

A U S T R A L I A N

# MOTOR CYCLE

N E W S

## WE RIDE

- 2016 ZX-10R ON TRACK ·
- SUZUKI GSX-S1000F ·
- URAL CT SIDECAR ·
- HARLEY-DAVIDSON RR500 ·

## COOL STUFF

- BEST BIKES NEVER MADE
- TOP 10 GP BATTLES
- REAL FLYING DOCTORS
- RACING SEASON WRAP



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# YEARBOOK

# 2015



Vol 65 No 12,  
10 Dec 2015-6 Jan 2016  
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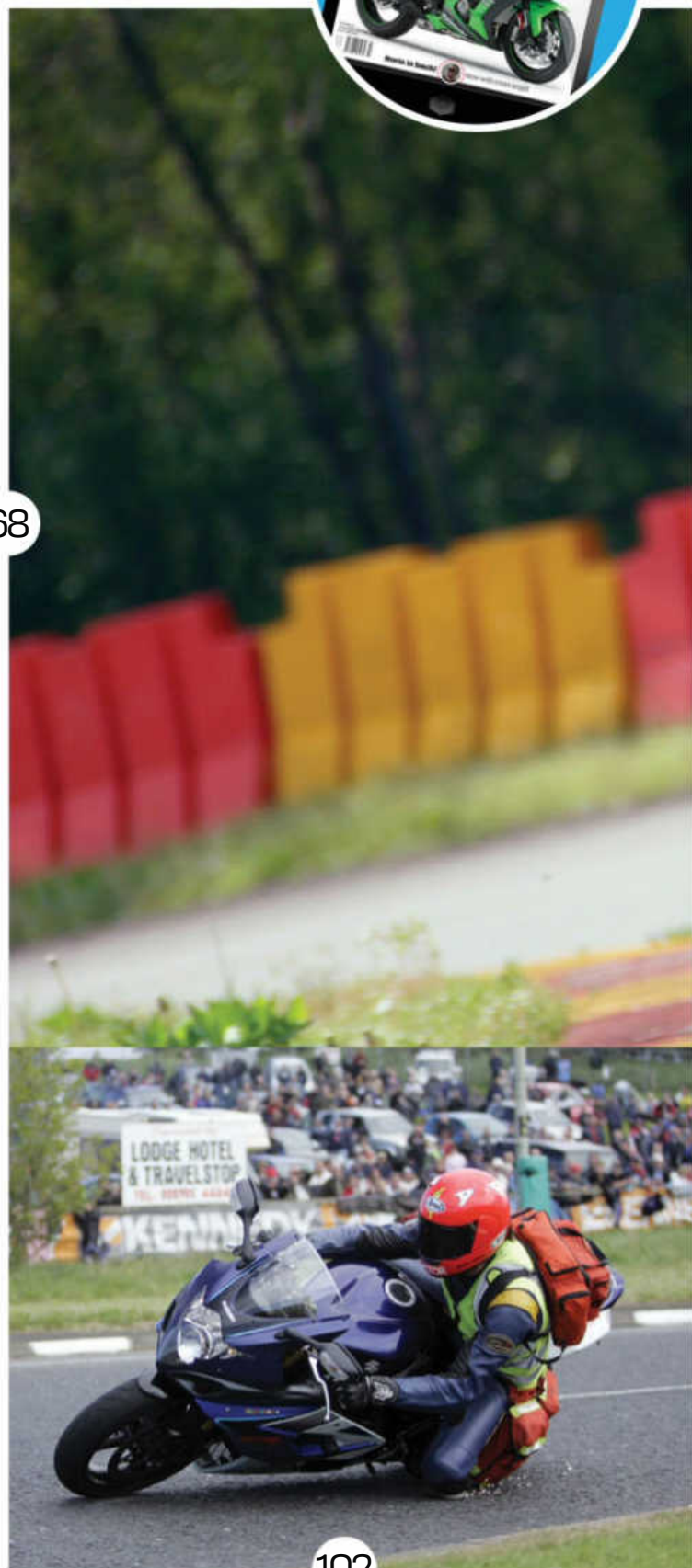
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# ed's desk

CHRIS DOBIE



## I owe it all to Christmas

**I ENJOYED AN** amazing childhood. The suburb of Cabramatta may now be famous for all the wrong reasons, but during the 1970s the streets around my neighbourhood were filled with kids. When not playing rugby on the street, we could (or couldn't) be found exploring the bush which used to signal the edge of Sydney's Western Suburbs. As Christmas 1980 approached, I didn't know it at the time, but my life was about to change forever.

My father, a hard-working man, seemed to be spending even longer hours than normal away from home – he would uncharacteristically disappear after dinner for a few hours each night. The reason became clear on Christmas morning when my present was the best looking motorcycle I have ever laid eyes on: a 1973 Honda XL175. I cared not a jot that it was old and painted in the same matte blue colour as the welding machines my dad repaired for a living. This was a motorcycle, and it was mine!

Turns out my father's extra hours had been spent building the bike from spare parts. Unfortunately, he had not been able to get it running prior to the big day, however, that was a minor detail to me. While we waited for the required parts, Christmas was spent learning how to kick-start the big bike, which did its best to shatter my ankle if I didn't position the piston correctly. Once running, it was the threat of the same "kick back" which quickly taught me to ride smoothly, not to crash, and not to stall the bike. I'm sure there are plenty of readers who were introduced to motorcycle riding in the same fashion.

From the AMCN team, I'd like to wish everyone a Merry Christmas and a Happy New Year. Let's hope there are more bikes than ever being stuffed under Christmas trees on December 24. Make mine a light blue XL175 thanks.

**CHRIS DOBIE**

As Christmas 1980 approached, I didn't know it at the time, but my life was about to change forever



# the know

IT HAPPENED SINCE LAST ISSUE

## 2015: New model milestones

We look back at shocks, thrills, spills and flops of new bike news in 2015!

### Boost

Boost is the buzzword of 2015. As well as Kawasaki's H2 hitting dealers, rumours of Suzuki's turbocharged offering culminated with its turbo twin-cylinder engine revealed at Tokyo. As predicted, Kawasaki admitted it has another couple of supercharged machines – a 1000cc naked and a 600cc model – on the way. Meanwhile, patents revealed Honda is developing at least one supercharged machine and Suzuki has its eyes on a four-cylinder, hybrid turbocharged bike (AMCN Vol 65 No 05).



### Bonnevilles



It was as long ago as January (AMCN Vol 64 No 13) we spied Triumph's new Thruxton R in near-finished form, and our prediction back then that its engine was to be a 1200cc unit proved bang on. Later scoops also revealed every version of the Bonneville, including the T120, the Street Twin and the base Thruxton, as well as revealing the forthcoming bobber (AMCN 65 No 02) which is still yet to be officially unveiled.



### Africa Twin

Honda's Africa Twin has been one of the longest, most drawn-out launches we've ever seen. Rumoured throughout 2014, shown as a concept at the end of the year, and for months afterwards Honda drip-fed information and pictures of the bike. It's hard to believe we still haven't ridden it, but one thing is clear: after such a big build up, it better be bloody good!

### BMW's crazy ideas



Remember when BMW was a dull brand churning out expensive mid-life crisis touring bikes for pot-bellied retirees? How times have changed. This year we broke the firm's plans to develop a range of carbon-fibre framed bikes – both boxers and a four-cylinder superbike. We also revealed its

intention to develop more electric bikes and stretch out into the cruiser market.

But after its K1600 bagger was spied in 2014 and shown as the Concept 101 in May, it's surprising it didn't appear alongside the Scrambler and the reverse-cylinder single at the international end-of-year shows.

### ALSO IN THIS ISSUE

#### SIZE MATTERS

MotoGP moves to 17-inch wheels and Michelin tyres for 2016

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### QUICK SPIN

#### TEENS ARE KEEN

We take a look at the Kawasaki Ninja 300

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## Ducati XDiavel

The star of the recent EICMA show was first spied on test more than three months ago (AMCN Vol 65 No 05) and instantly caused confusion – after all, the basic Diavel had been tweaked for 2015 and this bike appeared to take it in a different direction. We predicted the new model would have the firm's DVT variable-valve-timing system.



## Three-wheelers

Japan's two biggest – Honda and Yamaha – led their displays at the Tokyo Motor Show with large-capacity three-wheeled creations, both with leaning suspension systems that endow them with conventional

handling. While both the Honda Neowing (a 1200cc flat-four-powered hybrid) and Yamaha's MWT-9 triple are just concepts, both stand a good chance of spawning production derivatives very soon.



## Yamaha XSR

Yamaha's on a roll with new models and over the last few months its XSR700 and XSR950 have shown a new direction in retro-styled nakedbikes. We scooped the firm's plan back in June when the XSR name was first trademarked, and suggested that it could be applied to an MT-07 or MT-09-based retro bike. Little did we suspect both machines would launch quite so quickly.

## Yamaha MT-07 Tracer



While the XSR models came quick, one that's failed to appear yet is the MT-07 Tracer. We caught the bike on camera in June (AMCN Vol 64 No 25) and expected to see its official unveiling at EICMA. The half-faired, sports-touring MT-07 derivative is surely set for an official launch during 2016.



## Honda RC213V-S

For a bike that most of us will never even see, let alone ride, Honda's RC213V-S got a huge amount of attention this year and rightly so – it's not every year a true MotoGP replica is launched. Good news, though: in October (AMCN Vol 65 No 08) we revealed Honda is working on a cheaper V4-powered superbike based around the same engine but using a monocoque frame designed for mass production. Watch this space.

## Kawasaki ZX-10R

Having claimed the 2015 WSBK crown you might have argued that Kawasaki's ZX-10R wasn't in need of a huge makeover, but it got one anyway (AMCN Vol 65 No 08) – an indication

the suffering superbike market is on the verge of an upswing. Coming hot on the heels of the all-new 2015 Yamaha YZF-R1, it seems we're entering a new era of high-performance roadbikes.



## GSX-R1000

Did someone say high performance? The GSX-R1000 has been a running saga throughout the year as Suzuki filed patents and dropped hints about the forthcoming machine. As we suspected throughout, the new model shown at EICMA is really a 2017 bike. But on the technical



front it didn't disappoint, not least because it promises to bring Variable Valve Timing to the superbike market.

## MT-10

The launch of Yamaha's MT-10 in November came as a surprise. While the MT range has been proving an international hit and superbike-derived naked models are also a trend of the last year or two, few expected Yamaha to combine the two in the form of what's effectively a current-model R1 with its bodywork stripped away. Will the MT-10 be the breakthrough bike of 2016? Don't bet against it.



### COLUMNS

### SPORT STARTS PAGE 180

## BORIS IS BACK

Boris Mihailovic returns with Twisty Bits

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## AUSSIES ON THE MOVE

In WSS, BSB and more, Aussie racers find new berths

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## Vins brings back the two-stroke

Still yearning for the smell of two-stroke oil? Vins hopes to have a road-legal answer soon!

**NOT THE MOST** polished or publicised new machine of the year, but one of the most interesting, is the Vins Powerlight. Revealed at the Milan show, the bike – from unknown maker Vins Motors – was almost lost among high-profile new model launches.

While others have largely given up on the two-stroke idea in the face of tough emissions laws, Vins believes modern technology can make stokers clean enough to be sold, allowing their compact dimensions and light weight to give an advantage over more complex four-stroke bikes.

Not that the Powerlight is

simple. It features a 100cc V-twin two-stroke with direct fuel injection that attempts – as many have – to stop the usual two-stroke problem of fuel entering the cylinder while the exhaust ports are still open. The motor uses two counter-rotating crankshafts geared together and driving through a six-speed gearbox, and has catalytic converters to tame its emissions.

The rest of the bike is just as interesting. A carbon-fibre monocoque chassis encases the tiny V-twin which has an equally unusual layout, rotated forwards 90 degrees, so one cylinder points 45 degrees

down and the other up towards the headstock. The intake is right in the middle, aimed forwards. Normally it would be blocked by the radiator, but Vins has put that above the engine, ahead of the fuel tank where you'd expect to find an airbox.

The intake behind the front wheel feeds cool air to the engine, and twin intakes beside the headlights duct air through the radiator, which then exit under the seat.

The bike has a carbon-fibre girder fork front end, employing the Hossack design with a pair of wishbones and a single spring/damper. The rear suspension has a rocker linkage

which acts on a shock mounted transversely to clear a route for the top cylinder's expansion chamber under the seat, where the shock mount would normally be. The swingarm is also carbon fibre, as are the wheels.

Vins plans to create two versions of the bike – the 100cc model and a much more powerful 250cc – and it intends to offer them both as road-legal machines. Figures including power and performance have not been released, however, Vins say it's 40kg less than a conventional design of a similar size four-stroke, putting it in the 100kg range.



# Yamaha FJR1300 reworked for 2016

IT'S BEEN 15 years since Yamaha launched the FJR1300 and during that time it's remained surprisingly similar to its original form. While the 2016 model still looks much like its predecessors it's packing some worthwhile updates to help it remain one of the top tourers on the market.

The headline change is the long-overdue introduction of a six-speed gearbox. Sure, the 1298cc four has always had enough grunt to live with five ratios, thanks to 107.5kW and 138Nm of torque, but given virtually every other bike on the market has offered six ratios for as long as many riders can remember, the old five-speeder looked a little antiquated.

As you'd expect, the extra cog gives faster acceleration and lets the engine rev lower when cruising in top year.

While updating the transmission, Yamaha's boffins added an assist-and-slipper clutch to help downshifts and

reduce the pressure needed at the clutch lever on the FJR1300A and FJR1300AE. The FJR1300AS model keeps the clutchless gearshift that's long been its unique selling point.

All three versions have been updated for 2016 to prepare them for the Dainese D-Air Street airbag system. A special installation kit comprising a selection of sensors, connectors and brackets can be fitted to work alongside a D-Air jacket.

The styling might not look radically different but there are still changes to be found. The headlights for all the 2016 FJR1300s are LEDs, while the AS and AE versions gain adaptive cornering lights as well. The tail light is also an LED unit and has been reshaped, as has the plastic surrounding it.

The on-board view has changed as well, with tweaks to the instrument panel to make the clocks easier to read.

## What's new?

- Six-speed gearbox
- Adaptive cornering lights
- Assist-and-slipper clutch
- Airbag clothing compatible
- LED headlights
- Instrument panels

Updates to the range keep the FJR1300 relevant



# Honda's **adventure scoot** nears production

**HONDA'S CITY ADVENTURE** concept shown at the Milan show appears to be closer to production than anyone might have guessed, and when it reaches showrooms it's likely to be sold under the ADV banner.

There were several unusual aspects to the reveal. Firstly, there was no information, with Honda revealing nothing about its technical make-up or its plans. Plus, it was shown with the name City Adventure despite having clear ADV name-plates on the sides and the logo on its licence plate, Design Concept ADV.

Why the firm's coyness in using the ADV name? It's likely down to trademark rights. It's no coincidence that on the same day that the City Adventure concept was shown, Honda filed a trademark application in Europe for the name ADV for use on a future model. The application was made under a special fast track scheme that speeds up the trademark registration process.

The ADV application could

Battle scooter concept looks showroom ready



prove controversial, so it made sense for Honda to avoid using the title during its presentation – leaving the coast clear for the production model to carry a different name if necessary when it's launched.

Earlier this year we revealed

patented designs for a 108cc, air-cooled, knobby-tyred scooter with a Zoomer X engine and fork from the MSX125. That has yet to get an official airing, but if the ADV/City Adventure reaches production it would make a perfect little brother to extend the range.

# Electric blue

**THE TWIN ELECTRIC** bikes under development by Yamaha have taken another step towards production – the firm has applied for trademark on the names PES and PED in Japan.

First shown in 2013 as the PES1 and PED1 concept bikes, the Yamahas are being developed as a pair of common-platform electric models with hot-swappable batteries that could eliminate the problem of slow recharging. The briefcase-sized batteries simply lift out, to be replaced with freshly charged ones which could be kept at fuel stations or Yamaha dealers, allowing owners to exchange their flat batteries in seconds and for a fee less than the cost of filling a petrol-powered bike.

The latest PES includes a second, hub-mounted motor in the front wheel to provide two-wheel-drive, which Yamaha has been playing with for some years.

While the original target of production in 2016 is no longer in the plan, it's not far-fetched to suggest that you might be able to buy an all-electric Yamaha motorcycle in 2017.



## WHO KNOWS?

Which manufacturer produced a factory 500cc GP bike, but only raced it for one season in 1975?

You'll find the answer on p68!

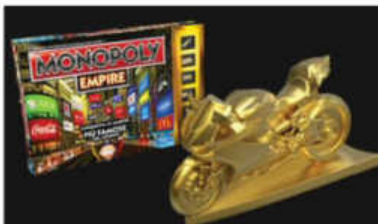


"We chose to include both the most important elements of my MotoGP career, and all the extra circuit stuff that are so important to me, like Ranch, Rally and more"

Valentino Rossi on MotoGP's official game for 2016, it's called *Valentino Rossi: The Game* and it's an off and online racing game. Wonder if we'll be able to pluck our leathers out of our arse?

## PANIGALE PASS GO

Still looking for Christmas presents? The release of Monopoly's MotoGP edition now makes it two motorcycle-themed versions of the popular board game. In this version, players buy and sell riders using the normal player tokens (bags the boot!). Meanwhile, in the Empire edition, Ducati is included as one of the companies you can buy and sell – and you can choose a Panigale 1199 as one of the six gold-coloured player tokens.



## TOP TRIBUTE

Sydney rider Ferghal Donohoe had this helmet made in honour of the Flying Doctor, Dr John Hines (see p102). Sam Muldoon and Matt from Visual Art helped create the replica, which bears the words: "Eiri an bothar chun bualadh leat An Dr John" ("May the road rise to meet you", in Irish).



Australian film producer Julie-Anne Bayliss known for her work in *The Hobbit* trilogy and many other short films is the niece of a certain three-time WSBK champ who shares the same surname.



## HUSKY HERITAGE

Between now and the end of January, you'll be able to buy a European designed 600cc LAMS-approved adventure bike for less than \$8990 (+ ORC). Re-launched Italian brand SWM has released the Husqvarna-powered RS650R. It boasts a Sachs and Marzocchi suspension set-up, Brembo brakes and fuel injection.

## IN THE RED

Seeing Casey Stoner back wearing red. After all, he had 23 wins with Ducati compared to 15 with Honda, 42 podiums compared to 27 and 21 pole positions to 18.

## ABS FOR ALL

Bosch pulled the covers off a new low-cost ABS system at EICMA designed to give emerging markets access to the safety-enhancing technology.



## Hot & Not

### AMCN'S THERMOMETER



## SANS PRAËM

The newly launched French brand, Praëm. It's not that it's bad – quite the opposite. It's just that we'll probably never see the exotic machines on Aussie shores.

## SCUM BAGS

Touratech's truck containing seven heavily kitted-out display bikes was stolen from Olympic Park before the start of the Sydney Motorcycle Show.

## RELAX

Don't worry, the dollar price increase won't last. It's just because this epic Yearbook is thicker and fatter to keep you entertained for a month, it costs a bit more to produce. You'd normally fork out for two in the same period, so a dollar extra is a pretty good deal. Merry Christmas!



## word on the street

"There's no point making money and killing the golden goose."

Deus Ex Machina founder Dare Jennings on problems which has forced the global brand to be put up for sale



"It brings back lots of great memories of my time here."

Chad Reed after winning the opening AUS-X supercross event at Sydney's Allphones Arena



"Let's lower the size of the dollar amount of the fine, and increase the demerit points."

The RACV's David Jones discussing his proposal to get repeat traffic offenders off the road





INTRODUCING...

# 2016 K-3 SV



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+ FIELD OF VISION



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+ SAFETY



# the know

Record attempt

## Britten-inspired V8

**AN ITALIAN TEAM** will make a land speed record attempt using a pair of V8-powered machines intended to top 400km/h and inspired by the work of John Britten.

Going under the name Record Motor Cycles, the new firm is led by Roberto Crepaldi, who founded the CR&S that won the 1995 B.E.A.R.S title using Britten's innovative V1000, long before the same brand went on to produce the CR&S Vun and Duu models. He's been joined by former Aprilia and Honda MotoGP engineer Giulio Benaredelle, whose background includes development of the Aprilia



RS125 and RS250 racers during the firm's Valentino Rossi era, before working as technical director at the Pramac Honda and Konica Minolta Honda teams in MotoGP.

RMC has developed two new record challengers, both intended to compete in the FIM partially stream-lined class with purpose-built V8 engines mounted longitudinally.

The faster bike is a 294kW

Land speed record bikes are like no others on earth



2500cc machine named Tribute to John Britten and painted in the same colours as the VR&S team's V1000 race bike. The second machine is smaller, at 2000cc, to compete

for the record in a lower category, and is named Pride of Italy. If either bike hits the 400km/h goal it should be fast enough to take the record in its individual class. **BEN PURVIS**

No matter what ...



where ...



Former AMCN editor the late Ken Wootton rode the Ducati that Mike Hailwood shared with Jim Scaysbrook in the Castrol Six Hour before Hailwood's historic TT comeback

## Brookes and Abraham at Milwaukee BMW



**KAREL ABRAHAM** WILL be the second MotoGP rider defecting to the Superbike World Championship when he lines up with reigning British Superbike champion Aussie Josh Brookes (left) in the new Milwaukee BMW squad next year.

In a move Brookes has described as perfect, BMW Motorrad reached an agreement with his SSB title-winning team, Shaun Muir Racing, to provide technical assistance.

"Having the support of BMW Motorrad Motorsport is crucial to our efforts. Having their experts on site with us will be a big help," he said. "I'm looking forward to riding in front of my home fans." To see Brookesy launch his WSBK campaign at the first round of the WSBK championship in Australia, head to [www.wsbk.com.au](http://www.wsbk.com.au) to secure tickets.

## Legends announced for Island Classic

**FANS OF LEGENDARY** British motorcycle racing will be spoilt for choice at the 2016 AMCN International Island Classic being held over the Australia Day long weekend in January.

David Hailwood, son of Isle of Man TT legend Mike The Bike Hailwood, Steve and Lester

Harris from Harris Racing, and Grand Prix racer Paul Smart have all confirmed their attendance at the Phillip Island event.

The Harris brothers and Smart are event special guests and will be interviewed by AMCN's Alan Cathcart during the Friday night welcome dinner.

David Hailwood will be meeting fans at the Murray West Racing and TT Motorcycle Tours WA stand and he will address attendees of the Mike The Bike night held at the Cowes Golf Club on Saturday evening.

Tickets can be purchased for \$45 by calling (08) 9039 1834.

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Could 17-inch MotoGP tyres help bring race tech to the average punter?

## Size matters

When MotoGP switches to 17-inch Michelins next year, will half an inch make a big difference?

**SINCE THE ADOPTION** of the single-tyre rule in 2009, the topic of tyres has faded from prominence in MotoGP. But it's coming to the fore again as Michelin replaces Bridgestone as the sole supplier and brings with it a new generation of 17-inch rubber.

Back in the days of multiple tyre suppliers, the MotoGP rulebook didn't specify a particular wheel size as it does

now, and those unassuming bits of rubber were often the talking point of a race weekend. Riders would change wheel sizes, often opting for different diameters front and rear, in their efforts to gain an advantage and tailor bikes to their style.

In the latter part of the 500cc era and the first few years of the four-stroke MotoGP championship, the options

often included 16-inch, 16.5-inch and 17-inch, but the choice was rarely clear cut. Then, as now, tyre technology was something of a black art; riders might prefer one tyre over another, but choices would change from year to year, and even from race to race, giving no definitive advantage to one size over another.

In recent years MotoGP has

specified 16.5-inch wheels in its rulebook, and with a sole tyre supplier providing the same selection of rubber to every rider on the grid, tyres have had less impact on race results. Next year, the rules change to introduce a new tyre manufacturer as Michelin replaces Bridgestone, and wheels switch to 17-inch diameter. So what kind of a difference will it make?

### Why 17 inches?

The answer lies in commerce rather than performance, as 17-inch wheels have been overwhelmingly the most common size in road bikes for many years and as a result the vast majority of Michelin's consumer bike tyres come in that size.

There's a two-fold implication here. First, Michelin is in MotoGP for the publicity; it wants to sell more tyres, and unsurprisingly it wants to draw a parallel between its highly visible race rubber and the tyres you can actually buy.

Tied into that is the fact that racing is there as a development avenue as well as to raise the firm's profile. If it can learn to make a 17-inch race tyre that's stable, grippy and long-lasting it's much more likely to be able to transfer the lessons learnt to its production 17-inch tyres.

### Different diameters

Back when there was freedom in wheel size choice in MotoGP, there was rarely a consensus about which diameter was best – some riding styles suited the smaller diameters and others worked better with the larger ones. But amid the black art of tyre choice a few general guidelines turned up. Usually, the smaller-diameter 16-inch or 16.5-inch tyre and wheel combinations were lighter than the 17-inchers (for the same width), and thanks to taller, more flexible sidewalls they generally offered a bigger contact patch at full lean. In contrast, the bigger diameter wheels were often favoured by riders that preferred the stability they offered, and there was a suggestion they gave better traction when the bike was nearer vertical with the throttle wide open.

### What's the rub?

Lower-profile sidewalls are likely to be stiffer than the older tyres and the overall weight of the wheels and tyres may be fractionally higher. The mid-corner contact patch is also likely to be smaller. History suggests the changes could favour smooth riders like Lorenzo over those with wilder styles who may have benefitted from the incredible liberties that the recent Bridgestone 16.5-inchers have allowed riders to take.

Beyond that there's the question of bike development. Everything from chassis geometry to the rigidity of the frame may need to be tweaked to suit the new, larger Michelins. The manufacturer who gets on top of those demands fastest stands a strong chance of claiming an early lead in the championship. ■

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## The year was...

0 0 1 9 5 7

**BABY BOOMERS WERE** growing up and still being born, the world was on the up and technology was pointing the way to a prosperous future. Russia kicked off the space race by launching the first artificial satellite, Sputnik 1. In the US, the first nuclear reactor for producing electricity opened in Pennsylvania, and Elvis Presley moved into Graceland. Down Under, Sir Robert Menzies was PM and a bloke called Jorn Utzon won a competition to design the Sydney Opera House.

### Super Motorcycle Helmets



**FINLAY'S NEW LOW PRICE**

# 78'6

PANORAMA "TOURER" (Illustrated)

## How much?

That's 78 shillings and six pence for those who have only lived in the new-money era. This helmet had an English-made fibreglass shell, leather headband (adjustable to all sizes), rubber padding and cork insulation, and it came in three colours: Safety White, Silver-Grey and Black.

## Round the traps

**News** Egypt reopened the Suez canal, the British Medical Research Council published a report linking smoking and lung cancer, and the Pluto Platter got a new name: the Frisbee.  
**Sport** Melbourne beat Essendon to win the VFL, St George beat Manly in the rugby league, Australia won the Davis Cup and Straight Draw won the Melbourne Cup.  
**Music** John Lennon met Paul McCartney and invited him to join his band, the Quarrymen. And Slim Dusty's *A Pub With No Beer* became the first Australian single to go gold.



**"1957 TT SPECIAL"**  
*The Australian Motor Cycle News*  
 (Every Friday Fortnight)  
 Editor — GEORGE LYNN, 11 Haydon Road, Brunswick, Victoria (Telephone: XF 4714)  
 Printed Subscription: 25/- per Year.  
 Volume 5 No. Number 3

**FIRST 100mph LAP ACHIEVED IN IOM SENIOR**  
**Aussies do well again**  
 Once again Australian riders were outstanding in the IOM TT race. In the Senior TT race last Friday — run over 8 laps (instead of 7 as in previous years) their results were—  
 1st—Bob Brown (Gibson) of NSW at 95.81 mph.  
 2nd—Keith Campbell (Guzzo) of Vic. at 93.27 mph.  
 3rd—Roger Barker (Norton) of Vic. at 90.79 mph.  
 Bob Brown gained a TT double with his second 2nd placing in the work and the unique honor for Australia of being awarded "The Visitor's Cup" for the best performance by an overseas rider.

**Bob McIntyre's 101.12 mph Lap**  
 The "Flying Scot" Bob McIntyre (Guzzo) gained the TT double and made history with the first ever 100 mph lap.

**EDITORIAL CONGRATULATIONS TO OUR AUSSIE RIDERS**  
 In the 1957 International TT race the Australian riders were outstanding in all major events. The 2nd and 3rd places in the 125 cc class were won by Eric Dutton, Australia's third fastest rider, who was building 4th position in the Senior TT and Sydney's Dick Thomson, a private owner, who failed to finish.

**SPORTING CALENDAR**  
 In the 1957 International TT race the Australian riders were outstanding in all major events. The 2nd and 3rd places in the 125 cc class were won by Eric Dutton, Australia's third fastest rider, who was building 4th position in the Senior TT and Sydney's Dick Thomson, a private owner, who failed to finish.

**1957 SENIOR TT (8 Laps)**  
 1—Bob McIntyre (Gibson) 101.12 mph.  
 2—John Norton (Norton) 100.00 mph.  
 3—Dick Thomson (Norton) 98.00 mph.  
 4—Eric Dutton (Guzzo) 95.81 mph.  
 5—Keith Campbell (Guzzo) 93.27 mph.  
 6—Alan Tait (Norton) 92.00 mph.  
 7—Peter Murray (Norton) 90.79 mph.  
 8—Roger Barker (Norton) 88.00 mph.  
 9—Johnnie Dore (Guzzo) 85.00 mph.  
 10—Johnnie Dore (Guzzo) 82.00 mph.  
 11—Johnnie Dore (Guzzo) 80.00 mph.  
 12—Johnnie Dore (Guzzo) 78.00 mph.  
 13—Johnnie Dore (Guzzo) 76.00 mph.  
 14—Johnnie Dore (Guzzo) 74.00 mph.  
 15—Johnnie Dore (Guzzo) 72.00 mph.  
 16—Johnnie Dore (Guzzo) 70.00 mph.  
 17—Johnnie Dore (Guzzo) 68.00 mph.  
 18—Johnnie Dore (Guzzo) 66.00 mph.  
 19—Johnnie Dore (Guzzo) 64.00 mph.  
 20—Johnnie Dore (Guzzo) 62.00 mph.

AMCN Vol 7 No 2  
 8 pages, 9d  
**On sale**  
**14-27 June 1957**  
 Editor: George Lynn

**COVER**  
 Ever wondered where AMCN got the nickname the Green Horror? Back in the day it was printed on cheap green-tinged paper. But never mind the paperstock, check out the news: all the action from the IOM TT where the Flying Scot Bob McIntyre cracked the first 100mph lap!



"This is a fabulous island where motorcyclists are not idiots as at home but national heroes instead"

Roger Barker, member of the Aussie TT team, who died later that year, racing in East Germany



## ERA AD

There are still various motorcycle showrooms on Elizabeth Street Melbourne, but it's nothing compared to 1957 — Cottmans was one of many.



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 (1958 Australian TT Representative for the B&S)  
 Brunswick Dealer for AJS, BSA, TRIUMPH, ARIEL, MATCHLESS, NORTON and ROYAL ENFIELD

# News

Back in 1957, before the advent of the Interweb or Foxsports, sports fans got their news in print. The front pages in this issue were filled with the results from the IoM TT.

The race was celebrating its golden jubilee – 50 years young – and racers marked the occasion by breaking speed records in all five races: the Senior, the Junior, 250cc, 125cc and Sidecars. Bob McIntyre came in first on his Gilera in both the Senior and Junior TTs. John Surtees came in second in the Senior TT on an MV Agusta, and Aussie Bob Brown was third.

# Feature

KEN KAVANAGH

To coincide with the 50th running of the IoM TT, we published Ken Kavanagh's first-hand account of winning the 1956 Junior TT.

The challenges he faced included a newly designed cylinder head on his Guzzi, only tested for one evening before heading to the TT; just two laps of practice before the race; a savage hailstorm mid-race; and an over-active chain-oiler that also lubricated the tyres, leading to an alarming slide at around 130mph.

But he stayed on board. Early leader Bill Lomas broke down, and Kavanagh pushed madly to reel in John Surtees. After six years and 13 races it was his first TT win, and a first for Australia.



Ken Kavanagh (Guzzi) on his way to win the 1956 Junior TT (Photo. "The Motor Cycle")

### 50 YEARS OF TT RACING

A man who was a mechanic in the first TT race in the IoM in 1907, was there to see the 50th anniversary of the race. He is 75-year-old Bert Colver, of London, who is still at work at Associated Motor Cycles, Plumstead, where the AJS and Matchless machines are made. Bert Colver was one of the first apprentices in the firm of R. and C. Collier, the two gentlemen who rode to success in the first TT series and was mechanic to the Colliers when they built the Matchless and rode it on the Island.

**NO MONEY!** Mr. Colver recalls that motorcycle racing never brought any money to a rider, only glory, so that expenses had to be met by the rider himself.

His method was simple, he would take a motorcycle and a pedal cycle to the first meeting, and being a bit of a champion on the pedal cycle, used his earnings to pay for petrol complete in the power seats.

### LATE TT PRACTICE IN IoM

Dear George—Arrived on this afternoon's boat, and immediately went to Lanes Bank to watch the evening practice (1st period). Could not get any time, but Hattie (senior) mounted up in fastest lap. Practice was full of events.

Jack Brett (1900) had a somewhat more trouble and it tossed him off at the approach to Quarter Bridge. He was OK and returned to job and practised on 350. Eric Hinton only did half a lap before streamlining came off. Harry Hinton after doing 2 steady laps crashed at May Hill, just further up where Alan Burt (1900) did several years back. He is in Ramsey hospital and has fractured a small bone in his shoulder.

Bob Brown's Gilera had only just arrived so Dick Thompson lent him his Matchless to do a couple of laps while Dick stimulated consistently on his AJS.

Roger Barker and Keith Bryen put in two laps apiece and Higgs is really (I quote him) "aw-inspired" by the event, particularly Bray Hill.—J. ROCK.

**Let's Roll!**—In one country in the world at least motor cycle racing takes second place. The recent Spanish Grand Prix at Barcelona, started at 8 am but ended promptly at 3 pm. Reason—to give the crowds time to get to the BULL fights!

### STANLEY WOODS (10 TT WINS) RIDES AGAIN!

Veteran of TT races in the IoM, Stanley Woods, at over 50 years of age, and winner of TT races—one of the greatest racing men ever—rode a 350 Moto-Guzzi as a novice rider in practice on Monday, May 27. Stanley put in two laps, the second at 28.22 (79.82 mph). Observation at Bray Hill showed that the veteran had lost little of his old skill, but it was all so different when he last rode (and won) in 1930! he said Stanley Woods, of course, does not intend to race at all.



Victoria's Roger Barker (Hinton) in his first last year, finished 10th in the Senior, but retired in the Junior.

# Sport

➔ The boys from Down Under had a good TT, with Bob Brown (third) and Keith Campbell (fifth) racing well in the Senior TT. In the Junior race too, Keith Campbell (second), Bob Brown (third) and Eric Hinton (fifth) also did us proud.

➔ In the other classes, Bob McIntyre did the double by winning the Junior (350cc) TT on a Gilera, Cecyl Sanford won the 250cc TT on a Mondial, and Tarquinio Provino took out the 125cc race, also on a Mondial.

➔ Great Britain announced it would boycott the ISDT, since it was being held in Czechoslovakia, where British motorcycles could not be sold.



**Ken Kavanagh: "To me it was rather an anti-climax. My greatest ambition was fulfilled, and it didn't seem worth the trouble. I guess I've had too much experience with the tragic side of racing"**

### Championship standings after 2 of 6 rounds

500cc	Bob McIntyre
350cc	Libero Liberati
250cc	Cecyl Sanford
125cc	Tarquinio Provini

## PICS OF THE ISSUE: When illustrations still ruled the page!



1. Back in the age of decent manners, a motorcyclist and driver demonstrate the respective signals for "#@!& you my good fellow".
2. Want to catch all the action from the TT? Less than two weeks after the race you could see photos airmailed from the UK at a special film night. And free!
3. Prizes to be won at the Darley Road Races – that's about \$7500 in today's money, decent for a club meeting!



Next issue we take a look at two seriously smooth Bavarian roadsters, BMW's 1974 R75/6 and the new generation 2015 BMW R1200R. They may be from completely different eras, but the brief was the same – mile crunching in reliable comfort.

## Head to head



### 2001 HONDA CR500R

The CR500R is widely known as the "Ping-King" of dirt bikes due to its racing pedigree and insane power delivery. HRC initially developed the RC500 in 1976 for factory racers, but its success spawned the CR450R which was then released to the public in 1981. This model received a capacity increase the following year to 480cc, and evolved into the CR500R that rocked on from 1984 until 2001.

