheel, audio streaming, an FM radio and much more. The dual pack costs \$699.95.

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The new Arai Profile-V features a Variable Axis System (VAS) for a smoother shape, with a reinforcing Hyper Ridge that lowers the centre of gravity and flares out 5mm to make putting it on or taking it off easier. It is Pinlock ready, has a Facial Contour System and speaker pockets. Available in solids or graphics (\$749.95).

2

Tough Boots

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 🌐 tcxboots.com.au

The TCX Drifter is a waterproof boot with a vintage leather upper and front and rear microfibre overlays for comfort. It has a suede heat guard, tough shin plates, leather shift pad, aircraft-grade aluminium buckles and commando-style soles for enhanced grip. It's available in Euro sizes 36-48 in Vintage Brown.

3

Suzuki Hoodie

Suzuki Australia
\$129
 🌐 suzuki.com.au/merchandise.com

Celebrate Alex Rins's MotoGP win and stay warm this winter with the Team Suzuki Ecstar MotoGP Hoodie. It features ribbed cuffs, embroidered team-sponsor logos, a hem with contrast colour in the hood and contrast detail on the hip pockets. The hoodie is available in sizes S-3XL through the Suzuki Australia website.

4

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5

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The Ventura Bike-Pack system is now available for the 2019 Triumph Scrambler 1200 XC and XE. The Astro 32L Top Box Kit starts at \$369, the EVO-10 Sports Kit at \$399 and complete Touring Kits range from \$399 (EVO-22) to \$549 (Mistral 47L). There are several other complete Touring Kit sizes and models available.

6



One



Two

Three



Four



Five

Six



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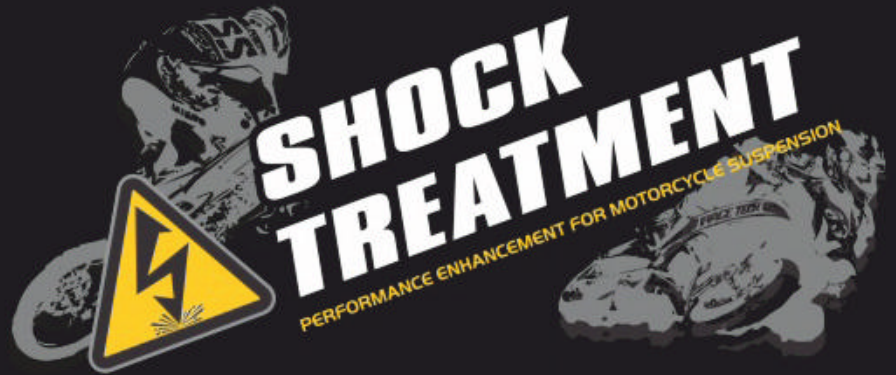
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the calendar

CHECK YOUR DATE

Top 3 TV

1 WSBK Rd5 Imola, IT
Videopass
11-12 May
10pm (AEST)



WSBK heads to Imola for Round 5 and all the racing action will be aired on Videopass. Superbike Race 1 starts at 10pm Saturday and Race 2 at 10pm Sunday. The Supersport race starts at 8.15pm Sunday. All times are AEST.

2 MotoGP Rd5, Le Mans, FR
Videopass, Fox
19 May
7pm



Round 5 of MotoGP takes place at Le Mans, France. The Moto3 race starts at 7pm (AEST), Moto2 at 8.20pm and MotoGP at 10pm. Videopass and Foxtel will air the lot, while 10 Bold will air the MotoGP race only.

3 The Silent Samurai
Red Bull TV
On demand
Anytime



This doco takes a look back at Dani Pedrosa's motorcycling career as seen through the eyes of his coach, friend and former MotoGP star Sete Gibernau. You can check it out for free and on demand at redbull.tv.

MAY 2019

Don't forget your mum's big day

- Mark your diary
- On this day
- Go ridin'

9	10	11 FIM EWC Rd3 8 Hours of Slovakia
12 Mother's Day 	13	14
15	16	17 Dennis Hopper <i>Easy Rider</i> star born this day 1936
18	19 MotoGP Rd5 Le Mans, FR 	20
21	22	23 Next issue Check out below



World launch!
**INDIAN
FTR1200**

Next issue

Plus!

MotoGP's aero wars

We talk to each GP team about the future of the controversial aides

Hickman's heroics

Peter Hickman reveals how he won the TT by spinning the rear

Understanding MotoCAP

Inside the Melbourne facility that's testing and rating riding gear

events

YOUR SOCIAL LISTINGS

Show time

18 MAY

Laidley Charity Show 'n' Shine, Laidley Showgrounds, Laidley, Qld. \$10 bike and car entry; \$10 market stalls; \$50 trade stalls. Hot coffee, hot food and trophies. For more information see Facebook page of Southern Cross Charities Show And Shine, or phone Barbara on 0412 140 239

18 MAY

Vintage Japanese Motorcycle Club Show & Shine, Australian Outback Spectacular, Entertainment Rd, Oxenford, Qld. Free entry. Restored classics dating back to the 50s from Kawasaki, Honda, Yamaha, Suzuki, Meguro, Bridgestone and Lilac. Food and refreshments available. For information see vjmc.org.au or email Rallyreg@vjmc.org.au.

18 MAY

Throttle Roll Motorcycle Show, 901 Bourke St, Waterloo, NSW. Bikes, bands, bevies, moto-themed art, moto markets, food trucks, live music and more. \$1000 lucky door prize; online tickets get a chance to win a \$5k overseas riding trip with Himalayan Heroes. Tickets \$20 online or \$25 at the gate. For information and ticket sales see throttleroll.com.

25 MAY

Malanda Car & Bike Display, Malanda Industrial Estate, Pioneer Ave, Malanda, Qld. Gates open 10am-2pm. Free entry; gold coin donation to cancer research. Prizes for can and bike of the display. Sausage sizzle and cold drinks. For information phone Errol or Rebecca at Eacham Fuel on (07) 4096 5577.

8 JUNE

Deni Shovel Muster & Bike Swap Meet, Pretty Pine Hotel, Cobb Hwy, Deniliquin, NSW. Gates open 12pm; judging 4pm. Live music, trophies and more. Entry \$20; U16 free. Patch clubs by prior arrangement only. For information phone 0498 648 204.



Ride days & schools

Phillip Island Ride Days / 1300 793 423

Phillip Island, Vic

Sydney Motorsport Park Ride Days/1300 366 640

SMSP, NSW

Murray Valley Training Co 0459 415 787

Barnawartha North, Vic

Champion's Ride Days (07) 3287 4144

Broadford, Vic

Winton, Vic

Wakefield Park, NSW

Qld Raceway, Qld

Barbagallo, WA

Lakeside, Qld

Mallala, SA

Phoenix MCC Junior Coaching 0417 821 061

Tailem Bend, SA

Mallala, SA

California Superbike School / 1300 793 423

Phillip Island, Vic

SMSP, NSW

Top Rider 1300 131 362

SMSP, NSW

Mount Gambier MCC Coaching / Ride Days (08) 8725 0163

Mac Park, SA

Ride-Tek MTA

1300 788 382

Sandown, Vic

Ridedays WA (08) 9409 1002

Barbagallo, WA

Collie, WA

Trakdayz 0401 484 898

Barbagallo, WA

Racing where & when

Road racing

MOTOGP WORLD C'SHIP

- Rd5 19 May, Le Mans, FR
- Rd6 2 Jun, Mugello, IT
- Rd7 16 Jun, Catalunya, ES
- Rd8 30 Jun, Assen, ND
- Rd9 7 Jul, Sachsenring, DE
- Rd10 4 Aug, Brno, CZ
- Rd11 11 Aug, Red Bull Ring, AT
- Rd12 25 Aug, Silverstone, UK
- Rd13 15 Sep, Misano, IT
- Rd14 22 Sep, Motorland Aragon, ES
- Rd15 6 Oct, Chang International, TH
- Rd16 20 Oct, Twin Ring Motegi, JP
- Rd17 27 Oct, Phillip Island, AU
- Rd18 3 Nov, Sepang, MY
- Rd19 17 Nov, Ricardo Tormo Valencia, ES

WORLD SUPERBIKE C'SHIP

- Rd5 11-12 May, Imola, IT
- Rd6 8-9 Jun, Jerez, ES
- Rd7 22-23 Jun, Misano, IT
- Rd8 6-7 Jul, Donington Park, UK
- Rd9 13-14 Jul, Laguna Seca, US
- Rd10 7-8 Sep, Algarve, PT
- Rd11 28-29 Sep, Magny-Cours, FR
- Rd12 12-13 Oct, El Villicum, AR
- Rd13 25-26 Oct, Losail, QT

ASBK

- Rd4 6-7 Jul, Morgan Park, Qld
- Rd5 7-8 Sep, Winton Motor Raceway, Vic
- Rd6 5-6 Oct, Phillip Island, Vic
- Rd7 2-3 Nov, Sydney M'sport Park, NSW

AUST JNR ROAD RACING C'SHIP

- Rd4 25-26 May, Canberra, ACT
- Rd5 14-15 Sep, Newcastle, NSW
- Rd6 19-20 Oct, Port Macquarie, NSW

BRITISH SUPERBIKE C'SHIP

- Rd3 25-26 May, Donington Park, LCE
- Rd4 15-16 Jun, Brand Hatch, KEN
- Rd5 29-30 Jun, Knockhill, FIF
- Rd6 20-21 Jul, Snetterton, NFK
- Rd7 3-4 Aug, Thruxton, HAM
- Rd8 17-18 Aug, Cadwell Park, LIN
- Rd9 7-8 Sep, Oulton Park, CHS
- Rd10 21-22 Sep, Assen, ND
- Rd11 5-6 Oct, Donington Park, LCE
- Rd12 19-20 Oct, Brand Hatch, KEN

MOTOAMERICA

- Rd4 1-2 Jun, Road America, WI
- Rd5 15-16 Jun, Utah M'sports Campus, UT
- Rd6 13-14 Jul, Laguna Seca, CA
- Rd7 10-11 Aug, Sonoma Raceway, CA
- Rd8 24-25 Aug, Pittsburgh Int, PA
- Rd9 7-8 Sep, New Jersey, NJ

Rd10 21-22 Sep, Barber M'sports Park, AL

FIM EWC

- Rd3 11 May, 8 Hours of Slovakia, SK
- Rd4 9 Jun, 8 Hours of Oschersleben, DE
- Rd5 28 Jul, Suzuka 8 Hours, JP

Off-road racing

MX NATS

- Rd6 22-23 Jun, Gympie, Qld
- Rd7 13-14 Jul, Maitland, NSW
- Rd8 27-28 Jul, Moree, NSW
- Rd9-10 3-4 Aug, Coolumb, Qld

AUSTRALIAN WOMENS MX C'SHIP

- Rd3 1-2 Jun, Manjimup, WA

AORC

- Rd 5-6 20-21 Jul, Dungog, NSW
- Rd7 10-11 Aug, Broken Hill, NSW
- Rd8-9 31 Aug-1 Sep, Coonalpyn, SA
- Rd10-11 14-15 Sep, Peshurst, Vic

AUSTRALIAN SUPERCROSS CHAMPIONSHIP

- Rd1 TBC
- Rd2 TBC
- Rd3 9 Nov, Wollongong, NSW
- Rd4 TBC
- Rd5 30 Nov, Melbourne, Vic

FIM MXGP/MX2

- Rd6 12 May, Mantova, IT
- Rd7 19 May, Agueda, PT
- Rd9 26 May, St Jean d'Angely, FR
- Rd10 9 Jun, Orlyonok, RU
- Rd11 16 Jun, Kegums, LV
- Rd12 23 Jun, Teutschenthal, DE
- Rd13 7 Jul, Palembang, ID
- Rd14 14 Jul, Semarang, ID
- Rd15 28 Jul, Loket, CZ
- Rd16 4 Aug, Lommel, BE
- Rd17 18 Aug, Imola, IT
- Rd18 25 Aug, Uddevala, SE
- Rd19 8 Sep, Afyonkarahisar, TR

Rd20 15 Sep, Shanghai, CN

FIM MXoN

27-29 Sep, Assen, ND

FIM ENDURO

- Rd3 10-12 May, Santiago de Compostela, ES
- Rd4 14-16 Jun, Ajaccio, FR
- Rd5 21-23 Jun, Rovetta, IT
- Rd6 13-15 Sep, Uhlirské Janovice, CZ
- Rd7 27-29 Sep, Amberg, FR

ISDE

11-16 Nov, Portimão, PT

FIM SPEEDWAY GP

- Rd1 18 May, Warsaw, PL
- Rd2 1 Jun, Krsko, SI
- Rd3 15 Jun, Prague, CZ
- Rd4 6 Jul, Hallstaviik, SE
- Rd5 3 Aug, Wrocław, PL
- Rd6 17 Aug, Malilla, SE
- Rd7 31 Aug, Teterow, DE
- Rd8 7 Sep, Vojens, DK
- Rd9 21 Sep, Cardiff, UK
- Rd10 5 Oct, Torun, PL

FIM SPEEDWAY OF NATIONS

11 May, Manchester, UK

20-21 July, Togliatti, RU

AUSTRALIAN SENIOR TRACK C'SHIP

24-25 Aug, Mildura, Vic

AUSTRALIAN POST CLASSIC DIRT TRACK C'SHIP

7-8 Sep, Maryborough, Qld

AUSTRALIAN JUNIOR DIRT TRACK C'SHIP

28-29 Sep, Somersby, NSW

AUSTRALIAN SENIOR DIRT TRACK C'SHIP

5-6 Oct, Raymond Terrace, NSW

FIM CROSS COUNTRY RALLY

Rd2 6-16 Jul, Silk Way Rally, RU, MN & CN

Rd3 1-7 Sep, Atacama Rally, CL

Rd4 3-9 Oct, Rallye du Maroc, MA



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Rally the troops

10-12 MAY

30th Loaded Dog Rally, Tarago Showground, Braidwood Rd, Tarago, NSW. Entry \$25 at the gate or \$20 prepaid includes commemorative badge; \$15 for day-trippers. Catered Saturday lunch to Sunday breakfast. Hosted by the Struggletown Tourers. For information and pre-payments email andholbery@gmail.com.

10-12 MAY

Inaugural Dubbo Motor Bike Rally, Church St (between Macquarie and Brisbane Sts), Dubbo, NSW. Rally Day 8am to 6pm on Saturday. Exhibitors, distributors merchandise and more, with the aim to become the largest bike rally in Australia. For information see dubbomotorbikerally.com.

11-18 MAY

The Long Ride, Darwin, NT. Ride to raise awareness for prostate cancer, with riders from all over Australia converging on Darwin. To register visit longrideaustralia.com or for information email Chris Dunne at christopher.dunne@bigpond.com.

18 MAY

Annual 100 Mile Ride, Macalisters Brewery, 6 Danbullan St, Smithfield, Qld. Meet 1pm; stands up 2pm. Food and alcohol; no BYO. Bring your swag. Live music at Mareeba Wokers Club til late. \$20 per bike; \$10 non-

riders. Proceeds to Bikers Against Child Abuse. For information phone Mouse on 0408 114 106 or Srek on 0439 881 888.

18 MAY

Bikers for Nippers, Spoons Cafe, Shop 13, 113-117 Sheridan St, Cairns, Qld. Meet 9am; stands up 10am. Dress in red and yellow and decorate your bike. Food and drinks. \$10 per bike. In support of Ellis Beach Surf Lifesaving Club. For information phone Max on 0400 658 620 or Jo on 0418 639 439.

1-3 JUNE

Numduc Rally, Meckering Rd, Dowerin, WA. Gates open 8am Saturday. Onsite food, water, firewood and toilets; BYO everything else. Celebrating 20 years of rallying at Dowerin. Awards, raffles, badges and gymkhana. \$25 prepaid (includes badge) or \$30 at the gate; kids under 14 years \$15. Hosted by the Ducati Owners Club of Western Australia. For information see docwa.com.au.

7 JUNE

The Rallyman, Lunatic Hotel, 7710 Bruxner Hwy, Drake, NSW. Motorcycles, mountains and music. Pub beer and food. Entry \$20 includes camping and badge. All motorcyclists welcome. For information and bookings phone Kog on 0456 690 145 or the Luntic Hotel on (02) 6737 6757.

8-10 JUNE

50th Alpine Motorcycle Rally, Cotterill's Cottage, Snowy Mountains Hwy, Yarrangobilly, NSW. Back-to-basics rally on the banks of the Yarrangobilly River. Usual rally awards, presentations 9am Sunday; no cars. Entry \$30; bring an under-23 rider and get free entry. For more information contact Henning Jorgensen on 0457 034 488 or email him at hpj33@gmail.com; phone Paul Corradini on 0427 484 493; or see alpinerally.webs.com.

14 JUNE

Goovigen Rumble, Kabra Hotel, Capricorn Hwy, Cabra, Qld. Stands up 10am for 330km ride to Duaringa, Baralaba, Banana, Jambin (via Biloela) and Goovigen. Live music, bar, barbecue Saturday night, breakfast Sunday and camping facilities available. \$25 entry to poker run and show 'n' shine; \$5 show 'n' shine; \$5 adults; \$2 U12s. For information phone Jackee Warry on 0419 965 898.

21-23 JUNE

The Casper Rally, Bummaroo Ford Camping Ground, Goulburn to Oberon road, 28km north of Taralga, NSW. Rally site can be accessed via dirt or sealed roads. BYO drinks, food and cooking gear. Toilets on site; firewood and water provided. Raffle and awards Saturday afternoon. Entry \$15 (includes raffle ticket).

Hosted by SCUM Tourers. For information phone Andy on 0437 608 440 or Dieter on 0417 616 199.

22 JUNE

3rd Annual Ride for our Fallen Riders 2019, Pine Rivers Park, 125 Gympie Rd, Strathpine, Qld. 9am-1pm. Join Australian Motorcycle Safety Awareness (AMSA) to honour motorcycle riders killed on Australian roads in 2018. For more information see facebook.com/events/1876135962693627.

28-29 JUNE

Pinevale Rally, 55km west of Mackay, signposted from Mirani, Qld. Fully catered, camping, gymkhana on Saturday, usual rally awards and all bikes welcome. This year's rally marks 21 years. Entry \$25 includes badge (limited numbers), with part proceeds to local Mackay charities. For more information phone Luke on 0476 060 946.

26-28 JULY

Hat Rally, Araluen Valley, Araluen, NSW. Rally site signposted from Braidwood, 23km away. Raffles, trophies, \$5 cooked breakfast Sunday morning and more. Meals available at Araluen Hotel, just 3km from rally site. Entry \$20 includes raffle ticket. Hosted by Wobblyboot Tourers. For information phone Brian Dunley on 0421 313 503 or email bdunley@tpg.com.au.