#### What it's got

The CRF450R is powered by a liquid-cooled, four-stroke 449.7cc, 4-valve, single cylinder engine with a SOHC and Keihin PGM-FI. Power runs through a five-speed constant mesh gearbox. The front suspension is a Kayaba 48mm PSF2 telescopic USD fork with adjustable compression and rebound and 310mm of travel. The rear has a Pro-Link Kayaba monoshock with 315mm of travel. Braking is handled by twin 260mm discs on the front wheel, clamped by dual-piston calipers. The single 240mm disc at the rear is clamped by a single-piston caliper. The fuel tank holds 6.4 litres.

#### Geometry

Frame: Alloy frame and subframe. Rake: 27.4°. Trail: 116mm. Wheelbase: 1490mm. Seat height: 952mm. Weight: 106.4kg (dry). Wheels: S/S spokes (21-inch front and 19-inch rear).

#### Performance

Power: 48.2kW @ 6000rpm  
Torque: 75.5Nm @ 6000rpm  
Compression Ratio: 6.8:1  
Bore and stroke: 89mm x 79mm  
Noise: Ding-da-ding-da-ding-ding-ding

#### Price

\$9190 (+ ORC in 2001)

## Why these two?

Honda's 2001 CR500R was the most gnarly 2-stroke dirt weapon ever produced. So we naturally stuck it up against its modern day 4-stroke equivalent.

#### Did you know?



CR500R engine seizures occur without warning when the oil to fuel or fuel to oil ratio is too lean, however the CRF450R comes with a handy self-diagnostic test on start up to notify the rider of any engine issues.



Got something you'd like us to compare?

Let us know by emailing [amcn@amcn.com.au](mailto:amcn@amcn.com.au) and we'll do the rest!

### 2015 HONDA CRF450R

Since the introduction of the 4-stroke CRF450R in 2002, Honda has focused on providing a lightweight package that is balanced enough to keep up with the Yamahas on track. The model was revamped in 2005, and again following the introduction of fuel injection in 2009. In 2013 it was redesigned and restyled and became a hit with amateur racers everywhere.

#### What it's got

The CR500R is powered by a liquid-cooled, two-stroke 491.4cc, piston-port, reed valve, single cylinder engine with a Keihin 38mm flat-slide carburetor. Power runs through a five-speed constant mesh gearbox. The front suspension is a Kayaba 46mm telescopic USD fork with adjustable compression and rebound and 310mm of travel. The rear has a Pro-Link Kayaba monoshock with 320mm of travel. Braking is by twin 240mm discs on the front wheel, and dual-piston calipers. The single 220mm disc at the rear is clamped by a single-piston caliper. Fuel tank holds 9 litres.

#### Geometry

Frame: Steel frame/sub-frame. Rake: 27.8°. Trail: 114mm. Wheelbase: 1488mm. Seat height: 937mm. Weight: 101.2kg (dry). Wheels: S/S spokes (21-inch front and 18-inch rear).

#### Performance

Power: 39.5kW @ 9000rpm  
Torque: 48Nm @ 7000rpm  
Compression Ratio: 12.5:1  
Bore and stroke: 96mm x 62.1mm  
Noise: Braaaaaaappppp

\$10,499 (+ ORC)

#### Price



# THE LEGEND HAS --- RETURNED



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**Kawasaki**



*Ninja*  
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Include your full name and address, via letter or email. Long letters will be cut to fit, so keep 'em short and to the point. Oh, and the views expressed by readers here are not necessarily those of the editor

### Letter of the issue

## The price of hapiness

I agreed with your verdict that the BMW S1000XR is the bike of the year – so much so I have one in my shed. As a long-time sportsbike rider I have been looking for a bike that's exciting, has all the new technology, and can cope with long rides on our Australian roads. The nakedbikes tempted me, but they're not much much better at long rides and bumpy roads. So too did adventure sportsbikes – I test rode quite a few, but most were practical and a bit dull. So after reading the great reviews I went off to BMW for a look at

Our favourite for 2015 - what's your verdict?



the XR. Even the price looked good. The sales guy got me straight out for a test ride and I can see why. One ride and I had to have it. Think of a big dirtbike with full sportsbike tech handling and addictive full-on power.

Now here's my only

criticism. The price that BMW and you guys are printing is for the bike without most of the good stuff (which I don't think you can even buy in Australia), and you can't live without the electronic suspension, cruise control, heated grips and most of all

the up and down quickshifter (I feel like I'm on a racebike, brilliant). Good job my wife's understanding.

So can you give the price as tested as about 5k more than you show in the MOTY to avoid disappointment and maybe divorce?

But with that in mind go and ride one and most of you will agree as well.

Mick Owen  
Via email

*Hi Mick. You're right about it being a little confusing – BMW Motorrad generally lists the base price for its bikes, but often the "base" version is not available in Australia. In AMCN's tests we do highlight the optional extras and costs, but our advice is to always confirm prices directly with the dealers. Glad you like the bike! Chris*

## ➔ Maybe the dealer had sneaked the bike onto rain mode before handing it over ... the lower-end punch seemed missing in action

### MOTY disagreement

Your parting shot in MOTY: "If you don't believe it, you haven't tried it."

I tried it. Being the rider of an 1190 Adventure I was keen to ride the S1000XR so I took one for a test ride. To say I was nonplussed was about right. Yet I am not a one-eyed single-brand type of rider so can see the good in most bikes. Whenever you test ride a new bike it's generally the motor that you want to discover first, then

you fit the other aspects of a bike, such as weight, ease of use, braking and handling into the equation.

Maybe the dealer had sneaked the bike onto rain mode before handing it over, I don't know for sure, but what I do know was that the lower-end punch seemed missing in action. While the motor exuded a solid feeling, I couldn't escape from the ever-present engine vibes, overly stiff gear lever action,

heavier clutch lever action (compared to even BMW's own new R1200GS) and unimpressive quickshifter action that cut the revs for too long on every up-change so that my passenger rocked back and forth like a drunken sailor on the back.

Maybe my impressions would alter if I had the chance to test ride the BMW again, early Sunday morning out on my favourite stretch of road and away from suburban traffic. If the

motor had blown me away I might have overlooked the little sins, so if the dealer had in fact pulled the dastardly trick of allowing me to set off on a mode with less than full power I can royally say, we were not impressed! It was nice to jump back on the KTM for the ride home.

Piers Davidson  
Via email

*I'd be keen to hear from you again after another test ride Piers. Chris*



## NOW EVEN MORE PLACES TO READ AMCN

### Your say

#### Blame the rider, not the ride!

To quote an oft seen motif, "Ride what you love, love what you ride". Mr Korsman (Access Vol 65 No 11) has obviously never ridden a Canam Spyder. He displays a complete ignorance of just about everything about them, except that they have three wheels. I've ridden my share of cruisers, sportsbikes, sports-tourers and even scooters. Over that time I've seen plenty of examples of poor and dangerous riding, but none of that poor riding is the fault of the bike or trike. I've owned two Spyderys, an RSS and currently an F3S. They are stable, fast, safe, fun, and yes, different. Like any new motorcycle, they take time to get used to, and like any motorcycle, ZX10's included, they have pros and cons. I have bikes and a trike in my garage and I'll take the Spyder every time given the chance. Trouble is my significant other seems to get first dibs most of the time. The point is, poor riding is a reflection on the rider, not the bike/quad/trike/scooter or whatever your preference is. Perhaps Mr Korsman needs to spend a little more time enjoying

his own bike while leaving others to enjoy theirs.

Graeme Garlick  
Via email

#### Rossi saga rolls on

As a long-time reader and subscriber I am bemused by the amount of readers and fans who cannot face the fact that Rossi has not been able to run with the new GP riders for some time. Here are some stats: Rossi vs Márquez 2013 season, Rossi one win Márquez six; 2014 season, Rossi one win, Márquez 13; 2015 season, Rossi four wins, Márquez five. From 2008 to 2015, Lorenzo has 39 wins, Rossi 24. Casey Stoner's career from 2006 to 2012, 38 wins to Rossi's 26. This shows that in the last seven years Rossi has not even been close to beating these top riders. Sure the guy was competitive for years and a great champion, but imagine if Mick Doohan was still riding today – he wouldn't be competitive. Just enjoy the new MotoGP champions coming through and realise that all champions eventually will be beaten by youth.

Steve Northam  
Forster, NSW

*You know what they say, Steve, there are lies, damned lies, and*

#### Young gun

I may be only 18 weeks old but Pop said if I study hard I can ride his highly modified Honda VFR1200. Cheers Pop.

Steve Mack  
Via email



➔ I am bemused by the amount of readers and fans who cannot face the fact that Rossi has not been able to run with the new GP riders for some time

#### Instagram

@robhartnett  
Barry Smith is a multiple world and national champion and winner at the Isle of Man TT. Barry did it all overseas before all the major TV coverage and MotoGP that we know today.



@ebr\_rider  
Great day at the track!

@thekarlos40 Getting the 'jobs done' signal, from @tommydoubleyou



*statistics. But seriously, I think most fans love Rossi because he is passionate about racing. I'm sure he doesn't need the money. He'll be back in 2016 and once again there will be much younger riders wishing they had the same pace as the old bloke! Chris*

### Season of the century

Johno from Cairns hit the nail right on the head regarding Mr Valentino Rossi (Vol 65 No 10). The only thing I would add is that no matter what happens, Rossi's fans think he can do no wrong. The only thing I agree with is that he is the greatest of all time.

2015 was the best season this century. It also clearly proved if you are not on a factory Yamaha or Honda forget about winning the championship. 2016 should be a cracker, Rossi thinking he was ripped off for his 10th world title, Jorge to defend his title, Marc to claim back his title, and Dani trying for his first MotoGP title and not forgetting new bikes, new rules, new contracts and retirement. Bring on 2016.

Charlie Zammit  
Upper Colo, NSW

*I think we all agree Charlie. Say what you like about the 2015 season, but it certainly got people talking about the sport. Even people with only a passing interest had an opinion. The more of that we have the better. Chris*

### Motorcycle mateship

Dear Sir or Madam,  
Just wanted to thank Sam

Maclachlan for an excellent article, about Bike Bullies in the present issue (Vol 65 No 11). When the last Great War started in 1940, the Defence Department confiscated every civilian bike that was suitable for our troops. Motorbikes were a rarity during war, and were a prized possession afterwards when the English bikes became available again. For many years after that there was a comradeship that all bikers enjoyed. Our group (the first in Brisbane) consisted of all brands from a Brough Superior (yes, Sandy McCray) right down to a young guy on a Coventry Eagle.

We quite often swapped rides just to feel the difference in the riding geometry of the bikes. Speed was not an issue at all, just enjoyment of the different riding experiences.

I once got a puncture in a small town on my way to Sydney on my Speed Twin, and in no time I had another three biking locals at my side to give me a hand. It did not matter where you went, the spirit of mateship came first and foremost. What an awful shame that that spirit of friendship does not exist today.

A wonderful article Sam, you bring back many memories.

David Griffiths  
Via email

### Speak up!

I had the pleasure of again having my concerns about NSW road safety heard and addressed, simply because I took the time to write an email to someone.

As a regular Putty Road rider I was concerned that a

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# access

## Your say

shiny black paint had been applied to old lines running along and diagonally across a sweeping corner near Putty which I considered a wet weather hazard, and wrote to the roads authority through its online portal (<https://secure.rms.nsw.gov.au/contact-us/>). Within days I received a personal acknowledgement and within weeks advice that the lines had been completely removed.

I'd urge all riders to write to your respective road authority – and your local MP – about your concerns. You have a voice and you

should use it. It can get results.

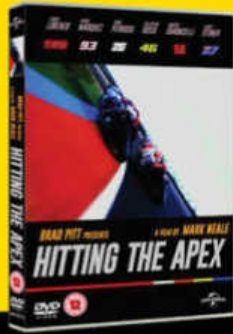
Paul Ainsworth  
Seaforth, NSW

*Good work, Paul. Too often these days people take to social media to vent their frustrations rather than looking into the best avenues to have an issue rectified. Don't get me wrong, I enjoy a good Facebook rant as much as the next person, however, the only thing a Facebook rant will get give you is an opportunity to get something off your chest.*

## Giz a squiz and win!

**Congratulations** Dale, as this issue's Giz a Squiz winner you've won a copy of the *Hitting the Apex* DVD. *Hitting the Apex* is available now on DVD & Digital.

**To be in the running for a Hitting the Apex DVD send an image and details about your two-wheeled pride and joy to [access@amcn.com.au](mailto:access@amcn.com.au)**



### Giz a squiz

**Rider** Dale Shallcross  
**Bike** 2014 Aprilia RSV4 R  
**He says** It's my daily ride and nothing beats that V4 sound! Not many mods as only had it since January. Slip on exhaust, down-geared 15T front sprocket, double bubble screen and lots of fun!

**We say** Smart changes Dale – you've gone for useful mods that improve the quality of the ride over bling. Hard to improve on that classic red paint job anyway.



Send us your ride via email, to [access@amcn.com.au](mailto:access@amcn.com.au) or, if you're a carby and points kinda person, pop a pic and relevant info in the post addressed to Readers Rides, 12/20 Edward Street, Oakleigh, Vic, 3166.

## Facebook



### Post of the issue

After our peak hour challenge last issue, we floated the idea on Facebook – these were some of the responses...



Adam Berry and 160 others like this.

Top Comments

80 shares



Write a comment...



**Jerrid Bartle** Tried to think of non riders I know that I could show this too... I don't know any non riders, haven't got time for that kinda negativity haha



**Kym Knight** Challenge....hell, been doing since I got my bike licence at 16, and that's 43 years ago. Only way to ride in traffic.



**Steve Brooks** Thinking of getting back into riding but I must say I'm amazed the same rego con is still going on. Why aren't rego costs based on LAMS bike sizes? Here in NSW the upper limit for the smallest class is 225cc - a ridiculous limit IMO!



**Max Broadway** What Kym said, and of a similar vintage. I'm in Melbourne, and I've noticed a few cars being a bit more polite to me on my bike, but there are a few others who seem intent on deliberately trying to slow me down, filtering having now been brought to their attention! And don't get me started on the bored-motorist mobile phone users...



**Derek J Hanbidge** Gulp, 'challenge' fls I started LF in 1967!! Never had a problem for decades of riding, mostly in Sitnee 'dodgy' traffic. Prepared me well for the 'Pretender Cage Drivers' of Queensland, their 'antics' were way behind Sitnee's maniacs.



**Ricci Williams** I save 27 hours a day doing this. Nobody uses the footpath, madness!! It's traffic free ALL the time....

## Shared snaps

@Don Woodford  
Alan Kempster at the Burt  
Munro Ride Day



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Kawasaki Ninja 300



## ENGINE

**Configuration** Parallel-twin  
**Cylinder head** DOHC, four valves per cylinder  
**Capacity** 296cc  
**Bore/stroke** 62 x 49mm  
**Compression ratio** 10.6:1  
**Cooling** Liquid  
**Fuelling** EFI, 2 x Keihin 32mm throttle bodies  
**Power** 29kW @ 11,000rpm (claimed)  
**Torque** 27Nm @ 10,000rpm (claimed)

## TRANSMISSION

**Type** Six-speed  
**Clutch** Wet, slipper  
**Final drive** Chain

## CHASSIS

**Frame material** Tubular steel  
**Frame layout** Diamond  
**Rake** 27°  
**Trail** 93mm

## SUSPENSION

**Front:** 37mm fork, non-adjustable, 120mm travel  
**Rear:** Monoshock, preload adjustment, 132mm travel

## WHEELS/TYRES

**Wheels** Five Y-spoke cast aluminium  
**Front:** 17 x 2.5 **Rear:** 17 x 4.0  
**Tyres** IRC Road Winner  
**Front:** 110/70-17 (54S)  
**Rear:** 140/70-17 (66S)

## BRAKES

**Front:** 290mm petal disc, two-piston caliper  
**Rear:** 220mm petal disc, two-piston caliper

## DIMENSIONS

**Weight** 174kg (kerb, claimed)  
**Seat height** 785mm  
**Max width** 715mm  
**Max height** 1110mm  
**Wheelbase** 1405mm  
**Fuel capacity** 17L

## PERFORMANCE

**Fuel consumption** 4.32L/100km (measured)  
**Top speed** 155km/h (est)

## CONTACT & SALE INFO

**Testbike** Kawasaki Australia  
**Contact** [www.kawasaki.com.au](http://www.kawasaki.com.au)  
(02) 9684 2585  
**Colour options** Passion Red, Metallic Flat Raw Graystone/ Ebony, Lime Green / Ebony  
**Warranty** 24 months, unlimited km  
**Price** \$6199, Special Edition \$6399 (+ ORC)

## PROS

- Sweet gearbox
- ABS brakes
- Fun at many levels

## CONS

- Average low beam

■ TEST MARY PAVELIC ■ PHOTOGRAPHY CHRIS DOBIE

## Teens are keen

Still the go-to bike for new riders seeking sportsbike thrills

**BACK IN THE** dark ages, when I obtained my motorcycle licence, new riders were restricted to 250cc bikes. Like most, I did my time on a clapped out, uninspiring old dunga before upgrading straight to a first generation Fireblade – yes, the original learner scheme was well thought out.

Fast-forward 20 years and I still enjoy riding, but after taking a look at what today's learner riders have to chose from, I realise my choice of bike has gone full circle. The LAMS segment is now filled with bikes that learner riders will find easy to master, and experienced riders will enjoy.

The king of the kids in the learner market is Kawasaki's Ninja 300. While we see plenty of young lads getting around on them, I was interested to find out if I would get a kick out of riding one.

The tested 2016 Special Edition model was decked out in Raw Graystone with blood-red arrows flowing across the bodywork, however, being big on comfort I was more interested in the shape of the seat, which appeared to possess more padding than some of its contemporaries.

I took the Ninja for an enjoyable spin along some winding country roads and the freeway. I admit the tachometer needle never swept past the straight ahead position all day, yet it delivered all the power I was after, and without the need for excessive dancing on the gearshift. The Ninja 300 delivers an unfussed, normal everyday riding experience,

it's that simple. The steering is light without being overly sharp and the bike requires little effort for a change of direction.

On the freeway it's easy to slip into a comfortable position, leaning on the bars with your knees tucked in. Despite its racy look, the Ninja 300 is more commuter than superbike. But that doesn't mean you can't have sporty fun on it. Its easy-to-ride nature makes it confidence inspiring for beginners and a hoot for more experienced riders, and with a claimed weight of 174kg and ABS it provides plenty of cover should you feel the need to grab a handful of front brake mid-corner. It's what this bike is all about: sporty, but with enough in reserve to give a learner margin for error.

The suspension is soft but comfortable; it's not race spec, so you don't arrive at your destinations exhausted. Scanning the specifications sheet I discovered Kawasaki has fitted a slipper-clutch, which is probably a little OTT for someone like me, so my winning vote went to the fold-in mirrors which can be quickly pulled back and forth for easy lane filtering.

After riding the Ninja 300 I have a better appreciation of why it's such a hit with the younger male generation. Now that I'm noticing them, I'll be expecting to see more females out and about on one. For \$6199 (\$6399 for the special edition) it's a neat little package that will hold its resale value.

"All the power I was after, without excessive dancing on the gearshift"



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<b>ENGINE</b>
<b>Configuration</b> V-twin
<b>Cylinder head</b> DOHC, four valves per cylinder
<b>Capacity</b> 1133cc
<b>Bore/stroke</b> 98 x 111.1mm
<b>Compression ratio</b> 9.5:1
<b>Cooling</b> Liquid
<b>Fueling</b> Closed Loop EFI
<b>Power</b> 74kW@8100rpm
<b>Torque</b> 97Nm@5900rpm (claimed)
<b>TRANSMISSION</b>
<b>Type</b> Six-speed
<b>Clutch</b> Wet
<b>Final drive</b> Belt
<b>CHASSIS</b>
<b>Frame material</b> Forged cast aluminium
<b>Frame layout</b> Spine
<b>Rake</b> 29°
<b>Trail</b> 119mm
<b>SUSPENSION</b>
<b>Front:</b> 41mm fork, 119mm travel
<b>Rear:</b> Dual shocks, preload adjustable, 76mm travel
<b>WHEELS/TYRES</b>
<b>Wheels</b> Chrome aluminium laced
<b>Front:</b> 16 x 3.5 <b>Rear:</b> 16 x 3.5
<b>Tyres</b> Indian K673 130/90B16 150/80B16
<b>BRAKES</b>
<b>Front:</b> Single 298mm disc, two-piston caliper
<b>Rear:</b> Single 298mm disc, single-piston caliper
<b>Control:</b> ABS
<b>DIMENSIONS</b>
<b>Weight</b> 253kg (wet, claimed)
<b>Seat height</b> 635mm
<b>Max width</b> 880mm
<b>Max height</b> 1207mm
<b>Wheelbase</b> 1562mm
<b>Fuel capacity</b> 17L
<b>PERFORMANCE</b>
<b>Fuel consumption</b> 4.9L/100km (measured)
<b>Top speed</b> 200km/h (est)
<b>CONTACT &amp; SALE INFO</b>
<b>Testbike</b> Indian Motorcycles Australia
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■ TEST RALPH LEAVSEY-MOASE ■ PHOTOGRAPHY CHRIS DOBIE

## Scouting party

Indian Chiefs, Chieftains and Scouts in the Wild West

**THE DESIGNATION OF SCOUT BRINGS BACK** a revered name for the re-invented Indian brand. It's represented a cornerstone since the first Scout rolled off the line way back in October of 1919. But where does the latest incarnation of the famous badge fit in the urban landscape of 2015?

Well, it's certainly stylish with its modern retro theme, hitting the style marker pretty well. Think "street appeal" here.

The Scout is also mechanically engaging. In days of yore that term could read as just bloody hard work. Not so in this case. It's about things like the gearchange – precise, leaving little doubt as to its status. The engine likewise speaks of cool rushes of understated power.

Every facet falls somewhere between overbuilt and overtly functional. To put it simply, Indian doesn't bother with subtlety. Right through the range, its physics are in your face.

The roll-on through to 5000rpm is impressive, partly because the relative heft of 244kg doesn't match the road-feel. The Scout holds its own among most other cruisers and appears to be battling well above what you'd expect from a 1133cc.

Unexpectedly, the Scout has a lurking guttural roar that cruisers rarely emit and it's an easy bike to milk for nice bottom-end power.

The rush to and beyond 7000rpm made my day,

although annoying vibes did become evident above 5000rpm. If you can hang on tight enough and deal with the windblast you will eat most air-cooled customs for breakfast.

The only thing soft in the whole package is the seat, and for that you'll be eternally grateful due to the limited travel on offer.

When it comes to handling, the Chief is a stable road-holder. In fact, it's precise when most cruisers are pretty spongy. This little Indian sits around the middle of the stiffness range.

The dash holds a neat digital tacho along with tripmeters and battery output and coolant temps. My ride was the antithesis of the new flavour of the month: the techno American style.

In a market hungry for performance cruisers, there is room for Indian to tempt buyers who want cool, retro power and the ability to bling the thing to buggery – and who doesn't like the idea of a city motorcycle that likes a fang, while retaining the ability to devour reasonably lengthy saddle periods? Note that I said "reasonably". You ain't sitting on the Scout all day.

Is it only me that can't wait for Indian to develop a 500cc version to take on the Harley's best-selling Street? After the Indian Chief, Scout and Chieftain it must be time for a Squaw, that will suit the huge potential of the LAMS market.

"Unexpectedly, the Scout has a lurking guttural roar"

### PROS

- Responsive power
- Retro-modern looks
- Low and light

### CONS

- Feeble horn
- Tear-drop mirrors
- barely 200km range

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# The fastest man across Australia

There's no doubt about it – Aussie Scott Britnell can ride rougher for longer.

**SURE, ROCKY ROBINSON** may have flashed across Bonneville Salt Flats at over 600km/h. However, all he had to do was hang on to his bike for less time than it takes to down a beer. And Rusty Vaughn may well have covered over 3000km in 24 hours. But he was on auto pilot: round and round and round the smooth, banked Continental Tyre Test Track.

But here in the land down under, where women glow and men plunder, 40-year-old iron man Scott Britnell rode a 200kg plus beastie from Birdsville (Qld) to Mount Dare (SA) in less than nine hours. And that was a day after riding from Cape Byron (NSW) to Birdsville in 19 hours. Then, the day after the Simpson crossing, he rode the 820 very lonely kilometres along the old Gunbarrel Highway before hooking north around the Freycinet Estuary (WA).

Three monumental days – Cape Byron to Steep Point in 72 hours and 10 minutes. “I like the isolation” said Britnell “It adds to the dynamic.” We’re not sure exactly what dynamic he’s referring to, but riding the QAA line across Big Red after dark with a bung headlight sounds very dynamic to us.

Having slashed over 20 hours off the previous east-west transcontinental record,



The giz-a-ride gang welcomes Britnell in Billiluna

Britnell turned around to ride back to Byron Bay. He completed the 11,000km double crossing of Australia in little more than a week.

Then, for a reprise, he took on the longest, most isolated track on the face of the earth: the Canning Stock Route (CSR). Almost 800km of great amounts of bugger all except sand dunes, spinifex and saltpans, with but a single remote Aboriginal community along the way. In a region where rain is a rarity, a huge dump saw Britnell riding in axle-deep floodwaters for over 200km, the extra lighting he’d installed after his transcontinental crossing proving absolutely useless

in the downpour. Then it got dark, and the geographical challenges became almost insurmountable.

On reaching his resupply dump at dawn he found his water supply contaminated by fuel. He also detected signs of hypothermia and knew he may never draw another breath if he let fatigue get the better of him. Pressing on he reached the Kunawarritji store and had his first proper meal in almost two days: a microwaved pie and a hot coffee. By then he knew he’d won. He’d be riding directly into the sun but at least the

sun was shining. It was still a rough bush track, but a track well defined by community traffic, all the way to Billiluna.

“It’s an undertaking that has pushed me to new limits,” he said, “72 hours clean across the country has nothing to match the challenge of the CSR. A hell of a ride.” There not being any record, Britnell has now

set one at 48 hours. It’s a record that’s unlikely to be challenged as most veteran adventure riders reckon five days is a tough ask.

Britnell now has his eye on multiple non-stop crossings of the Simpson Desert, but these are no acts of indiscriminate masochism. He has a plan...

Like many of our elite dirtshifters he wants to ride the Dakar. Problem is that after a life defending democracy in the Australian Defence Force, where (if you get my drift) he became highly acclimatised to dangerous, inhospitable conditions, Britnell has no competition CV and he’s hoping that by achieving some highly improbable feats his Dakar entry will be accepted for 2017. Getting the coin together is his next impossible challenge.



**A huge dump saw Britnell riding in axle-deep floodwaters for over 200km**

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# Battle sharp

Bristling with WSBK-inspired technology, the 2016 Kawasaki Ninja ZX-10R promises to be as ferocious a competitor as its all-conquering predecessor





■ TEST **STEVE MARTIN** ■ INTERVIEWS **STEVE MARTIN & OSCAR KORNYEI**  
■ PHOTOGRAPHY **KEITH MUIR, OSCAR KORNYEI & KAWASAKI**

**K**awasaki enjoyed a very special year in 2013, the Japanese manufacturing giant managing a feat it had only achieved once before in its long history of four-stroke racing motorcycles: it finally won the Superbike World Championship. Tom Sykes' WSBK title was the first for Kawasaki since Scott Russell beat an army of Ducatis on his factory ZXR750 in 1993.

Sykes had come ever so close in 2012, finally missing out by half a point to Aprilia's Roman Emperor Max Biaggi. However, his second place finish in what was his debut year sounded a warning to the competition of things to come. There was another second place in 2014, and then this year the fairy tale continued for Kawasaki as new recruit Jonathan Rea decimated the field on the 2015 version of the bike – essentially the same machine released four years before. On top of the successes at world level, the current Ninja has also become a popular trackday bike, roadbike, and even managed to win the 2015 Australian Superbike

Championship in the hands of Mike Jones. In its current form, the Kawasaki streetbike is pretty damn competitive and is still ticking all the right boxes.

Well mostly. There are a few shortcomings, like a lack of ride-by-wire, and a chassis that handles well but not quite as sweetly as some of the competition. And yet with all the success, why would Kawasaki build a completely new model? Considering that a normal run length nowadays ranges anywhere from five to six years (eight in the case of Honda's CBR1000RR), it's surely too soon at four years for a total redesign. Instead, Kawasaki is taking its ZX-10R supersport and superbike racing at the world level very seriously, and feeding the lessons learnt into the production model – and that's good for us, the consumers.

Which brings us to the launch of the 2016 ZX-10R Ninja. Wakefield Park near Goulburn, NSW, was the setting for the event – a tight and bumpy circuit with a very short lap. It's the kind of track that normally would be a lot of fun on a 600 or something smaller; bigger bikes are



## You could race in the ASBK with these brakes as they are and not change a thing

usually a handful as there is no straight to speak of and lots of hard braking. It was a brave move by Kawasaki Australia to even consider launching the ZX-10R here as it would have been easy for all the journalists to give it a bad rap if it was a beast.

I was pumped to see the machines in the KRT colour scheme sitting in pitlane in the morning. I had read all the model's press blurb and had even ridden a superstock 2015 model earlier in the year, so I was interested in many aspects of this new bike. After the usual run-down speech and sign-on we were given four 15-minute sessions around the tight circuit. Sitting on the bike for the first time I felt comfortable, with all the levers falling to hand easily. Looking forwards, it seemed strange that Kawasaki didn't use the latest Thin Film Technology (TFT) dash as fitted to the new Yamaha and Panigale, but to be fair, the dash is large and the tach (the main point of interest on these superbikes) was actually easier to read than on a bike fitted with a TFT dash.

Heading out on track, the first thing that impressed me was the front fork. Showa and Kawasaki have been collaborating for years now and the 2015 Balance Free Front fork really does work like a factory superbike item. The feel and feedback was very high quality, just as you would expect on a champion racebike. I was especially impressed as this circuit is notorious for bumps and dips that can

cause suspension chaos. The rear shock is smaller and lighter than last year's, but it works well backing up the factory feel provided by the fork.

Initially I felt the rear shock was a bit soft and needed to be stiffened up. Normally the solution would be to add some preload, but due to time restrictions we added a couple of clicks of compression for my next outing. I was really impressed with the change. Two clicks improved the situation dramatically and gave me new respect for the suspenders on this bike.

The other big news this year is the fitment of the ride-by-wire system, which opens the door to a bevy of extra gadgets to play with. Kawasaki has used a Mitsubishi ECU loaded with software developed in house as the brains behind the brawn. And it does its job well – the throttle connection from hand to butterfly was near the best I have felt on a standard motorcycle equipped with ride-by-wire. In a world of completely adjustable motorcycles I would have given a little more response on full lean angle on the first touch of the throttle, but I'm being ultra-critical here.

The ride-by-wire also helps adjust engine braking by matching wheel speed to road speed under deceleration. This definitely works and can be infinitely adjusted when you buy the ECU from the race kit. Mere mortals will be happy with the

Expect to see the new model Ninja on the track when domestic racing action kicks off next year





standard set-up though, which simply gives a choice of on or off. For the tight, low-speed Wakefield Park circuit I turned it off to allow a bit more engine braking to pull me into the tight corners.

Kawasaki claims the new Ninja has more power than last year's – an impressive 154kW with ram-air assistance. It was hard to truly judge the speed of the ZX-10R on the day due to the size of the track, but it is certainly an easy power to use and that normally means fast. There are three power modes (60, 80 or 100 per cent) which could be useful on the road or in rainy conditions. Wheelie control has also been massively improved compared to the old model and works as well as I've experienced on any superbike in the past – no wheelies, just pure acceleration allowing the rider to concentrate more on racing rather than controlling the bike.

The traction control is also top notch. Unlike other systems that work to preset targets fed into the computer at the factory, this Kawasaki-developed system automatically adjusts to tyre wear and size, and track grip levels. It's like having a factory system with a couple of technicians on board changing the settings corner by corner, just like WSBK.

We rode the non-ABS model so I can't comment on that aspect, but the stoppers are sensational. You could race in the Australian Superbike Championships with these brakes as they are and

not change a thing. On the front the lever feel gives the rider confidence, and thanks to the quality of the system provides excellent stability. Once I set my lever position I didn't need to adjust it again for the remainder of the test. The rear was just as good. It was very easy to avoid the back locking up, my major bugbear when it comes to rear brakes.

All of the above is great, but probably the most important aspect of any bike is its chassis. It's all new this year and has been changed to improve bump absorption and weight positioning. I have to say that it's a big step up from last year, making the new bike feel like a 600 in its handling. This was really bought to the fore by the tight nature of the circuit – it gave me the confidence to place the bike where I wanted without worrying about the consequences. The other major attribute of the 2016 Ninja is its stability. The bike maintained its composure on new and old tyres, even when my body positioning was wrong.

After my four sessions on the 2016 Ninja I gained a new respect for ZX-10R creator Yoshimoto Matsuda, and his development team. This new bike is a massive improvement on a machine that was already a multi-championship winner. It certainly won't take much to turn it into a very fast trackday bike straight off the showroom floor ... perhaps just a set of tyres.

# The Ninja's new weapons

## 1 Chassis

The steering head has been moved rearward in the steering stock, putting more weight on the front wheel as the modified factory frame was in 2014. The headstock and swingarm pivot is adjustable with collars available in the race kit.

## 2 Bosch IMU

It may be small but this little black box takes the ZX-10R to the next level in electronic control. Essentially, the Inertial Measurement Unit (IMU) can calculate bike position in three dimensions and send the information to the ECU so the correct engine management options can be delivered.

## 3 Öhlins electronic steering damper

Varies stiffness and self-adjusts depending on acceleration force,

deceleration force and road speed.

## 4 High-visibility instrumentation

LED Instruments have a light sensor to automatically adjust the light level brightness.

## 5 KQS

### (Kawasaki Quick Shift)

Allows full-throttle clutchless upshifts by ignition cut from the load sensor attached to the gearlever.

## 6 New upper cowl

A larger face takes wind pressure from the rider and increases aerodynamics, comfort and speed.

## 7 Showa Balance Free Front fork

The Showa BFF fork makes its world debut on the ZX-10R. It

allows more controlled rebound and compression damping while keeping a more constant internal pressure, which also reduces cavitating of the oil.

## 8 Brembo M50 calipers

The braking system is second to none this year, with the Monobloc M50 calipers mated to massive 330mm discs, a Brembo radial master cylinder, and braided lines to top the package off.

## 9 Kawasaki engine brake control

Making use of the new electronic butterflies, engine braking back torque is adjustable and much more refined in the 2016 model.

## 10 Choice of three power modes

Gives you the option of full power (100 per cent), middle power (80 per cent) or low power (a scant 60 per cent).

## The Showa BFF makes its world debut on the ZX-10R



### 11 Electronic Throttle Valve (ETV)

Has to be close to the most important change for 2016. It allows all other functions to work properly including the tricky Bosch IMU. You can't feel them while you ride but those butterflies hardly ever follow the trace of the twist grip.

### 12 New titanium pipe

The trick to this new system is that the headers are very close

to a race system, meaning that a slip-on muffler is all that has to be added instead of the usual full race system in most cases.

### 13 Swingarm

It's 15.8mm longer and has a changed rigidity to give more feel to the rider in braking, acceleration and change of direction.

### 14 Engine

Highly modified from 2015 with a

lighter crank, new shorter pistons, bigger inlet valves, straighter polished ports, lighter chrome-moly camshafts and increased water jacket size the notable improvements.

### 15 Sport Kawasaki Traction Control (S KTRC)

With five levels of adjustment and using inputs from the IMU and ETV, finally the ZX-10R has a traction control system rivalling the best in class.

### 16 Showa BFRC (Balance Free Rear Chamber) rear shock

Lighter and more compact than the previous model with improved performance and feel.

### 15 Kawasaki Launch Control Mode (KLCM)

The IMU and the electronic throttle valve work in unison to measure front wheel lift and torque values, adjusting the power delivery accordingly for the perfect launch.



# Meet the maker

**THINGS WERE LOOKING** dire for Kawasaki at the end of 2008. Having been involved in MotoGP since 2003, the numbers just weren't adding up. KHI was spending a reported \$40 million a year on its GP effort, and with a global financial crisis looming the decision was made to pull out, effective immediately. That left riders John Hopkins and Marco Melandri in a quandary for the '09 season, but they weren't the only ones. A plethora of KHI staff were left jobless, including MotoGP Project Leader Yoshimoto Matsuda. After a few meetings and with a new job description, Matsuda-san was given the task of creating a competitive ZX-10R. He did so by turning a racebike into a streetbike – a first for a Japanese company. At his first attempt, with his first model, he won the Riders and Manufacturers Championship. AMCN spoke with Matsuda-san and asked him a few questions...



**With the success of the previous model and the fact that it is relatively new, why did Kawasaki feel the need to bring out another bike that is essentially 100 per cent updated.**

The new bike is part of our company objective, to be simply the fastest on track. Since we stopped MotoGP back in 2008 we have been changing direction to make a bike for the people. World Superbike is the platform we chose to showcase and develop an easy to ride bike which can win but also give all level of riders a great sense of satisfaction.

**Was there some urgency given all the other ground-breaking sportsbikes that have entered the market since then?**

We believed the last model was still competitive – which is evidenced by our World

Superbike results. We didn't want to rush it and wanted to wait for the perfect time to introduce the new model.

**Is it fair to say that we are seeing this bike due to tighter regulations being introduced into the World Championship in 2016.**

Yes, that is part of the reason, but we have also discovered in our track testing program that a good competitive racebike makes a great roadbike. We didn't even test this bike on the road until the last moments, which had a lot of people in our company worried. In the end when we did take the new ZX-10R to the streets the worry disappeared.

**In your opinion what the biggest difference between this new bike and last year's model?**

It's difficult because it's better

everywhere. I would say the handling. It's not just one thing though, as a combination of all changes from electronics, engine, chassis and suspension all add together to make this bike lighter and more stable. In our back-to-back testing between the old model and new model there is a significant improvement in lap time between the two bikes.

**The quality of the components seems**

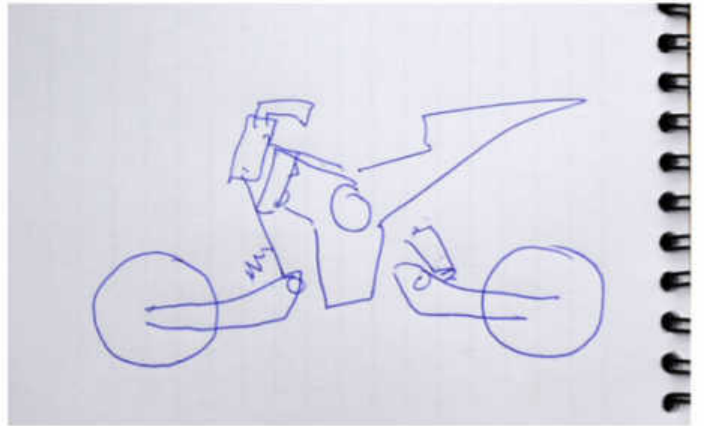
**extremely high this year.** Yes, I spent too many dollars and probably more than I should, but it was important to me to give the normal rider the best equipment. Apart from the Brembo Brakes, electronic Öhlin's damper and the new Showa suspension, there are a lot of small but significant changes that people don't really see. Take the brake lines for example. We use race quality braided lines, and another example are the header pipes,

**"I spent too many dollars, but it was important to me to give the normal rider the best equipment"**



# The future in 30 seconds

**WE ASKED THE ZX-10R's** creator Yoshimoto Matsuda to sketch a futuristic roadbike that he envisions may be buzzing around on our streets by 2025. We thrust a small notebook under his nose and gave him 30 seconds to draw something. His fun sketch features hub-centre steering. Sure beats our pathetic doodlings down the pub on a beer coaster!



we use the high quality titanium as used by Akropovič and are the only company to do so.

### **What single design feature are you the proudest of?**

We have a resonance system inside the frame, which the previous bike didn't have. That's one of the unique ways we have reduced acceleration (intake) noise. It's really nice because you can't see this from the outside, just from the inside.

### **Which component took the longest to design?**

Perhaps it was the Showa suspension. We made a corporate development with World Superbike – this is true development with Showa – and in the end on the inside it's almost the same as the racebike's.

From the beginning of the development period, there were three stages, including

pre-production and production, and we had about 20 different suspension units for each stage – so we easily had over 60 designs in the end!

### **What design element did you agonize over the most?**

While making the Showa suspension, we had lots of big discussions about what colour we should make the cartridge suspension. We had colours like red, green and silver – but ended up going with black.

### **What do you think is the future for bikes? Were do you see the industry in 10 years?**

I spent four years developing an electric motorcycle. Many people love the engine – as do I. An electric motorcycle is so nice and so fast, but the market will decide in the years to come. If the market grows, we'll grow. But if the market doesn't want it, maybe we won't go there.



Kawasaki seems to have found the fabled pathway between racetrack dominance and production performance



# Meet the racers

We chat to the guys using the Ninja at the pointy end of world competition

## JONATHAN REA

2015 WSBK CHAMPION

His 23 podium finishes for this year eclipsed the record set by Troy Bayliss in 2002. The 28-year-old Brit ended up with 548 points, the seconds highest in WSBK history, and a massive 132 points ahead of his nearest rival Chaz Davies.



## PERE RIBA

JONATHAN REA'S CREW CHIEF

The Spaniard raced in the WSS from 2003 to 2007, 500cc GP in 2002 and was previously crew chief for Joan Lascorz and Loris Baz. His favourite racetrack is Phillip Island and his childhood hero was Mick Doohan, which makes him an honorary Aussie.



### What was the standout feature during your first taste of the 2016 bike at Aragon?

Jonathan Rea: I noticed straight away the riding position was much nicer compared to the previous model - especially with the new fork and new Brembo brakes. It was very much like my racing bike. It was also an improvement on some of the main issues we had been having on my racebike, like changing direction.

### Are roadbikes getting too powerful?

Pere Riba: The market for these bikes is more technology - because who is going to buy it? To just ride on a normal road every day this type of bike is not the best bike. This is a very racy bike. Every year we have more power and every year we have better control of this power. I believe it's better to have 220 horsepower in 2015 than 170 horsepower in 2000, because now you can control the power.

For example in WSBK we now

have 240hp. You know how many times on a racetrack that's 5km long you use 240hp? It's nearly never - because from first through to fourth gear the bike will be always wheelying. Maybe you can use full power in sixth gear at Motorland Aragon. The most important thing now in racing, including MotoGP, is how to control the power with the electronics.

As an example this year in WSBK we have 20hp less than last year and we broke 90 per cent of the records for total race time compared to last year. Power is not everything. Honda in MotoGP makes engines which are really strong and they cannot manage. Márquez is crashing because he is over the limit.

### Jonathan, it must have been nice to have been so involved with the 2016 model's development.

Jonathan Rea: Yeah, the new bike has addressed many of the problems we had and it's a huge step forward in technology. I

rode the bike in Portimao last month and the development that's gone into the production bike is super-good for us as a race model. Because the bike's quite different, we need a good winter test to understand the balance of the bike and to get comfortable on it. After that we will make a step forward with the performance.

If you put the new and previous model next to each other, you can see the front fairing's completely different, the rear seat unit, the chassis, inside the engine with a lighter crank, and that's really going to help us with the racebike.

### Jonathan, the crankshaft has a 20 per cent lower inertia. What does this mean for you as a rider?

Jonathan Rea: Inertia is like a weight inside the engine - like the crankshaft and moving parts - and when you're accelerating the lighter inertia means more acceleration. Also when you're trying to slow down, a heavier

inertia - with the gyro effects - means it's going to take you a longer time to change direction. With light inertia we can also stop the bike better on the way into a corner.

We're on the right road to make a better racebike. We need to put it into our race trim and see how it works on the track - because while we've tested some parts separately in the race after Jerez, we really need to test the whole package together to see how it works.

### Would you like to see Kawasaki compete in MotoGP again?

Pere Riba: Of course - and for one major reason: MotoGP is free. You can do almost whatever you want. Chassis-wise you can do whatever you want and you can also do a lot to the engine. In WSBK we have a base, which you can change a bit, but you cannot cross some lines. This means in MotoGP you have more tools and here we have less, so it's more interesting.

**“The most important thing now in racing, including MotoGP, is how to control the power”**





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# Thank you Dorna

**IN THE FLAMINI** years the regulations for WSBK drifted away from the original ideal, which was to buy a bike, put a pipe and some tyres on it, and go racing. Every year the bikes became more focused and racetrack orientated; myriad changes were allowed, essentially removing any mechanical resemblance between the racebikes and their homologated street equivalents. Different frames with different pivots, angles and thicknesses, ride-by-wire systems fitted to bikes that don't come with it standard, taking a ton of weight off the crankshaft when you weren't really allowed to ... and so on. The bikes were more like GP bikes than streetbikes, and officials were lax when it came to policing the rules.

Since Dorna took over the role of WSBK promoter we have seen a lot of changes to machine regulations in the series. In an endeavour to create a gap between MotoGP and the production-based class of superbikes, Dorna started enforcing the regulations in place at the start of its reign, and giving a stiff warning to teams and manufacturers: obey the

rules or accept the penalty. I remember being at the Nürburgring in Germany when the scrutineers started requesting that bikes from the top teams be pulled down after the races for crankshaft weigh-ins. There were a lot of worried looking team managers that day, and I believe many warnings were handed out.

One regulation that will be changing for 2016 is the fly-by-wire rule. As it currently stands, if your bike doesn't have FBW standard you can't fit it to race in the series: no FBW standard, no use. Kawasaki is one of the few companies that has shunned MotoGP and all its glory, instead putting its money and development power to good effect in WSBK and perfecting its road-going machine. But if you look carefully at the current 2015 Ninja, it doesn't have FBW, it doesn't have the preferred frame that they use in WSBK, and the crank is heavy. Before I even rode the 2016 ZX-10R I knew it would be better than the current bike by a pretty big margin. The changes made on the new model replicate the full-blown race specs of the Flamini era. ■



LEFT: Steve Martin has first-hand experience of WSBK - he raced in the competition from 2001 to 2007 and also in 2009. He was World Endurance Champion in 2009



## specs

### 2016 ZX-10R



#### ENGINE

**Configuration** In-line four-cylinder with DOHC

**Capacity** 998cc

**Bore/stroke** 76 x 55mm

**Compression ratio** 13.0:1

**Cooling** Liquid

**Fueling** EFI, FBW, 4x47mm Keihin throttle bodies

**Power** 147kW @ 13,000rpm; 154.4kW with Ram Air (claimed)

**Torque** 113.5Nm @ 11500rpm(claimed)

#### TRANSMISSION

**Type** Six-speed

**Clutch** Wet, slipper

**Final drive** Chain

#### CHASSIS

**Frame material** Aluminium

**Frame layout** Twin Spar

**Rake** 25°

**Trail** 107mm

#### SUSPENSION

**Front:** 43mm USD Showa Balance Free Front fork (BFF) with rebound damping, compression and spring preload adjustability

**Rear:** Showa Monoshock with rebound, compression damping and preload adjustability

#### WHEELS/TYRES

**Wheels** Three-spoke, forged aluminum

**Front:** 2.75 x 19 **Rear:** 3.50 x 16

**Tyres** Bridgestone RS 10

**Front:** 120/70 ZR17 (58W)

**Rear:** 190/55ZR17 (75W)

#### BRAKES

**Front:** Twin 330mm disc, Brembo M50 four-piston opposed caliper with Brembo radial master cylinder

**Rear:** Single 220mm disc, single-piston caliper

#### DIMENSIONS

**Weight** 204kg non-ABS; 206kg ABS (wet, claimed)

**Seat height** 835mm

**Max width** 740mm

**Max height** 1145mm

**Wheelbase** 1440mm

**Fuel capacity** 17L

#### PERFORMANCE

**Top speed** 299km/h (est)

#### CONTACT & SALE INFO

**Test bike** Kawasaki Australia

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

**Colour options** KRT, Grey Black, Winter Test (Special Edition)

**Warranty** 24 months, unlimited km

**Price** \$22,000 (non-ABS), \$23,000 ABS (+ ORC)

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# Mission control

With new electronic smarts and laser sharp handling, the GSX-S1000F offers an exhilarating riding experience

■ TEST PAUL MCCANN ■ PHOTOGRAPHY MARK DADSWELL



**T**here's something enormously satisfying about telling people to get stuffed, about bucking the trend and forging your own path irrespective of the status quo.

Suzuki has done that with the GSX-S1000F, and it's not the first time. This all new semi-faired version of the naked 2016 GSX-S1000 is built around the engineering genius of Suzuki's K5 GSX-R1000 powerplant and designed as a "pure sports roadster". Like the naked model, it benefits from an upright riding position and the addition of a simple and effective three-stage traction control system. But unlike its sibling, the GSX-S1000F pushes the boundaries of design to create a motorcycle that will long

be remembered, and not just for its looks. This seemingly mild-mannered machine is nothing short of a missile on the back roads, and while it may meet its match against the more uncomfortable superbikes on track, they'll surely meet theirs on 90 per cent of the roads we ride.

Rather than target a market it already has covered, Suzuki has chosen to create a machine that will appeal to motorcyclists who have enjoyed their time on unforgiving sportsbikes, and are now looking for something that can be ridden at either a leisurely or rapid pace without compromising on comfort.

You could be forgiven for classifying the GSX-S1000F as a sports-tourer at first glance, that is



# AT A GLANCE

## 1 Lights

The fang-shaped headlight design with LEDs offers excellent night vision

## 2 Range

On a 17l tank of fuel the GSX-S1000F delivered just over 250km of travel

## 3 Rubber

Dunlop Sportmax D214 are fitted as standard

## 4 Road holding

Traction control can be turned off, or selected at three levels of sensitivity



of course until you observe the sleek and compact subframe which is no more appropriate for carrying pillions or luggage than any other modern superbike. On closer inspection you'll see that the big clear screen is firm and well positioned, and there are also a pair of small spoilers flanking the tank to redirect wind past the legs at speed. A broad low-profile tank reduces the distance between the seat and the bars and is also easy to grasp between your knees for more spirited riding. The finish is as clean and polished as any high quality Suzuki product I've known, and the mirrors actually work, which is a welcome change from most superbikes.

Gone are the days when you had to hold the clutch in and keep your finger on the button until the engine spluttered into life. With Suzuki's instant start system just press the ignition and the crank continues to spin until the engine fires up. The backlit dash is easy to read without having to drop your chin, and also comes with an option to display the fuel range, which is a win for common sense. For those who want to customise the GSX-S1000F, there's a great range of genuine accessories available directly from Suzuki that includes heated grips, a seat tail cover, tank pads and a variety of trick looking decals.

When you throw a leg over it you quickly realise



ABOVE: Rental Fat Bars make turning and controlling the GSX-S1000F a breeze

it's too comfortable to be a supersport, but neither can it be classed with the supernakeds, so yes the term "pure sports roadster" is apt. Cruising along at urban speeds is no problem at all for this motorcycle, with its ultra-smooth 1000cc engine and user-friendly riding position. The seat height is low at 810mm, and while my long legs did start to protest at the compact seat-to-footpeg distance on highway journeys over an hour, riders under 175cm tall will find this a great attribute.

Most of the mumbo is focused squarely at the low- to mid-range, but anyone who purchases a GSX-S1000F with the sole intention of getting from A to B is really missing out on its full potential. That's not to say that this bike is unwieldy or unsuited for daily commutes, it's just that any litre-class bike, regardless of the fuelling or electronics package, will be operating at a fraction of its potential in stop-go conditions.

The GSX-S1000F incorporates a retuned version of the very same K5 GSX-R1000 engine that was worshipped by many as one of the marque's greatest recent achievements in road-legal motorcycle engineering. I know what you're thinking. That engine is nigh on 10 years old now, and very much out of date. Well, that may be the case, but the way Suzuki has reinvented it you wouldn't know it.

## The GSX-S1000F incorporates a retuned version of the K5 GSX-R1000 engine





Several aspects of the 2005-2008 GSX-R powerplant have been overhauled to ensure that the GSX-S1000F engine characteristics are just as suited to city streets as they are twisty mountain roads. Throttle response from a standing start is almost instantaneous, and there's heaps of twisting force in the low- to midrange which builds all the way to 10,000rpm. The pure sports roadster's pistons have been lightened without compromising durability, and the camshaft has been altered to optimise the valve timing. The long stroke of the original K5 GSX-R1000 has been retained to create extremely linear power across the rev range, and although this does compromise top-end zing, notably in fifth and sixth gear, the drive is so crisp and seamless under 6000rpm that it couldn't be better suited for road use.

Suzuki's dual throttle valve system has also been upgraded for more efficient combustion and smoother power delivery. The patented exhaust tuning system operates a butterfly valve in accordance with engine speed, gear position, and throttle position to produce a fat band of torque in the low to mid rpm range, with the added bonus of a healthy exhaust note. Like many big bore in-line four-cylinder engines, it sounds a bit like a bag of cats being kicked down the stairs, but after

LEFT: The swingarm comes from the current GSX-R1000

CENTRE: At around 95mm long, the key also doubles as a letter opener

RIGHT: Dash is straightforward, clear and easy to read

FAR RIGHT: Concept sketches of the "Crouching Beast" reveal cutting-edge design

a while you become quite attached to the rising cacophony and find yourself looking for any excuse to hear it open up. In fact, such is the quality of the 4-2-1 exhaust, I wouldn't even be tempted by an aftermarket system.

The radially mounted Brembo monobloc calipers and 310mm twin discs have top notch stopping power, and good initial bite. For trail braking and modulating speed on rough surfaces they provide excellent feel, and there's never any pulsing from the front ABS which is permanently on standby. When the rear brake ABS is activated it continues to slow the bike down at a rapid pace while smoothly modulating rear wheel lock. The front stoppers did get slightly spongy after an episode of very hard repeated braking in hot conditions, but they returned to their previous high levels of efficiency after around 10 minutes or so of cooling down. This may have been purely a matter of the system needing to be rebled.

Despite racking up around 200km scouring the mountainside for twisted sections of tarmac, at no stage during the day's ride did I really feel uncomfortable. I'm accustomed to bone-jarring commutes through suburbia to reach back road bliss, and ordinarily would be begging for a break to



## They did what!?

**THE SAME ROLLS** Royce Allison 250 series gas turbine engine that comprises half the powerplant of the Heli-Serv Airbus AS355-F1 used in our photoshoot, was also incorporated into possibly the most outrageous production superbike ever conceived: the Y2K Turbine Superbike.

Created by US firm Marine Turbine Technologies (MTT) back in 2001, it graced the cover of virtually every motorcycling magazine in the world. Prior to the Y2K, MTT specialised in refurbishing jet aero engines that had reached their US FAA-mandated running time limit for use in other applications such as vessels and fire pumps. MTT took a leap of faith on the Y2K and appointed ex-

**You can hang off to your heart's content and be confident that its gixxer DNA has you covered**



stretch my legs, but the GSX-S1000F is surprisingly comfortable thanks to the raised Renthal "Fat Bars" and low-set footpegs. The relaxed ergonomics also make it easy to transfer weight from the arms to the footpegs, which in turn makes it easy to move about on the bike – unlike modern supersports that more often than not have me slithering all over the tank just to take the pressure off my wrists.

The MX-style bars deliver plenty of leverage to muscle it through tight traffic, or to change direction quickly on twisty roads. There's also a slightly greater wheelbase and rake compared to fully fledged superbikes. This helps the bike retain stability when tipping in and at high angles of lean without making it difficult to turn.

Once you get it up into the hills this motorcycle demonstrates just how balanced and well proportioned it is. The 43mm KYB fork transmits excellent feel from the front end, and the suspension set-up is light enough to soak up all the inconsistent road conditions without diverting the bike off line or feeling vague or sloppy. The superbly balanced chassis combined with a 2015 GSX-R1000 swingarm make this motorcycle eminently useable in less than perfect road conditions, and still very capable of holding its own with modern day supersport

machines. It's extremely predictable and really comes into its own on winding roads where you can hang off to your heart's content and be confident that its gixxer DNA has you covered. The odd track day is certainly not out of the question on this beast either.

As a package it delivers an extremely fun but useable motorcycle that is perfectly suited for riders who have owned pure sportsbikes in the past but are looking for something that doesn't flare up the arthritis or creaky bones on the ride to the twisties. Yes, I'm talking about older motorcyclists. Hey, don't shoot the messenger, Suzuki makes no secret that its target audience for this model is over-40s – and it's been done so perfectly that there will be plenty of much younger buyers who become enamoured with the sheer rideability and simply choose to grow into it.

Suzuki has edged closer to the tech-table with the addition of traction control to make the bike more versatile and competitive. And after a proper blast on the back roads, I was mighty impressed with the system. Power delivery to the rear wheel is adjusted via alterations to the ignition timing and air feed after comparing front and rear wheel rotation speeds. With sensors checking this 250

bike racer and custom build extraordinaire Christian Travert to spearhead the project. With no existing chassis or a gearbox, plus a rev ceiling on the compressor of over 50,000rpm, Travert had his work cut out. He added two gears to bring the rev range down to 20,000 and also converted it to run on diesel, kerosene and Bio-Fuel. When complete, the Y2K produced a whopping 213kW and an estimated top speed of 402 km/h, and all for the paltry sum of around AUD\$200K!

MTT President Ted McIntyre included an engine warranty that was good for the life of the original owner, stating: "Anyone who blows up one of these and lives deserves a new engine". In 2006 MTT released a "Street Fighter" version of the Y2K, and also unveiled the 420-Race Ready version this year.



## Just the right amount of liveliness to differentiate itself from competitors

times per second, it's a smooth process that's barely noticeable unless you're on the side of the tyre and opening the throttle like a ham-fisted greenhorn.

The system can be operated on the fly and the ECU remembers the setting, even after the ignition is switched off. With the traction control disengaged, the rear tyre will squirm around under the load produced by the stonking 1000cc engine. This is the most fun setting to ride with, and really emphasises the punch of the torquey motor.

At level 1, power delivery is firm but regulated to provide a smooth, confidence-inspiring application that still allows the rider to scratch with the best of them up in the hills. While some wheel spin is definitely possible, it smooths the ragged edge without compromising the riding experience.

Level 2 is excellent for use on compromised road conditions or in urban environments, and sufficiently moderates the power delivery from a closed throttle so you can afford to be a bit choppy in heavy traffic without consulting a crystal ball. It's also highly suitable for new or less experienced riders that want to save some excitement for later in their ownership days, or those who are still getting

familiar with the bike. Level 3 is best suited to very wet or damp roads which otherwise would result in the rear end spinning up all over the place. All three modes do an excellent job of liberating speed from the engine without compromising rider safety and each have their place in providing greater control and hence improved levels of confidence.

At the peak of the day I had the time of my life piloting this bike through the rolling hills, and through a number of sections of gravel-smeared tarmac level 2 was a saving grace. I switched between level 1 and level 2, not just to deal with inconsistent road conditions but also to conserve energy when I didn't feel like investing as much concentration on applying the throttle. Being able to select between three basic modes to match the riding conditions or your own frame of mind is a luxury that I believe every rider will appreciate. The GSX-S1000F has just the right amount of liveliness to differentiate itself from competitors in the fun stakes, and the quality of the electronics package demonstrates that Suzuki is well on the way to its next game-changing model.

There's virtually nothing to fault in the

ABOVE: The stubby exhaust makes a spine tingling howl at high revs

ABOVE RIGHT: Suzuki's new instant starting feature quickly and easily awakens the 999cc donk

**Sport Standard**  
GSX-1250FA



GSX-650F



### Suzuki's GSX family

The front fairing adds 7kg over the naked version (GSX-S1000), and receives 20ml more oil in the forks to accommodate this. Suzuki has designed the front fairing of the GSX-S1000F to add downforce at speeds over 200km/h, just in case you should want to go there!

**Street Sport**  
GSX-S1000F



GSX-S1000





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**RFX RACE**  
White / Red



# ABSOLUT CONTROL



Black / Red



Black / White

Fabio Quartararo may be only 16, but this hasn't stopped him achieving poles and podium placings in Moto3, nor from taking advantage of all the benefits offered by FIVE gloves. He's achieved his rapid racing progress wearing them ever since he was 8. He's also made a huge contribution to the development of the RFX Race glove, the first one to offer higher protection with the use of thermoset carbon composite, an ultra-light, ultra-resistant material forged in an autoclave and thus far used only in the aviation industry and Formula 1. Fabio holds the world in the palm of his hands, gloved, since the age of 8, by FIVE.

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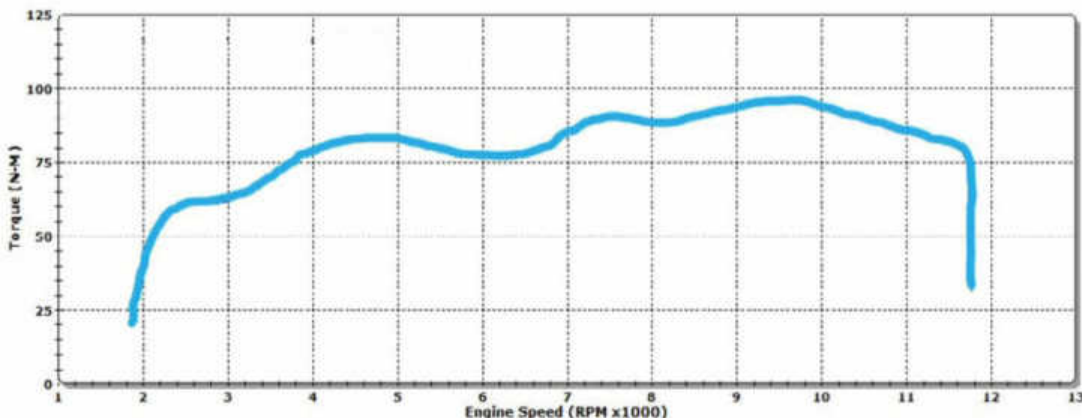
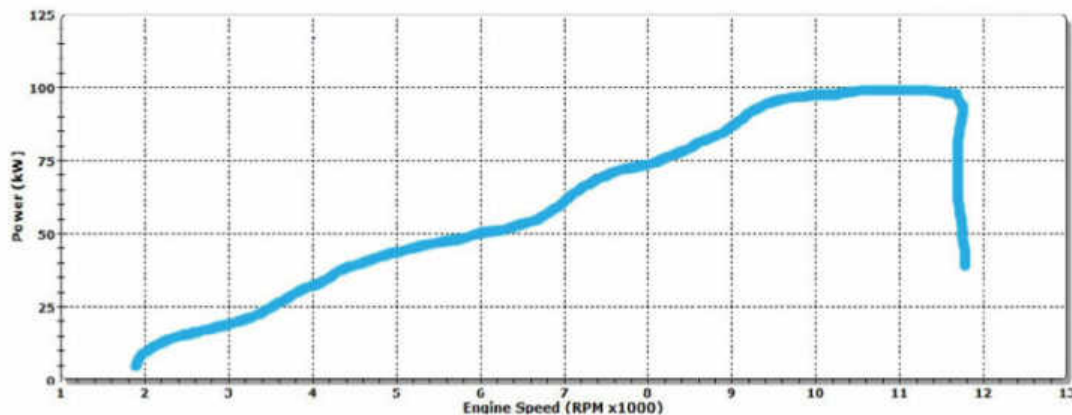


ergonomics, chassis balance or power delivery, but there are a few modifications that would help push me over the line for the \$15,790 plus ORC price tag. Although the gearbox is very slick and light, a quickshifter for clutchless up-shifts would be a welcome addition. Also, Suzuki stipulates that the standard brake hoses are due for replacement every four years and this would be a good opportunity to invest in some braided steel lines.

Overall, this bike's mild, unassuming demeanour is one of its greatest assets. It allows you to blend in, and adds to the sense of reward when you outshine those technicoloured race replicas in the road-scratching stakes. Sure the finish and colour scheme is attractive to the eye, but it's not a look at me bike like the exotic European adventure-tourers, or the big-bore supernaked. The humble exterior belies a howling beast of an engine just waiting to be unleashed on whatever section of unsuspecting winding road is available, and this is exactly as He

(Osamu Suzuki) intended it. Gone are the days when you suffer through an hour or two of discomfort, or in some cases agony, before arriving at your favourite scratching roads. The GSX-S1000F makes every part of the trip enjoyable, with such effortless control as to promote the very act of riding rather than just the pursuit of suitable conditions.

The crouching beast is reminiscent of a sharper and more aggressively styled Hyabusa, but will this edgy look conform to everyone's taste? The short answer is no, but then again perhaps it never really had to. Mature riders are not known for their need to kowtow to popular culture, or own a bike that looks strikingly similar to every other model in the showroom. They yearn for the important things: performance and rideability at a fair price. In this, the GSX-S1000F ticks all the boxes and for that reason it will be sure to win fans among those who are ready to enjoy the comfortable embrace of the pure sports roadster. ■



## specs

Suzuki GSX-S1000F



### ENGINE

**Configuration** In-line four  
**Cylinder head** DOHC, four valves per cylinder  
**Capacity** 999cc  
**Bore/stroke** 73.4 x 59.0mm  
**Compression ratio** 12.2:1  
**Cooling** Liquid  
**Fueling** EFI  
**Power** 98.61kW @ x10,000rpm (measured)  
**Torque** 95.28Nm @ x9500rpm (measured)

### TRANSMISSION

**Type** Six-speed  
**Clutch** Wet  
**Final drive** Chain

### CHASSIS

**Frame material** Aluminum  
**Frame layout** Twin-spar  
**Rake** 25°  
**Trail** 100mm

### SUSPENSION

**Front:** 43mm fork, fully-adjustable, 120mm travel  
**Rear:** Monoshock, adjustable rebound and preload, 130mm travel

### WHEELS/TYRES

**Wheels** six-spoke cast aluminium  
**Front:** 17 x 3.5 **Rear:** 17 x 6.0  
**Tyres** Dunlop Sportmax D214  
**Front:** 120/70ZR17 (58W)  
**Rear:** 190/50ZR17 (73W)

### BRAKES

**Front:** Twin 310mm discs, four-piston calipers  
**Rear:** Single 240mm disc, single-piston caliper

### DIMENSIONS

**Weight** 214kg (wet, claimed)  
**Seat height** 810mm  
**Max width** 795mm  
**Max height** 1180mm  
**Wheelbase** 1460mm  
**Fuel capacity** 17L

### PERFORMANCE

**Fuel consumption** 6.8L/100km (measured)  
**Top speed** Not given

### CONTACT & SALE INFO

**Suzuki** Australia Pty. Ltd  
**Contact** www.suzukimotorcycles.com.au  
 (03) 9931 5500  
**Colour options** Metallic Matt Grey, Metallic Matt Grey  
**Warranty** 24 months, unlimited km  
**Price** \$15,790 plus ORC  
**Availability** Now

LEFT: Dyno charts show a linear power delivery and wide, flat torque curve





# Left of centre

Sidecar supremo Ural has a new model that might tempt you to express your **less conventional side**

■ TEST **STEVE KEALY** ■ PHOTOGRAPHY **BEN GALLI**



## It could easily be an everyday commuter rather than just a weekend toy

**W**hen it comes to left-of-centre transport, Ural continues to produce the only factory-made sidecars sold in Australia. And Ural Australia has recently released a new model: the cT.

Intended for the urban adventurer, the new machine is wider, lower and has lower gearing. Like all current Ural models, the new bike is an air-cooled and injected 750cc flat twin. Included is a reverse gear and, to accommodate NSW rules, a parking brake that engages both the rear and the sidecar brakes. The brakes on all three wheels are Brembos, the Ural factory happily buying in various components including shocks, alternator and injection system parts. The rotors on the front and sidecar wheels are floating but the rear is fixed.

The new model has 18-inch wheels, over the 19s fitted to existing Ural models, effectively lowering the gearing slightly and giving access to a wider selection of tyres. Despite this, the outfit will happily maintain 100km/h with some in reserve, and the lower gearing makes stop-and-go traffic less of a chore.

Like existing Urals, the new bike is powder-coated rather than painted, but using a new colour unique to the cT called Bondi yellow. It's a marked attempt to appeal to a more fashionable, urban market segment. Despite its Communist era origins

In general, sidecars are easier to manage with some weight in the car - commuters, you know where to put your laptop

and copycat beginnings – when the original BMW R71 was reverse engineered and rather uncunningly renamed the M-72 – the Ural is now a competent, smooth and extremely robust machine. It could easily be an everyday commuter rather than just a weekend toy.

In its current injected form, the engine is smooth, quiet and offers a broad spread of power, though not a great deal of it – at 30.75kW, this 750 isn't going to win any races. Yet a new camshaft offers more midrange torque and certainly the roll-on power is substantial.

The gearbox however, is less cooperative. Probably because our test rig was a scant 59km old, gear changes were either a cacophony of grinding or a resolute clanging that made drivers of nearby cars change lanes. Just like the early BMW upon which it is based, the Ural has a big flywheel and a dry engine-speed clutch that will not be rushed.

It also has a heel-and-toe shift lever, which is all well and good – upshifts made by pushing down with the heel were smoother – except that the heel section was so stubby that it was almost impossible to reach, obscured by the kickstarter lever. Yes, a kickstarter in 2015 and on a 750. As if that weren't oddball enough, it's on the left side and its stroke is at right angles to the bike. Anyone who has ridden a pre-1970s BMW will recognise this oddity. Hardly surprising, since the Ural's origins are unashamedly

# A traveller's guide

## 1 Picnic packer

Extra storage space in the sidecar is one of the cT's biggest selling points – just think of all the good stuff (and not so good stuff) you could take with you, or carry home. The footwell is huge, the boot has a capacity of 83 litres, and the Ural rig has a Gross Vehicle Mass (GVM) of 600kg. You can take it a fair way, too – the 19 litre tank offers decent range and this can be extended with the help of a Ural jerry can.



## 2 Triple tread

The Ural cT comes shod with special Heidenau sidecar tyres, but how "special" are they? They have a flatter profile and a larger contact patch that Heidenau claims distributes drive and steering forces; in other words they're more like car tyres. They provide good road holding in wet or dry conditions and the Brembo brakes will pull the rig up swiftly and surely despite its 332kg dry weight.



## 3 Soviet simplicity

Machines don't get much more utilitarian than Ural sidecars, and that's definitely part of their charm. Compared to the fancy-pants TFT dashes on some bikes these days, the cT's little speedo – not a rev counter in sight – can either be seen as bare-bones basic, or equally as an exemplar of practicality and reliability. Those hankering for a time when adventure wasn't a high-tech activity, take note.



pinched from a pre-WW2 BMW, the R71.

Another foot-related oddity: the intake tubes interfere with your ankles, especially on the right side, and the wiring to the injector can catch on pants legs. Our resident pessimist predicts that sooner or later the connector is going to get unplugged, or worse, snapped.

As the Ural is fuel injected, there is no choke or fuel tap to worry about, you just turn the key (conveniently sited on the left side of the headlight), push the Japanese style starter button and the engine fires instantly. In fact, the starter spins faster than the engine idles and we were regularly caught out, thinking the engine hadn't started when it had. For the record, the Ural is very eager to get going. Off-idle fuelling could be cleaner, but the nature of a sidecar in general and a Ural in particular, will probably make this a low priority for most owners.

As standard, the cT comes with a solo saddle mounted on a stout rubber block. It's surprisingly comfortable, though taller pilots may find it a bit tight for space. Lifting the flat bars up will give more room, though at the expense of steering leverage.

Ural offers an extensive list of options, including a conventional bench seat or a separate pillion pad; the bench will offer more space, however, the tractor-seat-style saddle was plenty comfortable for sub-six-footers. Also available are screens for both sidecar and bike, the mats and tonneau cover

**For experienced sidecar drivers, the Ural is solidly made with very few vices or surprises**

fitted to the test bike, a spare wheel, a power outlet, picnic basket, luggage racks and jerry cans.

One option denied to Australian sidecarists is that of two-wheel drive. Because our laws stipulate that a sidecar can only be fitted to the left side of a motorcycle, the popular two-wheel drive feature isn't available here. Even without it, the Ural's traction is impressive, probably thanks in no small part to its weight – a not-inconsiderable 332kg, dry – plus the special Heidenau sidecar tyres now fitted as standard.

For experienced sidecar drivers (rather than riders), the Ural is a solidly made unit with very few vices or surprises. It comes with a stout leading link front end and an adjustable hydraulic damper that hits the sweet spot between too much and too little trail, offering straight line stability good enough for single-handed operation, and light enough steering to permit cornering at decent speeds without



Strong rear suspension thanks to the double-sided swingarm and twin Sachs hydraulic spring shocks



Tractor style seat is comfortable and harks back to the cT's rural roots



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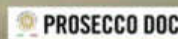
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nervous or twitchy handling. Ural has been building sidecars since 1942, so the company has had enough time to get it right.

All three wheels can be locked up on wet roads or on dirt, the chair can be flown (albeit with some effort) and the steering is predictable in both directions. As with most rigid sidecars, some ballast in the chair – in the form of either a teenage daughter or 40 litres of water – aids greatly in stability, especially in left-handers.

The all-metal sidecar body is attached to the bike with four hefty brackets that allow adjustment of toe-in and lean with threaded adjusters on clevis pins. A rod links the bike's rear brake pedal to a separate master cylinder for the sidecar's brake.