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buyersguide

A-Z OF NEW BIKE PRICES

* Claimed / ** Measured

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Aprilia aprilia.com.au							
Dorsoduro	\$15,790	896.1, V-twin	70*	90*	212k*	67 / 13	x
RSV4 RR MY18	\$25,390	999, V4	148*	115*	204w*	67 / 03	x
RSV4 RF	\$31,990	999, V4	148*	115*	204w*	67 / 6	x
RSV4 RR MY19	\$26,490	999, V4	148*	115*	204w*	NT	x
RSV4 1100 Factory	\$33,990	999, V4	160*	122*	199w*	68/22	x
Shiver 900	\$15,190	896.1, V-twin	70*	90*	218k*	67 / 12	x
SR 50 MT E4	\$2990	49, Single	4*	4.8*	107d*	NT	✓
Tuono RR MY18	\$22,890	1078, V4	129*	121*	180d*	66 / 12	x
Tuono RR MY19	\$23,490	1078, V4	129*	121*	180d*	NT	x
Tuono Factory MY18	\$26,190	1078, V4	129*	121*	180d*	67/12	x
Tuono Factory MY19	\$27,190	1078, V4	129*	121*	180d*	68/22	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Benelli benelli.com.au							
BN 302 (ABS)	\$5690	300, Single	28*	27*	185w*	67 / 05	✓
Leoncino	\$7990	500, P-twin	35*	46*	207k*	67 / 11	✓
Leoncino Trail	\$8690	500, P-twin	35*	46*	207k*	68 / 08	✓
TnT 125	\$3250	125, Single	8.2*	10*	121k*	67 / 09	✓
TRK 502	\$7890	500, P-twin	35*	46*	235w*	68 / 07	✓
TRK 502 X	\$8490	500, P-twin	35*	46*	235w*	68 / 03	✓

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Beta betamotor.com.au							
RR 125 2T	\$10,995	125, Single	NG	NG	100d*	NT	x
RR 200 2T	\$11,695	190.2, Single	NG	NG	103d*	NT	x
RR250 2T	\$11,895	249, Single	NG	NG	104d*	NT	x
RR300 2T	\$12,395	293.1, Single	NG	NG	99d*	65 / 06	x
RR 350 4T EFI	\$12,795	349.1, Single	NG	NG	111.5d*	NT	x
RR 390 4T EFI	\$12,995	386, Single	NG	NG	111.5d*	NT	x
RR 430 4T EFI	\$13,195	430.9, Single	NG	NG	112.5d*	NT	x
RR 480 4T EFI	\$13,395	477.5, Single	NG	NG	112.5d*	NT	x
XTRAINER 250 2T	\$10,295	249, Single	NG	NG	104d*	NT	x
XTRAINER 300 2T	\$10,495	293.1, Single	NG	NG	100d*	NT	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Bimota bimotaaustralia.com.au							
BB3	\$72,888	999, Four	141*	112*	179d*	64 / 03	x
DB5 R	\$37,990	1078, V-twin	73*	105*	169d*	NT	x
DB8 Oro Nero	\$84,990	1198, V-twin	126*	127*	159d*	NT	x
DB8 SP	\$47,990	1198, V-twin	126*	127*	164d*	61 / 01	x
DB9	\$44,990	1198, V-twin	120*	128*	174d*	62 / 01	x
DB10	\$37,290	1078, V-twin	73**	105*	168d*	61 / 24	x
DB11	\$56,990	1198, V-twin	119*	131*	175d*	NT	x
Tesi 3D EVO	\$50,890	1078, V-twin	73*	105*	167d*	62 / 14	x
Tesi 3D NAKED	\$55,990	1078, V-twin	75**	94*	167d*	63 / 03	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
BMW bmwmotorrad.com.au							
*Denotes plus on-road costs							
C 400 GT	\$11,790	647, Single	25*	35*	207d*	NT	✓
C 400 X	\$10,490	647, Single	25*	35*	203d*	NT	✓
C 650 Sport	\$16,420	647, P-twin	44*	66*	237d*	63 / 16	✓
C 650 GT	\$17,350	647, P-twin	44*	66*	249d*	61 / 19	✓
F 750 GS	\$15,385	853, P-twin	57*	83*	224w*	68 / 14	x
F 800 GT	\$19,370*	798, P-twin	66*	86*	214w*	62 / 16	x
F 800 R	\$15,265	798, P-twin	66*	86*	177d*	65 / 06	x
F 850 GS	\$19,970	798, P-twin	63*	83*	191d*	68 / 14	x
F 850 GS Adventure	\$21,280	798, P-twin	63*	83*	248w	66 / 20	x
G 310 GS	\$8199	313, Single	25*	28*	169.5w*	67 / 10	✓
G 310 R	\$7070	313, Single	25*	28*	158.5w*	67 / 05	✓
K 1600 B	\$35,320	1649, Six	118*	175*	306d*	66 / 22	x
K 1600 B Grand America	\$44,180	1649, Six	118*	175*	306d*	NT	x
K 1600 GT	\$40,090	1649, Six	118*	175*	306d*	66 / 22	x
K 1600 GTL	\$41,585	1649, Six	118*	175*	306d*	66 / 22	x
R nineT	\$25,340	1170, Boxer	81*	119*	222w*	63 / 23	x
R nineT Pure	\$20,290	1170, Boxer	81*	116*	219w*	NT	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
R nineT Racer	\$21,790	1170, Boxer	81*	116*	220w*	67 / 03	x
R nineT Scrambler	\$21,370	1170, Boxer	81*	116*	220w*	66 / 08	x
R nineT Urban G/S	\$21,370	1170, Boxer	81*	116*	220w*	66 / 08	x
R 1250 GS	\$23,490*	1254, Boxer	100*	143*	238w*	68 / 08	x
R 1250 GS Adventure	\$27,980	1254, Boxer	100*	143*	268w*	68 / 17	x
R 1250 GS Adventure Rallye	\$26,390*	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Adventure Rallye X	\$31,590*	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Adventure Exclusive	\$30,790*	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Adventure Spezial	\$31,390*	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Rallye	\$24,940*	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Rallye X	\$29,890*	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Exclusive	\$28,140*	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Spezial	\$31,390*	1254, Boxer	100*	143*	NG	NT	x
R 1250 R	\$21,240*	1254, Boxer	100*	143*	243w*	NT	x
R 1250 R HP	\$27,040	1254, Boxer	100*	143*	NG	NT	x
R 1250 R Exclusive	\$26,056*	1254, Boxer	100*	143*	NG	NT	x
R 1250 R Spezial	\$26,765*	1254, Boxer	100*	143*	NG	NT	x
R 1250 RS	\$22,540*	1254, Boxer	100*	143*	243w*	NT	x
R 1250 RS Sport	\$28,215*	1254, Boxer	100*	143*	NG	NT	x
R 1250 RS Exclusive	\$27,215*	1254, Boxer	100*	143*	NG	NT	x
R 1250 RS Spezial	\$28,065*	1254, Boxer	100*	143*	NG	NT	x
S 1000 R	\$22,250*	999, Four	121*	114*	205w*	66 / 22	x
S 1000 R Sport	NG	999, Four	118*	112*	NG	NT	x
S 1000 RR	\$25,670*	999, Four	146*	113*	197w*	66 / 22	x
S 1000 RR Sport	NG	999, Four	146*	113*	NG	NT	x
S 1000 RR Race	NG	999, Four	146*	113*	208w*	NT	x
S 1000 RR M Sport	NG	999, Four	146*	113*	NG*	NT	x
S 1000 RR HP4 RACE	\$114,500	999, Four	146*	113*	171.4w*	68 / 10	x
S 1000 XR	\$24,945*	999, Four	121*	114*	228w*	66 / 22	x

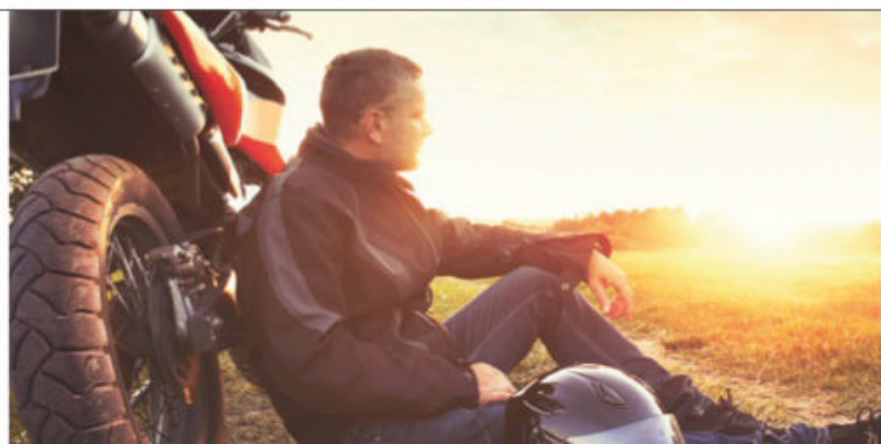
MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Braap braapmotorcycles.com.au							
Moto3	\$4499	250, Single	13.42*	NG*	145d*	NT	✓
ST-250 Mercury	\$4499	250, Single	12*	17*	115d*	NT	✓
Street Superlite 50	\$2800	50, Single	NG	NG	NG	NT	✓
Street Superlite 125	\$2999	125, Single	6.5*	NG	94w**	64 / 20	✓
Urban	\$3299	125, Single	NG	NG	69d*	65 / 22	✓

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
BRP brp.com/en-au							
All BRP prices are ride away							
Spyder F3-S	\$28,890	1330, V-twin	86*	130*	386*	65 / 06	x
Spyder RS	\$19,990	998, V-twin	74.5*	108*	326*	NT	x
Spyder RS-S	\$23,990	998, V-twin	74.5*	108*	326*	NT	x
Spyder RT	\$31,490	1330, Triple	85.8*	130.1*	459*	60 / 10	x
Spyder RT-S	\$39,950	1330, Triple	85.8*	130.1*	459*	NT	x
Spyder RT Limited	\$41,990	1330, Triple	85.8*	130.1*	459*	NT	x
Spyder ST-S	\$25,490	998, V-twin	74.5*	108*	392*	NT	x
Spyder ST-S	\$25,490	998, V-twin	74.5*	108*	392*	NT	x
Ryker 600	\$14,899	600, P-twin	37.5*	50*	270*	68/18	✓
Ryker 900	\$17,299	900, Triple	61*	79*	280*	NT	x
Ryker 900 Rally	\$18,299	900, Triple	61*	79*	285*	NT	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
CFMoto mojomotorcycles.com.au							
150NK	\$3290	150, Single	10.7*	12*	135d*	NT	✓
400NK	\$5990	400, P-twin	28.5	30	209w	66/15	✓
650NK	\$6990	649, P-twin	38	50*	209w	66 / 15	✓
650MT	\$6990	649, P-twin	41.5*	62*	213w*	66 / 24	✓

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Ducati ducati.com.au							
959 Panigale Red	\$22,490	955, L-twin	115.5*	107.4*	176d*	65 / 13	x
959 Panigale White	\$22,990	955, L-twin	115.5*	107.4*	176d*	65 / 13	x
959 Panigale Corse	\$25,990	955, L-twin	115.5*	107.4*	176d*	65 / 13	x
Panigale V4	\$31,399	1100,V-4	NG	NG	NG	67 / 22	x
Panigale V4 S	\$39,990	1100,V-4	NG	NG	NG	67 / 22	x
Panigale V4 Speciale	\$63,190	1100,V-4	NG	NG	NG	67 / 22	x

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MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Panigale V4 Speciale (Magnesium)	\$68,190	1100,V-4	NG	NG	NG	67 / 22	x
Panigale V4 R	\$63,190	999,V-4	NG	NG	NG	NT	x
Panigale V4 S GP	\$42,790	1100,V-4	NG	NG	NG	67 / 22	x
Diavel 1260	\$29,790	1198, L-twin	119*	130.5*	234w*	62 / 11	x
Diavel 1260 S	\$34,890	1198, L-twin	119*	130.5*	234w*	62 / 11	x
Hypermotard	\$20,790	937, L-twin	83.1*	97.9*	204k*	66 / 08	x
Hypermotard SP	\$25,990	937, L-twin	83.1*	97.9*	201k*	64 / 11	x
Monster 659	\$12,490	659, L-twin	37*	44*	187w*	68 / 08	x
Monster 797	\$13,490	803, L-twin	55*	68.9*	187k*	68 / 08	x
Monster 821	\$17,290	821, L-twin	64*	78*	188w*	60 / 22	x
Monster 821 Stealth	\$18,590	821, L-twin	64*	78*	188w*	60 / 22	x
Monster 1200	\$22,990	1198, L-twin	108*	124*	213k*	67 / 10	x
Monster 1200 R	\$30,190	1198, L-twin	112*	125*	207k*	65 / 08	x
Monster 1200 S	\$26,990	1198, L-twin	108*	124*	211w*	63 / 16	x
Multistrada 950	\$20,990	937, L-twin	83.1*	96.2*	227w*	66 / 14	x
Multistrada 950 S Red	\$23,490	937, L-twin	83.1*	96.2*	227w*	66 / 14	x
Multistrada 950 S Gloss Grey	\$23,790	937, L-twin	83.1*	96.2*	227w*	66 / 14	x
Multistrada 1260	\$26,490	1260, L-twin	117*	136	232w*	64 / 22	x
Multistrada 1200 S Red	\$31,190	1260, L-twin	117*	136	235w*	66 / 10	x
Multistrada 1200 S White & Grey	\$31,390	1260, L-twin	117*	136	235w*	66 / 10	x
Multistrada 1200 S Pikes Peak	\$38,490	1260, L-twin	110.3*	124.5	222w*	NT	x
Multistrada Enduro Red	\$31,990	1260, L-twin	117.7*	136	254w*	65 / 21	x
Multistrada Enduro Sand	\$32,190	1260, L-twin	117.7*	136	254w*	65 / 21	x
Scrambler Cafe Racer	\$17,190	803, L-twin	55*	68*	188w*	66 / 24	x
Scrambler Desert Sled	\$17,490	803, L-twin	55*	68*	170d*	66 / 16	x
Scrambler Full Throttle	\$15,790	803, L-twin	55*	68*	170d*	64 / 14	x
Scrambler Icon (Orange)	\$13,790	803, L-twin	55*	68*	170d*	64 / 14	x
Scrambler Icon ('62 Yellow)	\$13,690	803, L-twin	55*	68*	170d*	64 / 14	x
Scrambler Sixty2	\$11,990	399, L-twin	30.1*	34.3*	183w*	65 / 24	✓
Scrambler 1100	\$17,990	1100, L-twin	55*	68*	170d*	64 / 14	x
Scrambler 1100 S	\$19,990	1100, L-twin	55*	68*	170d*	64 / 14	x
Scrambler 1100 Sport	\$20,990	1100, L-twin	55*	68*	170d*	NT	x
SuperSport Red	\$18,190	937, L-twin	83.1*	96.7*	210k*	66 / 18	x
SuperSport S Red	\$20,190	937, L-twin	83.1*	96.7*	210k*	67 / 05	x
SuperSport S White	\$20,490	937, L-twin	83.1*	96.7*	210k*	67 / 05	x
XDiavel	\$27,990	1262, L-twin	114.7*	128.9*	247k*	65 / 17	x
XDiavel S	\$33,290	1262, L-twin	114.7*	128.9*	247k*	65 / 17	x

Gas Gas gassgasaustralia.com.au

EC200 Racing	\$10,695	199, Single 2T	NG	NG	107d*	NT	✓
EC250E	\$11,990	249, Single 2T	NG	NG	107d*	NT	✓
EC300E	\$12,490	299, Single 2T	NG	NG	108d*	NT	✓

Harley-Davidson harley-davidson.com.au

All prices are ride away

Breakout	\$34,250	1690, V-twin	NG	130*	322w*	62 / 25	x
Custom 1200	\$19,250	1200, V-twin	NG	105*	265w*	NT	x
CVO Road Glide	\$53,495	1745, V-twin	NG	151*	330w*	NT	x
CVO Street Glide	\$53,495	1690, V-twin	NG	138*	372w*	65 / 04	x
CVO Ultra Limited	\$56,250	1801, V-twin	NG	156*	429w*	66 / 12	x
Fat Bob	\$27,750	1690, V-twin	NG	131*	310w*	63 / 17	x
Fat Boy	\$30,995	1690, V-twin	NG	134*	313w*	NT	x
Fat Boy S	\$33,995	1801, V-twin	NG	146*	333w*	NT	x
Forty-Eight	\$18,995	1200, V-twin	NG	97*	255w*	60 / 07	x
Heritage Classic s	\$33,995	1690, V-twin	NG	132*	341w*	NT	x
Iron 883	\$15,995	883, V-twin	NG	73*	255w*	63 / 19	x
Low Rider	\$24,495	1690, V-twin	NG	126*	302w*	63 / 22	x
Road Glide Special	\$38,750	1690, V-twin	NG	150*	388w*	67 / 05	x
Road King	\$34,495	1690, V-twin	NG	138*	371w*	NT	x
Roadster	\$19,495	1202, V-twin	NG	98*	259k*	66 / 01	x
Softail Deluxe	\$29,750	1690, V-twin	NG	134*	330*	NT	x
Softail Slim	\$26,495	1690, V-twin	NG	134*	318*	61 / 22	x
Street 500	\$9995	494cc V-twin	NG	40*	222w*	64 / 17	✓
Street Bob	\$23,495	1690, V-twin	NG	130*	305w*	62 / 23	x
Street Rod 750	\$12,995	749, V-twin	51*	65*	238w*	66 / 24	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
SuperLow	\$15,995	883, V-twin	NG	73*	255w*	NT	x
Ultra Limited	\$40,995	1690, V-twin	NG	138	414w*	66 / 12	x

Honda hondamotorcycles.com.au

CB125E	\$2299	124, Single	10*	10.1	137w*	66 / 06	✓
CBR300R	\$5749	286, Single	19.7**	24.1**	163w*	NT	✓
CB300R	\$5999	286, Single	22.7*	27*	161w*	NT	✓
CB500FA ABS	\$7299	471, P-twin	35*	43*	192w*	62 / 17	✓
CBR500RA ABS	\$7699	471, P-twin	34.4**	42.4*	194w*	62 / 21	✓
CBR600RR	\$14,999	599, Four	88*	66*	186d*	62 / 19	x
CB650FA ABS	\$9,799	649, Four	64*	63*	208w*	65 / 03	x
CBR650FL ABS	\$9999	649, Four	35*	NG	215w**	66 / 21	✓
CBR1000RA	\$18,086	999, Four	141*	114*	196k*	66 / 25	x
CBR1000 S1	\$28,499	999, Four	141*	114*	195k*	66 / 18	x
CMX ABS	\$7999	471, P-twin	NG	NG	187.8k*	67 / 03	✓
CRF250L	\$6099	249, Single	17*	NG	147w*	NT	✓
CRF250LA	\$6399	249, Single	17*	NG	157k*	NT	✓
CRF230F	\$5999	249, Single	14*	NG	112k*	NT	x
CRF1000 Africa Twin	\$17,499	998, P-twin	70	98	228w*	65 / 21	x
CRF1000D DCT Africa Twin	\$19,999	998, P-twin	70	98	242w*	65 / 21	x
GL1800 ABS Goldwing DCT	\$35,999	1832, Six	88*	167*	421w*	61 / 16	x
GL1800 ABS Goldwing TOUR	\$41,999	1832, Six	88*	167*	421w*	61 / 16	x
Grom	\$3349	124, Single	7.2*	10.9	101.7w*	66/03	✓
Monkey	\$5199	124, Single	7.2*	10.9	101.7w*	68/11	✓
MW110 Benly	\$3299	108, Single	NG	NG	108k*	NT	✓
NC750XA ABS	\$9599	745, P-twin	40.3*	68*	216w*	62 / 07	x
NSC110 (Dio)	\$2799	110, Single	NG	NG	102w*	NT	✓
NSS300A (Forza)	\$7999	279, Single	NG	NG	192w*	63 / 07	✓
PCX150 (WW150)	\$4499	153, Single	NG	NG	130w*	NT	✓
VFR1200X ABS	\$18,299	1237, Four	94*	111*	275w*	62 / 13	x

Husqvarna husqvarnamotorcycles.com.au

701 Enduro	\$16,295	690, Single 4T	49*	67*	145d*	NT	x
701 Supermoto	\$16,295	690, Single 4T	49*	67*	145d*	NT	x
FE 250	\$12,995	249, Single 4T	NG	NG	107.3d*	NT	✓
FE 350	\$14,995	349, Single 4T	NG	NG	109d*	NT	✓
FE 450	\$15,295	449, Single 4T	NG	NG	112.8d*	NT	✓
FE 501	\$15,795	510, Single 4T	NG	NG	113.3d*	NT	✓
TE150	\$11,996	144, Single 2T	NG	NG	99.3w*	NT	✓
TE 250	\$12,995	249, Single 2T	NG	NG	104.2d*	NT	✓
TE 300	\$14,295	293, Single 2T	NG	NG	104.4d*	NT	✓

Indian indianmotorcycle.com.au

All Indian prices are ride away

Chief Classic	\$29,995	1811, V-twin	NG	161*	357w*	63 / 03	x
Chief Dark Horse	\$29,995	1811, V-twin	NG	161*	356w*	65 / 02	x
Chief Vintage	\$32,995	1811, V-twin	NG	161*	388w*	66 / 22	x
Chieftain Limited	\$37,995	1811, V-twin	NG	161*	391w*	63 / 19	x
Chieftain Dark Horse	\$37,495	1811, V-twin	NG	161*	377w*	NT	x
Roadmaster	\$40,995	1811, V-twin	NG	161*	428w*	NT	x
Scout	\$19,995	1133, V-twin	74.7*	97.7*	254w*	64 / 10	x
Scout Bobber	\$19,995	1133, V-twin	74.7*	97.7*	255w*	67 / 10	x
Springfield	\$35,495	1811, V-twin	NG*	161*	391w*	65 / 25	x