The sidecar itself is spacious and comfortable. Although the simple seat doesn't look it, it's surprisingly supportive and there's a useful footrest too – what a rally navigator would call a Jesus pedal. Besides the cavernous footwell, there's also a boot too, claimed to hold a respectable 83 litres of cargo.

For those who are not used to sidecars, they can be terrifying to ride. They don't lean like a motorcycle, they don't steer the same way going left and right, they are much wider on the left than you expect, and when things start to go wrong, they do

so with frightening haste.

Steering a sidecar uses an action like steering a boat – the handlebars become a tiller and are physically moved from left to right. The throttle and brakes also play a part. For left-handers, it's good to be able to accelerate into the turn, to drive the bike around the nose of the sidecar. Conversely, going into right handers, a stab of front brakes on turn-in will allow the sidecar's momentum to initiate the turn. They are subtleties in an unsubtle world.

A sidecar can also be called a combination, an outfit or merely a rig. Properly licenced and registered they can legally carry up to four people, and passengers must wear a motorcycle helmet.

In some countries, a special class of licence is required to operate a bike fitted with a sidecar. Much as we hate additional legislative interference, this is not without merit.

Ural has tapped into a small but enduring vein of demand for a tiny offshoot from mainstream motorcycling which defies all logic: a three-wheeled vehicle that behaves differently going left or right, that gets stuck in traffic and allows rider and passengers to get wet in the rain. Happily, there are still some eccentrics out there that appreciate a bit on the side. ■



## specs

### Ural cT



#### ENGINE

**Configuration** Horizontally opposed twin

**Cylinder head** OHV, two valves per cylinder

**Capacity** 749cc

**Bore/stroke** 78 x 78mm

**Compression ratio** 8.6: 1

**Cooling** Air/oil

**Fuelling** EFI

**Power** 30kW @ 5500rpm (claimed)

**Torque** 57Nm @ 4300rpm (claimed)

#### TRANSMISSION

**Type** Four speed plus reverse

**Clutch** Dry double disc

**Final drive** Shaft

#### CHASSIS

**Frame material** Tubular steel

**Frame layout** Twin cradle

**Rake** 22°

**Trail** 64mm

#### SUSPENSION

**Front:** Leading link fork

**Rear:** Double-side swingarm with twin Sachs hydraulic spring shock (adjustable)

**Sidecar:** Single-side swingarm with Sachs hydraulic spring shock (adjustable)

#### WHEELS/TYRES

**Wheels** Aluminium rims with steel spokes

**Front:** 18 x 2.5 **Rear:** 18 x 2.5

**Tyres** Heidenau K28

**Front:** 4.00-18 M/C 70P

**Rear:** 4.00-18 M/C 70P

#### BRAKES

**Brembo**

**Front:** Single 295mm floating disc, four-piston caliper

**Rear:** Single 256mm fixed disc, single-piston floating caliper

**Sidecar:** Single 245mm floating disc, twin-piston caliper

#### DIMENSIONS

**Weight** 332kg (dry, claimed)

**Seat height** 785mm

**Max width** 1700mm

**Max height** 1100mm

**Wheelbase** 1470mm

**Fuel capacity** 19L

#### PERFORMANCE

**Fuel consumption** 7.1L/100km (claimed)

**Top speed** 115km/h (claimed)

#### CONTACT & SALE INFO

**Testbike** Ural Australia

**Contact** [www.imz-ural.com.au](http://www.imz-ural.com.au)

**Colour options** Terracotta, Bondi, Gloss Grey

**Warranty** Two years, unlimited km

**Price** \$20,856 (+ ORC)

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# One season wonder

We take a spin on a unique racer whose time on the 500cc GP scene was all too brief

■ STORY **ALAN CATHCART**

■ PHOTOGRAPHY **STEFANO GADDA**

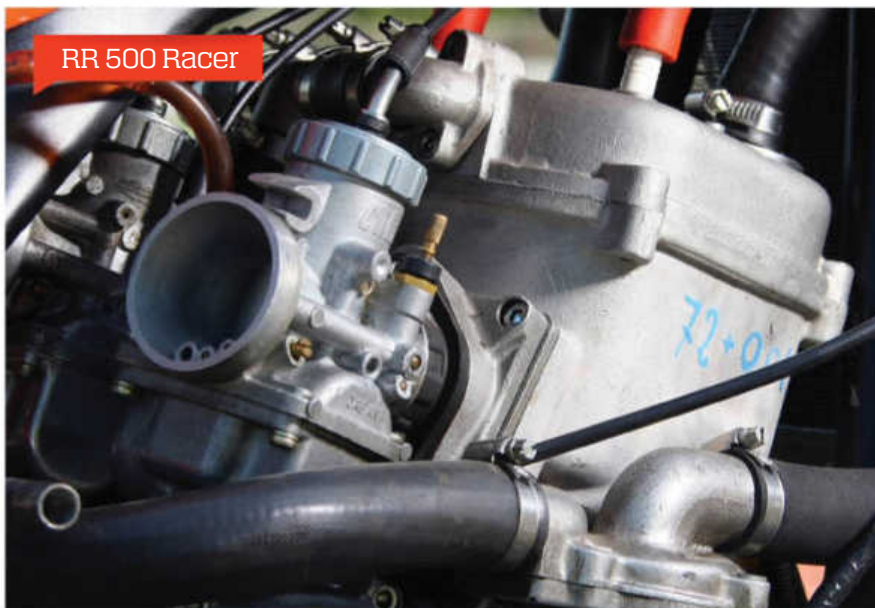
**A**s a home-run two-wheeled Trivial Pursuit question, it has few equals. Exactly 40 years ago this year, Harley-Davidson competed in the 1975 500cc World Championship against Suzuki and Yamaha with a race-winning two-stroke Grand Prix racer of its own design – true or false? Sorry to disillusion the Hog faithful, but however unlikely, it happens to be TRUE!

Okay, not exactly a full season of GP competition, more just a handful of races. But during its short life, it did enjoy a measure of success. Then, in 1976, the twin-cylinder four-carb H-D RR500 project died away almost as mysteriously as it had been born. That left Harley's Italian factory – where the bike had been created – to focus on retaining its 250cc world crown with Villa

that year, going on to make it a hat-trick of titles in 1976, as well as doubling up by winning the 350cc crown that year, too.

These achievements were a work of the close-knit band of just four men who comprised the Harley-Davidson road-racing team working out of the Italian subsidiary's lakeside factory at Varese – the same factory that formerly housed the Aer Macchi flying boats. Postwar, Aermacchi (slight name change) became a motorcycle manufacturer to compete with dozens of other companies catering to the need for personal transportation in war-ravaged Italy.

It was so successful that in 1960 Harley-Davidson purchased 50 per cent of the company as a source for lightweight motorcycles to be sold in America alongside its Milwaukee-made V-twins,



RR 500 Racer



## At a glance

### 1 A hungry hog

Like the 250/350cc Harley GP racers that were so successful, the new 500 was also a watercooled parallel-twin with a 180° crank. Its six transfer/twin intake/single exhaust port cylinders that were canted forward 15° from vertical measured 72 x 60mm for a capacity of 488cc.

Seen here are the dual, splayed 34mm Mikuni carburetors (two per cylinder), used on the racebike. On the original machine – and the very limited edition customer version of the bike – Dell'Ortos were used.

### 2 Full metal gears

Ignition was provided by a self-generating Dansi CDI mounted on the left end of the crank with just 21° of advance, and the 89hp (66kW) delivered to the rear wheel at 10,000rpm (with maximum torque of 67.5Nm at just 6800rpm – some two-stroke tractor!) was transmitted via an extractable cassette-type six-speed gearbox with different standard ratios than the 250/350, matched to a 16-plate Surflex dry clutch positioned on the left behind the generator.

### 3 Stop and go

Up front on all the customer bikes a pair of 280mm Brembo cast iron ventilated discs was gripped by twin-piston Brembo Serie d'Oro gold calipers. Borrani 18-inch alloy rims featured at both ends – a WM2 front and WM3 rear. On the works racer, however, the team initially experimented up front with the unique and much more costly 260mm Campagnolo so-called "hydro-conical" cast alloy wheel, with a hydraulically-operated conical drum brake contained inside the hub.

FAR RIGHT: Albino Fabris was there at the beginning of the RR500 project

acquiring the remaining 50 per cent in 1974. Just four years later in 1978 it sold its Italian subsidiary to the Castiglioni brothers, who renamed it Cagiva. And then, in 1998, it was re-baptised MV Agusta, which it remains today.

Throughout the 1960s Aermacchi H-D had gone road racing successfully with its air-cooled horizontal-cylinder OHV singles, sold in the USA as a Harley-Davidson Sprint. But in 1971 the Varese-based factory began developing a two-stroke 250cc twin, after its prodigal son Renzo Pasolini had rejoined Aermacchi from Benelli to race it. In 1972 Paso lost the world championship by a single point to Yamaha-mounted Jarno Saarinen, only for fate to decree that they should both lose their lives in the terrible crash in the 250cc Italian GP at Monza the following May. Paso's vacant seat in the squad – by then a full Harley-Davidson team – was taken by the up and coming Gianfranco Bonera.

Albino Fabris was one of the four men making up the Harley GP team's engineering crew, together

with Ezio Mascheroni, Claudio Lazzati and ex-racer Gilberto Milani. As Fabris explains, it was thanks to him that the RR500 project came about.

"We'd made a 350cc version of the 250 twin, which by now was watercooled. We also built a 385cc version of that, and in the final round of the 1973 500cc Italian championship at Misano, Bonera gave Phil Read on the four-cylinder MV Agusta a lot of trouble throughout the race. He only narrowly finished second to him, ahead of all the other true 500s, after setting the fastest lap. Well, that got us all thinking about what might be possible with a purpose-built full 500. And since Walter Villa – who had by then also started to ride for us – didn't like the 350, and wanted to race a full 500cc bike, we decided to ask our management to let us build one."

The answer from management was a positive one – with certain conditions. Though Harley's Italian spin-off was doing okay, the US parent company by then controlled by AMF was suffering a slide in sales caused by quality issues and increased Japanese



## Egisto Cataldi worked after hours at home to design the RR500 engine

competition. There was a strictly limited budget to develop the bike, and it would have to be offset by making a customer version available. Oh, and a minimum of 25 examples of this had to be built in order to homologate it for AMA competition. Otherwise, go ahead, guys – see what you can do!

As always in Italy, passion won through, and during the spring of 1974 engine designer Egisto

Cataldi – already the creator of the 250/350cc parallel twins that would shortly gather up a total of four world titles – worked after hours at home to design the RR500 engine from a clean sheet, with only the gearbox casing and some minor details carried over from the smaller engines. The new *Biancone* (as in Big White, referring to the fact that the factory bike raced in a plain white fairing for a couple of its early races) had a reed-valve engine, in an attempt to soften the power delivery and make the bike more tractable on tighter tracks. However, there wasn't yet a reed valve pack big enough for the bike's requirements – nobody made them at all in Italy, so they couldn't even persuade someone local to fabricate a special design.

The only solution was to use a pair of Yamaha reed valves on each cylinder sourced from the newly launched four-cylinder TZ750. That also meant doubling up on carburettors, with two 34mm Dell'Ortos mounted to each cylinder and the reed blocks splayed apart at an angle for clearance. These

Albino Fabris



## On-track highlights

**THE RR500'S RACING** debut actually came about on 16 March 1975 in two different countries.

First, Michel Rougerie took one of the customer bikes to victory on the public roads Rouen circuit in France, in an international 1000cc race run in the wet. He beat a fleet of TZ750 Yamaha riders including Chas Mortimer, Jon Ekerold and Kork Ballington, as well as the TZ350-mounted Patrick Pons.

That promising start was backed up by the factory bike's debut on the same day in the first round of the Italian 500cc championship at Misano. Riding the new Harley twin, Walter Villa led Phil Read's MV Agusta four for most of the race, until he was forced to retire when it got stuck in gear owing to a broken selector spring. Three days later he finished third behind the victorious Read in the second round of the series



at Modena, and four days after that Rougerie won again on his customer RR500, this time in the dry at Magny-Cours where he took victory in one leg of the Trophée des Millions open class international, winding up second overall behind Christian Leon's 680cc König flat-four.

The following weekend the RR500 made its (and H-D's) 500cc GP debut, with Rougerie finishing seventh in the French GP at Paul Ricard. In April, Villa managed fourth on the works bike in the third

round of the Italian 500 series, again at Misano, but retired from the race at Imola two weeks later with a seized engine.

Grand Prix duties then intervened, and while Villa focused successfully on retaining his 250GP world title, the baton was passed to Harley's No.1 American factory rider Gary Scott, who after testing the bike earlier in the year at Monza made his debut on the RR500 in May's Austrian GP at the Salzburgring, ultimately retiring from the race

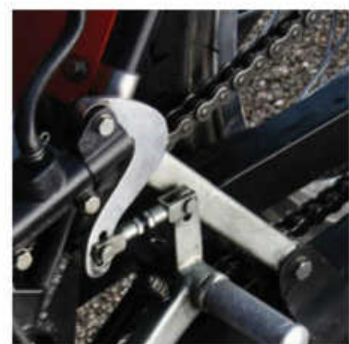
with unspecified engine problems. Scott only rode it once more, at Laguna Seca in July. Sadly, though, problems with the RR500's gearbox meant that Scott DNF'd.

This left the factory RR500 pretty much unwanted though not unloved, and it was only raced again once more that year when guest rider Mimmo Cazzaniga finished a lowly ninth on it in the Pesaro public roads race in August.

But with the essential shutdown of the MV Agusta team for 1976, Gianfranco Bonera returned from there to Harley-Davidson as Walter Villa's teammate. To get him dialled in to racing two-strokes again, Harley shipped the RR500 Down Under for Bonera to race it in the 500cc Australian TT race held late in 1975 at the Laverton airport circuit. Bonera finished fifth, but the writing was already on the wall.



## The bike I rode was essentially the factory racer that competed in 500cc GPs in 1975







**Did you know?**  
 Aer Macchi made flying boats that competed against the Supermarine Swift, Britain's forerunner of the Spitfire, in the 1930s Schneider Trophy seaplane races

were later replaced on the single factory racebike by 34mm Mikunis, while the 18 RR5000 engines built (not 25, whatever they told the AMA!) resulted in 16 complete motorcycles being sold to customers that winter for Lire 3,500,000 (roughly A\$4000 at that time), all of which retained the Dell'Ortos.

After developing the RR500 in track testing during the second half of 1974 – in between defeating Yamaha to win Harley-Davidson's first-ever world championship of any kind in the 250GP class – the model debuted in 1975 (see breakout). It was ridden variously and sometimes successfully by Michel Rougerie, Walter Villa, American H-D factory rider Gary Scott, Mimmo Cazzaniga and Gianfranco Bonera, until it was effectively retired at the beginning of 1976.

By introducing a close replica of Barry Sheene's GP-winning factory rotary-valve square-four, Suzuki cut the ground away from any possible market for the Harley twin, making the Italian-made bike yesterday's papers. The works RR500 was not used again, and when he retired from the factory's Cagiva 500GP team at the end of the 1995 season, Albino Fabris acquired it together with a still unsold customer bike. Nowadays he prepares them for his son Giorgio to ride in Italian historic events, and for the occasional lucky visitor...

My chance to ride the one and only factory Harley-Davidson 500GP racer ever built came on a sunny summer's day at Pirelli's Vizzola test track, in the shadow of Milan's Malpensa airport and just half an hour from the lakeside Schiranna factory



ABOVE: No 500cc title for H-D, but with Walter Villa in the mid-70s it did dominate the middleweight classes

LEFT TOP: The view across the massive 30L fuel tank

LEFT BOTTOM: Easy does it with the left-foot operated back brake

near Varese where it was constructed during the winter of 1974-75. It's lived all its life near there, too – after making trips to Austria and then the USA for Harley's top gun of the day, Gary Scott, to race, the RR500 returned each time to its Varese base. Then, of course, it was acquired by local Albino Fabris.

With its Mikuni carbs, Girling shocks and lightweight construction, the bike I rode was essentially the factory racer that competed in 500cc GPs in 1975. I've ridden some of its contemporary rivals – including Suzuki's twin-cylinder piston-port TR500 XR05 that preceded the RR500, as well as Barry Sheene's Dutch TT-winning RG500 Suzuki XR14 rotary-valve square-four whose debut in customer guise for the 1976 season effectively killed off the Harley twin – so I was eager to see how the RR500 compared.

First impressions were dominated by the bike's portly build, occasioned by a massive 30-litre fuel tank. This was required to allow the thirsty twin to do a full 250km GP race non-stop – the Kawasaki H1R triple that was its most competitive privateer two-stroke rival needed a secondary fuel tank in the seat tail to go such distances without refuelling.

However, I was surprised to find the Harley's riding position close-coupled and compact, with its short 1410mm wheelbase resulting in a nimble and quick-steering package. This makes moving around on the 500 twin pretty difficult, but being wedged more or less in place was par for the course back then in those pre-kneeslider days. The four carbs with the outer pair sticking out at an angle

don't leave your legs too widely splayed to avoid them, though I must admit I was aware of them at all times. The first few laps of any GP race must have required some care, with such a heavy fuel load that would have made the bike feel distinctly top heavy. The reduced fuel load needed for shorter Italian National series rounds would have been much less challenging.

The grunty, torquey nature of the engine is in keeping with the bike's solid build. Any concerns I had at the outset that fitting two 34mm carbs to each 244cc cylinder might result in over-carburation were dispelled by a reed valve format that actually results in a very usable, almost syrupy power delivery from quite low down. It pulls from 4000rpm upwards with a relatively smooth transition into the powerband, delivered with the aid of the carefully concocted stinger exhausts – engine tuner Ezio Mascheroni was a wizard of expansion chamber design.

From 7000rpm upwards there's a big hit of extra acceleration as the Harley really gets on the pipe. This results in a powerwheelie when you cross that threshold in any of the bottom three ratios of the sweet-shifting six-speed gearbox with the right-foot, one-up race pattern shift. The clutch is super light, making it easy to finger the lever to coax the motor into the powerband exiting a slow bottom-gear turn – like the tight hairpin on Pirelli's test track. The reed-valve engine with 180° crank



ABOVE: The rather odd sight of a rear wheel without any brakes attached

doesn't vibrate unduly, and will run to 12,000rpm before falling off the pipe. That results in a mile-wide spread of power by two-stroke standards that makes this such a usable, rider-friendly package – not a term you'd normally associate with 1970s two-stroke racers, but well merited here because of the reed-valve format. No wonder Michel Rougerie won first time out on the bike's debut at Rouen in the pouring rain – it must have been a good bike to ride in slippery conditions, with such a smooth and torquey power delivery, and a much broader spread of power than the more peaky Japanese twins, triples and fours it competed against. It may have carried an American badge on the fuel tank, but this was essentially Italy's first 500cc two-stroke contender, so led directly to the four-cylinder Cagiva developed in the very same workshop starting just half a decade later.

Another area where the Harley stands out versus its Japanese competition is in the way it steers, and above all stops. In spite of the short wheelbase it's super stable stopping hard at the end of a straight as you prepare to tip it into a tight turn. The Brembo cast iron discs really have lots of bite, especially by the standards of the era when the stainless steel discs on the Sheene Suzuki, for example, were dangerously ineffective. Plus, there's quite a bit of engine braking from those two big pistons, though you must be careful not to overbrake with your left foot, as it's all too easy

## From 7000rpm upwards there's a big hit of extra acceleration as it really gets on the pipe

### Aussie TT 1975

The RR500 raced at Laverton, coming fifth. First was Aussie youngster Kenny Blake on an RG500 Suzuki. Second went to Giacomo Agostini on an MV "fire engine"



## Brake patent

The rear disc brake set-up on the factory bike was retained through the RR500's career, having been invented by the team and patented by Harley.

"We wanted to prevent rear wheel hop under hard braking, which was inevitable with the inertia forces caused by such big

cylinders, and gave the chain a hard time," says Fabris. "The rear brake assembly weighed 4kg, so moving it to the centre of the bike and attaching it to the gearbox output shaft not only reduced unsprung weight and improved suspension compliance, it also compacted the mass centrally, and made the bike steer better."

The 170mm disc was gripped by a single-



piston caliper, and was cooled via a duct in the side of the fairing. With this installed, the factory racer scaled in at 124kg with oil/water but no fuel, split 53/47% forwards, as

against the 130kg weight of the customer bikes, split 51/49%. Wonder why Harley hasn't made more use of this idea since then – for example, on its VR1000 Superbike?

to lock the back wheel via the disc mounted on the transmission shaft. I survived a couple of lurid slides until I learnt to be more sensitive.

One reason for the comparatively sweet handling of the tubby-looking twin is surely the way the mass has been compacted by mounting the rear brake amidships in the wheelbase. I also didn't suffer from any rear end chatter – once I'd learned the right amount of foot pressure to use – even using quite significant overrun in shifting down three or four gears for a slow bend and taking advantage of that surprising amount of engine braking for a stroker.

Really, you have to say this bike represents a missed opportunity for Harley-Davidson – both as a racer and as a roadbike. If its Italian technicians had concocted it even two or three years earlier, it could have been an ultra-competitive privateer racer. But

the timing was off, for by 1976 the days of such a bike being competitive were over, with the arrival of the RG500 which literally took over 500 GP racing grids. Pity.

There's also an interesting footnote to the RR500 story. It was always intended that there should be a road version of the bike! Look closely at the right-side engine cover, and you'll see a boss behind the clutch for the kickstarter that it was planned to incorporate in such a motorcycle. This, however, was killed off by the advent in the USA of the first generation of anti-pollution environmental regulations. Just think – we could have had the Aprilia RS250 20 years earlier, with twice as much power for not a huge amount more weight. A two stroke 500GP race replica with lights and the Harley-Davidson name on the tank ... if only. ■

## RR500 Racer



### ENGINE

**Configuration** Parallel twin two-stroke

**Capacity** 488cc

**Bore/stroke** 72 x 60mm

**Compression ratio** 12:1

**Cooling** Liquid

**Fuelling** Reed valve induction  
4 x 34mm Mikuni carburettors

**Power** 66kW @10,500rpm (at rear wheel)

**Torque** 67.5Nm @6800rpm

### TRANSMISSION

**Type** Six-speed

**Clutch** Surfex 16-plate dry with bronze plates

**Final drive** Chain

### CHASSIS

**Frame material** Chrome-moly steel

**Frame layout** Duplex cradle

**Rake** 26°

**Trail** 85mm

### SUSPENSION

**Front:** 35 mm Ceriani telescopic for  
**Rear:** Tubular steel swingarm with 2 x Girling shocks

### WHEELS/TYRES

**Wheels** WM2 Borrani aluminium wire-wheeled rims

**Front:** 18 x 3.5 **Rear:** 18 x 3.75

**Tyres** Dunlop KR124

**Front:** 3.50-18

**Rear:** 3.75-18

### BRAKES

**Front:** 2 x 280mm Brembo cast iron discs with twin-piston Brembo caliper

**Rear:** 1 x 170mm Brembo cast iron disc mounted on gearbox output shaft with single-piston Brembo caliper

### DIMENSIONS

**Weight** 124kg with oil/water, no fuel

**Seat height** Not given

**Max width** Not given

**Max height** Not given

**Wheelbase** 1410mm

**Fuel capacity** 30L

### PERFORMANCE

**Fuel consumption** Not given

**Top speed** 280km/h

### CONTACT & SALE INFO

Testbike Albino Fabris, Varese, Italy



LEFT: After starting out with twin Ceriani shocks at the rear, the team soon adopted Girtings



Today  
the Arc de  
Triomphe,  
tomorrow the  
Harbour  
Bridge?

# FRENCH SCOOT REVOLUTION

■ STORY OSCAR KORNYEI ■ PHOTOGRAPHY CITYSCOOT

Paris is getting 1000 electric hire scooters – could Australia be next?

Imagine a world where you can log into a mobile phone application to find the nearest electric hire bike parked on the street. There will also be a helmet under the seat, so you won't need to lug your own lid around.

You won't need keys as you simply punch in a four-digit access code on a small keyboard, located under the hinged two-person seat. And best of all you will be able to leave the bike absolutely wherever you want. The phone app will let the next user know where it was last parked.

And dig this. If you're over 27 you won't even need a licence – of any kind – to blast around on one. If you're under that age you'll need a car licence.

Sound too good to be true? Well the French city of Paris is adopting such a bike-sharing system in a few months to cut congestion and pollution, and give tourists a fun and practical way to see sights – or tear along the banks of the Seine, replicating the chase scene from *The Bourne Identity*.

Organisers say the CityScoot project may soon spread further afield to London or even Australia.



## How it works

The phone app displays a map showing the scooters available near you and their battery level. Once you've registered for the service, you can book a scooter with just three clicks – a process that takes just a few seconds. You can book a bike as little as 15 minutes in advance.

The app uses sat-nav technology to indicate the location of free bikes and their remaining battery life. To unlock the scooter, you punch in a four-digit code (sent via an SMS) into a small keyboard.

The open-face helmet, which has a ratchet system (operated via a simple knob to change the size of the inner lining), is stored under the seat. The helmets also come with disposable liners – just like the ones you get at go-kart hire places.

You end the hire via the phone app or by simply clicking a flashing blue button once you've parked the scooter and stored the helmet away.

You can only hire one scooter per person. The scooters come with full insurance, with a maximum excess of €500 (A\$750).

The 100kg machine's 3kW output is comparable to a 50cc scooter. It packs a top speed of 45km/h and has a range of about 100km, which is more than enough for short trips around a traffic-congested city.

The funky scooters, made by German company Govecs will also be available for sale to the public for about €5000 (\$A7500) next year.

To hire, the scooters will cost €3 (A\$4.50) for every 15 minutes. For regular users, an annual subscription will get you 25 per cent off for every two hours used.

"The bike accelerates very smoothly and every time you hop on one you just can't stop smiling," chief executive of CityScoot Bertrand Fleurose told AMCN. "You also feel proud to be riding something so eco-friendly."

"Electric is definitely the future. I hope one day all cities around the world, including Australia, will have such a program."

Bertrand said the three-month trial period has been extremely successful, with each of the 50

## How much?

Signing up to the CityScoot program is free and you get a discount on the rental price by paying €120 (A\$180) for an annual subscription. Under this scheme, you get 30 minutes free for each two-hour block of rental. It's €3 (A\$4.50) for every 15 minutes and cancellation is free within five minutes of the reservation. Cancellation between five and 15 minutes after a booking is €1 (A\$1.50) and a no-show after 15 minutes is charged at €3 (A\$4.50) and results in an automatic cancellation of the booking.

The mayor of Paris has also promised to create 20,000 parking lots for motorcycles by 2020



CAPTION: Grab your helmet and you've got some useful storage space - might need to fold your baguette though

bikes in the pilot project being used twice a day for an average of 25 minutes. The target for 2016 is an easily-achievable 30 minutes twice a day – for each of the 1000 bikes.

Pioneering computers at CityScoot's central office monitor each bike as it's being ridden through the city – a total area of 105 square kilometres. Once the range drops below 40km, the office will dispatch a staff member to replace the 15kg changeable lithium-ion battery on a parked bike (a five-hour charge would take too long).

There are LED lights on the handlebar indicating whether the bike is available for hire, or if you've exceeded the rather expansive area of permitted usage. To end the rental, all you need to do is park on the road or footpath, turn the handlebar to the left (to lock it), replace the helmet back under the seat (the helmet has an electronic chip, so you can't nick it) and press a blue button on the bar.

The scheme is backed by the mayor of Paris, Anne Hidalgo, who plans to gradually banish all cars from

her beloved city of 2.3 million inhabitants. Pollution levels recently hit record levels, and as well as ongoing moves to pedestrianise many of the roads running alongside the Seine, buses and trucks made before 2001 will soon be banned from the French capital. In 2016, the restriction will be extended to cars made before 1997.

The mayor of Paris has also promised to create 20,000 parking lots for motorcycles by 2020 – making the city even more bike-friendly.

The scooter's manufacturer boasts that the bikes use only about 50 cents worth of electricity to cover 100km – less than a quarter of what a petrol-powered bike would cost over the same distance. The electric bikes are silent, have no emissions, the batteries will last at least 50,000km and the only major service costs are brake pads and tyres.

Depending on how the Paris scheme works, electric bikes based on this type of social sharing could be the future of motorcycling – at least in city centres. ■

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PROTOTYPE

# The almost rans

We take a ride down the boulevard of unrealised dreams and look at bikes that made it off the drawing board, **but not into the showroom**

WORDS AND IMAGES **BEN PURVIS**

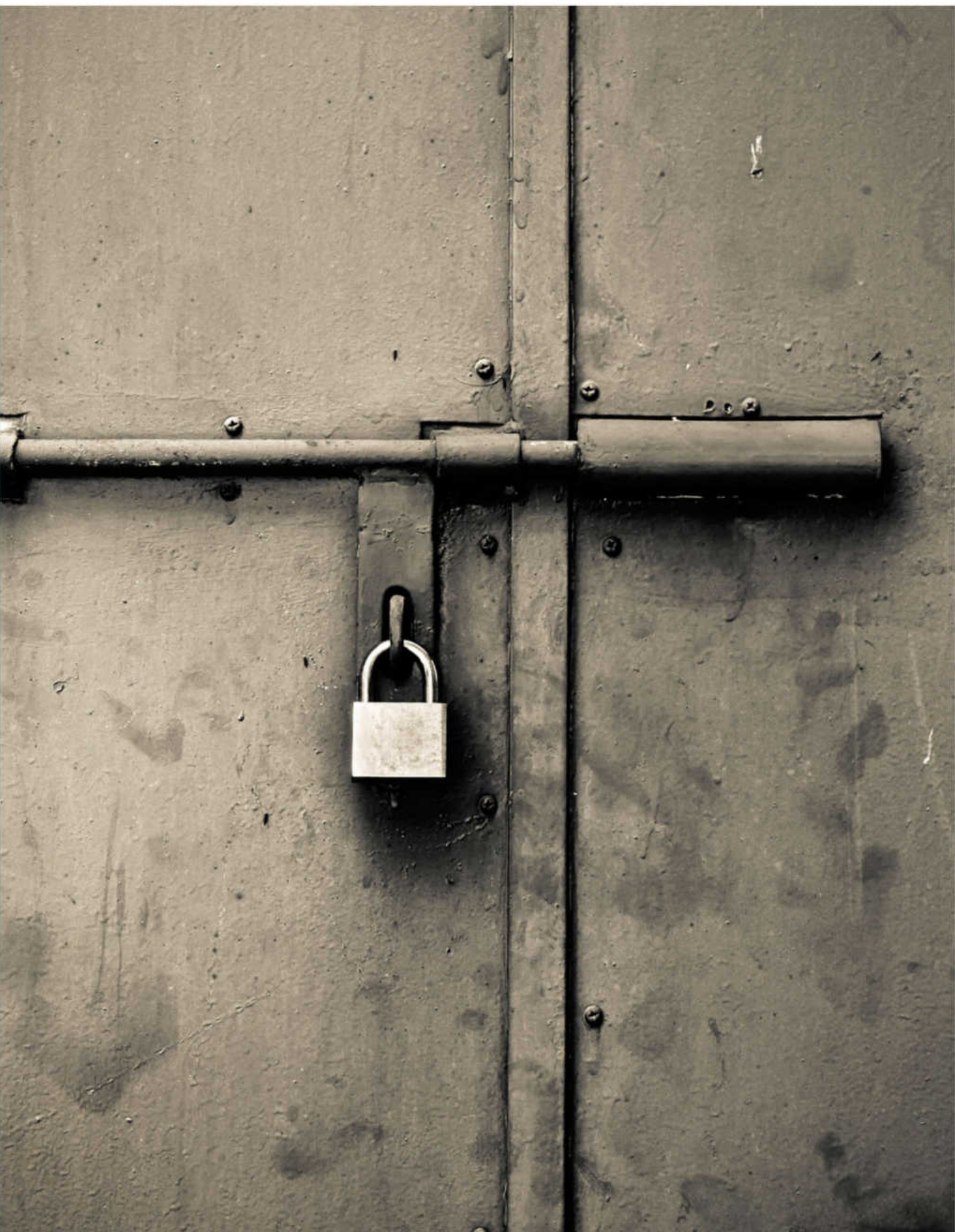
**F**or every successful motorcycle design that reaches the market there's a host of false starts and alternative ideas. Most never get further than the drawing board, but occasionally firms get a long way down the path to production before hitting the brakes or swerving off in another direction.

We're all familiar with the machines that made it, but what of those that fell before the finish line? The designs that came oh-so-close to starring

under the bright lights of motorcycle shows but were instead scrapped, leaving little or no trace that they ever existed?

We've managed to obtain images of an array of machines that have never been seen before in public, but that came close enough to have been built as design studies or prototypes. Originating from design patents, the pictures have languished in dusty drawers for years, but in an alternative universe, these stillborn creations might have been as familiar as today's bestsellers.





## Honda ST1100-derived tourer

IN 1990, HONDA'S ST1100 Pan European set new parameters for touring bikes by offering a combination of usability, handling, performance and comfort. It is one of the few machines that can really claim to have fundamentally altered the expectations of riders.

But just as it proved a problem for Honda's rivals to conjure up convincing rivals to the Pan, by the late 1990s the issue of how to replace it loomed large. Eventually it would take until 2003 for the job to be completed with the appearance of the ST1300, but the design shown here, which dates back to several years earlier, indicates what might have been.

The eventual ST1300 took much of its inspiration from the wild, V6-engined 1999 Honda X-Wing concept bike. This milder alternative was created

at around the same time as the X-Wing and could have reached production rather earlier. The engine appears to be straight from the ST1100, with slight changes to the cam cover casting, and the visible parts of the running gear are also straight from the original machine. The styling, though, takes the same direction as the Honda Deauville, which had just been launched in 1998. The semi-circular headlight and fully-integrated panniers are very much in the mould of the Deauville, while the all-enveloping bodywork is a natural progression from the original Pan European. Honda insiders have suggested that rather than being a direct Pan replacement, this project may have instead been intended to replace the PC800 Pacific Coast, which was dropped in 1998 just as

this bike was made.

What's particularly surprising is the shape of this bike. Around the headlight, the air intakes below it, and the faired-in mirrors and panniers, it is eerily reminiscent of the BMW K1200LT, launched in 1999 as the most convincing rival yet to the ST1100. This bike, had it got the go-ahead, would likely have been ready in around 2000 – did Honda drop it because the BMW had such similar lines?



This one looks like it could have very easily made it into mass production. Was it beaten to the punch by BMW's K1200LT?

## The Motocompo is one of those bikes that has near mythical status

### OTHER DROPPED DESIGNS

#### BMW G450X

ALTHOUGH BMW'S SHORT-lived enduro bike project did reach production, this version shows how it was originally intended to look. Notice anything strange? Yes, it's got a single-sided swingarm, which is surely a first for a serious off-road machine. What's particularly odd is that the back brake is on the "wrong" side of the arm, so it needs a slim brake reaction bar to be fitted on the opposite side from the swingarm itself. Which in turn



means that the usual advantage of a single-sider – quick wheel changes – is eliminated. It's no surprise then that the production version was more conventional. This prototype was never shown, but appears in the firm's patents for the G450's design.

#### HONDA MOTOCOMPO REBOOT

THE HONDA MOTOCOMPO is one of those oddball bikes that has near mythical status, and for a while Honda clearly considered using it as inspiration for a new scooter. This design study is thought to have been developed for the Tokyo Motor Show in 2011, but it didn't make the cut and hasn't

seen the light of day. While the styling is very much like the Motocompo, instead of folding to fit in the back of a car it has an unusual arrangement of opening side panels, revealing luggage space, and one side that flips up to become a picnic table, complete with cup holders.



## Honda RVF750 racer/RC45

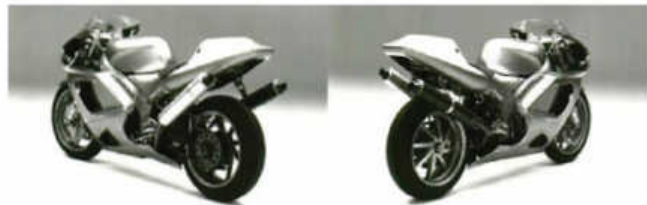
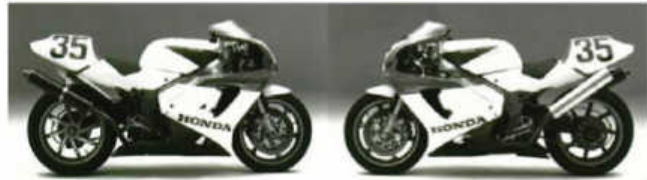
WHILE SOME OF the bikes here disappeared, never to be seen again, this machine became a legend in the decades after its launch. However, it could have looked quite different.

These pictures show an RC45-style racebike, although given the fact they date to 1991 or '92 it's likely to actually be an RVF750 racer. The design was patented at the same time as Honda established the style of the much more familiar 1991 RVF750, the bike that led directly to the shape of the RC45 in 1994.

The seat unit isn't a million miles from the design used on the RVF750s of the period, but the fairing is quite different, with a pair of oval intakes instead of the NACA ducts that would become such a key styling element on the RC45. The fairing also displays far bigger air outlets, and the bike is shown

with mismatched exhaust pipes, one on each side – probably as a way of showing two different possible arrangements rather than suggesting it would actually have run with both pipes as fitted here.

The frame is also slightly different to that of any RC45 or RVF racer.



RC45 derivations are pretty obvious. Note differing pipe options fitted to the same prototype



## Honda GL1500 roadster

THESE DAYS WE think of the Honda Gold Wing as the ultimate touring bike statement – the dressiest of dressers, dripping with luxuries and cossetting the rider and his inevitable pillion in armchair-like comfort behind a fairing big enough to hide a horse. But it wasn't always that way. The first 'Wing – the GL1000 of 1975 – was a massive naked roadster powered by a flat-four motor. Buyers had to add their own fairings and luggage if they wanted to take it touring.

More than 20 years later, in 1998, it seems Honda was

considering a return to the bike's roots. It got as far as building this one-off prototype in the same spirit as the original GL1000.

This machine is actually based on the frame, engine, suspension and wheels of the Gold Wing-derived F6C Valkyrie cruiser, which made its debut in 1996. It shared the then-current GL1500 Gold Wing flat-six engine, which actually makes it remarkably like the very first pre-prototype from the early 1970s that eventually evolved into the first-generation GL1000. That machine, dubbed M1, was

also a 1500cc flat-six-powered nakedbike.

On this design, the bodywork has a very much hand-made appearance, with bare aluminium for the fenders, tank and side panels. While most of the bits below are straight from the Valkyrie, the exhausts are slightly flamboyant, with six tailpipes in a Gatling-gun layout emerging from the silencers.

Although Honda clearly took the project seriously enough to put a patent on its appearance, it doesn't look as polished as most near-production machines.

## HONDA V4 CRUISER

THIS PROTOTYPE, DATING back to 2011, looks like it was never quite finished, but was clearly intended to explore the possibility of using a very odd front suspension system. Powered by a VFR800 V4, and with a crudely lengthened VFR swingarm at the back, it looks like

it could have been a showstopper along the lines of the firm's Gold Wing-based Evo6 if it had been given a bit more polishing – even if it has serious issues that would make a production version virtually impossible. Not least the lack of space for a proper airbox or fuel tank...



## SUZUKI GSX-R125

WHEN YAMAHA BREATHED new life into the 125cc sportsbike market with its R125 in late 2007, Suzuki was thought to be hot on its heels with plans for a new GSX-R125 well under way. The financial crash, and perhaps the sheer competence of the rival Yamaha, may well be the reasons the planned new bike never saw the light of day. At least not until 2009, when this design patent was published showing just what the planned machine would have looked like.



# OTHER DROPPED DESIGNS

## TRIUMPH DAYTONA 250 AND STREET SINGLE

THERE'S A HUGE boom in the international market for 250cc sportsbikes and nakedbikes at the moment, thanks to demand in places like India and particularly in Indonesia where import duties and luxury taxes make bigger bikes all but unobtainable. Triumph was keen to get in on the action, and virtually completed development of its 250cc single-cylinder machines – both faired and naked versions – before putting the whole project on ice

just months before the bikes' planned debuts. The firm even showed concept drawings, and prototypes were spied testing. Eventually, the emergence of machines like Yamaha's twin-cylinder YZF-R25 and rival singles including Kawasaki's Ninja 250SL meant that Triumph's bikes were already starting to look outdated before launch. It's also not clear if the huge Indian factory intended to build the bikes in numbers was on schedule to be up and running.

## HONDA CBR750RR

REMEMBER WHEN THE definition of a superbike meant a 750cc four-cylinder? In an era that could be called "pre-Fireblade", that's what most were thanks to racing regs that favoured such designs. And while Tadeo Baba's idea of near-1000cc power and near-600cc weight means the first-gen Blade will always be a classic, it was nearly just another 750cc machine. This prototype, with distinctive rectangular headlights, is



that proposal. Honda decided that it was better to use the homologation-special RC30 and create a dedicated road-going superbike. Baba boosted this engine – derived from the Japan-only CBR750F – to 893cc, and the rest is history.



This one was ahead of its time, offering cruiser power in a sporty chassis.

## Suzuki 800cc V-twin roadster

BACK AT THE start of the new millennium there was a distinct feeling among Japanese manufacturers that the world needed a new class of motorcycle – the problem was that nobody seemed quite sure what it was.

Yamaha was boldest in its determination of the new style, combining low-revving, torque cruiser engines with sporty chassis designs to create something that perhaps only Buell had made before. It started with the BT1100 Bulldog of 2001, and the same year showed its MT-01 concept bike. History shows us that neither turned out to be a huge success, but at the time it was an interesting enough

direction to get others looking at making rivals.

Back then, Suzuki was strongly rumoured to be developing a bike along the same lines. It never appeared – until now...

These pictures date to 2002 and show a machine that can only have been designed with the Bulldog and MT-01 concept (the production MT-01 was still several years away) in mind.

The engine is courtesy of the VZ800 Marauder cruiser, which means a whole 37kW at 6500rpm and 66.5Nm of torque at 5000rpm, low even compared to the underwhelming Yamaha Bulldog. The Marauder also appears to have donated its fork, although it's gained a

much sportier rake as suits the prototype's short-wheelbase, sportsbike-style chassis. The swingarm and wheels come from a Bandit.

The odd suspension linkage at the back, with a near-horizontal shock, shows how difficult it is to package a big cruiser engine into a small bike and may also be a reaction to the 2001 prototype MT-01, which likewise had a side-mounted, horizontal shock, which the production version dropped.

The bike's styling, with its off-set air intake on the right-hand side and unusually boxy seat unit, is distinctive, even if it's not a complete win.

The design never made it to a show, and even this prototype appears to be little more than a styling mock-up; it's clear the instrument displays are painted on, as are the stacked exhaust exits on the end can.

Given this machine's 2002 date, its fate is likely to have been sealed by the poor reception that Yamaha's more powerful Bulldog received; Suzuki probably realised that while the bike market may well have wanted something new, that thing wasn't a cruiser-powered sportsbike.



## BUELL GRIFFIN MOTOCROSSER

WHILE ERIK BUELL'S eponymous company was founded on sportsbikes, the firm came close to making a motocrosser in 2009 as then-owners Harley-Davidson

looked to enter a profitable new market. The bike's design was complete and several prototypes were made, including Buell signature elements like an aluminium frame that doubled as both the fuel tank and airbox, allied to a brand new 450cc DOHC single-cylinder motor. The financial crisis ended the boom in US motocross bike sales and soon resulted in Harley closing Buell down entirely, ending any hopes that the Griffin would get an official showing.



## HONDA VFR1200T

QUITE WHAT HAPPENED to stop the VFR1200T from reaching production remains a mystery. The bike, intended to replace the ST1300, was designed alongside the VFR1200F and the Crosstourer, and was subject to a whole host of patents as it was intended to be a tech marvel. The jutting nose, reminiscent of the 1999 X-Wing concept, hid a crash structure intended to stop the bike pitching forward if it hit a solid object, and was part and parcel of an airbag system evolved from that used on the Goldwing. Honda was also developing



a cylinder-cutting system to boost economy. Drawings first emerged in 2009, and these pics appeared as recently as 2013, but it seems that the project has been cancelled.

## Suzuki GSX250 four

THIS INTRIGUING DEVICE is a prototype that Suzuki made back in 1998, but despite its finished appearance it never seems to have been shown to the public.

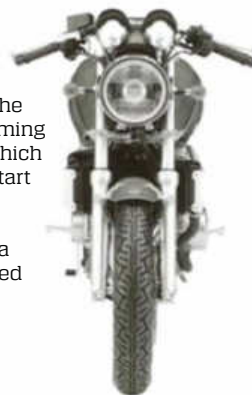
The bike's basis was the then-current Japanese market Bandit 250V – which used a version of the Bandit 250's four-cylinder engine with variable intake valve lift – but it sports a totally different frame and styling. While the engine, front suspension, brakes, wheels and swingarm are lifted straight from the small Bandit, along with the clocks and headlight, the frame looks more like that on the old GSX250S Katana.

If the mechanical bits are largely borrowed, the styling is unlike anything else, combining an unusually shaped fuel tank with a bulky seat enclosing a pair of high-mounted end cans.

The style should be viewed in the context of the bike's 1998 date – it's a look that was neither modern nor intentionally retro, simply different.

Given that the Bandit it borrowed the engine from was dropped at the end of 1997, this might have been intended to

replace it, but by the end of the 1990s the demand for screaming 250cc four-cylinder bikes, which had thrived in Japan at the start of that decade, had severely declined. That could explain why this machine never got a public airing, let alone reached showroom floors.



## Suzuki sportsbike concept

SOME OF THE bikes here clearly came close to being production realities. This one, however, has the look of a concept – indeed, the pictures appear to show a scale model rather than a full-size machine.

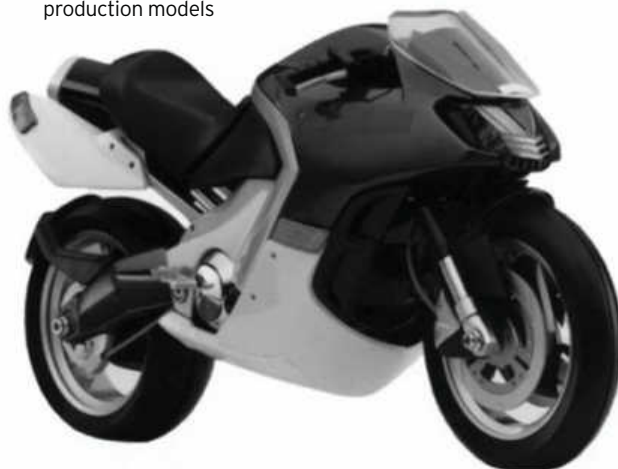
There isn't even much clue as to the engine that might power it. The stacked exhausts hint that it might be a twin, and the chrome engine cases and belt final drive suggest it could even have a cruiser-derived engine. Could this be Suzuki's take on a Buell-type machine? It dates back to 2000, around the same time that Yamaha was working on the Bulldog and the MT-01 concept, and when there was

a brief interest in using torquey cruiser engines in lightweight, sports-oriented bikes.

The styling is certainly distinctive and elements like the "floating" windscreen have since been seen in other concept bikes, but as a production possibility, this bike was probably never seriously considered.



More often than not, the truly weird ones are simply opportunities to float design concepts rather than serious production models



# SHOWN BUT NEVER MADE...

## LAVERDA LYNX

At the end of 1999, in a last gasp as an independent company under Francesco Tognon, Laverda revealed the near-production Lynx. And it looked good. A 650cc V-twin using bought-in Suzuki SV650 engines, it had a part-alloy, part-trellis frame rather like modern MV Agusta designs, intended to allow several different versions to be easily made. The firm also announced a 900cc triple. But within months the whole company had been swallowed by Aprilia, putting an end to all its plans.

## LAVERDA SFC1000

On its takeover by Aprilia, Laverda was effectively mothballed, but the firm nearly re-emerged in 2003 when it showed the RSV1000-derived SFC1000 prototype. Initially shown as a racer, a road version was developed during 2004 and seen in spy pictures before making its show debut at the end of the year. But that was the last of it; Aprilia itself was bought by Piaggio in 2004 and common sense prevailed with the realisation that the bike's biggest rival would be Aprilia's own RSV Mille. The Laverda brand was returned to the cupboard and hasn't been played with again.

## GILERA SUPER-SPORT 600

Before it bought Aprilia, Piaggio had earmarked another of its brands, Gilera, to become the firm's sportsbike arm. The firm created the stunning Supersport 600 in 2001, using a Suzuki GSX-R600 motor in a Gilera chassis, and had plans to put it into production at a price that would place it between mass-made Japanese bikes and exotic Ducatis. The project was one of the stars of 2001's autumn bike shows and looked set to be a success, but Piaggio's changing priorities meant that its time in the limelight was short. The project was dropped in 2002.

Cute huh. There are a few giveaway signs that this one was unlikely to make it to production, but the twin underseat exhausts and cool wheels offered a different take on the conventional scooter theme



## Suzuki big sports scooter

**THIS CREATION ONLY** dates back to 2008 and the start of the financial crisis that has seen bike sales plummet all around the world. That may well explain why it never got its intended showing.

It's derived from the firm's existing Burgman 650, and uses the same parallel-twin engine, but has a much more modern, sporty look. It's likely that the design was originally intended for

a show – probably the concept-bike-heavy Tokyo Motor Show – since it's got several details that look unlikely for a production machine. Most notable are the wheels – larger than usual on a scooter and featuring particularly stylised spokes – and the rim-mounted front brake disc. The single-sided swingarm also screams “concept bike” instead of production model.

The twin under-seat exhausts give this away as a styling exercise rather than a running prototype, since their exits appear to be blanked off.

Intriguingly, while the bike was designed back in 2008, its patents didn't show up until several years later, hinting that the project may have remained under consideration for quite some time.

## Suzuki GSX400 redesign

**BODYWORK ASIDE, THIS** appears to be a standard, Japanese-market GSX400 Impulse. But its appearance couldn't be more different from the stock, retro-styled machine.

While the frame, fork, engine and wheels are all straight from the Impulse, this design –

dating to 2000 – shows a much more modern take on the idea. Pictured is a full-size styling model, with a hint of Ducati Monster or Honda VTR250 about its tail and a tank that shows different shapes on each side, allowing Suzuki bosses to make instant comparisons between

two alternative appearances.

The nose is intriguing, with a forward-slanted headlight that shows a styling direction that never got taken further. On this model, it appears that the light itself is not a real component but is painted on to the mocked-up bodywork.





"The design dates back to 1999, which puts it way ahead of the game"

## Suzuki VL1500 bagger

**THESE DAYS THERE** are plenty of firms making off-the-shelf baggers based on existing cruiser models, but this Suzuki design dates back to 1999, which puts it way ahead of the game.

The base bike is the firm's VL1500, and all the mechanical

parts including the frame, engine, wheels and suspension have been left unaltered. All the bodywork apart from the tank, however, is totally different. The all-enclosed mudguards and the front fairing are new, as are the built-in panniers that give the bike its low-slung bagger

appearance. Long, low exhausts help carry it off.

The bike might not have made it to production but the styling, particularly around the nose, appears to have influenced Suzuki's later cruiser models like the M1800R.



# SHOWN BUT NEVER MADE...

## DUCATI APOLLO

This was the bike that might have made Ducati into a very different company. The Apollo was shown in 1964 and made a then-unimaginable 100hp (74.5kW) from a 1257cc V4 engine. It would have been one of the fastest bikes in the world if the firm had got beyond making two prototypes. It was cancelled because it proved impossible to find a tyre that could cope with the combination of weight and power.

## HARLEY-DAVIDSON NOVA

If Harley's Nova project of the 1970s had been pursued, the firm would be seen in a very different light today. Forget traditional cruisers, here was a water-cooled, DOHC, 800cc-1000cc V4 designed by Porsche's legendary Hans Mezger and intended to rev to 10,000rpm. In fact, it had a modular engine that was also intended to appear as a 500cc V-twin and a 1500cc V6. There was an under-seat radiator and the fuel was held in the side panels. Harley's owners, AMF, canned the project, which prompted an internal revolt and a management buy-out led by Willie G Davidson. Sadly, there were no funds to continue the Nova project. Several prototypes still exist, in Harley's museum.

## HARLEY-DAVIDSON PENSTER

Harley's idea to make a leaning trike with two wheels at the front might seem mad, but it was a cunning response to ageing buyers in America starting to levitate towards trikes. The Penster prototypes weren't officially shown until long after the project ended. The bikes could have been a success, too – depending on local laws they might have been legal to ride without helmets or using a car licence. But the financial crisis saw Harley refocused on its core products. The trike market was targeted with the firm's more conventional three-wheelers, based on Lehmann Trikes' existing designs.





# Salt shakers

Three generations of one family are breaking records on Lake Gairdner. What drives them and **how do they do it?**

WORDS **HAMISH COOPER**

PHOTOGRAPHY **HAMISH COOPER, TUCKER-POWDITCH ARCHIVES**



The sheet of salt stretches to the horizon. A youngster sits quietly at the start

line on the motorcycle his grandfather has built. That man is waiting too, his hand resting on the kid's shoulder.

This is a special moment on Lake Gairdner. Out here it's all blinding white and vivid blue. Salt and sky. Out here a rider is alone with his thoughts on the start line. Then, after he receives the starting board with the green thumbs-up "Go" sign, he is alone with his fears and a helmet full of the noise of an engine at full revs. The mile markers flash past as the machine reaches terminal velocity...

Then it's a long wind-down back through the engine revs and on to the return road. One good run. One new record.

Lachlan Tucker-Powditch is just 13 years old. He's been coming to the salt since he was two years old. Earlier this year he achieved a personal ambition by competing for the first time. This resulted in two world firsts: he became the world's youngest ever competitor in this sport, and he set an Australian land speed record in his class.

The Year 8 pupil took his homebuilt 1998 Moriwaki chassis, powered by a Suzuki RM85 motocross engine, to 91.7mph (147.6km/h) in the 100 APS-G class. The old record was 89.7mph (144.4km/h). Like in drag racing, salt-lake times are



## “There is nothing like the sound of an engine at full revs for mile after mile”

measured in miles per hour rather than metric.

Meanwhile his father, Paul Powditch, took his 2011 GSX-R1000 Suzuki to a record-breaking 192.364mph (309.6km/h) in the 1000 MPS-G (production) class. The previous record was 188.442mph (303.3km/h).

And then there's grandpa, the cause of all this high-speed ambition.

Grant Schlein powered his 2003 Suzuki Hayabusa to 209.839mph (337.7km/h) in the 1350 P-P (production) class, beating Kawasaki Australia's 208.153mph (335km/h) set in 2013.

He then jumped on a 2008 semi-streamlined Hayabusa and hit 221.206mph (356.0km/h) before backing off as the front wheel started lifting. The previous record in this 1350 APS-F class was 210.995mph (339.6km/h).

Lachlan's mum, Rebekah Tucker-Powditch, was watching and listening.

“They disappear in a big rooster tail but I know them by the sound,” she said later. “Even if I can't see them, I can tell who's on what bike by the exhaust. There is nothing like the sound of an engine at full revs for mile after mile.”

Rebekah should know. She has driven her 1988 Suzuki Swift GTI at more than 200km/h across this vast expanse of salt.

Riding Suzuki motorcycles and setting land-speed records runs deep in this family. It is a

ABOVE: (from left) Grant, Lachlan, Rebekah and Paul with their 221mph 'Busa on the left, 209mph 'Busa on the right, and Lachlan's Moriwaki at rear

OPPOSITE PAGE: (clockwise from top left) Grant on the start line; Paul with his Suzi 750; Grant ready to hit 209mph; and Lachlan, speeding across the salt

contagious disease that even affects cousin Martin Powditch, who this year smashed the 650 APS-G class record of 75.917mph (122.2km/h) with a blistering 130.592mph (210.2km/h) on a 2008 Hyosung 650cc.

**BACK IN THE 'BURBS**  
**THE CLAN GATHERS** at granddad's house for a debrief in a garage full of Suzukis.

“It's always been Suzuki for me,” says Grant, pointing to a Kessner Motorcycles sticker on his old early-90s drag bike. This Adelaide Suzuki and KTM dealer has supported the 59-year-old since 1977. It's helped assist his road racing, drag-racing – and now salt racing.

When the time came to build a bike for grandson Lachlan, the choice of engine was not an issue. Out came the tired old Honda powerplant from the Moriwaki and in went a two-stroke Suzi.

So what was the experience like for Lachlan?

“I didn't find it scary,” he says. “I thought I was going slower than I was,” he continues, describing in a few words how the vast expanse of salt destroys the perception of speed. The fastest he'd gone before this was 80km/h on dirtbike rides in the bush near Port Pirie with his parents.

What revs did he hold the engine at?

“Around 13,800rpm,” he replies.

A motocross engine isn't intended to sit on full



## GOTTA BE A GEN ONE 'BUSA

**THE ENDURING MOTORCYCLE** of choice for production-based, land-speed records is Suzuki's Gen One Hayabusa.

The GSX-1300R first appeared in showrooms in 1999, and quickly attained cult status.

The Hayabusa was named after a Japanese diving peregrine falcon. It certainly gobbled up Honda's Super Blackbird and Kawasaki's Ninja ZX11 to become the world's fastest production motorcycle of the 20th century at over 300km/h.

The Gen One 'Busa was powered by a 1299cc, DOHC, 16-valve engine that used ram-air induction and clever but bulbous aerodynamics to effortlessly vanquish its rivals.

It remained largely

unchanged until the Gen Two version in 2008. Focus groups of owners helped with a cosmetic redesign. A bigger engine, now 1340cc and with

higher compression, gave more power. However, the Gen Two 'Busa is heavier than its predecessor and many speed racers prefer the technical

simplicity of the earlier model and consider its aerodynamics to be superior.

"It makes you feel like you are in a vacuum," Grant says of the Gen One's standard fairing.

One thing is crystal clear about this powerhouse: its reliability. The 'Busa that Grant rode into the 200mph Club in 2004 had 10,000km on its speedo.

"In the US there are two periods of motorcycling, 'Before Hayabusa' and 'After Hayabusa,'" Grant says, speaking about the respect that performance bike builders have for the GSX-1300R.

"This is one tough engine."

This year there were over a dozen Hayabusas running at Lake Gairdner.





## “Look, mate, all the winning in salt-lake racing is done in the shed”

revs for very long so 14,000rpm across three miles is a test of preparation.

Granddad adds some perspective to this.

“It’s a test of an engine for sure,” Grant says. “Paul’s GSX-R1000 would be sitting on 15,000rpm and my ’Busa on 10,600rpm.

“Look, mate, all the winning in salt-lake racing is done in the shed. You can’t start doing major work on your bike on the salt. The preparation has to be complete before you go.”

So what is the level of preparation to achieve record results?

“I go through everything in detail,” Grant replies. “I even do the wheel alignment using a vernier to get it millimetre perfect.”

So there must be some basic cornerstones?

“They are traction – which includes gearing, weight distribution and tyre pressures – aerodynamics, and riding style, by which I mean really learning to get your body down into the bike,” says Grant.

He gives an example of jumping on a friend’s ’Busa and going three miles an hour faster just by tucking into the paintwork more than the owner.

ABOVE: Grant Schlein Racing in 2010

BELOW LEFT: Drag bike with decals from original sponsors

BELOW CENTRE: The nose that splits the air at 209mph

BELOW RIGHT: Fairings in the family’s bike cave

Paul then tells the story of a turbocharged ’Busa that could only hit 160mph. It’s an example of the complexity of this type of racing, where throwing horsepower at a motorcycle doesn’t necessarily make it go faster.

A classic case is the fact that the Gen One ’Busa, produced from 1999 to 2008, is still favoured by many salt racers over its successor.

### FAMILY TIES

**GRANT’S LINK TO** Suzuki dates back to the 70s, when he started roadracing.

As happens with many racers juggling family and work commitments, a succession of Suzukis passed through his hands.

“At one stage I had to buy some curtains for the house, so I sold my ex-Mick Hone T500,” he remembers.

Fast-forward a decade and Grant was one of the large group of Adelaide racers showing Australia how good the Suzuki GSX-R1100 engine was. Try a quarter mile time of 8.7 seconds with a terminal speed of 152mph (244.6km/h)!

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Motorcycle Art



Hanlon continued into the 2000s, when Grant discovered salt-lake racing. Another long-term supporter and friend is Mick Adi, of Advance Headers. (He's a bit mad too, racing a Goggomobil Dart powered by a supercharged, methanol-burning VW engine).

In 2004, Grant became the first Aussie motorcyclist inducted into the 200mph Club with a run of 200.9mph (323km/h) at Lake Gairdner. Amazingly, it was his first year on the salt and he even upped the ante during the week, hitting 204.1mph (328.5km/h).

By 2010 Grant had his daughter Rebekah and son-in-law Paul Powditch out on the salt competing with him. Paul took his 2008 GSXR-750 to a production 750cc record of 162.954mph (262.2km/h) and reset the modified MPS/G 750 record to 167.566mph (269.7km/h). Rebekah then drove her Hanlon-prepped Suzuki GTI Swift to 125.226mph (201.5km/h).

To prove he wasn't just fast on the salt, Grant took his 'Busa to Tasmania's Longford Revival Festival in early 2011. His speed of 291.42km/h over the Flying Mile was just 1.58km/h off the record set by Formula One driver Chris Amon's Ferrari V12 in 1968. To put Grant's effort into perspective on that bumpy, wind-buffed track,

ABOVE AND BELOW:  
Opportunities for family  
dinner-table banter: who  
can pass the salt fastest?



the fastest car in 2011 was a Holden Monaro at a mere 252km/h.

Back on the salt, Kawasaki Australia's record-breaking effort in 2013 got Suzuki fanatic Grant fired up. The Ninja ZX-14R hit 208.153mph (335km/h) to set a new Australian Production Frame-Production Engine (P-P) 1650cc record. It was the fastest speed any standard bike had achieved in Australia.

Grant responded in typical fashion, dragging out the standard-spec Gen One 'Busa he hadn't ridden on the salt since 2010. Despite displacing just 1299cc compared to the Kawasaki's 1441cc, Grant snatched the record back with a stunning 209.839mph (337.7km/h).

It was proof that salt-lake racing reduces motorcycle competition to its simplest form: to go far and fast all you need is self-belief and basic workshop ingenuity.

Speaking of which, what plans does Grant have for grandson Lachlan?

"We are getting a Cagiva Mito for next year," he says. Plenty of people have fitted Yamaha's RD350 engine to a Mito chassis. Expect Grant to slot a Suzuki in.

"This is his life, it really is," says daughter Rebekah. ■

## In 2004, Grant became the first Aussie motorcyclist inducted into the 200mph Club



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BMW Motorrad reveals the bike it hopes will carry it to victory in the global sales race: **the single-cylinder G310R**

■ STORY ALAN CATHCART  
■ PHOTOGRAPHY BMW MOTORRAD





**A**t a press conference in Munich on 11 November, BMW Motorrad announced a five-year plan which targets lifting annual sales across all its platforms to 200,000 units by 2020. It also presented the new G310R single-cylinder model which will play a key role in driving that steep increase in demand for its products. While designed and developed in Germany, it will be entirely manufactured in India by BMW's new partner, TVS Motor Company based in Bangalore.

Sales of BMW motorcycles and scooters are already at an all-time high, with 121,622 units sold globally in the first 10 months of this year – up 11.5 per cent on the same period one year ago, and all but reaching 2014's record 12-month level of 123,495 sales after just 10

months in 2015. But now BMW's main board has set its motorcycle division steep new targets for the next five years, and Motorrad plans to meet these partly by expanding its coverage into other market sectors via all-new platforms.

"We want to sustain our profitable growth in the motorcycle segment over the coming years," declared Peter Schwarzenbauer, member of the Board of Management of BMW AG who is responsible for the group's MINI, BMW Motorrad and Rolls-Royce divisions. "To achieve this, we expect an increase in BMW Motorrad sales of more than 50 per cent from 2014 to 2020, and we are expanding our dealership network from currently over 1100 to about 1500 retail outlets by 2020." This is intended to build on BMW's current position as market leader in 26 countries, according to the company.

The foundation for this rapid projected growth will be laid by the firm's entry into the sub-500cc capacity segment in the form of the new BMW G310R. BMW Motorrad CEO Stephan Schaller describes the bike as "a compact, agile single-cylinder motorcycle that has been specially designed for the growing Asian and South American markets, as well as Europe". When deliveries begin in the second half of 2016, it will be aimed both at developed markets such as Europe, Australia, Japan and (in 2017) the USA, and as a prestige model in developing markets such as Brazil (where CKD models made by TVS will be assembled in BMW's Manaus factory) and India (where as a locally made product, it will be free of the steep taxes affecting imported models).

"With the BMW G310R, BMW Motorrad is bringing a genuine premium offering to the below

This promise makes a 250cc BMW or even smaller capacity scooter seem likely, as well as further variants of the company's presently sole electric-powered two-wheeler.

However, according to Schaller, BMW's core business will "remain the exclusive premium segment above 500cc". The R nineT, launched in 2013, is a key growth model in this segment, with more than 8600 units already delivered in 2015. "BMW will build on the success of our classic models with the BMW R nineT Scrambler derivative [as reported in AMCN's EICMA wrap-up, Vol 65 No 11]. With the countless possibilities for individualisation offered by the BMW R nineT and the BMW R nineT Scrambler, we see tremendous potential in the US market, in particular."

But the G310R is the vital element in BMW's drive to achieve sustainable and profitable growth,

BMW knew it had to compete in the premium smaller capacity sector and that quality control was going to be all important.

## "We wanted to produce a real grown-up motorcycle, not a toy"

500cc segment", said Schaller, without revealing any details on pricing. "We will also be expanding our urban mobility offering in this class – including bikes with electric drivetrains." Urban mobility includes the company's two versions of its C650 maxi-scooter, of which 30,000 examples have been sold since its 2012 launch, and its C evolution electric scooter, of which 1000 versions have been sold since its debut one year ago. According to Schaller, this is right on target – and is set to expand. "As far as urban mobility goes, we will provide a wider range of products with smaller engine capacities," he says.

especially by tapping into new markets headed by Asia and South America. BMW signed a joint venture deal with TVS to manufacture the bike back in 2012, with development of the model starting that same year in Munich under the supervision of project leader Jürgen Stoffregen. "Our key objective was very clear," he says. "We wanted to produce a real grown-up motorcycle, not a toy, but a properly sized bike with all the attributes and appearance of a normal motorcycle, which can accommodate riders of all heights. It must also be built to a level of quality in keeping with the customer's expectations from





BMW in terms of style, engineering, manufacturing quality and individuality. It was for us very important that this should be a true BMW, even though built in India by our partners TVS.”

Achieving this level of manufacturing quality entailed a close collaboration with TVS, according to Stephan Schaller. “We did the important part of the project in engineering and developing the bike in Germany to the stage that it was production ready,” he says. “We also had many engineers from purchasing working with TVS in establishing a supply network in India to make sure that the standards of BMW are applied in sourcing components. We have something like 85-90 per cent of local content in the bike – but all components are made to German standards. I think our intensive search a couple of years ago to find the right partner gave us a very good result. They say that TVS stands for ‘trust, value and service’, and in my opinion this is a valid claim. It’s a third generation family-owned company, with the owners working every day in the company, and we are in very close contact with them, and admire the quality of their manufacturing process. They have the same long-term vision for this collaboration as we do at BMW, and I am very satisfied with the way they have adopted European standards for their manufacturing process in creating the G310R.”

Owing nothing to any previous single in the company’s catalogue such as the G650GS, the new





## The Indian-made bike is a clean-sheet design by BMW engineers in Munich

Indian-made bike is a clean-sheet design by BMW engineers in Munich. But why 300cc? “We wanted to have more than 250cc, because when we started in this segment the Japanese like Kawasaki and Honda had a maximum capacity of 250cc,” says Stoffregen. “We decided that 300cc was likely to be the next step for them, so we decided to go with that capacity even though we had no competitor at the stage with such a model. I was quite pleased when Honda came out with the CBR300R! But we have no plans to make different capacity versions like a 200cc or 250cc variant using the same bottom-end design. At the moment this is not even under discussion, because it’s a lot of work to launch this model and bring it to market in a new segment for BMW, so we are concentrating all our efforts on this capacity model.”

The G310R’s liquid-cooled Euro 4-compliant four-valve wet sump engine with chain-driven dohc, six-speed gearbox, oil-bath clutch and a single gear-driven counterbalancer in front of the crankshaft, measures 80 x 62mm for a capacity of 313cc, and in aiming to offer compatibility with various fuel qualities, has a relatively moderate 10.6:1 compression ratio. Carrying paired 33.5mm inlet valves and 27.2mm exhausts, it delivers 25kW at 9500 rpm, with a 10,500rpm redline, maximum

The G310R engine was kept to a fairly conservative compression ratio of 10.6:1 in order to cope with varying fuel quality.



torque of 28Nm at 7500 rpm, and a comparatively low unladen weight of 158.5kg.

Unlike conventional single-cylinder engines, the G310R’s power plant also features a backwards-tilted cylinder, a format pioneered by Cannondale on its MX bikes 15 years ago, and subsequently copied by Husaberg, Yamaha – and now BMW. This sees the cylinder head rotated by 180° so that the 42mm throttle body faces forwards, for optimum ram-air cylinder-filling as well as an advantageous layout to the bike, according to Jürgen Stoffregen. “It was an architectural reason that drove this layout,” he says. “We wanted to be able to have good stability and easy handling, but also extra weight on the front tyre for increased safety via better grip. So for this reason we decided it would be good to position the engine a little bit forward, because then you can also make a longer swingarm which is good for stability. By rotating the cylinder head to allow you to do this you also have the spinoff bonus of a cooler, straighter charge going to the airbox, and an extra benefit was that for Euro 4 you need a short length for the exhaust pipe, which this layout permits. It’s also nice for BMW to do something different when we are new to this sector, and can find a proper solution which is also individual.”



The G310R engine is thus positioned further forward in a tubular steel chassis with 17-inch wheels at each end – the rear carrying a 150/60 tyre - offering a 1374 mm wheelbase, with a non-adjustable 41mm upside-down fork set at a 25.1° rake with 102.3m of trail. This offers a rangy 140mm of wheel travel that will help cope with rough road surfaces, coupled with the 131mm wheel travel from the cantilever rear monoshock, also non-adjustable.

The single 300mm front brake disc is gripped by a radially mounted four-piston caliper via steel hoses, with a floating twin-piston caliper gripping the 240mm rear disc. The only component sourced from European suppliers – besides the Magneti Marelli engine management system – is the ABS developed by BMW in partnership with Continental, for like all BMW models, the new G310R is fitted with two-channel ABS as standard. Finally, there's a low stock seat height of 785mm, with optional lower 760mm or higher 815mm variants.

As with all BMW platforms, the G310R is merely the first roll of the dice for the German manufacturer. Stephan Schaller admits there are “at least three” variants under development based on the company's new Indian-built single-cylinder platform. G310GS, anyone? ■





# The flying doctor

We pay tribute to a man who combined his passions  
for motorcycling and medicine to save lives



■ WORDS AND PHOTOGRAPHY **STEVEN DAVISON**

**A**longside his colleague Fred MacSorley, John Hinds became famous as one of the Flying Doctors. Mounted on motorcycles and carrying bright orange packs stuffed with medical equipment, the pair provided the fastest medical response in world motorsport, saving countless lives at Irish bike races over the past decade. But tragically, the 35-year-old John was tracking a group of riders during a practice session at the Skerries 100 on 4 July this year when he inexplicably crashed his BMW S1000RR and sustained fatal injuries.

The death of the man who had

watched over everyone else in the high-risk business of racing on closed public roads stunned the bike racing paddock and left his family and friends devastated.

“John always believed there was something that he could do to save lives.” his partner Janet says as she sits in the couple’s living room surrounded by pictures of herself as half of a happy couple that no longer exists. “He realised that using the bike he could get to the scene of a crash much faster. Those first few seconds are vital in not only ensuring someone survives but also in making sure they survive intact.

**Air ambulance advocate**

One of John's biggest passions was working to see Northern Ireland secure an air ambulance service; something that he was aware was lacking after his treatment of racers and the public alike.



## “You need to know things like the way a two-stroke goes silent when you shut the throttle”

“Of course he got to indulge his passion for riding bikes too!” Janet adds. “John adored being on the bike and he wouldn’t have been able to do the work he did if he hadn’t.”

Unusually in Ireland, no one in John’s family was interested in motorbikes. But as they lived close to Kirkistown, one of Northern Ireland’s short circuit tracks, he became curious about what was going on there.

After watching his first track races at about 14 or 15, John went to the Ulster Grand Prix at Dundrod and was immediately smitten by the spectacle of road racing. At the age of 17 he acquired his first roadbike, a Suzuki RG125. When he later enrolled in medical school, he had the opportunity to dovetail his twin loves of medicine and biking. John explained the route he took in an interview he gave me shortly before his death.

“It isn’t until your third year of medical training that you actually meet any patients and it is usually in a clinic or GP’s surgery,” he said. “My first patients were road racers.”