Kawasaki kawasaki.com.au

KLR650	\$8199	651, Single	NG	NG	194w*	63 / 05	✓
KLX150BF SE	\$4399	144, Single	8.6*	11.3*	118w*	NT	✓
KLX250S	\$6349	249, Single	NG	NG	134w*	NT	✓
KLX450R	\$11,199	449, Single	NG	NG	126w*	NT	✓
Ninja 400	\$6499	399, P-twin	36*	28*	168w*	62 / 07	✓
Ninja 400 SE KRT replica	\$6749	399, P-twin	36*	28*	168w*	NT	✓
Ninja 400 Special Edition	\$6749	399, P-twin	36*	28*	168w*	NT	✓
Ninja 650	\$9999	649, P-twin	53*	64*	211w*	NT	x
Ninja 650L	\$9999	649, P-twin	37.8*	59*	192k*	66 / 20	✓
Ninja 650L KRT Edition	\$10,299	649, P-twin	37.8*	59*	192k*	66 / 20	✓
Ninja 1000	\$16,399	1043, Four	104.5*	111*	231k*	67 / 05	x
Ninja H2 SX SE	\$29,290	998, Four	147.2*	158*	237w*	64 / 19	x
Ninja H2 CARBON	\$40,400	998, Four	147.2*	158*	237w*	64 / 19	x



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MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Versys 1000	\$16,299	1043, Four	88*	102*	250w*	62 / 01	x
Vulcan S	\$10,999	649, P-twin	35*	57*	226w*	64/16	✓
Vulcan S Special Edition	\$10,299	649, P-twin	35*	57*	226w*	NT	✓
Vulcan 900 Classic	\$12,499	903, V-twin	37*	78*	281w*	NT	x
Vulcan 900 Custom	\$12,499	903, V-twin	37*	78*	277w*	NT	x
Vulcan S Cafe	\$10,499	649, P-twin	35*	57*	226w*	64/16	✓
W800 SE	\$11,999	773, P-twin	35*	60*	216w*	NT	x
W800 Cafe	\$13,999	773, P-twin	35*	60*	216w*	NT	x
Z125 PRO KRT Replica	\$4249	125, Single	7.1*	9.6*	102w*	66 / 02	✓
Z300	\$5999	296, P-twin	29*	27*	168w*	64 / 22	✓
Z400	\$6299	399, P-twin	33.4*	38*	168w*	NT	✓
Z650L (LAMS)	\$9799	649, P-twin	37.8*	59*	186k*	66 / 16	✓
Z900	\$12,599	806, Four	83*	83*	231w*	62 / 15	x
Z900RS	\$16,499	948, Four	92.2*	98.6*	210w*	66 / 22	x
Z900RS Cafe	\$16,799	948, Four	92.2*	98.6*	210w*	66 / 22	x
Z1000	\$15,599	1043, Four	104.5*	111*	221w*	63 / 15	x

KTM ktm.com.au

1090 Adventure R	\$22,495	1050, V-twin	92*	109*	207d*	66 / 24	x
1290 Adventure S	\$26,495	1301, V-twin	118*	140*	217d*	66 / 24	x
1290 Adventure R	\$27,295	1301, V-twin	118*	140*	217d*	66 / 24	x
RC390	\$5995	373, Single	32*	37*	149d*	66 / 21	✓
390 Duke	\$6,795	373, Single	32*	37*	149d*	66 / 21	✓
690 SCMR	\$16,395	690, Single	51.5*	NG	149.5d*	64 / 20	x
690 Enduro R	\$15,995	690, Single 4T	NG	NG	139d*	NT	x
250 EXC	\$13,295	249, Single 2T	NG	NG	101.9d*	NT	✓
300 EXC	\$14,495	293, Single 2T	NG	NG	102d*	NT	✓
250 EXC-F	\$12,995	250, Single 4T	NG	NG	109d*	NT	✓
350 EXC-F	\$14,195	349, Single 4T	NG	NG	111d*	NT	✓
450 EXC	\$14,495	449, Single 4T	NG	NG	111d*	NT	✓
500 EXC	\$14,695	510, Single 4T	NG	NG	111d*	NT	✓
1290 Super Duke GT	\$28,795	1301, V-twin	127*	144*	205d*	65 / 22	x
1290 Super Duke R	\$26,795	1301, V-twin	130*	141*	195d*	66 / 13	x
790 Duke	\$15,795	799, P-twin	77*	87*	169d*	67 / 25	x
790 Adventure	\$19,495	799, P-twin	70*	88*	189d*	68 / 19	x
790 Adventure R	\$20,995	799, P-twin	70*	88*	189d*	68 / 19	x

Kymco kymco.com.au

Agility 50	\$1890	49, Single	2.6*	NG	92.5d*	NT	✓
Agility RS 125	\$2390	125, Single	6.9*	NG	106d*	NT	✓
Downtown 300i	\$7490	299, Single	22*	NG	187d*	NT	✓
Like 125	\$2690	125, Single	6.9*	NG	116d*	NT	✓
Like 200i	\$3090	163, Single	8.5*	NG	120d*	NT	✓
Super 8 50	\$2290	49, Single 2T	2.9*	NG	107d*	NT	✓
Super 8 125	\$2690	125, Single	6.9*	NG	117d*	NT	✓

Moto Guzzi motoguzzi.com.au

California Audace (MY17)	\$23,990	1380, V-twin	71*	121*	295d*	65 / 20	x
California Eldorado (MY17)	\$23,990	1380, V-twin	71*	120*	309d*	65 / 13	x
California Touring ABS SE (MY17)	\$25,990	1380, V-twin	71*	120*	300d*	64 / 16	x
Flying Fortress MGX-21 (MY17)	\$35,000	1380, V-twin	71*	121*	341k*	66 / 10	x
V7 III 'Anniversario' (MY17)	\$16,990	744, V-twin	38*	60*	193k*	NT	x
V7 III Racer (MY17)	\$16,490	744, V-twin	38*	60*	189k*	NT	x
V7 III Special (MY17)	\$13,990	744, V-twin	38*	60*	193k*	NT	x
V7 III Stone (MY17)	\$12,990	744, V-twin	38*	60*	189k*	NT	x
V9 Bobber	\$15,190	853, V-twin	40.44*	62*	199k*	65 / 24	x
V9 Roamer	\$15,190	853, V-twin	40.44*	62*	199k*	65 / 24	x

MV Agusta mvagusta.com.au

800 Dragster America	\$27,390	798, Triple	103*	87*	172d*	NT	x
800 Dragster Pirelli	\$28,390	798, Triple	103*	87*	172d*	NT	x
800 Dragster RC	\$30,880	798, Triple	103*	87*	172d*	NT	x
800 Dragster RR	\$26,390	798, Triple	103*	87*	172d*	63 / 18	x
Brutale 800	\$20,490	798, Triple	81*	83*	172d*	NT	x
Brutale 800 RR	\$23,490	798, Triple	103*	87*	172d*	68/08	x
Brutale 800 RR America	\$26,990	798, Triple	103*	87*	172d*	NT	x
Brutale 800 RR Lewis Hamilton	\$36,880	798, Triple	103*	87*	172d*	NT	x
Brutale 800 RR Pirelli	\$28,990	798, Triple	103*	87*	172d*	NT	x
Brutale 800 RC	\$30,880	798, Triple	110*	87*	167d*	NT	x
F3 675	\$20,490	675, Triple	94*	71*	173d*	67 / 16	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
F3 675 RC	\$26,990	675, Triple	94*	71*	173d*	62 / 05	x
F4	\$26,990	998, Four	144*	111*	191d*	61 / 25	x
F4 Claudio	\$119,012	998, Four	158*	115*	183d*	61 / 25	x
F4 RC	\$58,880	998, Four	158*	115*	183d*	66 / 22	x
F4 RR	\$36,990	998, Four	148*	111*	190d*	63 / 01	x
F4 RR Lewis Hamilton	\$89,880	998, Four	148*	111*	190d*	63 / 01	x
Turismo Veloce	\$22,490	798, Triple	81*	80*	191d*	67 / 10	x
Turismo Veloce Lusso	\$25,990	798, Triple	81*	80*	191d*	65 / 10	x
Turismo Veloce Lusso SCS	\$29,990	798, Triple	81*	80*	192d*	68 / 02	x
Turismo Veloce RC	\$29,880	798, Triple	81*	80*	191d*	67 / 10	x
Turismo Veloce RC SCS	\$33,990	798, Triple	81*	80*	192d*	67 / 10	x

Piaggio vespa.com.au

BV 350 ABS ASR E4	\$8490	330, Single	24*	32*	177d*	63 / 05	✓
Fly 150	\$3490	151, Single	9*	NG	NG	NT	✓
Medley 150	\$5290	155, Single	11*	14.4*	132w*	66 / 08	✓
Typhoon 50	\$2390	50, Single 2T	2.5	NG	NG	NT	✓
Typhoon 125	\$2990	124, Single	7*	8*	112d*	NT	✓
X10 350 Executive	\$9490	330, Single	24.5*	32.3*	NG	NT	✓
YourBan 300	\$9790	278, Single	17*	24*	211d*	63 / 06	✓
Zip 50 2T	\$1990	50, Single 2T	2.5*	NG	89d*	NT	✓

Royal Enfield royalenfield.com.au

Bullet 500	\$7690	499, Single	NG	NG	187w*	66 / 17	✓
Rumbler 350	\$5790	350, Single	NG	NG	187w*	NT	✓
Classic 350	\$5590	346, Single	NG	NG	187w*	67 / 02	✓
Classic 500	\$7790	499, Single	NG	NG	187w*	NT	✓
Classic 500 Chrome	\$7990	499, Single	20*	41*	187w*	65 / 17	✓
Interceptor 650 Classic	\$8440	648, P-twin	35*	52*	202w*	NT	✓
Interceptor 650 Custom	\$8640	648, P-twin	35*	52*	202w*	NT	✓
Continental GT	\$8590	535, Single	21.4*	44*	187w*	63 / 07	✓
Continental GT 650 Classic	\$8640	648, P-twin	35*	52*	202w*	NT	✓
Continental GT 650 Custom	\$8840	648, P-twin	35*	52*	202w*	NT	✓
Himalayan	\$5990	411, Single	18*	32*	182k*	66 / 25	✓

Sherco sherco.com

SE 250 Factory	\$12,590	249, Single	NG	NG	105w*	NT	✓
SE 300 Factory	\$12,990	293.1, Single	NG	NG	105w*	NT	✓
SEF 250 Factory	\$12,490	249, Single	NG	NG	102w*	NT	✓
SEF 300 Factory	\$13,490	303.7, Single	NG	NG	102w*	62 / 18	✓
SEF 450 Factory	\$14,290	449.4, Single	NG	NG	102w*	62 / 18	✓
SE 250 Racing	\$11,590	249.3, Single	NG	NG	105w*	NT	✓
SE 300 Racing	\$11,990	293.1, Single	NG	NG	105w*	NT	✓
SEF 250 Racing	\$11,490	248.6, Single	NG	NG	102w*	NT	✓
SEF 300 Racing	\$12,650	303.7, Single	NG	NG	102w*	64 / 20	✓
SEF 450 Racing	\$13,290	449.4, Single	NG	NG	102w*	NT	✓

Suzuki suzukimotorcycles.com.au

Address 110	\$2490	113, Single	NG	NG	97w*	65 / 02	✓
Boulevard S40	\$7990	652, Single	NG	NG	173w*	NT	✓
Boulevard C50T	\$10,990	805, V-twin	39*	69*	N/A	60 / 18	x
Boulevard C90	\$15,490	1462, V-twin	72*	136.7*	363w*	62 / 11	x
Boulevard M109R	\$18,990	1783, V-twin	92*	160*	347w*	64 / 13	x
Boulevard M109RZ/BZ	\$19,490	1783, V-twin	92*	160*	347w*	NT	x
Burgman 200	\$5490	200, Single	13.5*	N/A	161w*	64 / 15	✓
Burgman 400	\$5490	385, Single	13.5*	N/A	215w*	NT	✓
Burgman 650	\$13,590	638, P-twin	40.5*	62*	275w*	NT	✓
DR-Z400 SM	\$8990	398, Single	29.4*	N/A	146w*	NT	✓
GSX-R125	\$3490	124.4, Single	NG	NG	134w*	NT	✓
GSX250R	\$5790	248, P-twin	NG	NG	181w*	NT	✓
GSX-R600	\$14,990	599, Four	92.5*	69.6*	187w*	60 / 14	x
GSX-R750	\$15,990	750, Four	110*	86*	190w*	NT	x
GSX-R1000 A	\$21,990	1000, Four	136.1*	116.7*	203k*	64 / 14	x
GSX-R1000R	\$25,490	1000, Four	148.6*	117*	203k*	66 / 17	x
GSX-S750	\$11,490	749, Four	84*	81*	213w*	67 / 02	x
GSX-S1000	\$15,190	999, Four	107*	106*	209w*	64 / 20	x
RM-Z250	\$9990	449, Single	35.5*	43.4*	124w*	64 / 20	x
RM-Z450	\$11,490	449, Single	35.5*	43.4*	124w*	64 / 20	x
SV650 LAMS	\$8990	645, V-twin	35*	56.5*	197w*	66 / 01	✓
V-Strom 650 LAMS	\$10,990	645, V-twin	NG	NG	213w*	NT	✓

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MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
GSX-R750	\$15,990	750, Four	110*	86*	190w*	NT	x
GSX-R1000 A	\$21,990	1000, Four	136.1*	116.7*	203k*	64 / 14	x
GSX-R1000R	\$25,490	1000, Four	148.6*	117*	203k*	66 / 17	x
GSX-S750	\$11,490	749, Four	84*	81*	213w*	67 / 02	x
GSX-S1000	\$15,190	999, Four	107*	106*	209w*	64 / 20	x
RM-Z250	\$9990	449, Single	35.5*	43.4*	124w*	64 / 20	x
RM-Z450	\$11,490	449, Single	35.5*	43.4*	124w*	64 / 20	x
SV650 LAMS	\$8990	645, V-twin	35*	56.5*	197w*	66 / 01	✓
V-Strom 650 LAMS	\$10,990	645, V-twin	NG	NG	213w*	NT	✓
V-Strom 650	\$10,990	645, V-twin	52*	62*	213w*	67 / 01	x
V-Strom 650XT	\$11,990	645, V-twin	52*	62*	216w*	67 / 01	x
V-Strom 1000	\$15,790	1037, V-twin	74*	101*	232w*	67 / 01	x
V-Strom 1000XT	\$16,490	1037, V-twin	74*	101*	233w*	67 / 01	x

SWM swmmotorcycles.com.au

Prices marked * are ride away

Gran Milano*	\$7990	445, Single	22*	35.8*	145d*	66 / 16	✓
Gran Turismo*	\$7490	445, Single	22*	35.8*	148d*	66 / 16	✓
Silver Vase*	\$7490	445, Single	22*	35.8*	151d*	NT	✓
RS300	\$8290	300, Single	NG	NG	107*	NT	✓
RS500	\$8990	500, Single	NG	NG	112*	NT	✓
RS650	\$8990	600, Single	NG	NG	144*	NT	✓
SM500R	\$8990	500, Single	NG	NG	120.5*	NT	✓
SM650R	\$9490	600, Single	NG	NG	147*	NT	✓
650 Superdual	\$9990	600, Single	NG	NG	159*	67/21	✓

SYM Scoota scoota.com.au

CityCom300i	\$5999	299, Single	NG	NG	NG	NT	✓
Classic 125	\$2499	124, Single	6.3*	8.3*	109d*	NT	✓
Firenze300i	\$6299	299, Single	NG	NG	NG	NT	✓
HD200EVO	\$4699	171, Single	11.2*	15.8*	135*	NT	✓
JetSport 50X	\$2699	49, Single	2.6*	4.2*	98d*	NT	✓
Jet 4R Naked	\$2699	49, Single	2.6*	4.2*	98d*	NT	✓
Jolie	\$1999	49, Single	2.9*	4.7*	80d*	NT	✓
Mio 50	\$2599	49, Single	2.7*	3.7*	80d*	NT	✓
Mio 100	\$2999	99, Single	5.6*	7.7*	88d*	NT	✓
Orbit 50	\$1599	49, Single	2.7*	3.7*	80d*	NT	✓
Orbit 125	\$2499	124, Single	6.3*	8.3*	109d*	NT	✓
Red Devil	\$2099	49, Single 2T	3.2*	4.6*	94d*	NT	✓

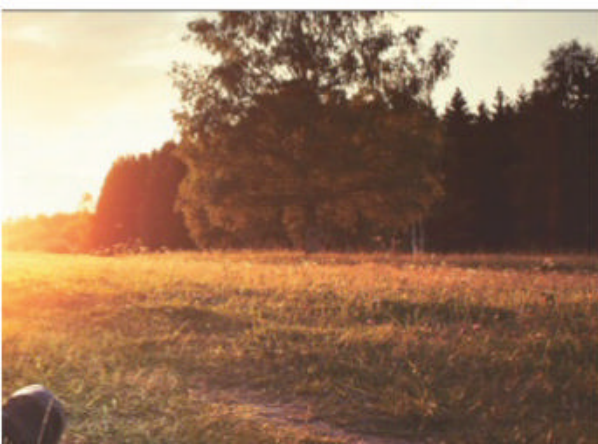
Triumph triumphmotorcycles.com.au

Boneville Bobber from	\$18,000	1200, P-twin	56*	106*	228d*	66 / 20	x
Bonneville Speedmaster	\$19,500	1200, P-Twin	77*	106*	246d*	67 / 2	x
Bonneville T100 Black	\$15,300	900, P-twin	40.5*	80*	213d*	66 / 14	x
Bonneville T100	\$15,300	900, P-twin	40.5*	80*	213d*	66 / 14	x
Bonneville T120	\$17,400	1200, P-twin	59*	105*	224d*	65 / 20	x
Bonneville T120 Black from	\$17,450	1200, P-twin	59*	105*	224d*	65 / 20	x
Scrambler 1200 XC	\$20,300	1200, P-Twin	66.2*	110*	205*	68 / 15	x
Scrambler 1200 XE	\$22,700	1200, P-Twin	66.2*	110*	207*	68 / 15	x
Speed Triple RS	\$22,700	1050, Triple	103*	112*	192d*	65 / 16	x
Speed Twin	\$18,000	1200, P-twin	71.5*	112*	196d*	68 / 21	x
Street Cup	\$15,600	900, P-twin	40.5*	80*	200d*	66 / 14	x
Street Scrambler	\$16,200	900, P-twin	40.5*	80*	213d*	66 / 23	x
Street Triple 660	\$12,850	660, Triple	38**	50**	194w**	64 / 11	✓
Street Triple S	\$14,100	765, Triple	83*	73*	166d*	67 / 05	x
Street Triple R	\$15,950	765, Triple	87*	77*	166d*	67 / 05	x
Street Triple RS	\$22,700	765, Triple	90*	77*	166d*	67 / 05	x
Street Twin	\$14,100	900, P-twin	40.5*	80*	198d*	65 / 14	x
ThruXton 1200	\$18,700	1200, P-twin	72*	112*	206d*	65 / 22	x
ThruXton 1200 R	\$21,300	1200, P-twin	72*	112*	203d*	65 / 22	x
Tiger Sport	\$17,950	1050, Triple	92*	104*	235w*	66 / 02	x
Tiger 800 XCA	\$21,300	800, Triple	70*	79*	203d*	NT	x
Tiger 800 XCX	\$19,650	800, Triple	70*	79*	221w*	64 / 17	x
Tiger 800 XRT	\$20,700	800, Triple	70*	79*	197d*	NT	x
Tiger 800 XRX/L	\$18,550	800, Triple	70*	79*	216w*	64 / 23	x
Tiger 1200 XRX	\$24,200	1200, Triple	104*	122*	244d*	67 / 14	x
Tiger 1200 XCX	\$25,600	1200, Triple	104*	122*	243d*	67 / 14	x
Tiger 1200 XRT	\$27,600	1200, Triple	104*	122*	248d*	67 / 14	x
Tiger 1200 XCA	\$29,300	1200, Triple	104*	122*	228d*	67 / 14	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Ural ural.com							
Ranger	\$24,970	749, Twin	31*	56.9*	332d*	NT	x
Ranger FF	\$26,970	749, Twin	31*	56.9*	332d*	NT	x
Retro/M70	\$24,970	749, Twin	31*	56.9*	332d*	NT	x
Sahara Ranger	\$25,470	749, Twin	31*	56.9*	332d*	66 / 15	x
Tourist	\$23,780	749, Twin	31*	56.9*	332d*	NT	x
Ural cT	\$21,780	749, Twin	31*	56.9*	332d*	65 / 12	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Vespa vespa.com.au							
GTS 250 ie	\$7890	244, Single	16.2*	20.2*	148d*	NT	✓
GTS 300 Super	\$9190	278, Single	15.8*	22.3*	148d*	63 / 14	✓
GTS 300 Super Sport	\$9490	278, Single	15.8*	22.3*	148d*	NT	✓
Primavera 50	\$4490	49, Single	3.2*	NG	96d*	NT	✓
Primavera 125 iGET	\$5790	124, Single	7.9*	10.4*	NG	NT	✓
Primavera 150 iGET	\$6590	155, Single	9.5*	12.8*	NG	NT	✓
PX150	\$6490	150, Single 2T	6.6*	9.6*	112d*	NT	✓
Sprint 150 iGET	\$12,490	155, Single	8.7*	12*	NG	NT	✓
946 Bellissima	\$12,490	125, Single	8.5*	10.7*	NG	NT	✓