John signed up as a member of the Motorcycle Union of Ireland Medical team. Using a van and medical cars loaded with resuscitation equipment, the squad of doctors and paramedics – all full-time medical professionals – provide their services at

Always fully kitted, Hinds had a reputation for being thoroughly organised and completely committed to his chosen profession

races as unpaid volunteers.

Initially, John observed the squad in action before being allowed to go hands-on himself.

“You have to familiarise yourself with how racing works, how the sport and its environment operates, or you are of no use to anyone,” he explained. “You need to know things like the way a two-stroke goes silent when you shut the throttle, or you could be running out in front of bikes that are still racing. You learn those things and how to fit into the team during your two-year apprenticeship.”

The apprenticeship also involved honing his riding skills.

“Fred and John loved riding their bikes and they went to Jerez and Almeria in Spain during the winter with (former North West and British championship race winner) Woolsey Coulter for coaching sessions,” Janet recalls. “I even bought him trackdays at Mallory Park as a birthday present. It was really important to him that I enjoyed the bike too and I rode pillion with him, getting my knee down a couple of times!”

Fun as his biking was, it was also a crucial part of John’s race-day job as neither Fred nor him could risk getting caught by the likes of Michael Dunlop or Guy Martin as they followed on the opening lap.

“His riding skills were extremely important





# The Lazarus kit

"IN MEDICINE YOU generally find that the usefulness of a doctor is inversely proportional to the size of the bag that he carries." Dr John Hinds said with just a hint of a smile as he unveiled the contents of his famous orange kit bags in an interview just before his death. There was a minimal but critical amount of gear in the four pouches strapped to the Flying Doctors' waists and in the small rucksacks slung on their backs.

"We only carry what we need and it has been pared down by experience," John said.

Can the contents of this magic bag bring people back from the dead? Could it raise Lazarus?

"That's what it's designed to do," he smiled.

Fully stocked the bags weigh 20kg and contain over A\$6000 worth of drugs and equipment. In addition, Dr Fred always carries a defibrillator and oxygen bottle that cost more than A\$4000.

"The outside two pouches contain the things that we need first and in the most hurry – cutters for slicing through leathers and painkilling injections. Riders often ask you for one of those just as the race is about to start!" John laughed.

The inclusion and layout of every item has been carefully considered and meticulously

honed to a precise purpose. Speed of access is the critical concern and each bag is clearly labelled so that it can be read upside down.

"When you are in a 'get me' situation everyone can see where everything is," John explained.

Tourniquets and clamps are stored alongside the radio, vital for calling in back-up. "We have enough kit on board to deal with two patients each and if we need

more we can call in the team in the van. They carry all of the big stuff like spinal vacuum mattresses."

John demonstrated the way the kit bags could act as a shield around the patient when they were unstrapped and placed on the ground.

The two central pouches contain the bigger stuff, instruments that are needed

"if things are really bad". Chest drains, pre-prepared doses of anaesthetics, scalpels and forceps sit side by side. Every piece of kit has a vital part to play in a step-by-step treatment process that is designed to eliminate life-threatening dangers.

"If they don't get better after each thing you try you move on to the next thing," John said. "A collapsed lung is almost always a factor with those who are worst hurt but we have refined the kit we need to deal with it to a minimum. In a hospital you might have a dozen sets of forceps but we just carry one set and a scalpel in a sterile pack." Characteristically, he made it all sound so simple.

One man who has first-hand knowledge of Dr Hinds' skills is Ireland's most successful road racer, Ryan Farquhar. Dr John and Dr Fred were the first doctors on the scene when he suffered the worst crash of his career at Cookstown in 2006.

"I looked down and I saw that my arm wasn't where it was supposed to be," Ryan recalls. "I was in a lot of pain and could hardly breathe. Then I saw John and Fred and they gave me injections and I felt a lot better very quickly.

"There is no doubt that John will be very sorely missed."



to him and John would never put anyone else at risk,” Janet explains. “He had to be sure he was fast enough and his garage was like an operating theatre as he meticulously checked out his bike before every meeting. He saw all of that as part of his duty of care.”

Wanting to know what it was like “to be on the inside”, John even tried racing himself on a GSX-R1000 Suzuki at Aberdare Park and on the Irish short circuits.

“How can you give advice if you don’t know what you are talking about?” he said. Although he laughed at the suggestion that his insight into competition helped improve his bedside manner, there was no doubt that it increased the respect and affection in which he was held by the racers.

Working with fellow physicians in the MCUI Medical team also provided John with inspiration.

“I was watching experts at work in the team,” John told me. “I saw them descend on someone who had crashed and was in the active stages of the dying process and they turned that around. That is a very seductive thing and I aspired to be like those people.”

His medical skills were long in their gestation: five years of medical school, a year as a pre-registrar and seven more years of combined training and practice eventually provided him with a double consultancy as an anaesthetist and intensivist in a Co Armagh hospital.

As is often the case among people who work in extreme circumstances, Dr John had a wit that was

Saharan in its aridity, with a propensity for black humour to match.

“I’m a bit of a jack of all trades in the medical world,” was how he described his doctor’s skillset. “It means that I can fix stuff as well as knock people out – and of course these skills are very transferable to dealing with crashes.”

Although John was to eventually become the leading light in the MCUI Medical team, he never sought to lay claim to any of the team’s numerous “saves”. Self-effacing and quietly spoken, he preferred to use “we” rather than “I” in his conversation, emphasising the importance of the squad’s tightly co-ordinated approach. And although highly respected by fellow professionals and the racing community alike, John shied away in life from the type of exposure that has surrounded him following his death. He preferred the company of close friends, socialising with some of the paddock’s lesser known names.

“John was a real race fan,” Janet says. “We booked our whole holidays around the racing calendar and he would record and watch every MotoGP and TT race. Because he was out on track when he was working he was never sure who was winning and I had to be able to tell him who finished where when he got back in. He enjoyed meeting all of the top riders and chatting to them. Some, like Guy Martin, even stayed at our house, but John didn’t do celebrity and he would be shaking his head about all the attention that he has had since the crash.”

The good doctor was a highly talented rider, who was known for his ability to get to the scene of an accident quickly and safely



## He preferred the company of close friends, socialising with the paddock’s lesser known names





### Game changing

Equipment pioneered at races is now being used regularly by the Irish ambulance service and has indeed entered mainstream pre-hospital care

## Medical breakthrough

**AS A DIRECT RESULT** of experience in treating race injuries, Dr John Hinds, Dr Gareth Davies and Dr Mark Wilson highlighted a previously unrecognised condition called brain apnoea syndrome. The details of the syndrome – and a ground-breaking new approach to its treatment – were discussed during the Trauma Medicine conference in London this year.

“When someone receives a blow to the head in an accident they often appear to be dead,” Dr Davies explained. “They can suffer dilated pupils, there may be no pulse and they will stop breathing. You could walk away and say that they have suffered an overwhelming injury and that they are dead and if you do nothing they will die.

“This is something that we get to see in bike racing very quickly. Our work gives us a unique perspective because we

are on the scene of crashes so fast, something which usually only doctors who stumble across accidents get to see and write about. As a result we now realise that there is a likelihood that this can happen to all patients who suffer a serious head injury, whether it be in a motorcycle accident, a car crash, falling down stairs or falling off a bicycle, and we want to raise awareness so that people can do something about it. If they are given CPR, they will often revive.

“We need bystanders to be able to do this – a biker’s mates for instance who have been out riding with him – because usually an ambulance won’t get there in time. All it requires is a knowledge of simple first aid processes such as CPR.”

It will also require breaking an accepted shibboleth in dealing with bike crash victims, as Dr Davies explains.

“Very often there is an obsession with not touching rider who is down,” he says.

“The big thing is not to take the helmet off because of the fear of spinal injury, but if a rider suffers brain apnoea syndrome following a blow to the head, just standing there waiting on emergency services to arrive will almost certainly lead to death. If there is no pulse and the rider is not breathing, the ‘Don’t touch’ mantra doesn’t apply, and whoever is present needs to perform some basic life support.”

The doctors recommend that everyone should learn how to remove a helmet safely.

“Basic first aid techniques such as chest compression and mouth-to-mouth resuscitation require no specialist knowledge or equipment, but if there are no signs of life then you need to know how to get on and do it.”

The identification of

phenomena like brain apnoea syndrome is a result of practising medicine at race crashes.

“Groups of clinicians working together in pre-hospital care leads to innovation,” Dr Davies says emphatically. “When doctors were ‘let out’ of hospitals and began working in motorsport they were able to bring their hospital practice on to the streets.”

This exchange of information has become a two-way street with techniques that have been honed in race medicine being brought into widespread usage.

“Our capability for advanced damage control surgery at the roadside and the ability to deliver an emergency anaesthetic, including controlling the airway and breathing, have all been developed in treating race casualties, and these have now entered mainstream pre-hospital care,” Dr Hinds explained.



In 2010, in a crash at Skerries, John lost one of his closest friends, Myles Byrne. The death hit him very hard.

“I rode back to the paddock and cried my eyes out,” he told me after his best efforts had failed to save his friend.

“John was very close to Myles and his death had a huge effect on him,” Janet recalls. “Typically though, he dug his heels in and resolved to develop his resuscitation techniques even though it wouldn’t have helped Myles. He was driven on to improve by his loss.”

John’s hands on approach at the very pointiest end of medical care exposed him to some of the toughest trauma challenges imaginable. Calling on the experience he gained, he began to deliver lectures all over the world to medical conferences, gaining international recognition for pioneering techniques that were developed through the

treatment of injured Irish road racers.

“I have always been drawn to the high acuity stuff because dealing with the sickest patients pushes you to really think on your feet,” he told me last year. “That is what I got into medicine for and it provided me with the model of what a doctor should be.”

Irish bike racing is still reeling from Dr John’s loss but his mentor, Dr Fred, has vowed to continue.

“Nobody did it as well as he did,” Dr MacSorley says. “But I’ll have to find someone and train them up, and continue to do my best for patients at the side of the road.”

John’s work in areas such as the previously unrecognised Brain Apnoea Syndrome brought him professional plaudits amongst his medical peers – and new opportunities. Job offers came from Dubai, Sydney, and even the military.

“A few years ago the British Army made

Hinds on his way to yet another racing incident. He pioneered immediate aid techniques that have become invaluable trauma procedures

**“I rode back to the paddock and cried my eyes out”**



# MAG 1

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determined efforts to recruit John to work for them with injured soldiers on the front line in Afghanistan,” Janet recounts. “He was very tempted by that because the military had all the very latest technology and equipment at their disposal but in the end he decided to stay and work in Northern Ireland.”

One cause that John felt passionately about was the need for a full air ambulance emergency medicine service for Northern Ireland, and he had begun a determined campaign for this before his untimely death.

“John was very, very opposed to needless deaths, and statistics show that perhaps as many as 600 people who have been involved in accidents in Northern Ireland since 2003 would still be alive

Partner Janet and others have carried on Hinds’ campaign for an air ambulance system for Northern Ireland, similar to that which operates in Australia. With her is youngster Shaun McCann, who credits Hinds with saving his life after he fell from a ladder in 2013

today if we had this service,” Janet explains. “An air ambulance service has been seen as a luxury rather than a necessity but John saw it as a fundamental need and had begun to push for its provision.”

Janet and the rest of those now involved in the HEMSNI air ambulance campaign are determined to see the emergency service introduced as part of John’s legacy.

“John wanted the very best for the place where he loved living,” Janet says. “He went to Australia in 2014 and saw the HEMS system in operation there and came back frustrated that we didn’t have something like that at home. After that he started the campaign, and if there is going to be anything good to come out of John’s death it will be a HEMSNI service.” ■



**“The Army made determined efforts to recruit John to the front line in Afghanistan”**



# Street *Stylin'*

It offered practical transport for a bygone generation, now the humble moped is coming back into fashion. Here's why...





**L**ike the black and white TV or the manual typewriter, the motorised bicycle or “moped” was once thought consigned to the technological graveyard. There were a few of them about, but sightings were rare, the ‘ped having long been superseded on roads of the first world by its nemesis: the motor scooter.

For many of us, exposure to the moped came during youthful forays into engine-powered two-wheelers. Even the word itself has a sort of teenage pout about it (just drop the “d” to get the picture) evoking memories of clumsy rides across

muddy parks trying to gain the attention of distinctly unimpressed girls. Or you encountered them on first holidays abroad, often when your bag was ripped from your shoulder by some cigarette smoking youth who sped into the distance with your traveller’s cheques. They were, if we ever thought of them, mementos of the past.

But recently across the US the humble, super-economical two-stroke has been making a comeback akin to an old boxer clambering off the canvas and knocking out his opponent in the final round. Clubs are springing up across the country,

mint examples go for thousands of dollars, and the granddaddy of all motorcycles looks to be twisting and ripping itself out of the history books and into 21st century relevance. To find out more about this frankly bizarre resurgence, we travelled to everyone’s favourite symbol of American urban blight and moped hotspot: Detroit, Michigan.

“You get what we call ‘Moped Mouth’. It’s the sheer joy that people have on their faces after their first ride.” We’re sat in the showroom of the Detroit Moped Works (DMW) which specialises in the sale and repair of Vintage



'peds while co-owner, Alexander Samur, explains the attraction of the lo-fi two-wheeler. It's a *conversation interruptus*, as Alexander, whose moped infatuation started after European holidays as a teenager, is constantly called away by his customers.

DMW has only been open a couple of months and 'peds have been selling fast. "I'd never thought it'd do this well. We get them in and they're out almost immediately," says Alexander – who is grabbed by another customer who wants a moped, any moped, now. Alexander sells him one but only after insisting on making sure it's in the best condition before it rolls out of the shop. "A wave comes over people," he says. "They just have to have one. They become entranced."

The store, a former medical practice on a seen-better-days strip mall, also serves as a hub for the Detroit moped community. Alexander has been involved in organising rallies around the city like Motor City Riots' "You Probably Won't Get Murdered" ride, a kind of ride and rally for like-minded moped heads.

Indeed, moped gangs – for that is how they refer to themselves (yes, we know) – hang out swapping tips and carrying out repairs in the workshop in the back. Today, members of the all-female gang The Femme Pedals are in store, and co-president Megan Miller explains: "Moped culture is all about hanging out with your friends. If you get moped culture, you'll get mopeds." Fair enough.

But what exactly is a moped? Well, the easiest designation system is that, if it has 49cc or less and pedals, it's considered a moped. Makes sense. After all, the very word moped comes from an amalgamation "motor" and "pedal". Further, regardless of engine capacity, without pedals it's a scooter or motorcycle. Got it now?



Find 'em where you can – the co-president of the Femme Pedals found her moped exploring an abandoned house

Though the origins of mopeds date back to the invention of two-wheel motor-powered transport, it wasn't till the mid-70s, and a relaxation of the US Department of Transport regulations, that they arrived in any sort of numbers in the US. It was perfect timing. A massive rise in fuel prices saw Americans scrambling for cheap transport and discovering mopeds shining before them. Pretty soon the Austrian Puch and Slovenian Tomos were common sights on the streets, along with many rebadged units running under the name of big US department stores like Sears or JC Penney.

A good proportion of DMW stock is sourced in the rural hinterland of Ohio. Back in the 70s heyday of the moped, the state assembled imports and hundreds were sold to locals eager to take advantage of cheap transportation.

"Farmers would buy their teenage kids one so they could get to sports practice after school," Alexander explains. "They'd ride them for a few years and then retire them. They'd store them in barns. And that's where we'll often find them – there or yard sales." After a buying mission, Alexander and the mechanics at DMW will repair and fix anything needed before selling them on.

So why are they back? Why now? And why is Detroit such a hotspot? One explanation is that in Michigan, mopeds do not require a rider to hold a license or insurance, making them perfect cheap-and-cheerful transport. There's a ready supply of mopeds due to their mass production in the neighbouring state of Ohio, and all this has seen a moped resurgence.

But it's tempting to try and make some sort of psychogeographical connection between the moped crews and the post-industrial wilderness they rattle around in. Is their emergence a signifier of a Mad Max-type culture developing in the





“Moped culture is all about hanging out with your friends. If you get moped culture, you’ll get mopeds.”



Members of the moped army wear their gang badges, stickers and patches with pride





**How much?**  
DMW recently sold a fully custom Puch Murray moped for US\$2300

ruins of the Motor City? A recover and reuse ethos taken to a faintly ridiculous extreme? Or are they the outriders of that oft-hated first wave of urban regeneration, the hipsters, trailing groovy beards, artisan bread and undrinkable beer in their wake?

Megan is unsure when I put this theory to her. In her experience, most riders do it for the fun rather than for the chance to strike heroic poses as they toddle around dystopian Detroit. However, she concedes: "Do we feel cooler riding around Detroit than we would in San Diego? Of course we do."

Perhaps the greatest sign that mopeds are moving into the mainstream and becoming desirable is that people are actually bothering to steal them. Femme Pedal member Autumn Rae recounts the story of one being taken from her house and another moped aficionado spotting it on the street and asking the thief to politely return it. Which he did – politely. "We know everyone into the mopeds," she says, "So if we see one come up for sale that's been stolen we spread the word."

Strengthening the bond between all 'ped owners is the simple and inescapable fact that mopeds need a lot of looking after. If you own one, you are going to have to learn how to perform simple repairs, be prepared to shell out cash, or have a friend who knows what they are doing. The mantra inked on almost every moped fan's heart is: "Build it, ride it, break it, fix it and then break it again". This in turn has led to a camaraderie in adversity amongst the community. "Everyone has to pitch in if someone breaks down," says Alexander. "And having a common enemy brings people together."



Mopeds make ideal rescue projects. "I've never bought a running one yet," says Brad (top right). "They all start out as basket cases"

This DIY ethic ingrained in moped ownership has inevitably led to a modding culture. As one moped rider tells me, the machines are open to "interpretation". The adventurous can buy kits that boost power to 80cc (a potential 110km/h), though not being designed to hold such power makes an already temperamental machine even more temperamental. DMW's mods tend to stay out of the harum-scarum realm, as Alexander puts it. "Stock models are too slow at 40km/h but we don't want to build the fastest thing. We want you to be able to go between 55 and 70km/h so you can keep up on a major road. We're in the business of letting you be able to ride in traffic."

Brad, a member of moped gang, the Ypsilanti NoNos (motto: No shit taken, No f\*cks given) is in the shop today fixing up his vintage Motomarina Sebring, and he concurs. "80km/h is the sweet spot. A good friend had a moped before I got one and I was always 'Why don't you just get a motorcycle?' but then I rode one at 50 and I was 'This is me'."

It's a common theme among the converts: first you see them, you laugh at them, and then you ride one, fall in love and never look back.

It's near closing time at DMW and the riders decide to hold an impromptu rally. The small two-stroke engines start up in coughs and splurts till it sounds like a convention of lawnmowers have gathered on the street. At a signal from Alexander they begin moving. It'd be hard to say that they race off into the sunset, but that's not the point. They're mopeds, and mopeds don't speed, they moped. And that's the beauty of them. ■



The mantra inked on almost every moped fan's heart is:  
"Build it, ride it, break it, fix it and then break it again"




# Blood, sweat and cheers

After the race of the century at Phillip Island this year, we just had to do a Top 10 of the greatest races ever. So here they are: the GP battles **that blew our minds**

■ STORY MAT OXLEY ■ PHOTOGRAPHY GOLD & GOOSE





**T**here aren't many things for which you can thank tobacco, but close racing in MotoGP is one of them. From the dawn of Grand Prix racing in 1949 until the late 1980s, the racing was dominated by a handful of factory riders on cutting-edge bikes, while impoverished privateers followed along at a respectful distance, on inferior machinery.

Cigarette sponsorship first arrived in the 1970s, when a discrete Marlboro logo adorned the leathers of racer and sometime matinee idol Giacomo Agostini. Within a decade or so, Grand Prix grids resembled a tobacconist: Marlboro, Gauloises, Lucky Strike, Rothmans, Fortuna, HB, Ducados, Cabin and the rest.

Significantly for the racing, this flood of money allowed more teams than ever before to afford factory machinery. Instead of Honda and Yamaha building factory bikes for two, perhaps three riders,

they built many more machines, which they leased out to eager teams grown fat on tobacco money.

When riders lined up for the start of the 1988 500 season there were 16 on factory-spec V4 500s, more than ever before. It is no coincidence that the earliest of our top-ten best battles happened that summer. In fact, each and every one of our 10 best races happened during or after 1988. Tobacco money disappeared almost a decade ago, but the concept of leasing factory bikes hasn't. Last season there were 16 factory bikes, either entered by factories or leased to teams.

Nearly all these races share one thing in common: they all took place at fast tracks. Four were at Phillip Island, two at Suzuka, one at Circuit Paul Ricard and the other three at tracks with plenty of fast corners: Estoril, Sachsenring and Jacarepagua. It's a simple fact that fast, open tracks make for good racing.

01

## Japanese Grand Prix, Suzuka, 1991

Kevin Schwantz  
Mick Doohan + 0.204s  
Wayne Rainey + 0.353s  
John Kocinski + 0.556s

**FAST, SERPENTINE AND** barrier-lined, Suzuka is not a racetrack for the faint-hearted. And there were no faint hearts at the front of the opening GP of 1991. Four men spent the entire 22 laps riding like it was the last, and three of them were all-time greats of the sport.

This was Wayne Rainey (Marlboro Yamaha YZR500), Kevin Schwantz (Lucky Strike Suzuki RGV500) and Mick Doohan (Rothmans Honda NSR500) at their wild, tyre-smoking best, with dazzling rookie John Kocinski (Marlboro Yamaha YZR500) along for the ride.

At mid-distance Doohan looked like he might escape, but Rainey hunted him down, chased by Kocinski – hanging off so far he must've thought it was 2015 – and Schwantz, struggling with chatter. At one point the



Just a few hundred yards to the finish line and Schwantz has just snuck back in front of Doohan, with Rainey and Kocinski following in their wake

Texan was three seconds back, apparently out of the game, until he adapted to circumstances, flicking his RGV onto its side and picking it up again as quickly as possible, to minimise his chatter problem.

Painting the track black, Schwantz caught and passed

Kocinski, Rainey and Doohan on successive laps. Then he nearly crashed as his rear tyre lost grip and then found it again, launching him out of the seat. That put Doohan ahead as they headed into the final lap.

Schwantz came back at the Aussie youngster, pushing past at

Spoon Curve; Doohan counter-attacked at the final left but ran wide onto the kerb, making him an easy victim at the chicane.

### Check it out:

<https://www.youtube.com/watch?v=3HXqZh5oTK0>

02

## Japanese Grand Prix, Suzuka, 1993

Wayne Rainey  
Kevin Schwantz + 0.086s  
Daryl Beattie + 0.287s  
Shinichi Ito + 1.782s

**THIS WAS WAYNE** Rainey's greatest race, the one in which he had an out-of-body experience. For most of the 21 laps it was a breathtaking four-way battle royale; American rivals Wayne Rainey (Marlboro Yamaha YZR500) and Kevin Schwantz (Lucky Strike Suzuki RGV500) fighting tooth and nail with the faster Rothmans Honda NSR500s of Daryl Beattie and Shinichi Itoh. Itoh's NSR was the fastest of them all, and the local hero motored into the lead along Suzuka's fast back straight again and again, only for the others to climb all over him in the corners.

At one point Rainey was fourth and looked like he was done. But then he began a



Rookie Beattie briefly gets ahead of Schwantz and Rainey, with Itoh in fourth on his rocket-fast NSR

Herculean comeback, spinning his friendlier Dunlops out of the corners and making passes that sometimes made his Michelin rivals look silly. A backmarker cost Itoh his chance and nearly did for Schwantz who unleashed an astonishingly brave (mad?)

attack at the final chicane which took him past Beattie and almost Rainey too. Rainey complimented his rivals for "clean, safe riding" and later added, "It was like I was looking down at myself going into the fast right before the hairpin,

laughing and giggling. I was thinking: This is not meant to be this much fun."

### Check it out:

<https://www.youtube.com/watch?v=x-gwzLEy7TQ>



03

## Elias was spectacular to watch, rear end skittering this way and that into corners

### Portuguese Grand Prix, Estoril, 2006

Toni Elias  
Valentino Rossi +0.02s  
Kenny Roberts Junior +0.176  
Colin Edwards +0.864s

**THIS WAS THE** infamous race in which Dani Pedrosa took out Repsol Honda teammate and world championship leader Nicky Hayden. With both factory RC213Vs out, the race turned into a three-way dogfight between Hayden's title rival Valentino Rossi (Camel Yamaha YZR-M1),

wild-riding Spaniard Toni Elias (Fortuna Honda RC211V) and Kenny Roberts Junior (Roberts KR211V).

Elias was spectacular to watch, rear end skittering this way and that into corners and kicking sideways out of them, but the technique worked for him and had him charging through the pack to take the lead from Rossi. "Toni arrived like a devil," Rossi said later.

The final six laps were epic. Elias led, but the stress was too much and he kept making mistakes, so he waved Rossi past. But now Roberts was on the charge, outraking the Italian on what he thought was the last lap. But it wasn't. Rossi and Elias took advantage of KRJr's confusion, the Spaniard ahead with half a lap to go. As they sped into the final complex of corners Rossi inched past but Elias out-drafted him in the run to the line, Rossi then diving out of the Honda's slipstream. At the finish line they were separated by 0.002 seconds, the closest finish in the premier class since Alex Criville beat Mick Doohan by the same margin at Brno in 1996.

#### Check it out:

<https://www.youtube.com/watch?v=dLz6sG1qqI0>



The equal-closest finish in premier-class history: Elias charges across the Estoril finish line two thousandths ahead of Rossi



04

### French Grand Prix, Circuit Paul Ricard, 1988

Eddie Lawson  
Christian Sarron + 0.22s  
Kevin Schwantz + 0.46s  
Wayne Gardner + 5.72s

**THERE ARE FEW** more beautiful racetracks in the world than Circuit Paul Ricard in France, nestled on a perfumed plain just 20 minutes from the topless beaches of the Cote d'Azur. At least it is pretty until four factory 500s rocket past on the Mistral straight at over 300km/h, rattling the Armco and chilling your spine with their petrifying chainsaw yowl.

It's 1988, the first year of massed V4s on the grid, and this was the first of the humdinger races: Wayne Gardner (Rothmans Honda NSR500) fighting a grudge match with arch-enemy Eddie Lawson (Marlboro Yamaha YZR500), plus rookie Kevin Schwantz (Pepsi

Suzuki RG500) and local hero Christian Sarron (Gauloises Yamaha YZR500) in the mix.

Gardner was the strongest of the lot, racing for a hat-trick to put him back in the title hunt with Lawson, who was riding hurt. In the final laps the Aussie made the break, only for his engine to stop on the very last lap. That put Lawson back in the lead, Sarron riding shotgun for Yamaha, Schwantz handicapped by a lack of straight-line speed, as usual.

#### Check it out:

<https://www.youtube.com/watch?v=Q4LXw7vLjQA>



Lap one at Ricard and Schwantz is already having a look, chased by Sarron, Rainey, Magee, Gardner, Niall Mackenzie and winner Lawson

05

### Australian Grand Prix, Phillip Island, 1989

Wayne Gardner  
Wayne Rainey + 0.35s  
Christian Sarron + 0.47s  
Kevin Magee + 1.51s

**THIS WAS AUSTRALIA'S** first Grand Prix and therefore most riders' first visit to the island circuit off the nation's south-east coast. The crowd was huge and was treated to a nerve-wracking display of warp-speed brinkmanship as Wayne Gardner (Rothmans Honda NSR500), Christian Sarron (Gauloises Yamaha YZR500) and Lucky Strike Yamaha teammates Wayne Rainey and Kevin Magee fought for supremacy. Kevin Schwantz would've been with them, but his Pepsi Suzuki RG500 spat him off on the first lap.

Rainey led, Gardner grabbing



Sweeping out of Stoner Corner, Rainey is already braking for Honda hairpin, chased by Schwantz, Gardner, Lawson, Freddie Spencer, Doohan, Mackenzie and Pierfrancesco Chili

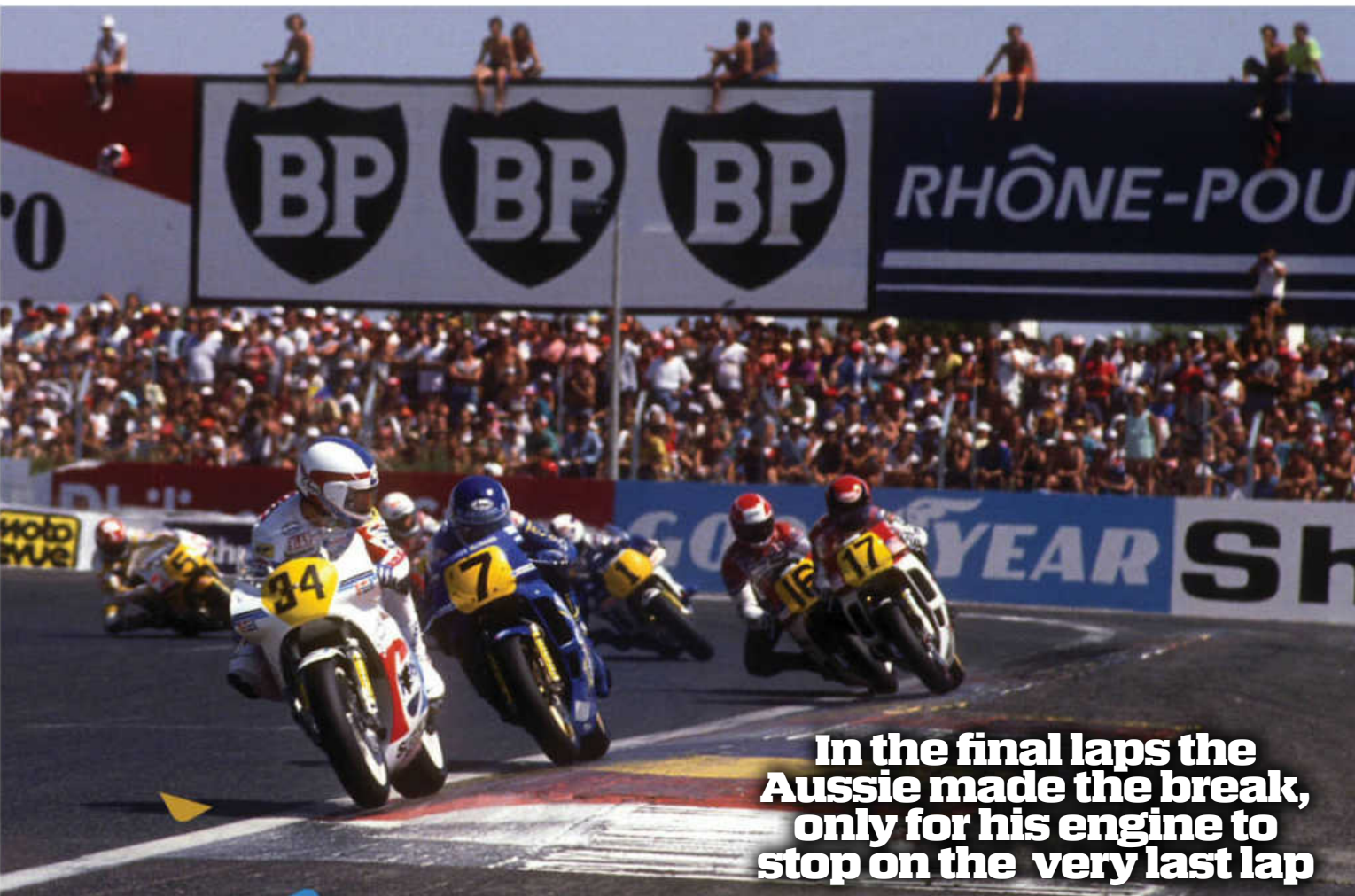
big handfuls of throttle in pursuit, with Magee and Sarron coming with him, the Frenchman's old-school technique working superbly through the fast, flowing corners. Gardner took the lead, then Sarron, then Rainey again, just inches between them

as they rode side by side through the sweepers.

The Aussie fans went wild when Gardner snatched the lead for the last time from Rainey, who counter-attacked several times on the final lap, never quite finding the room to get past.

#### Check it out:

<https://www.youtube.com/watch?v=Q4LXw7vLjQA>



**In the final laps the Aussie made the break, only for his engine to stop on the very last lap**



**Australian Grand Prix, Phillip Island, 2015**

Marc Márquez  
 Jorge Lorenzo + 0.249s  
 Andrea Iannone + 0.93s  
 Valentino Rossi + 1.05s

**THIS WAS THE** best MotoGP race in years, Phillip Island as usual allowing the world's best riders to get up close and personal. And the tension couldn't have been any higher with Movistar Yamaha teammates Valentino Rossi and Jorge Lorenzo fighting a bitter duel for the title.

Lorenzo led most of the way, trying to escape so he could ride his own race. At one point it looked like he had done it, only for Márquez (Repsol Honda RC213V) to close him down and grab the lead at two-thirds distance. But



The Aussie fans get some more unforgettable entertainment as Lorenzo sweeps through Siberia, inches ahead of Márquez, Iannone and Rossi

the effort had overheated his front tyre, so he had to back off to cool it down as prescribed by Bridgestone technicians. That allowed Rossi and the super-fast Ducati GP15 of Andrea Iannone to get back with them.

Lorenzo now had another go at breaking away and once again it looked like he had done

it as the other three squabbled over second, including one memorable moment when Rossi and Márquez tripped over each other, allowing Iannone to zap them both in one go.

Márquez's final lap was a win-it-or-bin-it effort, which ate up Lorenzo's lead and put the world champ ahead at the flag. After the

race Rossi and Iannone accused Márquez of messing with them, but so what if he did? It's an age-old tactic to split a group.

**Check it out:**  
<https://www.youtube.com/watch?v=DoaXlZ5TuMA>

07

## Rio de Janeiro Grand Prix, Jacarepagua, 1999

Norick Abe

Max Biaggi + 0.161s

Kenny Roberts Junior + 0.257s

Alex Barros + 4.442

**THREE WEEKS AFTER** the closest-ever podium at Phillip Island (number 9), they were at it again, this time at Jacarepagua, on the outskirts of Rio de Janeiro. Renowned for years as the wildest GP of them all off the racetrack, this one was just as wild on the track. Max Biaggi (Marlboro Yamaha YZR500) was in the thick of it with Kenny Roberts Junior (Suzuki RGV500) and Norick Abe (D'Antin Yamaha YZR500). Roberts led until a stone entered his RGV500 engine, chipping a reed valve and costing him several hundred rpm.

The final laps were hectic as Biaggi and Abe went at each other like madmen, bumping and barging, both their leathers

covered in tyre marks by the end. The final lap was a classic: Biaggi dived past leader Abe, pushing them both wide. Roberts, clinging on desperately just behind, swept through to retake the lead, only to get murdered on the back straight.

Abe was back in the lead again as they attacked the final turn, where Biaggi made a wild run round the outside. Once again the Yamahas touched, Biaggi skating onto the kerb where he lost drive. Abe won by inches, a quarter of a second covering the lot.

### Check it out:

<https://www.youtube.com/watch?v=FJARCZmBELs>

## Biaggi and Abe went at each other like madmen

Abe and Biaggi are about to get stuck into their final-lap barging match at Rio, with Roberts Junior hoping to take advantage



08

## Australian Grand Prix, Phillip Island, 2000

Max Biaggi

Loris Capirossi + 0.182s

Valentino Rossi + 0.288s

Alex Barros + 0.426s

**THE FAST, SWEEPING** curves of Phillip Island almost always keep the front-running pack tangled together like a pack of brawling hyenas, but this time even more so. Shortly after half-distance just 1.6 seconds covered the leading dozen! But as the frenzy increased, the group dispersed as some riders crashed, others ran into each other, and others destroyed their tyres.

With three laps to go the casualties left five men going for the win: Max Biaggi (Marlboro Yamaha YZR500), Valentino Rossi (Nastro Azzurro Honda NSR500), Garry McCoy (Red Bull Yamaha YZR500) and Pons Honda teammates Loris Capirossi and Alex Barros.

Biaggi bravely stole the lead from Capirossi with one and a half laps to go, just holding onto his advantage as they sped down the

start-finish for the final time. The three Italians flashed across the finish line, almost together, Barros just behind and McCoy losing touch in the final assault.



### Check it out:

[https://www.youtube.com/watch?v=sia\\_sk\\_K2q8](https://www.youtube.com/watch?v=sia_sk_K2q8)

start-finish for the final time. The three Italians flashed across the finish line, almost together, Barros just behind and McCoy losing touch in the final assault.

Rossi – who had won his first two 500 GPs only a few weeks earlier – might have made it a third on the Island, but the battle was so frantic that he failed to see the last-lap signal on his pitboard.