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Yamaha yamaha-motor.com.au							
AG125F	\$3499	100, Single	NG	NG	NG	NT	✓
AG200F	\$5299	196, Single	NG	NG	112w*	NT	✓
Bolt	\$11,499	942, V-twin	38.3*	79.5*	245w*	64 / 03	x
Bolt C	\$8,699	942, V-twin	38.3*	79.5*	245w*	64 / 03	x
Bolt R	\$11,999	942, V-twin	38.3*	79.5*	245w*	64 / 03	x
D'Elight 125	\$3399	125, Single	NG	NG	NG	NT	✓
FJR1300A	\$24,999	1298, Four	107*	138*	289w*	62 / 10	x
FJR1300A (Electric suspension)	\$27,999	1298, Four	107*	138*	289w*	62 / 10	x
MT-03	\$5699	321, P-twin	30.9*	29.6*	168w*	65 / 24	✓
MT-07	\$9999	655, P-twin	38.3*	57.5	179w	64 / 07	✓
MT-07-HO	\$10,699	689, P-twin	55*	68	179w	65 / 10	x
MT-07 Tracer	\$12,299	655, P-twin	38.3*	57.5*	196w*	66 / 21	✓
MT-09 (ABS)	\$12,299	847, Triple	84.6*	87.5*	193w*	66 / 19	x
MT-09 SP	\$13,499	847, Triple	84.6*	87.5*	193w*	64 / 18	x
Tracer 900	\$15,499	847, Triple	84.6*	87.5*	193w*	64 / 18	x
Tracer 900 GT	\$16,999	847, Triple	84.6*	87.5*	193w*	64 / 18	x
MT-10	\$18,999	998, Four	118*	111*	210w*	66 / 04	x
MT-10 SP	\$21,999	998, Four	118*	111*	210w*	67 / 05	x
Niken	\$21,990	847, Triple	84*	87.5*	263*	68/12	x
Niken GT	\$23,990	847, Triple	84*	87.5*	NG	N/T	x
NMAX	\$3999	150, Single	NG	NG	NG	NT	✓
SR400	\$8099	399, Single	NG	NG	174w*	63 / 24	✓
TMAX 530 ABS	\$14,499	530, P-twin	34*	53*	222w*	66 / 19	✓
Tricity ABS	\$5099	124.8 Single	8.1*	10.4*	152w*	64 / 04	✓
Virago 250	\$6799	249, V-twin	NG	NG	147w*	NT	✓
V-Star 650 Custom	\$8,799	649, V-twin	29*	50.9*	233w*	NT	✓
V-Star 650 Classic	\$9,299	649, V-twin	29*	50.9*	233w*	63 / 10	✓
V-Star 950	\$13,999	942, V-twin	39.4*	76.8*	278w*	NT	x
V-Star 1300 Stryker	\$15,499	1304, V-twin	53.5*	103*	293w*	63 / 22	x
WR250F	\$12,199	246, Single	NG	NG	126d*	64 / 12	✓
WR450F	\$13,199	449, Single	NG	NG	124w*	61 / 20	✓
XMAX	\$6999	300, Single	NG	NG	NG	NT	✓
XSR700	\$10,999	655, P-twin	38.3*	57.5*	186w*	65 / 11	✓
XSR900	\$12,999	847, Triple	84.6*	87.5*	195w*	65 / 25	x
XT250	\$6299	249, Single	14*	19*	132*	64 / 11	✓
XT660Z Tenere	\$13,999	660, Single	35*	58*	209w*	62 / 03	✓
XT1200Z	\$19,999	1199, P-twin	63**	98**	261w*	NT	x
XT1200ZE	\$21,999	1199, P-twin	82.4*	117*	273w*	63 / 19	x
YZF-R15	\$4299	150, Single	13*	15*	136w*	62 / 22	✓
YZF-R1	\$23,999	998, Four	147.1*	112.4*	199w*	64 / 17	x
YZF-R1 M	\$31,999	998, Four	147.1*	112.4*	199w*	64 / 17	x
YZF-R1SP (60th Anniversary)	\$24,999	998, Four	147.1*	112.4*	200w*	NT	x
YZF-R3	\$6299	321, P-Twin	30.9*	29.6*	169w*	65 / 02	✓
YZF-R6	\$17,499	599, Four	78.1**	57.28**	194.6**	63 / 24	x



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Guest column

TIM CAMERON



By design

HI THERE, I'M a motorcycle designer. It sounds like a great job, right? And pretty simple really. There's your blank piece of paper, there's your damned crayons, so you'll have something over to us by five, right? *Riiight??*

Well... let's just say designing the perfect two-wheeled machine has a comprehensive list of challenges that isn't getting any shorter. Aside from the normal stresses any small business faces – bills, overheads and keeping the lights on during quiet times – consider delivering not only original ideas predicting future design trends and accounting for the varied tastes of your target market, but also practical, buildable work.

You'll have to meet the corporate requirements of the brief, address existing design language constraints (a Beemer's gotta look like a Beemer, son) and last but not least, deliver something that the customer actually likes.

Now feel that sting when the customer says of your perfect first draft: "I *don't* like it." But doesn't tell you why. Feel your smile turn upside down when it's pointed out how difficult/expensive/impossible your slick new styling feature will be to produce. A sense of humour comes in handy here.

But I'm not complaining. Oh no. I've always felt blessed to be given the opportunity to do this job. And I've felt the same way since my first major bike design, the Traverston V-Rex (pictured), went into production with Christian Traver, in 2007. From day one, he saw what I saw, and didn't change a thing – the bane of any designer (just ask Jorn Utzon!) When I got to ride one a few years back on the Gold Coast, it was one of the greatest days of my life.

Viewing prototypes you've designed is just the best. Seeing an idea that was in my head now a solid reality always leaves me dumbfounded by how clever the people I have the pleasure of working with are. CAD guys, engineers, fabricators and the other professionals engaged in vehicle production are my heroes.

But what's in store for the future? Recent events have definitely shaken things up at a fundamental level, before we can even get

designing. Thank goodness there are smart people working hard to make compliance possible with some of the trickiest emission requirements ever spawned in Euro 5, even Euro 6.

As usual, packaging will dictate. Before we start to design, questions must now be asked such as what powerplant will we be able to legally use, and in which markets? Shall we still go with an internal combustion engine (ICE), an electric drivetrain or even both in the form of a hybrid platform?

For a Euro 5/6 compliant ICE, there'll probably be more electronics, bigger cats, perhaps even changes to cooling systems, all things to be worked out before an HB pencil gets lifted in anger at my desk.

The real trick will be the two-wheeled hybrid. I tried to show it could be done with the Caf-E Hybrid back in 2009 (see www.timcamerondesign.com.au), where I found the existing Prius battery pack and a parallel-twin ICE could fit inside the wheelbase of a full-sized motorcycle. Then Yamaha did the heavy lifting and built its HV-X as a proof-of-concept.

A straight 'leccy bike is somewhat simpler. I've designed several over the last few years, and while it's been great to experience the freedom afforded by the lack of an ICE, in many cases, this freedom has been swapped for some new headaches.

For one, car companies are now struggling to replace the redundant but brand significant grille/radiator opening in their electric cars, and it's a similar story with an electric bike's lack of 'fuel tank.' The petrol tank has defined many a bike design and has been with us for about 100 years, so it's not going to just go away quietly in the mind of the customer.

But what to put there instead? Handy helmet holder? Esky? Space for a really long extension cord? Oh wait I've just got it – lockable magazine storage! Read your favourite issues of AMCN whilst waiting for your electro-beast to recharge at the charging station! Stay informed as it charges and charges and charges and charges and charges...

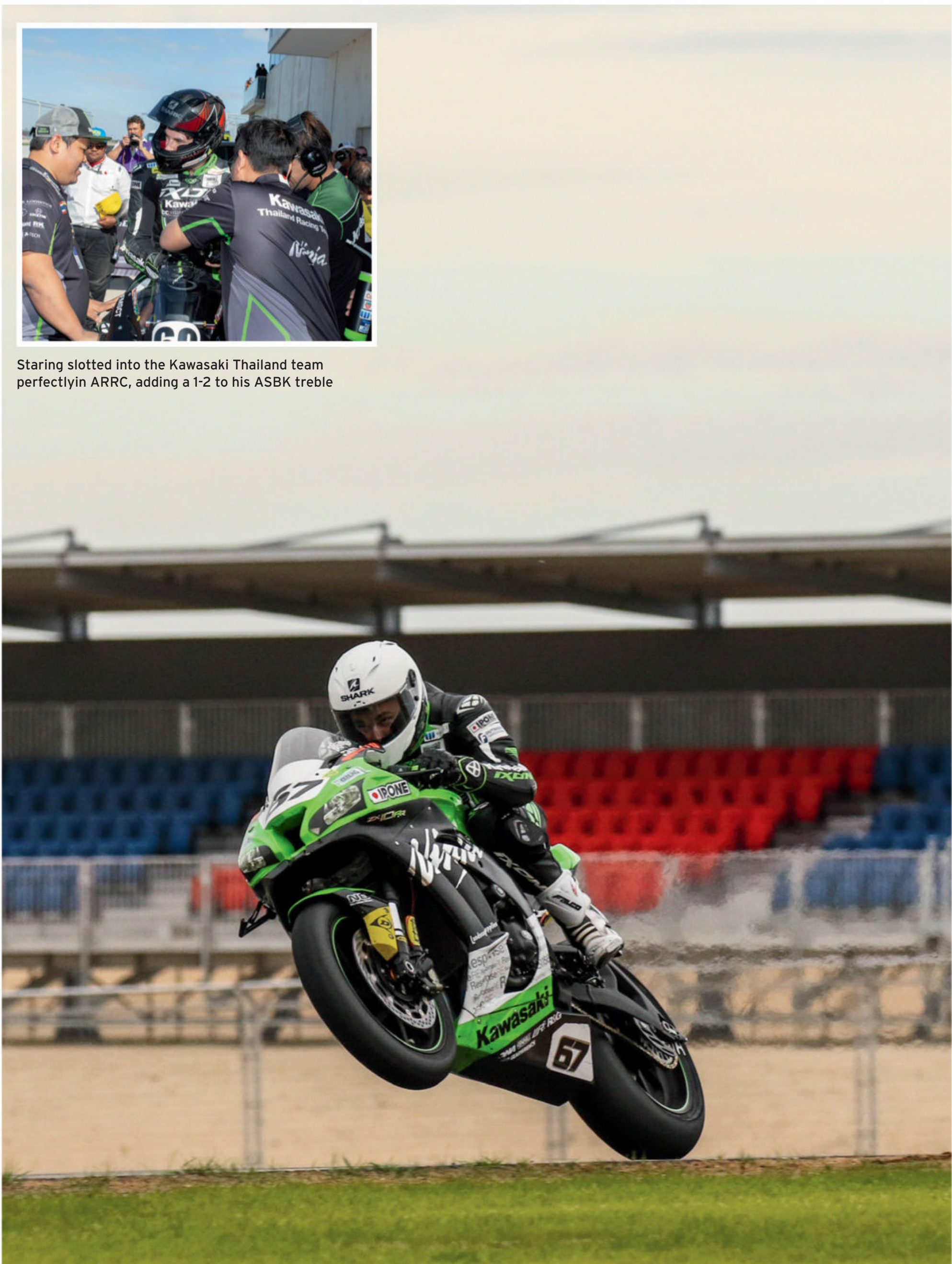
At least that's one motorcycle design problem solved! ■

The tank
has defined
many a bike
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years





Staring slotted into the Kawasaki Thailand team perfectly in ARRC, adding a 1-2 to his ASBK treble



Revolving Racer

BRYAN STARING



Solving the puzzle

AFTER COMPLETING MANY puzzles you develop a system to solve them. At a race weekend, the deeper you get involved, the more obvious it is to piece together. In Australia we get an early clue to the puzzle because we usually test at the circuit before an event. This was the case at The Bend's ASBK Round 3, only the puzzle wasn't clear after our test day. I'd barely found the corners and edges of it and was around 1.4 seconds off the fastest time. I had to look at myself in the mirror, as I was also over a second off the lap time I had achieved in the race 12 months earlier.

This was more concerning because I had committed to racing in the Asian Road Racing Championship as a replacement rider for the Kawasaki Racing Thailand (KRT) team. For once in my life, the opportunity was made available to me three weeks in advance rather than three days. However, as I wasn't super competitive at the pre-race test, I fought unsuccessfully against the concerns eating away at me.

The opportunity arose with Kawasaki Racing Thailand as Thitipong Warakorn, the ARRC's leading rider, is recovering from five broken vertebrae. Being a factory supported team, the correspondence had come through all the correct channels. From KRT to Kawasaki Japan, then to Kawasaki Australia. Once everyone approved the notion of competing in both championships, they contacted my team manager Kelvin Reilly.

After seeing the race unfold last year with a host of major accidents, red flags and injuries (Brock Pearson for example), I didn't make the decision to do 'double duties' lightly. Ultimately, my optimism of potential success prevailed.

The puzzle doubled in size on race weekend. I decided to forget about what the completed picture looked like, I just wanted to establish a few pieces. I knew I was responsible for this, not my team of technicians or the motorcycle. Given the previous round of the championship was our worst team result

in 18 months, I was riding with some desperation. I needed to stop trying so hard, reduce my mistakes and bring precision back into my riding.

Double duties provided a bigger platform to improve my performance and it was becoming a big positive for me. Of course, there were differences between the bikes, despite them being the same ZX-10R model. The ARRC Kawasaki felt foreign, as the seat height and width, handlebar design, footpeg configuration and suspension and braking components were all very different. Fortunately, electronically the bikes were very similar, even though the engines had different characteristics.

I had to establish some continuity; perform the same and ride accurately on each bike to ensure the development and setting direction was correct. I needed to adapt within one lap to do this effectively once the races began.

On Friday afternoon I solved the puzzle. I had expected my competition would find a way to preserve tyres while still maintaining super-fast lap times, but this wasn't the case.

We saw an opportunity to race on our hardest Dunlop tyre. My new goal was to avoid trouble in the opening laps and hang on until my tyre started working properly. The sensation was the opposite to normal, as the bike was most vulnerable at the beginning and strong at the end. Good starts and pure luck were my guiding lantern as I narrowly avoided accidents in the opening laps.

I won three races from three starts in the ASBK round. The same strategy worked brilliantly in the ARRC races. After winning the opening race by some distance, Broc Parkes spoiled what was almost a perfect weekend, beating me in race two after a great battle.

I rounded out the weekend with only a few empty pieces right in the centre of the puzzle. This was enough to take the lead in the ASBK championship. What an incredible weekend. ■

My new goal was to hang around until my tyres started working



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In Pit Lane

MICHAEL SCOTT



Marc versus Marc

BY THE TIME you read this, you will know whether Marc Marquez won his home Spanish GP at Jerez. In this, you have the advantage over me. From where I sit, in the days leading up to the start of the European season, I wouldn't advise anyone to bet against it.

The race is at the same track, 20 years down the road, from where another remarkable career came to a premature end. Mick Doohan had won the 500cc world title five times, and was far from finished as the dominant force, when a wet white line precipitated him into the barrier with such force that he would never race again.

Now Marquez is nudging his record. He has already equalled his tally of premier-class titles, although not all consecutive; but he adds two more in the smaller classes. The fellow Repsol Honda rider hasn't yet matched Mick's 54 premier-class race wins. Marquez has 45, and another 26 in Moto2 and 125. Interestingly, the percentage of wins to starts is very close: 39.4 for Mick, 40.9 for Marc.

Along the way, Marquez has had many, many more crashes than the generally safer Doohan, but nothing like the severity of injuries (touches wood here, hoping the weekend doesn't prove otherwise). This is largely down to luck, but also a tribute to generally safer tracks, tyres and electronics, and better riding gear.

For example, while the corner where Mick crashed at Jerez is essentially the same, the formulation of the paint on the trackside white lines has been revised so they don't retain water as the track dries. Mick's crash would be hard to replicate today.

All the same, given that equalising modern technology and a raft of dumb-down rules have made racing closer than ever, Marquez's string of dominant wins and championships is all the more impressive. It's been obvious for a while that

this is his era, just as the one before belonged to Rossi, and Doohan's belonged to him.

Will it be any different this year? Three races so far, and three different winners, Marquez only one of them.

This is only thanks to a lapse from his usual superhuman self in Texas. Marc hits the deck more than most, but generally in practice, as a way of finding the exact point of the outer limits. To do so in a race was entirely out of character.

So too, somewhat, was galloping away in Doohan style, taking such a large early lead that with much less than half the race gone, the pursuers could hardly see which way he went.

The rest of the year stretches ahead, and some of his rivals might have been given some inklings of hope by this lapse. They will have to be superhuman themselves, however, to be able to take advantage of it over the 16 races to come.

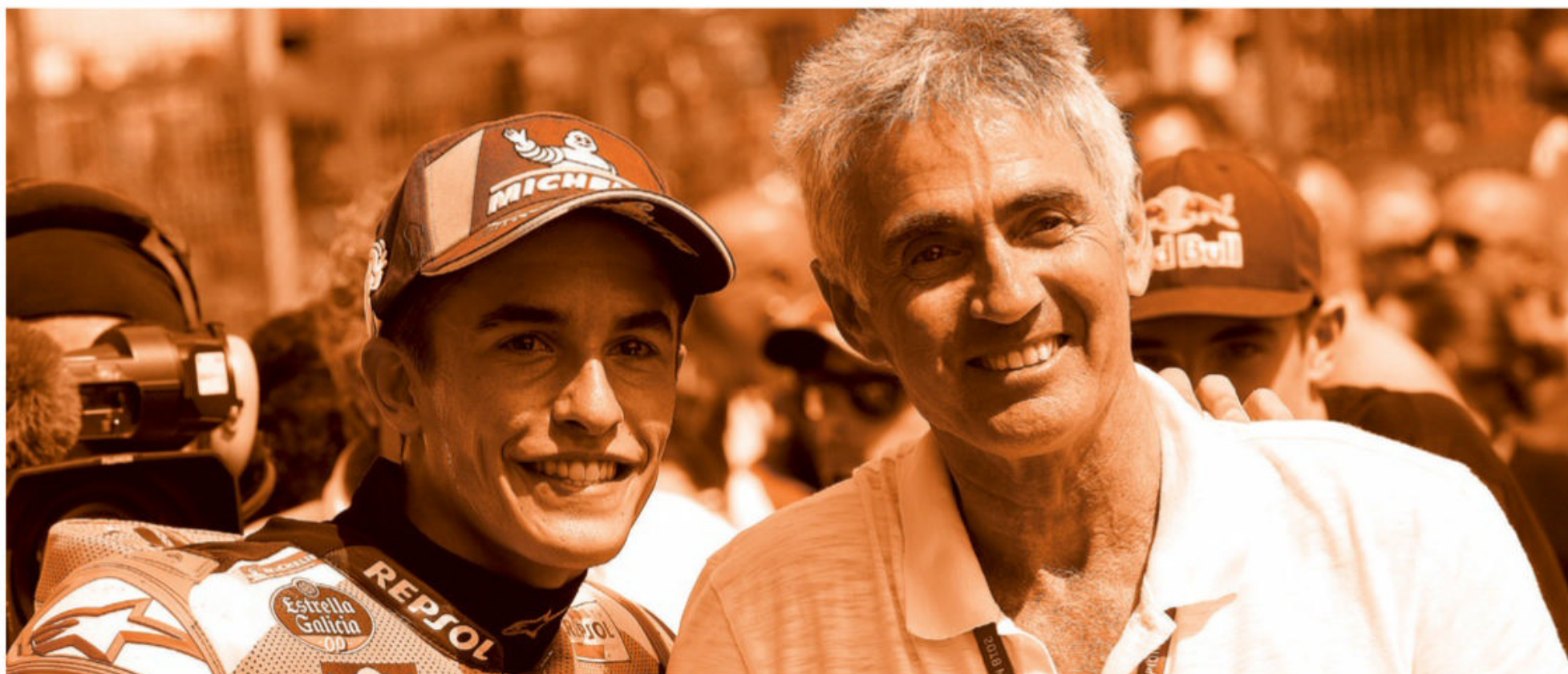
The closest to this would be either Rossi or Dovizioso. But both had several lapses last year... Rossi crashed out of the lead in Malaysia, when his usually more level head should have dictated that he let Marquez past and accept a valuable second place. Dovi messed up his 2018 chances with two completely unforced errors, at Le Mans and Catalunya. Quite out of character, but at least one lapse too many.

Rins? An unproven runner at best, on a Suzuki that is good, but still questionable. He might even win again at Jerez... but it's a long shot to expect him to carry on all year without making some slips of his own.

Can anybody beat Marquez? Of course there is one person who can: Marquez himself. He sails so close to the wind that he's always at risk of getting blown away. But will he falter again this year?

I guess that's what we'll all be turning up to see. ■

The wins to starts percentage is
Doohan 39.4,
Marquez 40.9



race report

YOUR FORTNIGHTLY FIX

Round 03 The Bend Motorsport Park, SA – 26 - 28 April Motul Pirelli Australian Superbike Championship



Staring slays The Bend

Bryan Staring has unlocked the potential of Dunlop rubber, scoring three emphatic race victories at The Bend

■ REPORT **MATT O'CONNELL** ■ PHOTOGRAPHY **TBG PHOTOGRAPHY**

As The Bend celebrated International Motofest, Bryan Staring and BC Performance Kawasaki pulled off a rare treble, winning every Superbike race in emphatic style.

Staring was able to keep a consistent pace in the second half of each race as his rivals struggled with tyre degradation on the still abrasive asphalt. Before the West Australian could even hit the lead in Race 1, there was drama unfolding as Arthur Sissis (Suzuki) bolted off the line with his now familiar lightning start. Moments later the red flag was bought out after

Alex Phillis (Team Suzuki Ecstar) was nudged wide and lowsided at turn three. Glenn Allerton (Maxima BMW) was directly behind with nowhere to go but down, breaking his wrist in the process.

On the grid at the restart, Troy Herfoss revealed during a live TV interview that his clutch was on the verge

of failure, while his team worked feverishly to make the reigning champion's Penrite Honda Racing Fireblade operational.

With the race reduced to nine laps, Herfoss was lucky to start, however it was the second Penrite Honda of Mark Chiodo that shot into the lead with Mike Jones (Desmosport

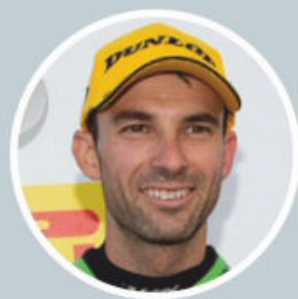
Ducati) giving chase. Daniel Falzon (Yamaha Racing Team), Wayne Maxwell (Team Suzuki Ecstar) and Staring were the next three, trading passes at close quarters.

Coming off the front straight Falzon attempted a move up the inside just as Maxwell tipped in, with the pair making contact resulting in Maxwell sliding into the gravel. Staring showed his team had found the right tyre combination and, as the race progressed, he only became stronger, taking the lead and eventually winning by 4.651sec from Jones.

Points leader Cru Halliday (Yamaha Racing Team) finished his first Superbike race at The Bend in a solid

Winner's words Bryan Staring

I COULDN'T HAVE scripted it myself. I knew we had a better tyre coming here, but I always think the best of my competition and I thought they would find a way to make their tyre last longer. It wasn't until the timed practice that we realised nobody could really hold their pace for more than five laps. Horsepower wise, the bike is incredible. It has huge rpm and once we've got grip, it's a serious weapon.



Main. Staring sizes up local hope Daniel Falzon, who had a disappointing round after qualifying second
1. Halliday took two podiums and now sits second in the championship **2.** Despite a DNF, Maxwell showed he is still a massive championship threat with two strong podiums **3.** Staring celebrates with the BC Performance team after an incredible weekend that also included a race win in the ARRC **4.** Holeshot specialist #61 Arthur Sissis leads the field **5.** Mike Jones took pole as well as the race lap record



1



2



3



4



5

Results after 3 of 7 Rds



KAWASAKI SUPERBIKE ROUND 3 OF 7

1	B STARING	KAW	75
2	M JONES	DUC	57
3	C HALLIDAY	YAM	53
4	J WATERS	SUZ	46
5	T HERFOSS	HON	41

STANDINGS AFTER 3 OF 7 ROUNDS

B STARING 150, C HALLIDAY 149, M JONES 140, T HERFOSS 132, J WATERS 126

SUPERSPORT ROUND 3 OF 7

1	T TOPARIS	YAM	71
2	N LIMINTON	YAM	65
3	R BATTYE	SUZ	53
4	B PEARSON	YAM	52
5	D SKEER	SUZ	46

STANDINGS AFTER 3 OF 7 ROUNDS

T TOPARIS 198, N LIMINTON 157, B PEARSON 141, O BAYLISS 128, R BATTYE 127

SUPERSPORT 300 ROUND 3 OF 7

1	H KHOURI	YAM	55
2	O SIMPSON	YAM	51
3	B DEMMERY	YAM	49
4	B BAKER	KAW	46
5	H FORD	YAM	45

STANDINGS AFTER 3 OF 7 ROUNDS

M STAUFFER 179, H KHOURI 146, J LYTRAS 134, B BAKER 128, S AGIUS 128

third place ahead of an impressive Chiodo. Falzon took fifth ahead of Josh Waters (Team Suzuki Ecstar) while Glenn Scott (GSR Kawasaki) pipped fellow Kawasaki rider and privateer Matt Walters (Kawasaki Connection) for seventh.

In the first of two Sunday races, Maxwell looked to make amends for race one by taking the holeshot and leading the field while Staring watched on from well behind. In front of him was Falzon, Halliday and Maxwell, behind him Waters, Phillis, Herfoss, Jones and Chiodo. It was a hot pace and Phillis was enjoying running with the lead group, while Jones was picking up places after a poor start.

This year at The Bend, the Kawasaki BC Performance team knew a change of strategy was needed. No longer would they be chasing outright lap times on a soft tyre – they set the bike up for a harder tyre that would offer more consistent times over a full race distance. So by mid-race distance, Staring had surged to the lead.

With four laps to run Jones had come from a long way back into second, slotting in behind Maxwell. The drama continued the following lap when Lachlan Epis (Kawasaki BC Performance) and Ted Collins (Maxima BMW) came together, with the field avoiding a red flag as Staring stretched his lead to over 5sec.

As Staring crossed the line 7.908sec in front, Maxwell threw everything at Jones but was unable to peg the Ducati rider back. Halliday finished a strong fourth followed by Waters, while Herfoss recovered for sixth with Falzon seventh.

The final race would see local favourite Falzon fall early as Maxwell took full advantage, leading the field after another good start. Jones also nailed the start this time and was hot on his tail, stealing the lead while Chiodo settled in third. Staring was back in seventh, biding his time once again, and his advantage played out around half race distance.

“When you’re on, you’re

on,” commented Staring after the race. “You’ve got to bank those points when they’re available.”

Staring wheeled over the line to complete the treble, finishing 4.559sec clear of Maxwell as Jones faded. Halliday took the final podium from a resurgent Herfoss, the latter salvaging valuable championship points to end up fourth. Jones, Waters, Phillis and Scott followed, while Chiodo ended his weekend in ninth with Lachlan Epis scoring his second top-10 finish.

The championship now has a break of two months before heading to Morgan Park in Warwick, Queensland, over the 5-7 July weekend.

race report

YOUR FORTNIGHTLY FIX

Round 03 The Bend Motorsport Park, SA – 26 - 28 April Motul Pirelli Australian Superbike Championship

Supersport



Tom thumbs

He may not have found the top step each time, but Tom Toparis remains the bloke to beat

THE AIR OF invincibility around Tom Toparis may have been shattered but two commanding victories and a second at the Bend confirm that he is well on track in his championship quest, still leading the way by six points.

Right from the outset Toparis (Lead Ganter Construction – Yamaha R6) was asserting himself, breaking the lap record before half race distance. Nic Liminton (Yamaha Motor Australia) and Broc Pearson (City2Surf Locksmiths) both rode strong races to the podium finishing 5.39sec and 16.33sec back, respectively. Reid Battye finished in fourth position after complaining of problems with arm pump and Dallas Skeer took fifth, his highest-ever placing in a national championship race.

The second race upped the intensity as Toparis was shuffled back in the pack while Battye took

the holeshot. Aidan Hayes (Hayes Electrical) had a blinder from sixth on the grid to run as high as third, after having to rebuild his bike after a nasty crash during qualifying. Pearson made his way past while Hayes and Oli Bayliss (Cube Racing) battled it out, Bayliss looking more comfortable today after a few off-track excursions in the first race.

Liminton showed his resolve to take over at the front but Toparis was determined, reeling in the gap. After Hayes crashed out of sixth, Liminton continued to take the fight to Toparis but lost out at mid race distance. In the next few laps Toparis ramped up the pace, eventually taking the win by a comfortable 6.144sec, keeping his run of wins intact.

Liminton, Battye and Pearson were next home while Skeer was able to take out fifth again, after winning a five-bike battle for the

minor placings.

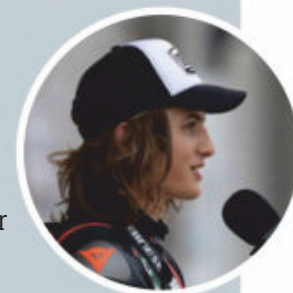
The last race of the day would be Liminton's final chance to break the Toparis domination, however at mid race distance he gave up the lead after a small mistake. With Battye, Pearson and Kiwi Supersport champion Avalon Biddle (Cube Racing) stacked in behind them, it was the most pressure Toparis had been under all year. His smooth style was being challenged under extreme rear tyre wear and Liminton hung in there waiting for an opportunity. It came in the penultimate corner, as the rear end of Toparis' Yamaha stepped out, rewarding Liminton with a memorable victory.

"Our tyre was letting us down in the first two races, but I thought – I've got to do it, give 110 percent and get it done!" he said. "Tom was pushing me to my absolute limit, to beat him feels like a great achievement."

Winner's Words

Tom Toparis

WE'VE JUST HAD such good preparation leading into this round. The team is working so well and the bike feels great. I'm loving being in South Australia actually, this track is a lot of fun and a favourite to ride. Everyone knows the (track) owner has taken things to the next level in terms of infrastructure in pit lane. We have dinner in pit lane looking over the track, it's so cool, especially this weekend with the Asia Road Racing Championship and Supermoto at night. That last race was wild, there was nothing left in the rear tyre.



Main. Toparis was still the man to beat, breaking Cru Halliday's 2018 lap record **1.** Current NZ Supersport Champion Avalon Biddle impressed in her ASBK debut **2.** Liminton rode over the limit to take the win from Toparis **3.** Brandon Demmery leads Seth Crump in a typically close 300 pack **4.** After two SS300 race wins, Olly Simpson hopes to return for the Winton and Phillip Island rounds



Briefs

Allerton breaks wrist

It was a round to forget for the Maxima BMW team, with Glenn Allerton now fighting to be ready for Morgan Park after breaking his right wrist in race one, destroying the bike in the process. Allerton said striking the fallen bike was "like hitting a curb". To make matters worse, Ted Collins also had a nasty tangle in race two, colliding with good mate Lachlan Epis after he had high sided right in front of him at turn three.

Rees ANZAC tribute

It was the standout machine of the round. Damon Rees turned up to The Bend with a brilliant ANZAC inspired livery that also paid respect to the recent terror event in Christchurch. "With it being Anzac Day on Thursday we wanted to do something special with the bike, so we came up with the idea of painting the fairings black with a silver fern. Another idea was to run a Gofundme page to raise funds for the Christchurch terror attacks," explained Damon.

Emotional victory for Liminton

If you'd have told Nic Liminton he would be on the top step of the Supersport podium twelve months ago, there is no way he would have believed you.

Fighting cancer, the young South Australian has fought back in the most positive way.

"I can't stop smiling, I'm loving it!" he exclaimed. "This time last year I was sitting in a hospital bed thinking racing wasn't going to be a part of my life any more. To have family and friends out there, it was just incredible!"

Massive crash mars Supersport 300s race

A nasty crash at the start of the third Supersport 300 race left a huge trail of carnage with multiple riders involved. Queenslanders Locky Taylor and Tayla Relph both went down, with Taylor getting his leg caught in the rear wheel of Zac Levy's bike. He escaped with a burnt leg, however Relph ended up concussed after being launched into the air and then struck again on the ground. Keegan Pickering also ended up with a broken left collarbone in the same incident.

Supersport 300

Khoury hangs on for maiden round win

CONSISTENCY AND SOLID

racecraft have paid off for Harry Khouri (Excite Motorsports – Yamaha R3) as he broke through for his maiden ASBK Supersport 300 round victory.

Way out in front in race one was local Olly Simpson (Simpson Crash – Yamaha R3), who took the chequered flag by an unheard of 10.412sec in this class.

Khoury had to fight for his second place as positions second to ninth were split by less than a second.

Simpson backed that result up with another victory in race two, although he was made to work hard by Hunter Ford (Held Australia – Yamaha R3), Senna Agius (Schuberth – Kawasaki Ninja 400) and Khouri. Agius was the best performing Kawasaki

rider of the weekend following a change in the rules that meant they could run aftermarket suspension components. Seth Crump (Rock Oil – KTM) rounded out the top five but couldn't emulate his breakout success of last year.

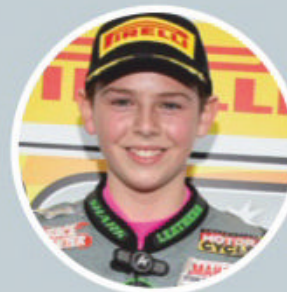
In race three Simpson was seeking the treble and with two laps to run, he was looking comfortable out front with Ford. During an incident packed race, Simpson's bike ground to a halt with a broken chain and his challenge was over.

Ford held on for the victory from Brandon Demmery (Rustic Flooring – Yamaha R3), Khouri, Bridgestone shod Yanni Shaw and Crump. Max Stauffer took sixth and still leads the championship by 33 points.

Winner's Words

Harry Khouri

THE Bend is my favourite track, I love the technical side of it. We only used one set of Pirelli tyres for the whole weekend so the tyre wear was excellent. I would really like to thank my coach Steph Redman and Andy Offer from Aark Suspension and Tuning. It was very close racing with the lead changing constantly, so it was all about putting myself in a good position for the final lap.



Round 4 Circuit de Jerez, Spain – 3-5 May 2019 MotoGP World Championship



Spanish armada

Marquez leads home an all-Spanish podium to regain the title lead by just a single point

■ REPORT MICHAEL SCOTT ■ PHOTOGRAPHY GOLD&GOOSE

Fine weather, a sun-soaked crowd of more than 75,000 and an all-Spanish MotoGP podium party made a fine climax to a record-breaking weekend of racing at Jerez.

It hadn't always looked so rewarding, with a premier-class procession for the first third or so of the 25-lapper. But it came alive as the race wore on, as tyre wear, tactics and talent took control.

By that stage, the indomitable Marc Marquez has already gone. The Repsol Honda had led into the first corner, narrowly held off the early pursuit from surprise

front-row companions, the satellite Yamaha riders Fabio Quartararo and Franco Morbidelli, then eased away masterfully even before they had run into their own problems. He was able to back off on the final lap to win by better than 1.5sec. Compatriots Alex Rins (Ecstar Suzuki) and Maverick Viñales (Monster Yamaha) completed the top three.

"It was more difficult mentally than physically," said Marquez, who had crashed out of a strong lead at the previous round, and was anxious to prove a point to his rivals. "But I am confident in my ability and my bike...

it was a big help to know why we crashed in Austin."

The race was an affirmation for him, but a denial for his new teammate Jorge Lorenzo, who had started out strongly on Friday, then gone backwards. A lowly 11th qualifying position was followed by a bad start, and he was left scrapping embarrassingly among the lower orders.

Qualifying was crucial for all on the hard-to-pass 4.432km track and Valentino Rossi (Monster Yamaha) had to start from 13th after being bumped out of a chance in the top-12 Q2 by his own protégé Pecco Bagnaia

(Pramac Ducati), who then compounded the felony by crashing out. Rossi's ride through to sixth was one of the highlights of the latter part of the race.

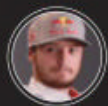
Petronas Yamaha's Quartararo had claimed a surprise pole position at record speed, but it was second qualifier Morbidelli leading the pursuit, after Andrea Dovizioso (Mission Winnow Ducati) made a good start off row two only to be pushed wide into the first corner by the Italian Yamaha rider.

Quartararo was third, then Viñales ahead of Dovi. Viñales said later he believed

Main. Marc Marquez's fans got to celebrate with their hero after a dominant win **1**. Andrea Dovizioso was outgunned early on but came home fourth **2**. Alex Rins was second; is he the man to challenge Marquez for the win in France? **3**. MM93 won the start, kept his head and pulled away **4**. It wasn't all beer and skittles for Suzuki as Joan Mir played, well, skittles **5**. Jack Miller torched his tyres early on and fell back through the field before tangling with Aleix Espargaro



Aussie, Aussie, er, Aussie!



Jack Miller
MotoGP
DNF

"I ran out of tyre about five laps from the end, but because of qualifying 15th I'd had to use three laps of tyre trying to pass people at the start. I had to use a qualifying map, and it worked, but then it didn't work at the end. I'd killed my tyres. They liked to be warmed gradually, and I was a sitting duck. Aleix passed me then ran wide, so I tried to get back – I'm only human. And that didn't work and I crashed. It doesn't feel good to finish 23 laps, then not finish the race."



Remy Gardner
Moto2
DNS

"We missed the front row by the smallest margin but I felt really good and excited for the race. I made a decent start and after a bit of elbowing into turn one I slotted into third and then I high-sided and that was the end of what could have been another really good result. I still don't fully understand why I went down and then they wouldn't let me restart."



Track Attack

MotoGP

Jerez Circuit, Spain



Circuit length
4.423km

Race distance

MotoGP **110.6**km

Moto2 **66.4**km

Moto3 **97.3**km

2018 winners

MotoGP **Marc Marquez**

41m39.678s

Moto2 **Lorenzo Baldassarri**

39m33.889s

Moto3 **Phillip Oettl**

39m39.799s

Did you know?

Fabio Quartararo follows in some big footsteps as the youngest-ever pole-sitter in the premier class. At 20 years and 14 days, he desposes Marc Marquez who was 20 years and 62 days old when he won pole for the GP of the Americas in 2013. Prior to that you have to go back to the 500cc era, when Freddie Spencer set the mark at Jarama in 1982. Fast Freddie was 20 years and 153 days when he took pole in Spain.

Round 4 Finishing positions

MOTOGP
25 LAPS

POS	RIDER	NAT	BIKE	TIME
1	M MARQUEZ	SPA	HON	41m08.685s
2	A RINS	SPA	SUZ	+1.654s
3	M VIÑALES	SPA	YAM	+2.443s
4	A DOVIZIOSO	ITA	DUC	+2.804s
5	D PETRUCCI	ITA	DUC	+4.748s
6	V ROSSI	ITA	YAM	+7.547s
7	F MORBIDELLI	ITA	YAM	+8.228s
8	C XRUTCHLOW	GBR	HON	+10.052s
9	T NAKAGAMI	JPN	HON	+10.274s
10	S BRADL	GER	HON	+13.402s
11	E ESPARGARO	SPA	APR	+15.431s
12	J LORENZO	SPA	HON	+18.473s
13	P ESPARGARO	SPA	KTM	+20.156s
14	J ZARCO	FRA	KTM	+26.706s
15	T RABAT	SPA	DUC	+28.513s
16	K ABRAHAM	CZE	DUC	+36.858s
17	B SMITH	GBR	APR	+41.390s
18	M OLIVEIRA	POR	KTM	+41.570s
19	H SYHRIN	MAL	KTM	+50.568s

DNF J MILLER (AUS, DUC), J MIR (SPA, SUZ), F QUARTARARO (FRA, YAM), F BAGNAIA (ITA, DUC)
DNS A IANNONE (ITA, APR)

POLE POSITION

F QUARTARARO 1m36.880s

FASTEST LAP (AND NEW LAP RECORD)

M MARQUEZ 1m38.051s (2015) J LORENZO 1m38.735s

RIDER STANDINGS AFTER 4 OF 19 ROUNDS

1 MARQUEZ 70, **2** RINS 69, **3** DOVIZIOSO 67, **4** ROSSI 61, **5** PETRUCCI 41, **6** VIÑALES 30, **7** MILLER 29, **8** NAKAGAMI 29, **9** CRUTCHLOW 27, **10** MORBIDELLI 25, **11** P ESPARGARO 21, **12** A ESPARGARO 18, **13** QUARTARARO 17, **14** LORENZO 11, **15** BAGNAIA 9

Round 4 Circuit de Jerez, Spain – 3-5 May 2019 MotoGP World Championship



“we have found a method” to avoid the bad starts that had been costing him so much. The field stayed close, nobody able to do much more than follow in the early stages.