## The three Italians flashed across the finish line, almost together



BIKER FASHION

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Carry-bag · Art: 4331



THE IRISH ARE COMING!



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Club Classic Corporate

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Available**



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Come along and rub shoulders with past and present champions and watch Historic racing at its very best as the Poms, Yanks, Kiwis and now the Irish converge on Phillip Island to show they still have the passion and ability to race with the best.



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to see and do

Visit **islandclassic.com.au**

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09

### Australian Grand Prix, Phillip Island, 1999

Tadayuki Okada  
Max Biaggi + 0.085s  
Regis Laconi + 0.124s  
Carlos Checa + 9.497

**THERE WERE PLENTY** of mighty-close finishes in 1999 and 2000, mainly because Mick Doohan had gone and Valentino Rossi wasn't fully up to speed, so the pack was tighter than ever. At least it was at Phillip Island 1999 after Kenny Roberts Junior lost a big lead when his Suzuki's rear tyre fell apart with five laps to go.

As the next year's world champ stopped, all hell broke loose – a three-way battle between Max Biaggi (Marlboro Yamaha YZR500), Regis Laconi (Red Bull Yamaha YZR500) and Tadayuki Okada (Repsol Honda NSR500). Biaggi led into the last lap using tight, defensive lines. But then he left the door open into MG hairpin and Okada didn't need a written invitation. The Japanese – who two years earlier had angered

Accelerating out of Phillip Island's final left for the last time, Okada has hoodwinked Biaggi, who's coming under pressure from Laconi



#### Check it out:

<https://www.youtube.com/watch?v=39j6friKoGO>

Doohan with a heavy winning move on the final lap at Sentul – inched ahead and flashed across the finishing line with Biaggi almost side by side and Laconi sucking heavily on their exhaust fumes. This still ranks as the closest premier-class podium in history.

## This still ranks as the closest premier-class podium in history

10

### German Grand Prix, Sachsenring, 2006

Valentino Rossi  
Marco Melandri + 0.145s  
Nicky Hayden + 0.266s  
Dani Pedrosa + 0.307s

**THIS WAS A** classic, with nothing between the foursome who were inches apart at a one-line track where overtaking is tricky. There were plenty of sneaky moves here and there, plenty of outbraking manoeuvres at Turn 13, but no one could get away from the skirmish.

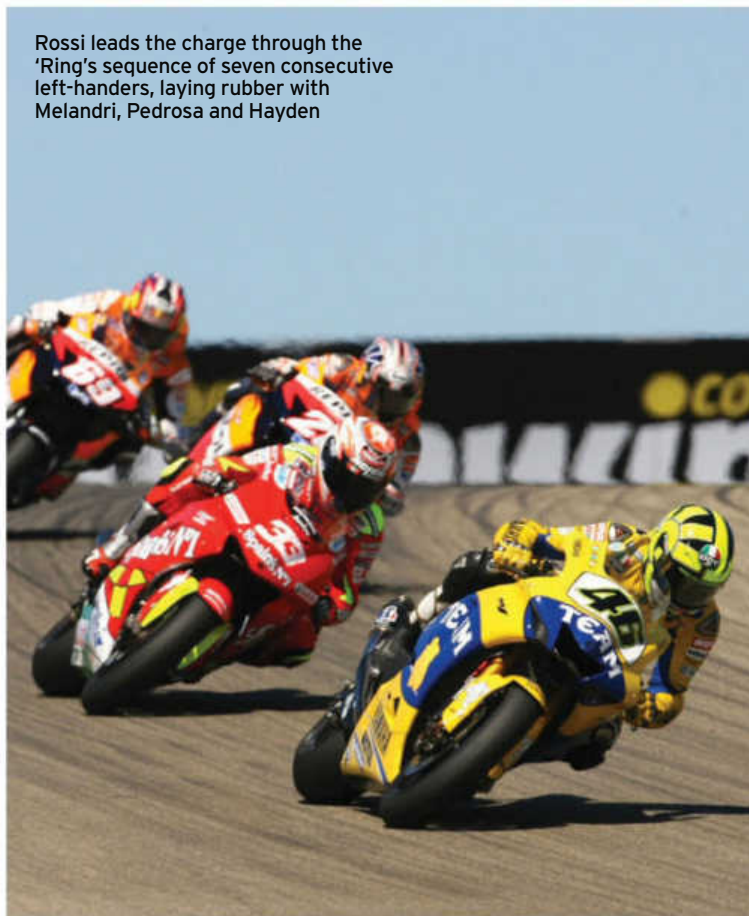
Marco Melandri (Fortuna Honda RC213V) led just prior to the halfway point, then Valentino Rossi (Camel Yamaha YZR-M1) moved ahead for the first time.

Melandri and Dani Pedrosa (Repsol Honda RC213V) were prodding and probing, with Pedrosa's teammate Nicky

Hayden watching and waiting in fourth.

Pedrosa ruined his chances when an attack on Melandri went awry, which allowed Hayden to sneak through to third. Melandri nipped inside Rossi, only for the reigning champ to come back at him half a lap later. On the final lap Melandri had several stabs, pulling an audacious around-the-outside move at the very last corner that didn't quite work. Hayden was right behind, hoping the Italians would get tangled up and open the door. They didn't, but at least he kept Pedrosa behind.

Rossi leads the charge through the 'Ring's sequence of seven consecutive left-handers, laying rubber with Melandri, Pedrosa and Hayden



#### Check it out:

<https://www.youtube.com/watch?v=CNvQjEfNonw&list=PLF7ALv3DN8HE2QwTxjsNodEESP2gApoA>

## Kangaroo Valley - NSW



### ESSENTIALS

Fuel at Moss Vale, Nowra, and Berry. Kangaroo Valley also has a servo, and food options. The café as you head down from Fitzroy Falls boasts the world's best pies and decent coffee.

### Fix It

At Nowra there are several local bike shops including Nowra Motorcycles and Nowra City Motorcycles on the Princes Highway, and Glen Henry Motorcycles on the Albatross Road. All have workshops and would be happy to lend a helping hand. If you get stuck call Dave at **Servinitup Motorcycle Transport** and he will come pick you up and take you home Ph: 0404 298 880 – a very handy number to have saved in your phone as you never know when you might need it.

### Fuel Up

**Coles Express** 55 Kinghorne St, Nowra Ph: (02) 4421 2473

**Caltex** 65 Bowral Road, Mittagong Ph: (02) 4872 1637

### Eat

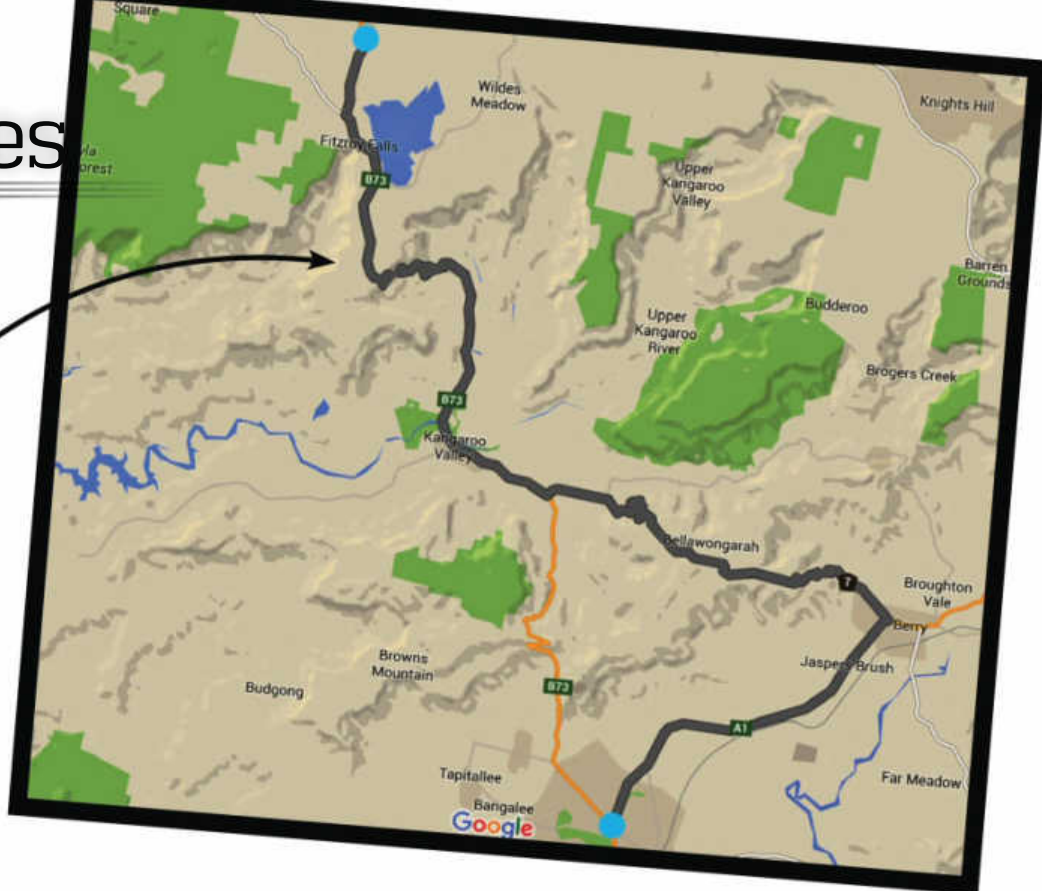
The tea room at the top of Cambewarra Mountain has good food and drink options as well as the best view.

You will find it at the top of Cambewarra Mountain Lookout Road.

If you pass through the town of Berry the **Great Southern Hotel** has a typical Australian Pub feel and serves a variety of good meals – 95 Queen St, Berry Ph: 0413 884 447.

### Sleep

**Kangaroo Valley Tourist Park** has several accommodation options including self-contained cabins and tent sites, and makes a good central base.



# Hop on down

Within striking distance of Sydney lies the spectacular riding of the Kangaroo Valley

■ STORY & PHOTOGRAPHY **TIM MUNRO**

**K**angaroo Valley is very popular with NSW riders for good reason. The well-sealed roads snaking through the valley and surrounding mountain passes make for excellent riding, not too far to the south of Sydney. The local area is dotted with small villages and towns that mark interesting places to stop along the glorious stretches of bitumen that guide you up, down, and between the picturesque escarpments of The Great Divide. It is easy to string together a few of the roads throughout the region to make a great riding loop so you can enjoy a day in the saddle.

The Kangaroo Valley Road can be accessed from the Southern Highlands on either the Nowra Road, or Sheepwash Road at Avoca. The two roads intersect at Fitzroy Falls before heading down the Barrengarry Mountain through Morton National Park. There are some great sets of corners through this stretch as you make your way down to the pie shop at the bottom of the hill. The sign out front lays claim to “the world’s best pies” but we will let you decide the validity of that one. The road continues southeast to Hampden Bridge and the township of Kangaroo Valley. The bridge features four turrets made from locally quarried sandstone, and is one of the few remaining suspension bridges from the colonial period in NSW. You have to stop and give way to traffic on the bridge coming the other way, but that’s okay as you get a chance to admire the old bridge for a while longer.

There are a number of stores in Kangaroo Valley village as well as a pub and servo. Leaving the township of Kangaroo Valley the road climbs Cambewarra Mountain where you have the choice of continuing on to Nowra on the main road, or turning left for Berry. At the top there is a left turn that takes you to a lookout and tearoom that has commanding views across to the coast.

The ascent up the mountain and down the other side contains several sections of excellent tight bends that are bliss on a bike, if you are lucky enough to not have tourist vehicles to dodge. The road surface is good, although you need to stay on the racing line to avoid the damp leaves and mulch that can build up on the shoulder of the road from trees lining the route.

As you head down the other side of Cambewarra Mountain towards Nowra there are some great views across the valley to the coast that can be seen on a clear day.

This road is well worth riding if you are touring in the south coast area and is one that Sydneysiders should mark off their list if they haven’t already done so. The road from Moss Vale to Nowra is only around 55km, with an extra 16km each way for the leg across to Berry.

We often head down the mountain to Nowra, turn left for a break at Berry, then turn back up the escarpment towards home.

Yep, you got it... Heaps big fun on a motorcycle of just about any type!



## Detour

There are two roads that feed off to Berry from the main road through to Nowra. One before you start the climb up Cambewarra Mountain, and the other at the top where the Cambewarra Lookout is situated. The Lookout features a restaurant with expansive panoramic views across the Shoalhaven region. The roads across to Berry are narrower, unmarked sealed roads suitable for all types of motorcycle.

Kiama is a short hop up the Princes Highway from Berry and provides an opportunity to link up with Jamberoo and Macquarie Pass for a more interesting loop back towards Sydney. The Robertson Pie Shop atop Macquarie Pass is a good spot to stop where you will find other motorcyclists with whom to swap war stories.



## THINGS TO DO

The Kangaroo Valley Pioneer Museum is located next to Hampden Bridge. It features historic buildings in an authentic setting, with a swing bridge that marks the start of several walking trails. Belmore Falls near Robertson is worth a look if there has been recent rainfall.



Take your time and stop along the way. Magnificent vistas are around every turn.



The Friendly Inn pub on Moss Vale Road boasts a very inviting beer garden.



The famous Robertson Pie Shop. You'll find hungry riders there most of the time.

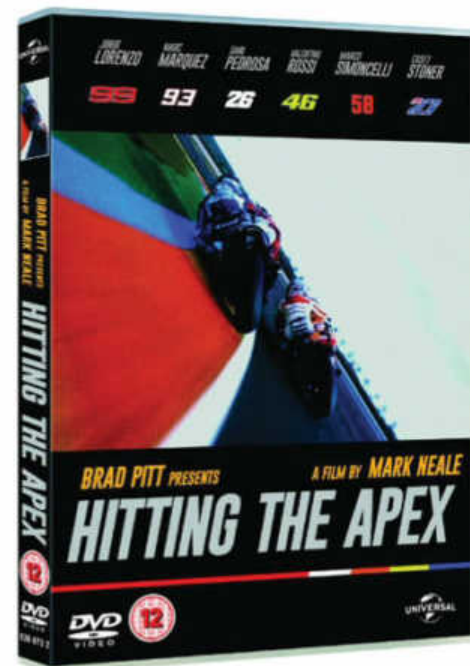
**It's dotted with small villages that mark interesting places along the glorious stretches of bitumen**

# tried&tested

Gear up!



Wykin leather jacket



Hitting the Apex DVD

## Summer of style

**EVER WONDERED HOW** some companies dream up the names for their products? Wykin is a quaint little English hamlet located not too far from the Triumph factory in Hinckley, UK. It forms part of a long route home for one of Triumph's clothing designers when she's enjoying the combination of her bike and an all too rare warm summer's day!

The Wykin is Triumph's latest leather jacket from its 2015-16 spring/summer collection designed to make riding in the heat of summer a little more bearable.

Made from the finest Brazilian matt cowhide leather, ranging from 1.2 – 1.5mm thickness, it has strategically-placed, perforated leather panels on the forearms to ensure a little extra airflow. I've worn the jacket on numerous warm days and can

attest that the extra airflow really does make all the difference.

The Wykin also features a removable thermal liner for those cooler days and incorporates CE certified D30 removable shoulder, elbow and back protector as well as size-adjustable side zippers and will zip to all Triumph jeans. With two zippered breast and hip pockets as well as internal pockets there's plenty of space to store a wallet, phone, keys etc.

Subtle branding means that the jacket looks just as good off the bike as it does on. The back comes down low enough to cover the lower back, so there is minimum gap between the bottom of the jacket and riding jeans, but as mentioned above, it comes complete with a zipper to connect the two garments together anyway.

MAL JARRETT

### PROS

- Great summer jacket
- Looks great on or off the bike

### CONS

- Not water resistant
- Only comes in black

Colour: Black  
Sizes S-XXXL

**\$650**

Triumph  
triumphmotorcycles.com.au

## Hitting the mark

**HITTING THE APEX** is a must-watch for lovers of MotoGP. For those who have enjoyed *Faster, Fastest*, and *The Doctor*, *The Tornado*, and *the Kentucky Kid*, this is the next instalment. There is some overlap with previous titles, but that's hard to avoid when one of the greatest riders of all time has featured heavily in the sport for almost two decades. In addition to paying homage to Rossi, this DVD provides rare insight into a selection of racing incidents that are highly contextual in light of the recent clashes between Rossi and Márquez. The other gladiators – Dani Pedrosa and Jorge Lorenzo – feature prominently, as does Marco Simoncelli, who tragically died in 2011. The danger of racing motorcycles at speeds above 340km/h is weighed against the competitive spirit of the riders, and depicted using a combination of family interviews and previously unseen archival footage that provides an excellent overview of their never-ending battle for speed. Even listening to Brad Pitt's narration for over two hours didn't leave a blemish on this epic documentary.

PAUL MCCANN

DVD & Digital

**\$29.95**

Universal Sony

[theviewingloungestore.com.au/title/hitting-the-apex/](http://theviewingloungestore.com.au/title/hitting-the-apex/)

# Cool suede shoes

**SOFT, DELICATE SUEDE ...** not the obvious choice for motorcycle boots. But in Italy, where these Falcos were made, fashion comes first. The question is, does practicality come second?

Falco has been making riding footwear for over 20 years, from serious racing gear to more casual numbers, like these Mod 2 boots. It's a small but slowly growing family company, and one of the few operations that hasn't

moved to a cheaper country – it was a surprise to look inside the boot and see the “Made in Italy” tag. As far as quality goes, those are encouraging signs.

The boots have been made with an array of advanced materials and systems (High Tex, Aircool, Air-Tech, Vibram) to keep moisture out. I've copped a couple of good showers riding in them, and they have stayed as dry as promised. And after three

months of regular use, there are no damp smells.

They still look good, too. The extra layer of suede across the left toe offers great protection from the shift lever; the only area that has suffered is the right heel, and this may be due to my big clog pushing up against the exhaust on the bike I usually ride.

Speaking of big feet, my Falcos are size 47, and they fit brilliantly – not always the case for European

shoes. The company responded to feedback specifically from Australia to widen the fit over earlier models. Job done.

Styling-wise, the Mod 2 is part boot, part casual footwear. It offers enough support and rigidity for riding, but also enough comfort to be worn off the bike. Looks are a personal thing, but I'm happy to ride or step out in these cool suede shoes.

MARK VENDER



## PROS

- Do up easily and securely
- Grippy rubber soles
- Italian styling

## CONS

- Some wear
- Extra-long laces

Colour: Black  
Sizes 41-47

**\$199.95**

Ficeda Australia  
(02) 9827 7561  
ficeda.com.au



# Tight lines

About three months ago I was lucky enough to score a pair of PMJ's Titanium model motorcycling jeans. These tasty little numbers boast Italian styling and come with full CE-approved armour (EN1621-1) that can be removed and replaced while you're wearing them thanks to the handy plastic zippers on each knee. The Titanium is their top of the line product and are marketed as the “Safest Jeans on the earth”. They kept me snug and warm during the late winter we experienced here down south, and saved me from having to don the baggy and daggy Cordura items that I often turn to when temperatures plummet. The inner lining consists of aramid fabric, otherwise known as ballistic Twaron®, that has a claimed 7.9 seconds of abrasion resistance, in addition to cut and burst resistance which meets major European standards relating to personal protective equipment for motorcyclists. Judging by the

hefty weight and quality feel I've no doubt that they could stand up to some serious punishment.

PM



## PROS

- Italian styling
- Insulating
- Removable armour
- Fully lined with

## CONS

- Tight fitting

Colours: Dark / light denim

**\$395**

Promo Jeans  
(03) 9459 9925  
promojeans.com.au

# Old-school cool

FICEDA HAS SENT us an example of its latest range of French-made leather Segura Retro Jackets to test out. So far the biggest surprise – other than how good it looks – has been how soft it is. The jacket is made from Buffalo hide which you would expect to be hard, but it's amazingly soft and feels super comfortable to wear. Thanks to its zip-out liner it will get plenty of use during the summer months (no squids here). Look for a full report early in 2016.

**\$649.95**

Ficeda  
Accessories  
(02) 9827 7561  
ficeda.com.au

CHRIS DOBIE



## New stuff

### Geared for Africa

Touratech Australia  
**From \$11.88**  
 ☎ 0409 236 469  
 🌐 [touratech.com.au](http://touratech.com.au)

Touratech has developed a range of gear to suit the Honda CRF1000L Africa Twin. The range includes a pannier system with various sizes and variants, a top case and rack, aluminium luggage rack, GPS mount, long-distance footpegs, engine guard, auxiliary lights, Velcro tabs and much more.

1

### Devil Time

TUDOR  
**\$5850**  
 ☎ (03) 9654 3988  
 🌐 [tudorwatch.com](http://tudorwatch.com)

The Tudor Fastrider Black Shield is inspired by the Ducati XDiavel. The self-winding monobloc ceramic chronograph has an easy-to-read white on black contrast. It is waterproof to 150m, has a virtually scratch-proof case and a matt black finish. It's available with a leather or rubber strap.

2

### Cobra Gloves

Cassons  
**\$89.95**  
 ☎ (02) 8882 1900  
 🌐 [cassons.com.au](http://cassons.com.au)

The Rjays Cobra II Carbon is a wrist-length glove made from A-grade drum-dyed double-stitched leather with floating carbon-fibre knuckle protection. It also features carbon-fibre protectors on the back of the hand, fingers and base of palms, stretch panels for comfort, a Velcro closure and reflective piping.

3

### Suzi Cool Aid

Rad Guard Australia  
**\$156 (special)**  
 ☎ (02) 6658 0060  
 🌐 [radguard.com.au](http://radguard.com.au)

Rad Guard has developed a new radiator guard for the Suzuki GSX-S1000. The guard is located via mounts that hook over the radiator's core at the top and an existing mounting point at the bottom. A robust frame and expanded mesh core provide a combination of strength and plenty of airflow.

4

### Phantom Rubber

Link International  
**\$219 (f); \$309 (r)**  
 ☎ (07) 3382 5000  
 🌐 [linkint.com.au](http://linkint.com.au)

The Pirelli Phantom Sportscomp is used OE on the Yamaha XSR700. The tyre is claimed to offer easy change of direction, stable and predictable behaviour and good wear. A wavy longitudinal groove promotes fast water drainage and the compound has a high silica percentage for good wet grip.

5

### Kato Airflow

CTA Australia  
**\$99.95**  
 ☎ (02) 9820 4444  
 🌐 [ctaaustralia.com.au](http://ctaaustralia.com.au)

A K&N replacement air filter kit is now available to suit the KTM Duke 690. It fits the standard air filter box and the woven and pleated cotton gauze design is claimed to offer better airflow than the standard filter. The filter is washable and reusable, and is supplied pre-oiled and ready for installation.

6

One

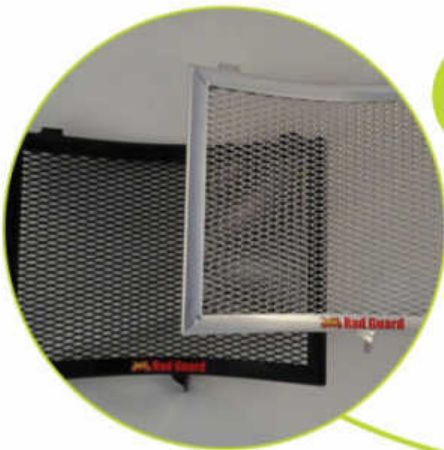


Two





Three



Four



Five



Six



**GAZI**  
SUSPENSION

Race Proven Suspension

**QUALITY PERFORMANCE INNOVATION**

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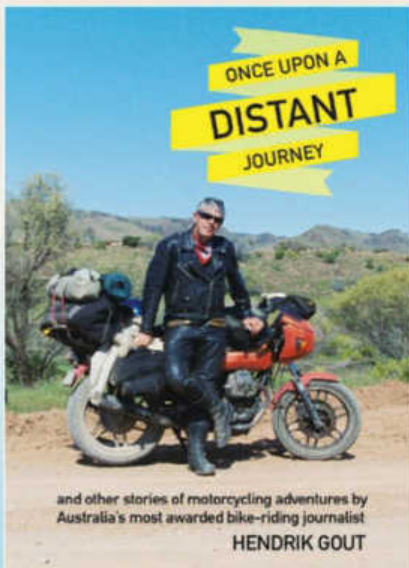
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# the calendar

CHECK YOUR DATE

## Top 3 TV

1

### WSBK Kyalami & Monza

Fox Sports 5  
Mon, 14 Dec  
5am



Fox Sports has plenty to keep you going now that the world Superbike season has finished for the year. At the crack o' dawn on Monday it will air two classic races from 2000: the Kyalami round and the Monza round.

2

### FIM Speedway GP

Fox Sports 5  
Thu, 17 Dec  
Midnight



If you're suffering from insomnia, Fox Sports has a replay of the 2015 FIM Speedway Grand Prix from Poland. Check your guide because it's also airing the other rounds throughout December.

3

### MotoGP Rd11 and Rd12

Fox Sports 5  
Tue, 22 Dec  
9pm



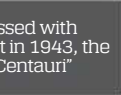











Catch back-to-back 2015 MotoGP replays from 9pm. First up is the Czech Republic GP from Brno followed by the British GP from Silverstone.

## DEC 2015 JAN 2016

Don't forget your mum's birthday

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

10  <b>Gone too soon:</b> Shoya Tomizawa 10/12/1990-5/9/2010	11	12
13 <b>35th Sydney Toy Run</b> 	14	15  Motorcyclists blessed with their own patron saint in 1943, the "Madonna dei Centauri"
16	17	18
19  The last of the airhead two-valve BMW boxers rolls off the production line in 1996. It was an R 80 GS Basic	20 <b>38th Traditional Melbourne Toy Run</b> 	21 <b>Bubba's Birthday</b> Happy 31st James Stewart 
22 <b>Former Catalan GP racer Ramon Torras is born in Barcelona, Spain in 1942</b> 	23	24 <b>Merry Xmas</b> From the team at AMCN
25	26	27
28	29  Daytona champ Cal Rayborn dies after crashing during a race in NZ, 1973	30 <b>4 X World Champion</b> Speedway rider Barry Briggs is born in Christchurch, NZ 
31 <b>48th Anniversary of Evil Knievil's infamous jump in Las Vegas</b> 	01	02
03	04	05
06  V-10 8.3L Dodge Tomahawk concept unveiled two years ago today	07 <b>Next issue</b> Check out below 	08

## Next issue



## BABY BRUTE!

...Ducati 959 Panigale world launch



## plus

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Indian Roadmaster  
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# events

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## Show time

### 3 FEBRUARY

**Third Annual Sun Country Motorcycle Show 'n' Shine & Swap Meet**, Yarrowwonga Foreshore, Yarrowwonga, Vic. From 7.30am, open to vintage and modern motorcycles, including trikes, three-wheelers and sidecars. Hosted by the Sun Country Historic Vehicle and Machinery Club Inc. Entry \$2; kids under 16 free; site bookings \$10. For information contact Barry on (03) 5873 4267.

### 6 FEBRUARY

**Bathurst Street and Custom Motorcycle Show**, Russell St, Bathurst, NSW. There will be a terrific mix of custom and street motorcycles on display, as well as displays from Taylor's Motorcycle Services, Capital Harley-Davidson, Beard Brothers Motorcycles, Bikers Australia, Temporary Australians, Brotherhood CMC and a number of local bike clubs. There will also be live music, competition and rally awards, trade stalls and a jumping castle. For more information call Greg Hirst on (02) 9635 0761 or email [greg@greghirstenterprises.com.au](mailto:greg@greghirstenterprises.com.au).

### 12 MARCH

**2016 Bike & Trike Show**, 132 Meakin Rd, Kingston, Qld. Hosted by Vietnam Veterans and Veterans MC Queensland Chapter. Gates open 9am. Events include burnouts, gumbout throw, keg throw and raffle draws. Bar and live music. All entries must be ridden to the show. Free camping with amenities. For information email [events@qldvvmc.com.au](mailto:events@qldvvmc.com.au).



## Ride days & schools

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**Champion's Ride Days**

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## Racing where & when

### Road Racing

#### MOTOGP

Rd1 20 Mar, Losail, QT  
Rd2 3 Apr, Termas de Río Hondo, AR  
Rd3 10 Apr, Circuit Of The Americas, US  
Rd4 24 Apr, Jerez de la Frontera, ES  
Rd5 8 May, Le Mans, FR  
Rd6 22 May, Mugello, IT  
Rd7 5 Jun, Catalunya, ES  
Rd8 26 Jun, TT Assen, ND  
Rd9 17 Jul, Sachsenring, DE  
Rd10 14 Aug, Red Bull Ring, AT  
Rd11 21 Aug, Brno, CZ  
Rd12 4 Sep, Silverstone, UK  
Rd13 11 Sep, Misano, IT  
Rd14 25 Sep, Aragon, ES  
Rd15 16 Oct, Twin Ring Motegi, JP  
Rd16 23 Oct, Phillip Island, AU  
Rd17 30 Oct, Sepang, MY  
Rd18 13 Nov, Valencia, ES

#### WSBK\*

Rd1 28 Feb, Phillip Island, AU  
Rd2 13 Mar, Chang, TH  
Rd3 3 Apr, Aragon, ES  
Rd4 17 Apr, Assen, ND  
Rd5 1 May, Imola, IT  
Rd6 15 May, Sepang, MY  
Rd7 29 May, Donington Park, UK  
Rd8 19 Jun, Misano, IT  
Rd9 10 Jul, Laguna Seca, US  
Rd10 24 Jul, Monza, IT  
Rd11 18 Sep, Lausitzring, DE  
Rd12 2 Oct, Magny-Cours, FR  
Rd13 16 Oct, Jerez, ES  
Rd14 30 Oct, Losail, QT

#### FX/ASC\*

Rd1 11-12 Mar, Sydney M'sport Park, NSW  
Rd2 22-24 Apr, Wakefield Park, NSW  
Rd3 27-29 May, Mallala, SA  
Rd4 8-10 Jul, Queensland Raceway, Qld  
Rd5 9-11 Sep, Winton Raceway, Qld  
Rd6 16-17 Dec, Sydney M'sport Park, NSW

#### ASBK

Rd1 26-28 Feb, Phillip Island, Vic  
Rd2 25-27 Mar, Wakefield Park, NSW  
Rd3 16-17 Apr, Sydney M'sport Park, NSW  
Rd4 29 Apr-1 May, Winton, Vic  
Rd5 3-5 Jun, Barbagallo, WA  
Rd6 17-19 Jun, Morgan Park, Qld

#### INTERNATIONAL ISLAND CLASSIC

22-24 Jan, Phillip Island, Vic

#### BARRY SHEENE FOS

18-20 Mar, Sydney Motorsport Park, NSW

#### BSB

Rd1 8-10 Apr, Silverstone, NTH  
Rd2 30 Apr-2 May, Oulton Park, CHS  
Rd3 20-22 May, Brands Hatch, KEN  
Rd4 24-26 Jun, Knockhill, FIF  
Rd5 8-10 Jul, Snetterton, NFK  
Rd6 22-24 Jul, Thruxton, HAM  
Rd7 5-7 Aug, Brand Hatch, KEN  
Rd8 27-29 Aug, Cadwell Park, LIN  
Rd9 9-11 Sep, Oulton Park, CHS

Rd10 16-18 Sep, Donington Park, LEI

Rd11 30 Sep-2 Oct, Assen, ND

Rd12 14-16 Oct, Brands Hatch, KEN

#### MOTOAMERICA\*

Rd1 Apr 8-10, Circuit Of The Americas, TX  
Rd2 Apr 15-17, Road Atlanta, GA  
Rd3 13-15 May, Virginia Int Raceway, VA  
Rd4 3-5 Jun, Road America, WI  
Rd5 10-12 Jun, Barber M'sports Park, AL  
Rd6 8-10 Jul, Laguna Seca, CA  
Rd7 9-11 Sep, New Jersey M'sports Park, NJ

### Off Road Racing

#### FIM MXGP

Rd1 27 Feb, Losail, QA  
Rd2 6 Mar, Suphan Buri, TH  
Rd3 13 Mar, Sepang, ML  
Rd4 28 Mar, Valkenswaard, ND  
Rd5 10 Apr, Neuquen, AR  
Rd6 17 Apr, Leon, MX  
Rd7 1 May, Kegums, LV  
Rd8 8 May, Teutschenthal, DE  
Rd9 15 May, Pietramurata, IT  
Rd10 29 May, TBA  
Rd11 5 Jun, St Jean d'Angely, FR  
Rd12 19 Jun, Matterley Basin, UK  
Rd13 26 Jun, Mantova, IT  
Rd14 24 Jul, Loket, CZ  
Rd15 31 Jul, Lommel, BE  
Rd16 7 Aug, Frauenfeld, CH  
Rd18 28 Aug, Assen, ND  
Rd19 3 Sep, Charlotte Motor Speedway, US  
Rd20 11 Sep, Glen Helen, US

#### FIM MXoN

25 Sep, Maggoria, IT

#### WOMEN'S MX WORLD C'SHIP

Rd1 27 Feb, Losail, QA  
Rd2 17 Apr, Valkenswaard, ND  
Rd3 8 May, Teutschenthal, DE  
Rd4 5 Jun, St Jean d'Angely, FR  
Rd5 26 Jun, Mantova, IT  
Rd6 7 Aug, Frauenfeld, CH  
Rd7 28 Aug, Assen, ND

#### FIM JNR MX WORLD C'SHIP

21 Aug, Orlyonok, RU

#### MX NATS\*

Rd1 3 Apr, Vic  
Rd2 17 Apr, NSW  
Rd31 May, Vic  
Rd4 22 May, SA  
Rd5 29 May, WA  
Rd6 26 Jun, NSW  
Rd7 16 Jul, Qld  
Rd8 31 Jul, Vic  
Rd9 21 Aug, Qld  
Rd10 28 Aug, Qld

#### AORC\*

Rd1/2 19-20 Mar, Qld  
Rd3/4 23-24 Apr, SA  
Rd5/6 18-19 Jun, NSW  
Rd7/8 23-24 Jul, Vic  
Rd9/10 13-14 Aug, NSW  
Rd11/12 10-11 Sep, Vic

#### A4DE

9-15 May, Mansfield Vic

#### TROY BAYLISS CLASSIC

16 Jan, Taree, NSW

#### AMA SX

Rd1 9 Jan, Anaheim, CA  
Rd2 16 Jan, San Diego, CA  
Rd3 23 Jan, Anaheim, CA  
Rd4 30 Jan, Oakland, CA  
Rd5 6 Feb, Glendale, AZ  
Rd6 13 Feb, San Diego, CA  
Rd7 20 Feb, Arlington, TX  
Rd8 27 Feb, Atlanta, GA  
Rd9 5 Mar, Daytona Beach, FL  
Rd10 12 Mar, Toronto, CA (Canada)  
Rd11 19 Mar, Detroit, MI  
Rd12 2 Apr, Santa Clara, CA  
Rd13 9 Apr, Indianapolis, IN  
Rd14 16 Apr, St Louis, MO  
Rd15 23 Apr, Foxborough, MA  
Rd16 30 Apr, East Rutherford, NJ  
Rd17 7 May, Las Vegas, NV

#### FIM TRIAL WORLD C'SHIP\*

Rd1 9-10 Apr, Cal Rosal, ES  
Rd2 23-24 Apr, Motegi, JP  
Rd3 28-29 May, Geffrees, DE  
Rd4 11-12 Jun, Sant Julia, AD  
Rd5 18-19 Jun, Lourdes, FR  
Rd6 10 Jul, Comblain-au-Pont, BE  
Rd7 16-17 Jul, Penrith, UK  
Rd8 3-4 Sep, Valchiampo, IT

#### FIM TRIAL DES NATIONS

10-11 Sep, Isola 2000, FR

#### FIM WOMEN'S TRIAL C'SHIP\*

Rd1 16-17 Jul, Penrith, UK  
Rd2 3-4 Sep, Valchiampo, IT  
Rd3 9 Sep, Isola 2000, FR

#### FIM X-TRIAL WORLD C'SHIP\*

Rd1 9 Jan, Sheffield, UK  
Rd2 7 Feb, Barcelona, ES  
Rd3 12 Mar, Paris, FR  
Rd4 19 Mar, Wr. Neustadt, AT

#### FIM X-TRIAL DES NATIONS\*

1 Apr, Nice, FR

#### FIM SPEEDWAY GP

Rd 1 30 Apr, Krsko, SL  
Rd 2 14 May, Warsaw, PO  
Rd 3 11 Jun, Horsens, DK  
Rd 4 25 Jun, Prague, CZ  
Rd 5 9 Jul, Cardiff, GB  
Rd 6 13 Aug, Malilla, SW  
Rd 7 27 Aug, Gorzow, PO  
Rd 8 10 Sep, Teterow, DE  
Rd 9 24 Sep, Stockholm, SW  
Rd 10 1 Oct, Torun, PO  
Rd 11 22 Oct, Melbourne, AU  
**FIM Speedway World Cup**  
Event 1 23 Jul, Vojens, DK  
Event 2 26 Jul, Vastervik, SW  
Race Off 29 Jul, Manchester, GB  
Final 30 Jul, Manchester, GB  
\* Provisional

## Radio

**2RRR 88.5FM**  
Ride Rage Radio  
Tuesdays 5pm



Listen from anywhere at: [www.riderageradio.com](http://www.riderageradio.com)

## App of the issue

**Fyuse**  
Free  
Apple & Google play



Fyuse is a spatial photography app that allows you to capture 3D images so you can view an object, such as a bike, from different angles by tilting your phone.