Then on lap 11, a little slip into the far hairpin gave Quartararo the chance to pass Morbidelli into second.

By now Marquez, pushing hard, was less than two seconds clear.

“Everyone can be fast on new tyres,” he said later. “Only when they start to drop can I feel comfortable. I am not used to racing like this. I prefer to wait for the end... but this year it’s not like that.”

Quartararo wasn’t able

to close the gap, but he was looking comfortable as Morbidelli began to gradually lose ground.

By this point, Rins had displaced Viñales as his closest pursuer. Rins had finished lap one in sixth after pushing past Cal Crutchlow (LCR Honda) then outbraking Danilo Petrucci’s factory Ducati at the final hairpin. It took him another five laps to do the same, even more daringly, to Dovizioso into the double rights of the stadium section.

Quartararo started lap 14 2.1sec behind Marquez but better than a second ahead of his teammate.

“I was feeling good, the

bike was fine,” he said.

Then as he tried to change up from third onto the back straight, it all went wrong. The gear-lever was somehow jammed, and his race was over. He toured back to the pits, in floods of tears.

“It was something so small, that cost a lot,” he said later.

On the same lap, Rins got ahead of Morbidelli, who was now switching to “safety mode, after the tyre dropped a lot”.

Rins was safe in second but too far to think of attacking Marquez, again realising “I need to improve my qualifying. I lost a lot of time behind Dovi.”

In any case, Marquez broke

the lap record for a second time on lap 15, to underline his advantage.

“I needed to show my opponents that yes, I can make a mistake, but I am still confident,” he said.

Viñales was still going strong, easily ahead of the fading Morbidelli on lap 16. Dovizioso followed him past, and Petrucci slid by the next time round.

There was still some drama, with Dovizioso closing right up to start the final lap 0.15sec behind Viñales, and looking for a way through. Viñales pulled out his best lap of the race to keep the Ducati at bay by better than three tenths.



SAVE OF THE WEEKEND

Back to business as usual for Marquez, using practice to probe the limits, his front tyre to paint stripes on the track, and his knees and elbows to save the day. But he did it once too often in qualifying, abusing the front too much in a three-stop strategy, and missed pole position as a result.



LOSER OF THE WEEKEND

Jorge Navarro qualified on a first Moto2 pole, and his Speed Up team had the tactics sorted, setting the bike up to be at its best in the latter part of the 23-lap race. Then a crash cut distance to 15 laps. He was faster than the leader as he closed up into second, but the race was just too short.



Main. If anyone ever thinks that Marquez isn't trying... he's *really* trying **1.** Maverick Viñales bided his time and scored his first podium since PI in 2018 **2.** Valentino Rossi faced an uphill battle after getting stuck in Q1 but he soldiered on to take P6 **3.** The Petronas Yamaha kids starred, Quartararo looking set for second until gearbox problems **4.** What can we say about Jorge Lorenzo? He is not *supposed* to finish behind Honda's test rider Stefan Bradl... **5.** It was Spain 3, Rest of the World 0 on the podium

"I had only a little tyre left at the end. I don't think I could have done another lap like my last," he said, delighted to be back on the podium for the first time since winning in Australia. "It feels like a victory," he said with a smile.

Morbidelli's woes were not over, as he continued to lose places. Only when Crutchlow caught him did he manage to fight back, to save top independent rider's position. By now, Rossi had tired of languishing in 10th looking at Jack Miller's back wheel, had disposed of the Pramac

Ducati, and now passed both Crutchlow and Morbidelli for sixth as they fought, the Englishman ahead for a couple of laps.

By the end Morbidelli was seventh and Crutchlow, also sliding badly, more than a second behind, and busy fending off teammate Takaaki Nakagami.

Miller had gone, tipping off after fading with sliding tyres and tangling with Aleix Espargaro (Aprilia) at the final corner. That had let Honda test rider Stefan Bradl though for 10th, with the Aprilia 11th.

Lorenzo had managed to recover from the indignity of being passed by Pol Espargaro's Red Bull KTM, with the latter's struggling teammate Johann Zarco seven seconds behind in 14th, and a distant Tito Rabat (Reale Avintia Ducati) taking the final point. Abraham, Smith and Oliveira straggled in. Joan Mir (Ecstar Suzuki) had slipped off out of eighth after passing Miller.

Thus Marquez regained a narrow championship lead, one point ahead of Rins, 70-69. Dovizioso has 67, Rossi 61 and Petrucci 41.

"I can make a mistake, but I am still confident" – Marquez



briefs

Scoop: Honda planning Apollo mission...

HONDA'S NEW RC213V was shrouded in mystery in the same way as it was shrouded in carbon, and was only used by official test rider Stefan Bradl, with the factory team expected to get their first chance to assess it in post-race tests at the Spanish track. Bradl qualified ninth, less than half a second off the top time, and placed an impressive 10th in the race. But when asked about plans for the new chassis, HRC team chief Alberto Puig was evasive, telling Dorna's Simon Crafar: "We are going to try to fly to the moon," and declining to expand further.

Adios Dry Sack, Hello Dani Pedrosa

THE HAIRPIN at the end of the back straight at Jerez was rechristened on race eve in honour of the recently retired former 125 and 250 champion, three times MotoGP runner-up, and thrice Jerez MotoGP winner. The career-long Honda rider, who was present at Jerez in his new KTM clothes, joins other Spanish stars on the list of Jerez corner names, with curves already named after Sito Pons, Jorge "Aspar" Martinez, Alex Criville, Jorge Lorenzo and Angel Nieto, after whom the whole circuit is also named.

Yamaha's Juniors take some scalps

THE DOUBLE-FRONT row start was a signal moment for the brand new Petronas-sponsored satellite Yamaha team, where team-mates Quartararo and Morbidelli were lining up for only their fourth race together. "I speak for both of us when I say it is a great team," said Morbidelli, "It is new, but there are some very experienced people in it, and there is a lot of passion and a lot of energy." The team is managed by former 250 racer Johann Stigefelt, and includes ex-factory team rider coach Wilco Zeelenberg.

That's some drought

WHEN DOMINIQUE AEGERTER finished 13th at Jerez he ended a long drought for MV Agusta. The last time the famed Italian marque finished in the points in two consecutive Grands Prix was in 1976, when Giacomo Agostini scored in France and Germany. That's even before Valentino Rossi

Main. Remy Gardner's race lasted only 20 seconds before he was high-sided off **1.** Navarro's tactics fell just short of the win due to the shortened race **2.** Baldassarri is steadily building a useful points lead

Round 4 Circuit de Jerez, Spain – 3-5 May 2019 Moto2 World Championship



Middle melee

Baldassarri benefits best from Moto2 high drama

LORENZO BALDASSARRI TOOK his third win of the season after a chaotic Moto2 race at Jerez. The race had to be aborted on the opening lap when second-row starter Remy Gardner got up to third into the first corner then high-sided on the way out of it. Front-row starter Alex Marquez (EG-VDS Kalex) was unable to avoid the XOXONE Kalex, and he fell; a little further along Honda Team Asia rider Dimas Ekky Pratama also fell after hitting Gardner's bike, and was run over by Marco Bezzecchi (Red Bull KTM), who fell at Turn 2.

Neither Gardner nor Pratama were seriously injured, but both bikes were out, while Marquez pushed his bike back down the hill to the pits and Bezzecchi remounted.

A titanic effort by his team managed to get Marquez out to start from pit lane in the nick of time, but his chances of a repeat win were ruined, and he finished 24th, his patched up Kalex off the pace.

Jorge Navarro (Speed Up) was on a first pole, with Marquez's empty space alongside, then Augusto Fernandez (Flexbox HP40 Kalex). Gardner's fourth spot was also empty, with Nicolò Bulega (SKY

VR46 Kalex) and second HP40 rider Baldassarri completing row two.

Navarro fluffed his start, to finish the first lap fifth. It was returned injury victim Fernandez and Baldassarri who took advantage, surging away from Tom Luthi (Dynavolt Kalex) and Xavi Vierge (EG-VDS Kalex).

Fernandez led convincingly for the first six laps, but then Baldassarri closed up and pounced at the end of the back straight. Fernandez stayed close for a while, but Baldassarri was in control, a relief after a difficult start to the weekend, and three crashes.

"In the end this is for the team – but also for me. I did a great job," said the Italian, who set a new record on lap three.

Navarro's plan, he later explained, had been to set his bike up for the later part of the race, so having the race shortened from 23 laps to 15 was a blow. He was up to fourth on lap three, took five more to catch and slice past Luthi, and now started to hunt down a gap of almost two seconds to the leaders.

He took second on the penultimate lap, and was just 0.35sec behind the winner at the

end. Had the race been a lap longer ...

Luthi retained fourth; Red Bull KTM's Brad Binder managed to defend fifth from Vierge. The KTM had passed the Kalex on lap seven, almost succumbed in a violent exchange three laps later, but was comfortably clear over the line.

More than two seconds adrift, second XOXONE Kalex rider Tetsuta Nagashima narrowly defended seventh from Luca Marini (SKY VR46 Kalex), for a career-best seventh. He'd benefited from the delay, after starting the first aborted run from pit lane after bike trouble.

Marini had gained speed at the end to defeat not only teammate Nicolò Bulega but also Iker Lecuona (American Racing KTM), who completed the top 10.

Enea Bastianini (Italtrans Kalex) had also been gaining places at the end for 11th; his last victim was second Speed Up rider Fabio Di Giannantonio. Not far behind, Dominique Aegerter took his second points for the new MV Agusta in 13th, ahead of Andrea Locatelli (Italtrans Kalex) and a severely off-form Marcel Schrotter (Dynavolt Kalex), his first finish outside the top six this year.

Round 4 Finishing positions



MOTO2
15 LAPS

POS	RIDER	NAT	BIKE	TIME
1	L BALDASSARRI	ITA	KAL	25m33.841s
2	J NAVARRO	SPA	SPE	+0.369s
3	A FERNANDEZ	SPA	KAL	+1.082s
4	T LUTHI	SWI	KAL	+2.248s
5	B BINDER	RSA	KTM	+3.767s
6	X VIERGE	SPA	KAL	+4.955s
7	T NAGASHIMA	JPN	KAL	+7.842s
8	L MARINI	ITA	KAL	+8.026s
9	N BULEGA	ITA	KAL	+8.571s
10	I LECUONA	SPA	KTM	+10.235s
11	E BASTIANINI	ITA	KAL	+10.445s
12	F DI GIANNANTONIO	ITA	SPE	+12.708s
13	D AEGERTER	SWI	MVA	+14.179s
14	A LOCATELLI	ITA	KAL	+15.470s
15	M SCHROTTER	GER	KAL	+16.188s
16	B BENDSNEYDER	NED	NTS	+18.335s
17	S CHANTRA	THA	KAL	+20.944s
18	S ODENDAAL	RSA	NTS	+22.591s
19	L TULOVIC	GER	KTM	+25.896s
20	J ROBERTS	USA	KTM	+27.150s
21	S MANZI	ITA	MVA	+27.887s
22	M BEZZECCHI	ITA	KTM	+28.312s
23	P OETTL	GER	KTM	+29.063s
24	A MARQUEZ	SPA	KAL	+32.311s
25	X CARDELUS	AND	KTM	+61.987s

DNF J MARTIN (SPA, KTM), S LOWES (GBR, KAL), M PASINI (ITA, KTM), S CORSI (ITA, KAL)

DNS R GARDNER (AUS, KAL), A PRATAMA (INA, KAL)

POLE POSITION

J NAVARRO 1m41.182s

FASTEST LAP (AND NEW LAP RECORD)

L BALDASSARRI 1m41.539s

(2018 L BALDASSARRI 1m42.480s)

STANDINGS AFTER 4 OF 19 ROUNDS

1 BALDASSARRI 75, **2** LUTHI 58, **3** SCHROTTER 48, **4** NAVARRO 44, **5** GARDNER 38, **6** MARQUEZ 36, **7** MARINI 35, **8** FERNANDEZ 27, **9** BASTIANINI 26, **10** BINDER 25, **11** LECUONA 19, **12** LOWES 19, **13** NAGASHIMA 17, **14** VIERGE 16, **15** LOCATELLI 16

Main. Niccolo Antonelli (#23) took his first win of the season for SIC58
1. It was a small winning margin over teammate Tatsuki Suzuki **2.** The happy pair were joined on the podium by VR46's Celestino Vietti

Round 4 Circuit de Jerez, Spain – 3-5 May 2019 Moto3 World Championship



Sic 'em, Nick!

Emotional end to Moto3 as Simoncelli's team takes 1-2

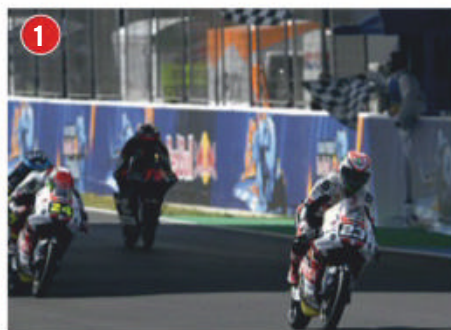
NICCOLO ANTONELLI AND Honda-mounted teammate Tatsuki Suzuki took a sentimental one-two at the track where the team-owner's son Marco Simoncelli won his first-ever race back in 2004.

The SIC58 team is named after the late Italian rider, and the result by far the team's best ever – Antonelli's first win since the start of 2016, and Suzuki's first podium.

The result came by inches after a 22-lap brawl, with third-placed Celestino Vietti (SKY VR46 KTM) taking a second podium in only his eighth GP, just 0.06sec adrift.

There were wildly changing fortunes in a lead group that was more than 15-strong for much of the race, with the lead swapped back and forth sometimes several times a lap. Inevitably there were several dramatic mishaps and collisions, with several riders lucky to escape without serious injury.

Fancied runners Gabriel Rodrigo (Honda) crashed out at the end of lap one and Jaume Masia (KTM) at the start of lap two. Marcos Ramirez (Honda) survived a dramatic tumble after a collision at top speed while going for the lead; Romano Fenati (Honda) was



pushed off and out after briefly leading; Raul Fernandez (KTM) and Sergio Garcia (Honda) also fell together from the front group.

And there were several penalties, with both Tony Arbolino (Honda) and Dennis Foggia (KTM) docked three seconds for exceeding track limits, and failing to perform the required long-lap extra loop – Foggia didn't see the signal in the relentless action, and

was dropped from 11th over the line to 16th and out of the points.

For the rest of the field, finishing positions were a combination of tactics and luck, with the top five inside just over 0.5sec past the flag, and the next five just 0.6sec away, and covered by an even smaller margin.

COTA winner Aron Canet (Sterilgarda KTM) secured fourth inches ahead of Albert Arenas (Sama KTM), in a strong return after missing two races through injury. He came through from 15th.

Less than a second adrift Kaito Toba (Honda Team Asia) had an even more impressive run from 27th on the grid. Jakub Kornfeil (KTM), then pole starter and occasional leader Lorenzo Dalla Porta (Honda) narrowly led Ai Ogura (Honda) and Andrea Migno (KTM) to complete a hectic top 10.

Five seconds away, Darryn Binder (KTM) led John McPhee (Honda), Kazuki Masaki (KTM), Alonso Lopez and Ayumu Sasaki (both Honda) for the final points.

Canet took over a narrow points lead, with 58 points to Antonelli's 57; then Masia (45), Toba (41) and Dalla Porta (40).

Round 4 Finishing positions



MOTO3
22 LAPS

POS	RIDER	NAT	BIKE	TIME
1	N ANTONELLI	ITA	HON	39m30.327s
2	T SUZUKI	JPN	HON	+0.242s
3	C VIETTI	ITA	KTM	+0.305s
4	A CANET	SPA	KTM	+0.472s
5	A ARENAS	SPA	KTM	+0.563s
6	K TOBA	JPN	HON	+1.133s
7	J KORNFEL	CZE	KTM	+1.187s
8	L DALLA PORTA	ITA	HON	+1.291s
9	A OGURA	JPN	HON	+1.430s
10	A MIGNO	ITA	KTM	+1.441s
11	D BINDER	RSA	KTM	+6.836s
12	J MCPHEE	GBR	HON	+6.851s
13	K MASAKI	JPN	KTM	+7.104s
14	A LOPEZ	SPA	HON	+7.113s
15	A SASAKI	JPN	HON	+7.119s
16	D FOGGIA	ITA	KTM	+8.868s
17	T ARBOLINO	ITA	HON	+10.252s
18	C ONCU	TUR	KTM	+15.474s
19	S NEPA	ITA	KTM	+30.984s
20	V PEREZ	SPA	KTM	+31.035s
21	R ROSSI	ITA	HON	+38.862s
22	M KAWAKAMI	BRA	KTM	+47.894s
23	M RAMIREZ	SPA	HON	+1m14.849s

DNF M YURCHENKO (KAZ, KTM), S GARCIA (SPA, HON), R FERNANDEZ (SPA, KTM), R FENATI (ITA, HON), T BOOTH-AMOS (GBR, KTM), G RODRIGO (ARG, HON), F SALAC (CZE, KTM), J MASIA (SPA, KTM)

POLE POSITION

L DALLA PORTA 1m46.011s

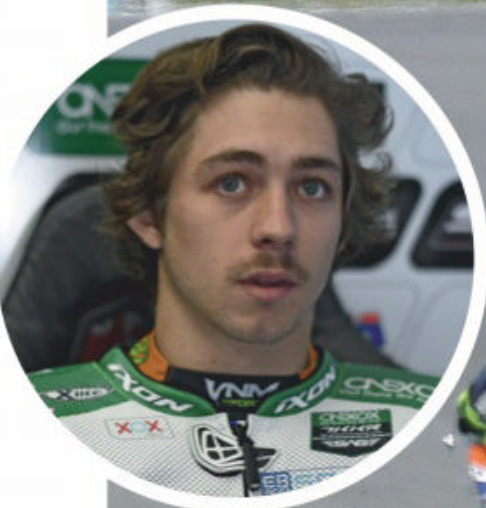
FASTEST LAP (AND NEW LAP RECORD)

J MCPHEE 1m46.365s (2015 B BINDER 1m46.723s)

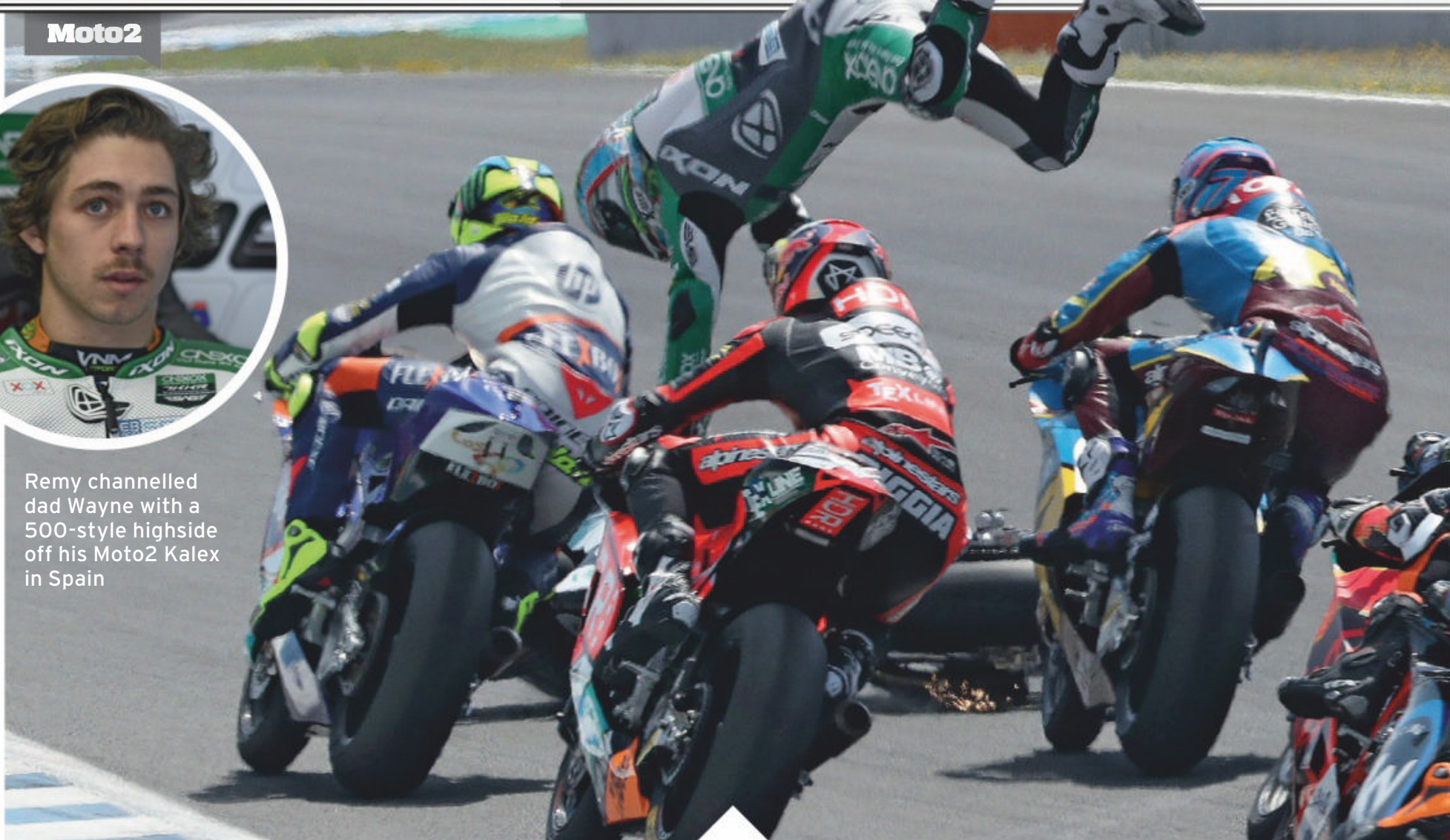
STANDINGS AFTER 4 OF 19 ROUNDS

1 CANET 58, **2** ANTONELLI 57, **3** MASIA 45, **4** TOBA 41, **5** DALLA PORTA 40, **6** VIETTI 36, **7** MIGNO 29, **8** BINDER 26, **9** ARBOLINO 26, **10** RODRIGO 24, **11** RAMIREZ 24, **12** SUZUKI 23, **13** A ARENAS 21, **14** FERNANDEZ 19, **15** OGURA 17

Moto2



Remy channelled dad Wayne with a 500-style highside off his Moto2 Kalex in Spain



Gardner will not give up

Aussie vows to keep title fight intact after horror highside at Spanish GP

THE PAIN OF a slam dunk highside that knocked Remy Gardner unconscious matched the hurt of stalling his sparkling start to the Moto2 championship. A brutal exit just one corner after the start of the Spanish GP left Gardner to ponder a lost opportunity to capitalise on his impressive race pace.

“Both the team and I thought we had the possibility of a podium, or even a win, and that hurts,” said Gardner speaking to AMCN. “I want revenge in the next race at Le Mans.

“Baldassarri has pulled away in the points but it’s still really tight for third in the standings with a long way to go.”

This was Gardner’s first DNF after a scintillating opening three races of the season, including a career-first second place (and

maiden podium) in Argentina. He maintains fifth in the standings with 38 points, just 10 points out of third, with Jerez race winner Lorenzo Baldassarri leading on 75.

Fastest overall after the three free practice sessions, the 21-year-old qualified in

fourth place after just missing out on a front-row start. When the lights went out, the Aussie got an excellent start, but just two corners later it all went pear shaped.

“I made a good start and was third in Turn One and on the exit I stood the bike more

than usual, but when I pinned it I lost all traction,” Gardner said. “It just crossed-up on me in a straight line and flicked me, no warning. That’s the last thing I remember.

“It was bit weird, I had some slides during the weekend but all were controllable.

“We have checked the data and I was on the gas only two metres earlier than my qualifying lap but on a straighter line.

“Maybe the tyre wasn’t up to temperature or a dirty line. Maybe too much too early.

“It’s unfortunate because I think this could have been our race.”

Gardner’s spill triggered a red flag, though Remy was unable to take part in the 15-lap restart after the concussion suffered in the crash ruled him unfit.

COLIN YOUNG

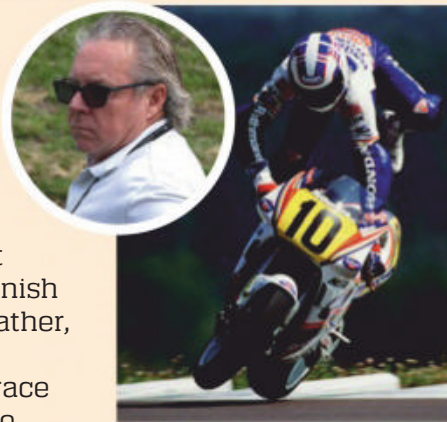
Wayne’s Pain

WAYNE GARDNER KNOWS the bump and grind of racing better than most, but the 1987 500cc world champion can barely stand the emotional stress of watching his son Remy race.

Remy’s body bruising spill just seconds after the start of the Spanish GP was almost too much for his father, who was trackside at Jerez.

“It’s horrible, this was my first race this season and I see that,” Wayne Gardner told AMCN. “It’s not pleasant but this is the game and this is what Remy does, but I certainly won’t be going to the next race.

“But he’s riding really well, very fast and he’s been the star player so far this season in Moto2.”



MotoGP



Lorenzo resolves to stay strong

JORGE LORENZO REFUSES to concede that his deep reserves of self-belief will be broken by his increasingly difficult transition to the Honda RC213V, the most potent weapon in MotoGP. A three-time MotoGP title winner Lorenzo says his champion qualities will see him rise again.

But right now Lorenzo, who turned 32 on the eve of Sunday's Spanish GP, is racing against time in the shadow of dominant teammate Marc Marquez. Over 25 laps in the Jerez race, Lorenzo finished 12th, and 18.4sec behind winner Marquez. Alarmingly he was just 1.7sec ahead of Pol Espargaro on the notably uncompetitive KTM RC16.

"I think I am a champion and champions keep on fighting until they find a solution, and I will find a solution," said a visibly displeased Lorenzo. "I don't like to make races like this because I put everything on the track but I couldn't go faster. I don't like the

position, I don't like the situation.

"It is a difficult time for me but I must be positive. It is the only mentality I can have."

Like he did with previous employer Ducati, where he took 18 months to transition to his first race win, Lorenzo insists Honda must play their part. It's a big ask when golden boy Marquez is winning almost at will on the RC213V while Lorenzo, as he did at Ducati, is complaining of a lack of strength to wrestle the Honda under braking.

Honda's public commitment to build a bike to suit Lorenzo is still work in progress.

"I especially have problems in corner entry, especially," Lorenzo said. "The bike is transferring too much weight to the front and it is difficult for me to have a lot of energy in my arms, we need to find some solutions. Until we improve this problem I won't go fast." **CY**

MotoGP

Marc's new title-winning strategy

MARC MARQUEZ DEPLOYED his newly refined maximum attack strategy to deliver an early season warning that his campaign for a sixth MotoGP crown is on target. Marquez went into the race in third place and nine points behind Andrea Dovizioso but boldly issued a telling pre-race declaration: "Nine points is nothing."

Marquez executed his race plan perfectly, taking his trademark focus and dazzling speed to a new level, and leading all 25 laps.

It was confirmation that Marquez will no longer hang around for a last-lap dash for victory unless he is forced into a defensive role.

"It is not easy and usually I don't race like this; I am waiting until the end and then attack," Marquez said. "For the first 10 laps I knew it would close, everyone is fast on new tyres.

"But this year I feel ready and have very good confidence on the bike, and I decided I wanted to do the same style of race as in Argentina and Austin.

"So this will be my way this year, although for sure in some races, I will have to defend."

He delivered on his message by gaining a 12-point swing on his Ducati rival. Marquez now leads on 70 points ahead of Alex Rins (69) and Dovizioso (67). **CY**

MotoGP

Dovi's lack of agility

THE LINGERING DELAY in Ducati solving a lack of corner speed is threatening the Desmosedici's status as the primary threat to Honda in the MotoGP world championship. And it is not just Marc Marquez and Honda delivering the reality check, but the emergence of Spanish speedster Alex Rins aboard a fast and agile Suzuki.

After finishing fourth Andrea Dovizioso now ranks the Suzuki as the benchmark bike in corner speed and Rins a title contender. His concerns were raised when he had no response to the charge by Rins from ninth to second in the Spanish GP.

"Suzuki in the turning is better



than all the other bikes and when Rins passed me, his speed in the middle of the corner was amazing," Dovizioso said. "Maybe on the hard braking they are not so strong, have some limit, but when a big talent rides a bike, it is always difficult to see a bad point.

"The race showed the reality

that our limit in fast corners is still too big."

The result confirmed that on its bad days, Ducati misses the podium, a crucial weakness in a championship campaign.

"Marc is strong to fight for the victory or podium in every race even when we are in a bad track for him," Dovizioso said. "This is the part where I am not too happy. When we are struggling we make fourth; it is good but not good enough."

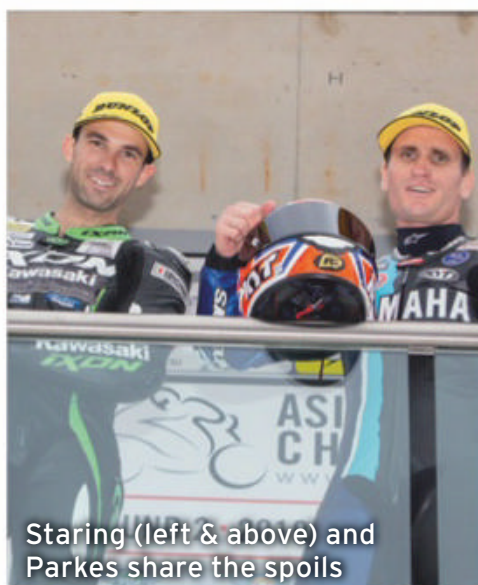
It is now more than three years (February 2016) since Ducati's only world champion, and then test rider, Casey Stoner nominated fixing mid-corner turning as the main priority. **CY**



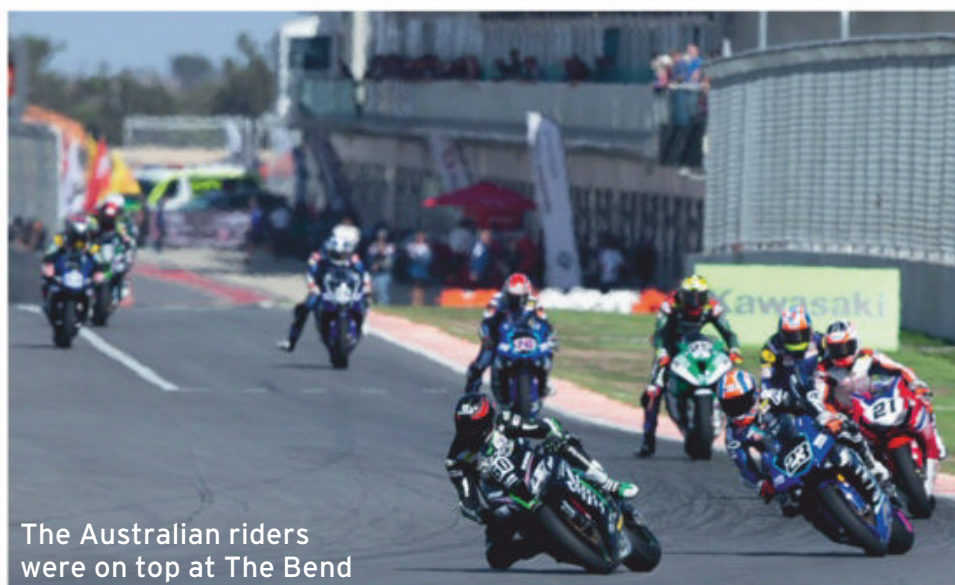
ARRC



TBG Photography



Staring (left & above) and Parkes share the spoils



The Australian riders were on top at The Bend



Stef Redman



Yannis Shaw

Parkes and Staring share ARRC victories

Aussies steal the show and the silverware at The Bend's round of the **Asia Road Racing Championship**

THE ASIA ROAD Racing Championship completed its second round at The Bend Motorsport Park and Aussie Broc Parkes (Yamaha Racing Team ASEAN) emerged leading the series' inaugural ASB1000 class. Parkes and fellow Aussie Bryan Staring (Kawasaki Thailand Racing Team) dominated the weekend, each taking one win.

In the opening race held on Saturday afternoon,

Parkes opened up a lead at the beginning of the 12-lap event, only to be reeled in on lap eight by Staring, who was juggling the races with his ASBK commitments.

Standing in for the injured Thitipong Warokorn, Staring won by just over 2sec, with Parkes' teammate Yuki Ito taking the final podium slot.

In Sunday's Race Two, Staring led until the end of lap nine before Parkes,

wisely judging his tyre wear, made his move. The pair scrapped until the flag with Parkes totally on the limit, taking the win by 0.456sec, with Ito again completing the podium.

Aussie wildcards Yannis Shaw and Stephanie Redman both captured points, Shaw grabbing 13th and 11th. Redman missed Race One after suffering a crash in the morning warm up, but was able to take the grid for

Race Two and finished a creditable 12th.

In other classes, Yamaha's Peerapong Boonlert won both Supersports 600 races, and Japan's Aiki Iyoshi took the round win in the Production 250 class with a 2-1 result on his Kawasaki.

The second round of the ARRC will be held at Thailand's Chang International Circuit over 31 May-2 June.

MATT O'CONNELL

ASBK

Gender gap decreasing in ASBK

MOTORCYCLE RACING HAS

become more of an all-inclusive sport with a great example of this on show at last weekend's Bend International MotoFest.

Kiwi Avalon Biddle has just made history by winning the competitive New Zealand 600cc Supersport class. She first raced in Australia as a 14-year-old in 2007 before pursuing an international career, and in 2015 became the winner of the inaugural FIM Women's European Cup.

"It's cool to see so many women competing in motorcycle racing now," she said, as she prepared to make her ASBK debut in the Supersport class. "It's my first time at The Bend and first time on the Yamaha, and the top four riders in Supersport are really quick. It will be awesome for me to get a top-six finish."

Biddle ended up fifth in the final race at The Bend.

Shelby Turner was racing in the MotoStars Australian Supermotard Championship on the same bike three-times World Superbike champion Troy Bayliss usually rides in dirt-track events.

Turner has previously raced in



(from left) Avalon Biddle, Shelby Turner, Tayla Relph, Katarna Robinson

Frank Hodak

the ASBK 300cc Supersport class, motocross and supermotard, as well as being a sidecar passenger.

"It's unreal to be offered the supermotard ride," she said. "It's going to be the first time I've raced under lights, but Troy told me to pack my fast boots and go for it."

Tayla Relph, competing in the Supersport 300 championship on a Kawasaki, had a huge season last year. She returned from injury to the podium in the finale at Phillip Island and then was named Queensland motorcycle

sportsman of the year, judged across all disciplines of sport.

"Motorcycling Australia (the sport's governing body) is doing a great job of promoting the role of females in our sport," she said. "My advice to women wanting to compete is to believe in yourself and your ability, as it can be a bit scary to race for the first time."

Katarna Robinson is just 12 years old but racing a KTM 85 in the MotoStars series is giving her a path to the main game.

HAMISH COOPER

BSB

Brookesy strong on the eve of BSB Rd2

AS AMCN WENT to print, Aussie Josh Brookes (Be Wiser Ducati) had broken the lap record at Oulton Park to claim pole position in the second round of the British Superbike Championship, traditionally held on the Bank Holiday Monday long weekend.

Brookes will be hoping to right the wrongs from his forgettable opening round, where two mechanical DNFs saw the Aussie score zero points.

The 2019 season got underway at Silverstone over the Easter weekend and it was rookie Josh Elliott who was eventually awarded the first win, after McAms Yamaha teammates Aussie Jason O'Halloran and Tarran Mackenzie had a controversial coming together that saw O'Halloran hit the deck and Mackenzie slapped with a 3sec time penalty. Brookes's teammate and former MotoGP rider Scott Redding completed the Race One podium.



A young line-up concluded Race Two's podium, Mackenzie clinching his first BSB race win from Race One winner Elliott and FS-3 Kawasaki's Danny Buchan. It was more bad news for front-runner O'Halloran, who also finished the weekend without any points after a technical issue halted his Race Two hopes after just four laps.

Aussie Ben Currie's debut British Superbike weekend with Quattro Plant JG Speedfit Kawasaki was a mixed bag. After crashing in the opening

race, Currie was able to put his Kawasaki machine inside the top 15, finishing 13th to score his first Superbike championship points.

ELIZA BERRY

RESULTS AFTER 1 OF 12 ROUNDS

SBK			
1	J ELLIOTT	SUZ	45
2	T MACKENZIE	YAM	45
3	T BRIDEWELL	DUC	24
18	B CURRIE	KAW	3
STK1000			
9	B MCCONNELL	SUZ	10.5
12	L DAY	APR	8

briefs

Enduring EWC

Josh Hook and his reigning Endurance World Champion team had a Le Mans 24 Hour to forget this year, despite entering the round leading the points chase. Aussie Hook and French co-riders Freddy Foray and Mike Di Meglio were 35th from 37 finishers, 100 laps down on the winners. Team SRC Kawasaki France held off the Honda Endurance Racing team, both on 839 laps, with the Suzuki Endurance Racing Team third. Hook and his squad are now sixth overall, while Team SRC Kawasaki takes over at the top from SERT and Yamaha's WEPOL Racing. The next round is the 8 Hours of Slovakia, which kicks off this weekend. **KEL BUCKLEY**

Wakefield battles noise complaints

The New South Wales circuit of Wakefield Park will be forced to defend itself in the NSW Land and Environment Court later this year, after the council said it is exceeding noise limits imposed on the facility. The track, which generates an estimated \$15 million a year for the local economy, says the goalposts have been moved, revealing the previously agreed to operating conditions were being adhered to, though were changed just three months later. "We agreed to those after many months of work," Benalla Auto Club CEO Chris Lewis-Williams told the *Goulburn Post*. "There were some restrictions put in but we (went along) with them, and that's the disappointing thing." **KB**

MotoE is Go

The 2019 MotoE World Cup will be back on track next month after the all-electric series' bikes and equipment were destroyed by fire in March. A three-day test session will be held at the Tormo Ricardo Circuit in Valencia in Spain over 17-19 June, before the first event of the six-race season gets underway at Germany's Sachsenring over 5-7 July. **KB**

Main pic. Darrin Treloar and passenger Blake Cox on the top step of the podium **1.** The racing was tight, as usual, particularly in qualifying **2.** Treloar/Cox, on white outfit, leads Monson/Summerhayes **3.** Jack and Adam Fewster, centre, made the trip worthwhile by taking out the Juniors' title



Tony Taylor

Australia's trophy trawler

Darrin Treloar picks up his **11th Australian title!**

ANOTHER AUSTRALIAN Speedway Sidecar Championship was run at Pioneer Park over the Easter weekend and for an 11th time, Darrin Treloar has stood on the top step of the rostrum, this time with passenger Blake Cox.

Not that any national championship victory should come easy, but Treloar did it the hard way this time around after a DNF in his third heat, that meant having to win the semi-final – and then leaving him with no choice of gate positions in the final race.

In what was a congested scorechart, after the 20 heats 10 riders had won at least one heat. The most was three wins – and eight

riders finished within three points of one another. World and Oceania champs Warren Monson/Andrew Summerhayes were best on 12, which was matched by Mark Plaisted/Ben Pitt, but with fewer heat wins.

Just how tight the points table was is best shown by Treloar. Had he won his final heat he would have topped the scorechart, but when he surprisingly placed second (behind Grant Bond/Glenn Cox in their only race win) it left him as one of four riders on 11 points.

The best of that quartet, and going direct to the final, was the pairing of Sam Harrison/Luke McGrath. Joining Treloar/Cox in the semi-final were the retiring Andrew Buchanan/Denny Cox and

Brodie Cohen/Damian Egan also both on 11, and Tyler Moon/Adam Lovell on 10.

Former champion Trent Headland/Darryl Whetstone was one point adrift, but they did outpoint Mick Headland/Brenton Kerr and Bond/Cox, both on seven.

In what turned out to be his swansong the semi-final provided no joy for Buchanan, as he withdrew while chasing Treloar, leaving Cohen/Egan and Moon/Lovell to follow Treloar home.

The three top qualifiers in the final left Treloar/Cox with the outside gate but that did not make any difference. They romped away to take an emphatic win, ahead of Monson/Summerhayes, Plaisted/Pitt and Harrison/McGrath. **PETER BAKER**

Back-to-back titles for WA brothers

IT WAS BACK-to-back titles for Jack and Adam Fewster in the Australian Junior Speedway Sidecar Championship, which was also staged at Pioneer Park on 21 April. The Western Australian brothers took three wins and two seconds in their five heats to top-qualify for the final, which they won from Connor Curran/Brodie Kerse and semi-final winner, Jackson Milner/Adam Niesche. **PB**



Enduro

Upton still King of the River

THOUGH THE 205KM course was said to be a little 'tacky' in places due to the aftermath of Cyclone Wallace, West Australia's premier desert race, the 2019 Gascoyne Dash, was held as scheduled thanks to Coral Coast Helicopter services.

Starting fourth after a slippery prologue at the Carnarvon Speedway, reigning 'Gasdash' champion Cody Upton and his Honda CRF450 soon found clean air on the outbound leg to Gascoyne Junction. But not



2019 GASDASH TOP 5 OVERALL

1	CODY UPTON	4H15M24S
2	JAMES MCCARTHY	4H17M43S
3	ALEX MOORE	4H21M57S
4	TOM O'CONNELL	4H22M58S
5	JYE SCHAAP	4H30M34S

Cody Upton and his Honda were too fast in the west

without drama, Upton copping a broken left hand from a flying rock on his way past the leaders.

With a taped hand and a margin of two minutes, the return to Carnarvon was never going to be easy. But Upton held out the KTM 500 EXC of James

McCarthy to win the second leg by barely four seconds, with Alex Moore's Yamaha WR450 lurking in their roost.

Dakar veteran Rob Pollard won the Masters, Michael Lough the Veterans and Luke Gaisford the Quads. **PETER WHITAKER**

Randall Kilner

briefs



TdN announced

The Australian squad for this year's Trials de Nations has been announced ahead of the event to be held in Spain's Ibiza in September. The men's squad will consist of six-time Aussie champ Kyle Middleton, Chris Bayles and Connie Hogan, while the two-rider women's team will be made up of Lillie Yiatrou and Jenna Lupo. Team manager Phil Whittle said the crew is looking forward to righting the wrongs of last year, when Australia finished an uncharacteristically low sixth place. **KEL BUCKLEY**

Enduro



New kid on the mud

AYDEN BRIDGEFORD HAS won the 48th C&R Constructions Kamfari, run at Cox Peninsula, 80km south of Darwin on 6 May.

Competing in the event for the first time the 20-year-old, who was a last-minute entry on his Yamaha YZF450, completed 15 laps in the tough conditions to take home the coveted buffalo horn trophy, left.

Nathan Evans led early from double champion Chris Warwick, who soon missed a turn, costing time. Warwick admitted a bad decision at a waterhole on the second lap cost him the chance of a treble win, flooding his Sherco and losing around 10 minutes to dry out the bike.

Of the 36 runners Evans was able to stay out of the major bog holes and stay on the same lap as Warwick, who was forced to relinquish his title and claim second place behind Bridgeford, with Evans finishing third outright for the second consecutive year.

2019 KAMFARI TOP 5 OVERALL

1	AYDEN BRIDGEFORD	YAMAHA YZF450
2	CHRIS WARWICK	SHERCO 300SEF-R
3	NATHAN EVANS	KTM 450SX-F
4	BREN RODDA	
5	AXEL VERNON	

MAX SULLIVAN



Max Sullivan

Vintage

Smoking Allowed

CLASSIC DIRT IS a laid-back event where two-strokes and twin-shocks still rule. Where you're likely to sport a Rickman Matisse, a Penton or a Norton alongside the Maicos, Bultacos and the occasional BSA, all among the scores of classic Japanese oil burners – such as an immaculate Suzuki Apache 400.



The 15th Annual Classic Dirt held at Queensland Moto Park was no different and while the bikes are well loved, most of them are also well used. So the majority of riders turn up with more than

one bike on the trailer to ensure they get plenty of track time. On average there's three bikes per rider for a total of over 600 bikes, including a 1974 Jawa CZ250 Six-Day – one of only 21 built – only there for the show 'n' shine.

Guest of Honour was Californian Donnie 'Holeshot' Hansen, who hit his peak in 1982 as AMA National and Supercross Champion before winning the Trophy Des Nations. The Queensland Classic Titles will be held at the same venue on 26 May. **PETER WHITAKER**

Family first for Hancock

Former world champion Greg Hancock will miss at least the opening round of the 2019 FIM Speedway Grand Prix series in Warsaw, Poland on 18 May as his wife Jennie requires immediate treatment for an aggressive form of breast cancer. A statement from Hancock said his priority is to be there for his wife and three sons and that he "will take a break from racing now in order to give her my everything". His replacement in Warsaw will be first reserve Robert Lambert, leaving Aussie Max Fricke as next in line if there are any further withdrawals. **PB**

Three in, Australia next

Sweden, Poland and Germany booked their places in the final of the Monster Energy FIM Speedway of Nations tournament at the Race-Off 1 meeting staged in Landshut, Germany last Saturday night (4 May). Australia lines up in Race-Off 2 this Saturday (11 May) in Manchester, where Jason Doyle, Max Fricke and dual Australian Under-21 champion Jaimon Lidsey make up the Aussie team, with Chris Holder and Jordan Stewart on stand-by. **PB**

1951



2019

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Them's the breaks

Between broken lap records, record-breaking entries and three too many broken bones, the second round of the Tasmania champs was rather unforgettable

THE SECOND ROUND of the Tasmanian Road Race Championship at Baskerville Raceway was a day of breaks; record breaking entries, a broken lap record and many riders breaking personal-best times, as well as some bike and bone breaking.

First-year rider Eleanor Renton set the tone of the meeting by turning up to Saturday practice with her arm in a sling. The day before she had dislocated her shoulder in the potentially dangerous sport of gymnastics. It was left to her father Trevor (Suzuki SV650), who rode brilliantly with personal-best laps, and sister Leah (Kawasaki Ninja 300), who was having her first race meeting, to fly the family flag.

Several crashes in practice saw the end of the day for

a few riders and big delays cleaning up. When racing did get underway, it was with big fields riding in ideal conditions and fast lap times were the order of the day.

The first Super Sports race set the bar very high. Jason Wyllie had been working to improve the set-up of his Suzuki GSX-R600, to see how close he could get to doing a 55sec lap. Each race he would get the holshot and, for the first time in a long time, Jason Spencer (Honda CBR600RR) had a battle on his hands and had to chase. For the previous few meetings, Spencer had set his sights on Damon Buckmaster's 600cc class lap record of 55.01sec. Chasing Wyllie down in race one he recorded a 54.66sec and in Race 3 he recorded a 54.65sec. Wyllie put up a

Get on down

THE THIRD ROUND will be held at Tasmania's Symmons Plains on 7 September, with Round 4 taking place at Baskerville on 5 October. The close timing of these two weekends is to encourage mainland riders to make the trip over. Riders can compete in Round 3 and leave your bike/vehicle at one of the generous locals' residence, meaning all you need to do is fly back for the fourth round. Contact Ken Young at kenyoung23@hotmail.com for more information.

spirited defence and recorded 55sec laps, with both riders often side by side.

The Superbike class couldn't match the excitement, especially after Race 1. Spencer (Honda CBR1000RR) knew he was in

for a fight in the 600 class, and that is his focus for the year, so he parked the Fireblade for the day. Brad Wootton (Suzuki GSX-R1000) crashed off the line in Race 1, knocking himself out. When the race was restarted after the lunch break, fellow front-runner Cody Travis was still struggling on his new Suzuki GSX-R1000. Kurt Sushames (Kawasaki ZX-10R) was a frontrunner until the clutch let go, ending his day.

The meeting, run by the Sports Riders Club of Tasmania, had to be abandoned late in the day when recent AMCN Letter of the Issue winner Philip Papps crashed his Triumph Daytona at the top of the hill, breaking his wrist, elbow and collarbone. Get well soon!

KEN YOUNG

1. Jason Spencer is having a stellar season on his Honda CBR600RR 2. Courtney McMahon (Honda CBR250) leads Philip Papps (Triumph Daytona) 3. An Historic 1989 Suzuki GSX1100 grinds its sump guard 4. Jason Wyllie still finds time to provide some tips for partner Carla Munday

Grid talk ■ INTERVIEW ALAN CATHCART



Peter Hickman

The undisputed King of the Roads talks about the new BMW S 1000 RR he will race at the upcoming Isle of Man TT

How much is this BMW different and is it any better than the previous model you won two TTs on last year and the Macau GP?

Wow, where do you even start?! The whole thing's completely different; from the chassis, the engine, the riding position, to the way that they've produced the power all through the engine from the bottom all the way to the top. It's a far more flexible motor thanks to the ShiftCam Technology. It's a complete redesign, which it was due for – the old bike was essentially 10 years old,

technically. Okay, the 2018 bike was still a really strong piece of kit and it's had revisions over the years, but in general, it was still a 2009 BMW.

What was it you specifically asked the factory for in the redesign?

I think my opinion was the same as most others who'd raced it down the years, which was that the chassis was its weakest point. It was a good basic design that worked in some places really well, and in other places not so well. It was inconsistent, and

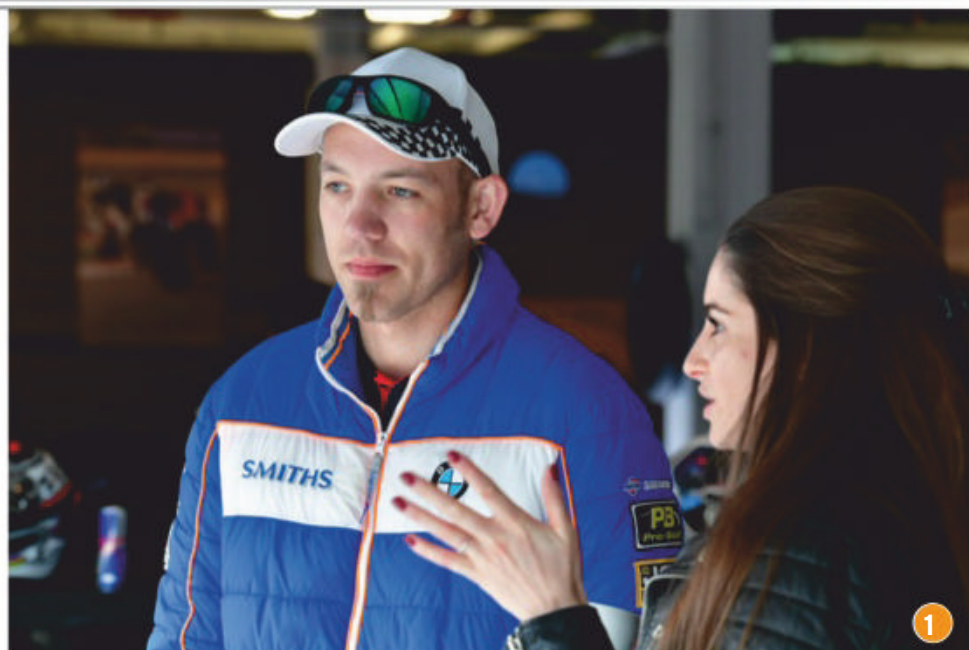
very, very sensitive to set-up, which made it difficult to be competitive on some circuits. It was very stiff and this then it made it very sensitive to just even the smallest of changes. Even a change in ambient temperature or grip level or anything like that was enough to compromise its performance. You could be fastest in morning warm-up at a BSB round, and come the first race you'd be struggling because it had warmed up. So I think with this new bike, even riding it just in standard road trim, you can tell it actually turns more easily

than the old bike, so that's a massive plus already.

Tell us about the first time you rode it back-to-back with the old one at the Cartagena circuit in Spain. I heard you were quite impressed?

You might say that! I rode it there in July 2018, and to my knowledge I'm the only person outside the factory who's done a full-on back-to-back test of old bike versus new. We put brand-new tyres on each bike, did five laps on the old one, then five laps on the new one, with no stopping or talking in

Main. Hicky smashed through the 135mph barrier at the 2018 IoM **1.** That looks like confidence, doesn't it? **2.** The first time he rode the 2019 RR road bike he went close to Superbike lap times **3.** Getting that grin off his face may be hard...



“The old bike was essentially 10 years old. It was still a 2009 BMW”

between. I literally just got off one and got on the next one. Then they asked me for my opinion. I was like – well, the new one still feels like a BMW, just similar in some respects and not in others. So then they said, “What lap times do you think you did – which one did you go faster on?” And I was like, “Oh, I think it was close, but I think I’m slightly faster on the new bike, it feels easier to ride.” It turned out I was actually 1.4 seconds faster on the new bike over the lap, which is huge, especially at Cartagena [a cramped 3.5km circuit with 18 corners]. And

I was only four seconds off what I do there on my full-blown Superbike. That was impressive, considering I was on a roadbike with lights and a horn!

It seems to me that you sit more in the bike than you did before, even though it feels smaller all round?

Ergonomically the new bike is very different and you definitely sit in it a little bit more. I’m nearly six-foot-two [188cm] and for a small bike, it’s comfortable for me. There’s not that many small

bikes I can do that with, so BMW’s done a fantastic job to make all sizes of rider feel comfortable on it.

Do you like the ShiftCam technology in terms of the way it broadens the spread of torque?

Absolutely. The comment myself and other riders have always had about the old engine was that it’s produced really good horsepower, but a lot of the time it would have a bit of a kick when it came up on the power curve. This sometimes made it hard to ride. The ShiftCam technology

gives us the best of both worlds, so we can have some nice drivable torque off the bottom, and then it can push really hard farther up the rev range which, for racing, is going to be fantastic. It’s probably going to take a lot of refining, especially with how much difference you can have from one cam to the other in a tuned motor. I don’t know quite how they plan on doing it, but I’m sure they’ll sort it out. I’m really looking forward to doing the roads on it – Ireland’s North West 200 (16-18 May) is first, then the TT in June. ■

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“The secret was to build a better bike. And keep it secret”

MORE THAN A decade after its inception, the Finke Desert Race had become the premier event for dirtshifter across Australia. A clash between the proud Territorians and the carpetbaggers from the east. And the Honda CR500 – a lightweight, highly strung two-stroke – was the machine to beat with a 14-year winning streak, often taking the trifecta, if not the quinella.

Randall Gregory, who had moved to Alice Springs as a 10-year-old, was enthralled by it all, riding in MX and local enduros around the Alice. His Finke initiation was on a CR125 followed by two years on a CR250. By 1990 – now a partner in the local Honda dealership – he took on the top guns on a CR500, finishing on the podium behind Mark Winter and Alan Roe. After which he never looked back.

Much to the delight of the locals he took the win in 1991, again the following year before taking the hat-trick in

1993. Then in 1994 he gave the locals the trifecta leading home Roe and Stephen Greenfield – all aboard the dominant Honda CR500.

“By that time the CR500 was a proven winner, pretty much bulletproof,” Randall told AMCN. “The problem was, everyone had the same equipment as I did. And certainly Greeny (Stephen Greenfield, Randall’s business partner) had better riding skills than me.

“The secret was to build a better bike. And keep it secret. Working out of the same shop as Greeny, who was my fiercest competitor, it wasn’t easy. But I got it done and probably the biggest advantage was testing small changes to gearbox ratios, which took a lot of experimenting. The results were not something to be shared.”

But that helped give Randall his fifth straight victory in 1995. It was out pre-running the course the following April that Randall ended his Honda XR600,

leaving him a paraplegic.

“Of course we had body armour,” says Randall. “But this was a classic headplant, compressing my spine. I doubt whether any of the safety gear that’s available now would have helped. I was only doing 80-90km/h, but just came down on the wrong angle.

“Being in a wheelchair wasn’t a lot of help around the shop, so eventually I sold out my share in the Honda dealership. However I was still a young bloke so I moved to Darwin to study for a Diploma in Building Development and Drafting. This turned out to be a career move that lasted 15 years or so, but I still travelled down to Alice each year to watch the Finke and enjoy the celebrations.”

And to witness his former adversary Greenfield take four wins for Honda in what had become the largest and fastest desert race in the world.

It took some considerable time for Randall to configure and build a 4WD Camper

Trailer suited to his abilities. Though, job done – and towing a quad for off-road adventuring – he and his partner Rebecca enjoyed their two years exploring Australia, a journey which provided many valuable insights into the requirements for successful 4WD adventuring.

Now back in Alice where he and Rebecca are expecting their first child, Randall is currently managing the local ARB outlet and overseeing the construction of a brand-new store for the off-road equipment supplier.

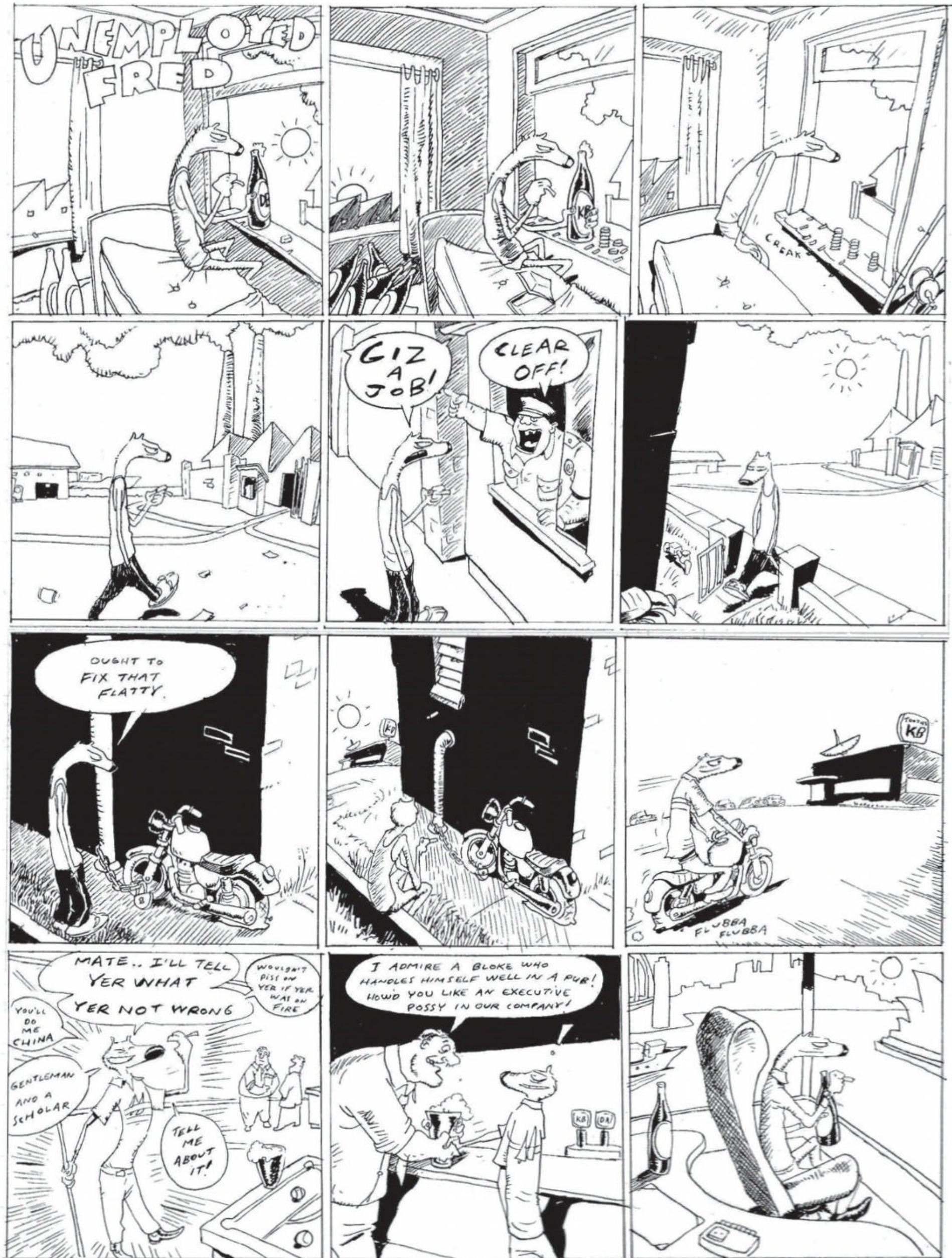
He’s observed first hand the extraordinary talents of Ben Grabham, followed by the extra-terrestrial performance of Toby Price, who has taken the overall record of six Finke victories.

But Randall still retains the record for consecutive wins; a record that may well have been higher had he not suffered that devastating misfortune so long ago.

PETER WHITAKER



Randall Gregory celebrates another Finke win, and today at his ARB outlet in Alice Springs



Australian Motorcycle News road test photographs are posed for by skilled, professional riders under controlled circumstances. Attempting to imitate their actions may be dangerous. Australian Motorcycle News supports and endorses rider training and wearing protective riding gear. Especially if you're the bloke who wonders why BMW bikes are referred to as 'Beemers' and its cars as 'Bimmers', and then sloppily refer to someone's 5-Series as a Beemer, eh Phil? Anyone would think he'd enquired about his wife's measurements (which, at that stage of the evening, he hadn't). The bloke spat a comment about him being too crude to be a BMW owner, Phil responded with a German swear word and the rest of the AMCN crew reached for the popcorn...



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