## Rally the troops

### 13 DECEMBER

**35th Sydney Toy Run**, New Victoria Tavern, 447 Victoria St, Wetherill Park, NSW. Meet 8.30am for breakfast; ride departs 10.30am to Westmead Children's Hospital. Deliver toys at 12pm then ride to Alroy Tavern for lunch and raffle (Rooty Hill Rd North, Plumpton). For more information call 0448 245 377 or see [www.bikersaustralia.com.au](http://www.bikersaustralia.com.au).

### 30 DEC-1 JAN

**New Year's Eve**, Purga Community Hall, Purga, Qld. Live bands, show and shine, plenty of camping, BYO grog and meals available. \$15 entry. No dogs and no bad attitudes. For more information call Frankie on 0422 821 230.

### 30 DEC-1 JAN

**Pickled Galah New Year's Eve Rally**, Maidenwell Hotel, Maidenwell, Qld. Bike and trike show, awards, raffle prizes, wet T-shirt competition, pub olympics, live bands, fully catered (country pub prices), camping and hot showers. Entry \$25 includes badge. For information see [www.pickledgalah.com.au](http://www.pickledgalah.com.au) or call 0418 982 192.

### 22-24 JANUARY

**Power Up The Putty**, The Grey Gum Cafe, Old Putty Rd, Putty, NSW. A three-day bike, car and music festival. All proceeds to Father

Chris Riley's Youth Off The Streets program. Presented by Kwikshift Motorcycle Transport and Northern Beaches Social Riders. For information see [www.rideforthekids.com.au](http://www.rideforthekids.com.au) or phone 0410 583 395.

### 30 JANUARY

**Toecutter Gang/Johnny the Boy Lives Tour**, Clunes, Vic. Assemble from 10am, ride departs at 12pm, with a tour around many of the scene locations used in *Mad Max* on the way to campsite at Anakie. Meet the vehicles and stars of *Mad Max* including 'Nightrider' Vince Gill and stuntman Terry Gibson. Free camping, live bands, meals and refreshments available. Tickets \$40. See [freedomridersvic.miiduu.com/toecutter-gang-event-victoria](http://freedomridersvic.miiduu.com/toecutter-gang-event-victoria) or call Brett on 0438 317 232 or Aman on 0402 127 371.

### 6 FEBRUARY

**Thunder West**, Pearlbrook, Murrurundi, NSW. Follow the signs along Timor Rd to Scotts Creek Rd. Gates open 10am. Trade stalls, food, drink, camping and entertainment. Entry \$25. No BYO or dogs. Hosted by Veterans Motorcycle Club (NSW). For more information call (02) 6546 5107, 0491 154 209 or email [vmcnsw@yahoo.com.au](mailto:vmcnsw@yahoo.com.au).

### 6 FEBRUARY

**Junee Poker Run and Blues Night**, Junee,

NSW. Junee Golf Club. \$30 per person includes ride, band and barbecue lunch; \$15 for non-poker run patrons. Prizes, raffles, giveaways, live music and more. For more information call Ron on 0428 246 048, Bondy on 0418 160 290 or Dasher on 0419 206 235.

### 12-14 FEBRUARY

**Redback Rally**, Charlton, Vic. Follow the signs in town to the rally site, 4km out along Bort Road. Fully catered, live bands Friday and Saturday nights, entertainment, trophies and gymkhana. Presented by Sketa Grimshaw Tourers MC. No glass and no BYO. For more information and entry forms see [www.redbackrally.com.au](http://www.redbackrally.com.au).

### 13-14 FEBRUARY

**Karuah River Rally**, Frying Pan Creek campsite, Chichester State Forest, via Dungog, NSW. No cars unless prearranged; \$25 entry fee covers badge and breakfast. Basic catering on Saturday afternoon; Dungog for all other supplies. Map to venue at Bank Hotel Dungog closer to time. For more information contact Rob Lovett on 0417 267 425, at [rob@gaslightbooks.com.au](mailto:rob@gaslightbooks.com.au) or see [www.bmwtcnsw.org.au](http://www.bmwtcnsw.org.au).

### 5 MARCH

**2 Wheels to Wagin**, Welshpool, WA. Meet at

Pete's Harley Services, U2/35 Colin Jamieson Dr from 9am for Motorcycle Dice Run departure at 10.30am. All bikes welcome, loads of prizes, trophies and raffles. Camping and licenced bar; live band. \$50 prepaid entry includes evening meal. Raising funds and awareness for suicide prevention. See [facebook.com/2wheels2wagin](http://facebook.com/2wheels2wagin). Trade stall enquiries to 0408 981 977.

### 11-13 MARCH

**National Rat Rally**, The Station Resort, Jindabyne, NSW. Triumph Motorcycle demo rides, live music, Triumph merchandise shop, show 'n' shine, technical presentations, group rides and much more. \$150 per person (does not include accommodation). For accommodation bookings call The Station Resort direct on 1300 369 909. For rally tickets see the events page on [www.triumphmotorcycles.com.au](http://www.triumphmotorcycles.com.au).

### 11-14 MARCH

**Rally in the Valley (Victorian State HOG Rally)**, Yarra Valley Race Course, Yarra Glen, Vic. Live music, great food, powered campsites and local accommodation. Features include Vendor Alley, Thunder Run, Show & Shine, Chapter Challenge and more. For more information call Stephen Cam on 0418 578 031.

Yeah... so... remember how you said I should make myself feel at home... but not to take your bike for a ride?



# buyersguide

A-Z OF NEW BIKE PRICES

\* Claimed / \*\* Measured

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
<b>Aprilia</b> <a href="http://aprilia.com.au">aprilia.com.au</a>							
Caponord Strada	\$20,000*	1197,V-twin	125*	115*	257d*	NT	x
Caponord Touring	\$23,000*	1197,V-twin	125*	115*	247d*	NT	x
Caponord Rally	\$24,000*	1197,V-twin	125*	115*	238d*	65 / 1	x
RSV4RR	\$25,000*	999, V4	148*	115*	186d*	64 / 24	x
RSV4RF	\$31,000	999, V4	148*	115*	186d*	64 / 24	x
Scarabeo 200 ie	\$4990	181, Single	14*	17*	146d*	NT	✓
Shiver Sport 750 ABS	\$12,990	750, V-twin	89*	81*	189d*	64 / 16	x
SR50R	\$3990	49, Single	4*	4.8*	107d*	54 / 20	✓
SR Max 300	\$6490	278, Single	16*	23*	161d*	NT	✓
SR MT 50.2T	\$2450	49, Single	4*	5.2*	102d*	54 / 21	✓
SR MT 125.4T	\$3290	124, Single	7*	10*	119d*	NT	✓
SRV 850	\$14,990	839, V-twin	55*	76*	260d*	63 / 02	x
Tuono RSV4 1100RR	\$23,000*	1078, V4	129*	121*	180d*	64 / 25	x
Tuono RSV4 1100 Factory	\$25,000*	1078, V4	129*	121*	180d*	64 / 25	x

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
<b>Benelli</b> <a href="http://benelli.com.au">benelli.com.au</a>							
BN 251	TBA	249, Single	18*	21*	150d*	NT	✓
BN 302 (LAMS)	\$5590	300, P-twin	27*	27*	185w*	NT	✓
BN 600GT	\$8990	600, Four	60*	55*	223w*	65 / 1	x
BN 600GTS (LAMS)	\$8990	600, Four	44*	NG	223w*	NT	✓
BN 600i	\$8990	600, Four	60*	52*	208w*	NT	x
BN 600RS	\$9990	600, Four	60*	52*	208w*	63 / 14	✓
BN 600S (LAMS)	\$8990	600, Four	44*	NG	208w*	63 / 4	✓
Caffenero 150	\$3390	151, Single	9.6*	13.3*	130w*	NT	✓
TNT 899	\$16,990	899, Triple	92*	88*	202w*	62 / 19	x
TNT 1130 R	\$22,690	1131, Triple	116*	120*	202w*	63 / 12	x
Tre-K 1130	\$18,490	1131, Triple	92*	112*	205w*	62 / 20	x
Tre-K Amazonas 1130	\$19,690	1131, Triple	92*	112*	205w*	58 / 6	x

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
<b>Bimota</b> <a href="http://bimotaaustralia.com.au">bimotaaustralia.com.au</a>							
BB3	\$72,888	999, Four	141*	112*	179d*	64 / 3	x
DB5 R	\$37,990	1078, V-twin	73*	105*	169d*	NT	x
DB8 Oro Nero	\$84,990	1198, V-twin	126*	127*	159d*	59 / 9	x
DB8 SP	\$47,990	1198, V-twin	126*	127*	164d*	61 / 1	x
DB9	\$44,990	1198, V-twin	120*	128*	174d*	62 / 1	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 / 3	x

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
<b>BMW</b> <a href="http://bmwmotorrad.com.au">bmwmotorrad.com.au</a>							
C 600 Sport	\$13,990	790, P-twin	44*	66*	237d*	63 / 16	✓
C 650 GT	\$14,990	790, P-twin	44*	66*	249d*	61 / 19	✓
F 700 GS	\$12,890	798, P-twin	55*	77*	186d*	62 / 11	x
F 700 GS LS	\$13,140	798, P-twin	55*	77*	186d*	NT	x
F 800 R	\$13,100	798, P-twin	66*	86*	177d*	65 / 06	x
F 800 GT	\$16,300	798, P-twin	66*	86*	213w*	62 / 18	x
F 800 GS	\$16,690	798, P-twin	63*	83*	191d*	62 / 16	x
F 800 GS LS	\$16,940	798, P-twin	63*	83*	191d*	NT	x
F 800 GS Adventure	\$18,650	798, P-twin	63*	83*	229w*	63 / 23	x
G 650 GS	\$9,990	652, Single	35*	60*	175d*	61 / 18	✓
G 650 GS Sertão	\$10,990	652, Single	35*	60*	177d*	64 / 12	✓
K 1300 S	\$23,990	1293, Four	129*	140*	228d*	59 / 21	x
K 1300 R	\$21,990	1293, Four	127*	140*	217d*	61 / 17	x
K 1600 GT	\$35,990	1649, Six	118*	175*	306d*	61 / 17	x
K 1600 GTL	\$37,590	1649, Six	118*	175*	321d*	60 / 25	x
K 1600 GTL Exclusive	\$42,500	1649, Six	118*	175*	360w*	NT	x
R nineT	\$21,250	1170, Boxer	81*	119*	222w*	63 / 23	x
R 1200 R	\$21,950	1170, Boxer	81*	119*	203d*	64 / 15	x
R 1200 RT	\$30,790	1170, Boxer	92*	125*	274w*	63 / 16	x
R 1200 RS	\$22,950	1170, Boxer	92*	125*	236w*	65 / 03	x
R 1200 GS	\$21,990	1170, Boxer	92*	125*	238w*	63 / 01	x
R 1200 GS Adventure	\$24,590	1170, Boxer	92*	125*	260w*	64 / 11	x
S 1000 R	\$19,350	999, Four	118*	112*	207w*	64 / 11	x
S 1000 RR	\$22,990	999, Four	148*	130*	178d*	64 / 10	x
S 1000 XR	\$22,190	999, Four	118*	112*	228w*	65 / 04	x

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
<b>Braap</b> <a href="http://braapmotorcycles.com.au">braapmotorcycles.com.au</a>							
Street Superlite 125	\$2999	125, Single	6.5*	NG*	94w**	64 / 20	✓

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
<b>BRP</b> <a href="http://brp.com/en-au">brp.com/en-au</a>							
All 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*	58 / 09	x
Spyder RS-S	\$23,990	998, V-twin	74.5*	108*	326*	59 / 09	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*	59 / 16	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 Limited	\$28,990	998, V-twin	74.5*	108*	392*	NT	x

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
<b>CFMoto</b> <a href="http://mojomotorcycles.com.au">mojomotorcycles.com.au</a>							
650NK	\$6290	649, P-twin	41.5*	62*	193d*	63 / 12	✓
650TK	\$7790	649, P-twin	41.5*	56*	208d*	63 / 11	✓
Jetmax 250	\$4190	249, Single	16.5*	21*	200d*	NT	✓
Leader 150	\$2190	149, Single	10**	12*	116d*	NT	✓
V Night 150	\$2690	149, Single	9.1*	13*	129d*	62 / 3	✓
V5	\$4195	244, Single	11*	17.6*	166d*	NT	✓

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
<b>Confederate</b> <a href="http://confederate.com.au">confederate.com.au</a>							
R 131 Fighter	TBA	2163, V-twin	120*	NG*	208*	59 / 15	x
R 131 Hellcat Speedster	TBA	2163, V-twin	90*	189*	226*	NT	x

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
R 135 Wraith Combat	TBA	NG	NG*	NG*	NG*	NT	x
X132 Hellcat	\$79,990	2163, V-twin	99*	204*	226*	54 / 15	x
X132 Hellcat Combat	\$94,990	2163, V-twin	120*	216*	223*	NT	x

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
<b>Daelim</b> <a href="http://daelim.com.au">daelim.com.au</a>							
B Bone 125	\$3490	125, Single	NG	NG	NG	NT	✓
Besbi	\$2190	125, Single	NG*	NG*	NG*	NT	✓
Daystar	\$4920	246, Single	18.6*	NG	160d*	NT	✓
S1	\$2990	125, Single	NG	NG	127*	NT	✓
VJF250 EFI	\$3990	246, Single	18.6*	NG*	165d*	60 / 17	✓

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Val / No.	LAMS
<b>Ducati</b> <a href="http://ducati.com.au">ducati.com.au</a>							
899 Panigale Red	\$19,990	899, L-twin	109*	99*	193w*	63 / 21	x
899 Panigale White	\$20,490	899, L-twin	109*	99*	193w*	63 / 21	x
1199 Panigale ABS	\$26,990	1198, L-twin	143*	132*	190w*	62 / 5	x
1199 Panigale S ABS	\$33,990	1198, L-twin	143*	132*	190w*	62 / 24	x
1199 Panigale S Tricolore ABS	\$39,990	1198, L-twin	143*	132*	190w*	NT	x
1199 Panigale R ABS	\$42,990	1198, L-twin	143*	132*	189w*	62 / 19	x
1299 Panigale ABS	\$27,990	1285, L-twin	150.8*	144*	190.5w*	64 / 16	x
1299 Panigale S ABS	\$34,990	1285, L-twin	150.8*	144*	190.5w*	NT	x
Diavel Carbon Red	\$30,290	1198, L-twin	119*	130.5*	234w*	62 / 11	x
Diavel Carbon White	\$30,490	1198, L-twin	119*	130.5*	234w*	62 / 11	x
Diavel Dark ABS	\$24,990	1198, L-twin	119*	130.5*	239w*	63 / 23	x
Hypermotard Black	\$17,290	821, L-twin	81*	89*	198w*	62 / 21	x
Hypermotard Red	\$16,990	821, L-twin	81*	89*	198w*	62 / 21	x
Hypermotard SP	\$21,490	821, L-twin	81*	89*	194w*	64 / 11	x
Hyperstrada	\$17,990	821, L-twin	81*	89*	204w*	63 / 1	x
Monster 659 LAMS ABS	\$12,990	659, L-twin	38*	46.6*	186w*	62 / 4	✓
Monster 696 ABS	\$13,990	696, L-twin	58.8*	69*	186w*	58 / 12	x
Monster 796 ABS	\$15,990	803, L-twin	64*	78*	188w*	60 / 22	x
Monster 821 Dark	\$16,290	821, L-twin	64*	78*	188w*	60 / 22	x
Monster 821 Red	\$16,790	821, L-twin	64*	78*	188w*	60 / 22	x
Monster 821 White	\$16,990	821, L-twin	64*	78*	188w*	60 / 22	x
Monster 1200 ABS	\$19,990	1198, L-twin	99.3*	118*	209w*	NT	x
Monster 1200 S Red	\$24,290	1198, L-twin	106.6*	124.5*	209w*	63 / 16	x
Monster 1200 S White	\$24,490	1198, L-twin	106.6*	124.5*	209w*	63 / 16	x
Multistrada 1200 ABS	\$22,990	1198, L-twin	110.3*	124.5*	224w*	60 / 14	x
Multistrada 1200 S Granturismo	\$30,490	1198, L-twin	110.3*	124.5*	245w*	63 / 1	x
Multistrada 1200 S Pikes Peak	\$31,990	1198, L-twin	110.3*	124.5*	222w*	NT	x
Multistrada 1200 S Touring	\$28,490	1198, L-twin	110.3*	124.5*	234w*	62 / 8	x
Scrambler Classic	\$14,990*	803, L-twin	55*	68*	170d*	64 / 14	x
Scrambler Full Throttle	\$14,990*	803, L-twin	55*	68*	170d*	64 / 14	x
Scrambler Icon (Ducati Red)	\$12,990*	803, L-twin	55*	68*	170d*	64 / 14	x
Scrambler Icon ('62 Yellow)	\$13,140*	803, L-twin	55*	68*	170d*	64 / 14	x
Scrambler Urban Enduro	\$14,990*	803, L-twin	55*	68*	170d*	64 / 14	x
Streetfighter 848	\$18,990	849, L-twin	97*	93.5*	199w*	64 / 15	x

Model
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Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Vol / No.	LAMS
V-Rod	\$26,995	1247, V-twin	NG	115	307w*	53 / 23	x
Wide Glide	\$24,995	1690, V-twin	NG	131*	310w*	61 / 23	x
<b>Honda</b> <a href="http://hondamotorcycles.com.au">hondamotorcycles.com.au</a>							
CB125E	\$2099	124, Single	10*	10.1	137w*	61 / 18	✓
CBR125R	\$4049	124, Single	10*	10.1*	137w*	61 / 4	✓
CBR250R	\$5510	249, Single	18.6*	22.9*	161w*	60 / 23	✓
CBR250RA	\$6010	249, Single	18.6*	22.9*	165w*	60 / 11	✓
CBR300R	\$4999	286, Single	19.7**	24.1**	168.4w**	64/20	✓
CBR300R ABS	\$5499	286, Single	19.7**	24.1**	163w*	NT	✓
CB300FA	\$5699	286, Single	22.7*	27*	161w*	NT	✓
CB400A	\$11,199	399, Four	39*	38*	200w*	62 / 11	✓
CB500FA	\$7499	471, P-twin	35*	43*	192w*	62 / 17	✓
CB500XA	\$7599	471, P-twin	35*	43*	192w*	62 / 22	✓
CBR500R	\$7499	471, P-twin	34.4**	42.4*	192w*	62 / 21	✓
CBR500R ABS	\$7999	471, P-twin	34.4**	42.4*	194w*	62 / 21	✓
CBR600RR	\$14,390	599, Four	88*	66*	186d*	62 / 19	x
CB650FA	\$9990	649, Four	64*	63*	208w*	65 / 03	x
CBR650F ABS	\$10,599	649, Four	64*	63*	211w*	NT	x
CBR1000RR	\$16,899	999, Four	113.78**	98.09**	198.1w**	63 / 24	x
CBR1000RR ABS	\$17,899	999, Four	113.78**	98.09**	210w**	63 / 05	x
CRF250L	\$5,699	249, Single	17*	NG	147w*	NT	✓
CTX200A (Bushlander)	\$5,499	197, Single	NG	NG	136w*	NT	✓
CTX700A	\$7,399	670, P-twin	38*	62*	226w*	64 / 7	x
CTX700D	\$10,899	670, P-twin	38*	62*	234w*	NT	x
CTX700NA	\$9,099	670, P-twin	38*	62*	219w*	63 / 7	x
CTX1300A	\$18,499	1261, Four	NG	NG	338w*	NT	x
GL1800 F6B	\$25,199	1832, Six	73.9**	143.4**	385w*	63 / 24	x
GL1800 Goldwing	\$35,799	1832, Six	88*	167*	421w*	61 / 16	x
GL1800 Valkyrie	\$20,199	1832, Six	88*	167*	341w*	50 / 14	x
NC750D (Integra)	\$11,199	745, P-twin	40.3*	68*	237w*	NT	x
NC750SA	\$8799	745, P-twin	40.3*	68*	216w*	62 / 7	x
NSC110 (Dio)	\$4199	110, Single	NG	NG	102w*	NT	✓
NSS300A (Forza)	\$6,999	279, Single	NG	NG	192w*	63 / 7	✓
NV550 (Today)	\$1849	50, Single	NG	NG	75w*	NT	✓
PCX150 (WW150)	\$4199	153, Single	NG	NG	130w*	NT	✓
VFR800F	\$14,599	782, Four	77.9*	75.1*	242w*	64/11	x
VFR800X	\$14,999	782, Four	77.9*	75.1*	242w*	64 / 11	x
VFR1200F	\$16,999	1237, Four	127*	111*	267w*	60 / 4	x
VFR1200X	\$17,499	1237, Four	94*	111*	275w*	62 / 13	x
VT400 Shadow (LAMS)	\$9399	399, P-twin	NG	NG	252w*	52 / 22	✓
VT750S	\$8099	745, P-twin	40.3*	60.8*	232w*	60 / 6	x
VT750 Shadow	\$11,749	745, P-twin	40.3*	60.8*	257w*	NT	x
VT1300CXA	\$15,599	1312, V-twin	55*	79*	309w*	60 / 24	x

<b>Husqvarna</b> <a href="http://husqvarnamotorcycles.com.au">husqvarnamotorcycles.com.au</a>							
FE 250	\$13,295	250, Single 4T	NG	NG	105d*	NT	✓
FE 350	\$13,995	349, Single 4T	NG	NG	105d*	NT	✓
FE 450	\$14,295	449, Single 4T	NG	NG	105d*	NT	✓
FE 501	\$14,495	510, Single 4T	NG	NG	183d*	NT	✓
TE 125	\$10,995	124, Single 2T	NG	NG	109d*	NT	✓
TE 250	\$12,495	249, Single 2T	NG	NG	109d*	NT	✓
TE 300	\$13,495	293, Single 2T	NG	NG	109d*	NT	✓

<b>Hyosung</b> <a href="http://hyosung.com.au">hyosung.com.au</a>							
GT250R	\$3790	249, V-twin	21*	22*	159d*	61 / 6	✓
GT650R	\$5890	647, V-twin	40*	67*	208d*	59 / 3	✓
GV250	\$4290	249, V-twin	20*	22*	167*	55 / 2	✓
GV650S	\$6490	647, V-twin	40*	67*	220d*	59 / 3	✓
GV650C	\$6490	647, V-twin	47*	58*	229d*	60 / 7	✓

<b>Indian</b> <a href="http://indianmotorcycle.com/en-au">indianmotorcycle.com/en-au</a>							
Chief Classic	\$28,995	1811, V-twin	NG	138.9*	370d*	63 / 03	x
Chief Vintage	\$31,495	1811, V-twin	NG	138.9*	379d*	63 / 03	x
Chieftain	\$35,995	1811, V-twin	NG	138.9*	389d*	63 / 19	x
Scout	\$17,995	1133, V-twin	74.7*	97.7*	253d*	64/10	x
Roadmaster	\$38,995	1811, V-twin	NG	138.9*	418d*	NT	x

<b>Kawasaki</b> <a href="http://kawasaki.com.au">kawasaki.com.au</a>							
1400GTR (ABS)	\$24,999	1352, Four	115*	139*	304w*	59 / 10	x
ER-6n (ABS)	\$9999	649, P-twin	53*	64*	206w*	58 / 17	x
KLR650	\$8099	651, Single	26*	40*	194w*	63 / 5	✓
KLX110	\$2999	112, Single	5.4	8	76w*	NT	✓
KLX110L	\$3199	112, Single	5.4	8	76w*	NT	✓
KLX140	\$4799	144, Single	NG	NG	NG	NT	✓
KLX140L	\$5199	144, Single	NG	NG	NG	NT	✓
KLX150L	\$4099	144, Single	8.6*	11.3*	115w*	NT	✓
KLX250S	\$6299	249, Single	11*	17*	134w*	NT	✓
KLX450R	\$10,999	449, Single	41*	NG	126w*	57 / 3	✓
Ninja 300	\$5699	296, P-twin	29*	27*	172w*	62 / 7	✓
Ninja 300 (ABS)	\$6399	296, P-twin	29*	27*	172w*	NT	✓
Ninja 300 (ABS) 30 anniversary	\$6399	296, P-twin	29*	27*	172w*	NT	✓
Ninja 650L (ABS)	\$10,499	649, P-twin	39*	56*	211w*	NT	✓
Ninja 650 (ABS)	\$10,499	649, P-twin	53*	64*	211w*	59 / 2	x
Ninja 1000	\$15,999	1043, Four	104.5*	111*	238w*	60 / 14	x
Ninja H2	\$33,000	998, Four	147.2*	133.5*	238w*	64 / 19	x
Ninja ZX-6R	\$14,999	599, Four	94.1*	66.7*	191w*	58 / 24	x
Ninja ZX-6R (636)	\$16,499	636, Four	96.4*	71*	194w*	62 / 12	x
Ninja ZX-10R 30 anniversary	\$18,999	998, Four	147.1*	112*	198w*	62 / 17	x
Ninja ZX-10R (ABS) 30 anniversary	\$20,699	998, Four	147.1*	112*	201w*	62 / 17	x
Ninja ZX-10R (ABS) SE	\$19,999	998, Four	147.1*	112*	201w*	62 / 17	x
Ninja ZX-14R (ABS) SE	\$20,299	1352, Four	147.2*	162.5*	268w*	61 / 14	x
Ninja ZX-14R (ABS) SE Öhlins	\$21,799	1352, Four	147.2*	162.5*	268w*	61 / 15	x
Versys 650 (ABS)	\$9999	649, P-twin	47*	61*	211w*	62 / 24	✓
Versys 650 LAMS (ABS)	\$9999	649, P-twin	39*	56*	211w*	NT	✓
Versys 1000	\$15,999	1043, Four	86.8*	102*	239w*	62 / 1	x
Vulcan S ABS	\$9999	649, P-twin	N/G	N/G	226w*	64/16	✓
Vulcan 900 Classic	\$12,499	903, V-twin	35*	77*	281w*	56 / 9	x

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Vol / No.	LAMS
Vulcan 900 Custom	\$12,699	903, V-twin	35*	77*	281w*	NT	x
Vulcan 1700 Classic (ABS)	\$19,999	1700, V-twin	55*	135*	349w*	61 / 4	x
Vulcan 1700 Nomad (ABS)	\$22,999	1700, V-twin	54*	136*	382w*	59 / 1	x
Vulcan 1700 Vaquero (ABS)	\$24,499	1700, V-twin	54*	135*	383w*	NT	x
Vulcan 1700 Voyager (ABS)	\$25,999	1700, V-twin	54*	135*	406w*	58 / 25	x
W800	\$12,499	773, P-twin	35*	60*	217w*	63 / 4	x
Z250SL	\$5299	249, Single	20.6*	22.6*	148w*	64/23	✓
Z250SL (ABS)	\$5599	249, Single	20.6*	22.6*	150w*	NT	✓
Z300 (ABS)	\$5999	296, P-twin	29*	27*	170w*	64/22	✓
Z800 (ABS)	\$12,999	806, Four	83*	83*	231w*	62 / 15	x
Z1000 (ABS)	\$16,799	1043, Four	104.5*	111*	221w*	63 / 15	x

<b>KTM</b> <a href="http://ktm.com.au">ktm.com.au</a>							
1050 Adventure	\$17,995	1050, V-twin	70*	107*	212d*	64 / 18	x
1190 Adventure	\$23,995	1195, V-twin	110*	NG	212d*	63 / 1	x
1190 Adventure (EDS)	\$22,995	1195, V-twin	110*	NG	212d*	63 / 1	x
1190 Adventure R	\$24,995	1195, V-twin	110	NG	217d*	63 / 23	x
200 Duke	\$5995	129, Single	19*	NG	129.5d*	61 / 13	✓
390 Duke	\$6095	373, Single	32*	NG	139d*	64 / 20	✓
690 Duke	\$11,495	690, Single	50*	NG	149.5d*	61 / 22	x
690 Duke R	\$14,495	690, Single	51.5*	NG	149.5d*	64 / 20	x
690 Enduro R	\$14,695	690, Single 4T	NG	NG	139d*	59 / 17	x
200 EXC	\$10,995	193, Single 2T	NG	NG	99.5d*	NT	✓
250 EXC	\$11,995	249, Single 2T	NG	NG	101.9d*	49 / 17	✓
300 EXC	\$12,995	293, Single 2T	NG	NG	102d*	49 / 21	✓
250 EXC-F	\$12,995	250, Single 4T	NG	NG	109d*	57 / 2	✓
350 EXC-F	\$13,495	349, Single 4T	NG	NG	111d*	NT	✓
450 EXC	\$13,795	449, Single 4T	NG	NG	111d*	57 / 2	✓
500 EXC	\$13,995	510, Single 4T	NG	NG	111d*	NT	✓
RC 390	\$6095	373, Single	32*	NG	137d*	NT	✓
1190 RCB	\$25,995	1195, V-twin	129*	NG	184d*	59 / 25	x
690 SMC R	\$14,995	690, Single	49*	NG	140.5*	63 / 21	x
1290 Super Adventure	\$26,995	1301, V-twin	118*	140*	229d*	64 / 18	x
1290 Super Duke R	\$24,995	1301, V-twin	132*	144*	189d*	64 / 20	x

<b>Kymco</b> <a href="http://kymco.com.au">kymco.com.au</a>							
Agility 50	\$1990	49, Single	NG	NG	96d*	NT	✓
CK 125	\$1990	124, Single	NG	NG	117d*	NT	✓
Espresso 150	\$3990	150, Single	NG	NG	111d*	NT	✓
Downtown 300i	\$7490	299, Single	NG	NG	187d*	NT	✓
Like 125	\$2990	125, Single	NG	NG	116d*	NT	✓
Like 200	\$3990	163, Single	NG	NG	116d*	NT	✓
Super 8 50	TBA	49, Single 2T	NG	NG	108d*	NT	✓
Super 8 125	\$3290	125, Single	NG	NG	116d*	NT	✓
Venox 250	TBA	249, V-twin	NG	NG	175d*	59 / 12	✓

<b>Megelli</b> <a href="http://motorsportimporters.com.au">motorsportimporters.com.au</a>							
250r	\$4850	249, Single	NG	NG	123d*	62 / 25	✓
250s	\$3990	249, Single	NG	NG	123d*	NT	✓
250SE	\$5690	249, Single	NG	NG	123d*	61 / 04	x

<b>Moto Guzzi</b> <a href="http://motoguzzi.com.au">motoguzzi.com.au</a>							
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# buyersguide

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Vol / No.	LAMS
YourBarn 300	\$10,290	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	\$7250	499, Single	NG	NG	187w*	59 / 07	✓
Classic 500	\$7550	499, Single	NG	NG	187w*	NT	✓
Classic 500 Chrome	\$7750	499, Single	NG	41.3*	187w*	NT	✓
Continental GT	\$8250	535, Single	21.4*	44*	187w*	63 / 07	✓

Sachs		mojomotorcycles.com.au					
Madass 125cc	\$2990	125, Single	6*	NG	100d*	NT	✓

Sherco		sherco.com					
250 2T Factory	\$12,590	249, Single	NG	NG	105w*	NT	✓
300 2T Factory	\$12,990	293.1, Single	NG	NG	105w*	NT	✓
300 4T Factory	\$13,490	303.7, Single	NG	NG	102w*	62 / 18	✓
250 2T Racing	\$11,590	249.3, Single	NG	NG	105w*	NT	✓
300 2T Racing	\$11,990	293.1, Single	NG	NG	105w*	NT	✓
250 4T Racing	\$12,290	248.6, Single	NG	NG	102w*	NT	✓
300 4T Racing	\$12,690	303.7, Single	NG	NG	102w*	NT	✓
250 SEF-R	\$11,490	248.6, Single	NG	NG	102d*	NT	✓
300 SEF-R	\$12,690	303.68, Single	NG	NG	102w*	64 / 20	✓

Suzuki		suzukimotorcycles.com.au					
Bandit 1250SA (GSF1250SA)	\$12,990	1255, Four	72*	N/A	254w*	60 / 9	x
C50T Boulevard (VL800T)	\$12,990	805, V-twin	39*	69*	N/A	60 / 18	x
C90T Boulevard	\$17,490	1462, V-twin	72*	136.7*	363w*	62 / 11	x
C109RT Boulevard (VL800RT)	\$18,990	1783, V-twin	84*	N/A	383w*	58 / 4	x
M109R Boulevard (VL81800)	\$18,990	1783, V-twin	92*	160*	347w*	64 / 13	x
M109RZ/BZ Boulevard (VZ800RZ)	\$19,490	1783, V-twin	92*	160*	347w*	NT	x
Burgman 200 (UH200A)	\$5,490	200, Single	13.5*	N/A	161w*	64 / 15	✓
Burgman 650 (AN650)	\$13,590	638, P-twin	40.5*	62*	275w*	52 / 9	✓
DR-Z250	\$6,990	249, Single	N/A	N/A	131w*	52 / 3	✓
DR-Z400E	\$7,990	398, Single	N/A	N/A	138w*	64 / 09	✓
DR-Z400S	\$7,990	398, Single	29.4*	N/A	145w*	62 / 2	✓
DR-Z400SM	\$8,990	398, Single	29.4*	N/A	146w*	59 / 14	✓
DR650SE	\$8,090	644, Single	31.6*	54*	166w*	59 / 17	✓
Gladius LAMS (SFV650U)	\$10,490	645, V-twin	35*	N/A	202w*	59 / 7	✓
GSXR750	\$10,790	749, Four	78*	80*	215w*	64 / 2	x
GSX-R600	\$14,990	599, Four	92.5*	69.6*	187w*	60 / 14	x
GSX-R750	\$15,990	750, Four	110.3*	86.3*	190w*	63 / 12	x
GSX-R1000	\$18,490	1000, Four	136.1*	116.7*	203w*	64 / 14	x
GSX-S1000	\$14,990	999, Four	107*	106*	209w*	64 / 20	x
GSX-S1000F	\$15,790	999, Four	98.6	95.3	214w*	65 / 12	x
GSX650FU (LAMS)	\$10,490	656, Four	25*	N/A	241*	58 / 14	✓
GSX1250FA	\$14,990	1255, Four	72*	N/A	257w*	62 / 11	✓
Hayabusa (GSX1300RA)	\$19,290	1340, Four	145*	155*	266w*	62 / 25	x
Inazuma 250 (GW250)	\$4,990	248, P-twin	18*	22*	183w*	62 / 13	✓
RMX450Z	\$12,490	449, Single	35.5*	43.4*	124w*	64 / 20	x
TU250X	\$5,990	249, Single	13.9*	N/A	148w*	62 / 3	✓
VL250 Intruder LC	\$6,690	248, V-twin	17.7*	N/A	159w*	52 / 12	✓
V-Stram 650 LAMS (rideaway price)	\$9,990	645, V-twin	35*	60*	214w*	64 / 12	✓
V-Stram 650 (DL650A)	\$10,290	645, V-twin	50.5*	60*	214w*	61 / 2	x
V-Stram 650XT (DL650XA)	\$11,490	645, V-twin	50.5*	60*	N/A	NT	x
V-Stram 650XT LAMS (DL650XAUE)	\$10,990	645, V-twin	35*	N/A	215w*	65 / 1	✓
V-Stram 1000 (DL1000A)	\$15,490	1037, V-twin	74*	103*	228w*	64 / 11	x

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	✓

TGB		tgbscooters.com.au					
101S	\$1890	49.3	4.9*	NG	81*	NT	✓
Bellavita 125	\$3990	124	11*	NG	142*	NT	✓
Bellavita 300i	\$5490	263.7	17.5*	NG	153*	NT	✓
Bullet 50	\$2290	49.3	3.5*	NG	95*	NT	✓
Bullet RS 50	\$2790	49.3	3.75*	NG	95*	NT	✓
Bullet RS 150	\$3390	150	10.1*	NG	118*	NT	✓
Delivery 125	\$3790	124	11*	NG	125*	NT	✓
Tapo 50	\$1990	49.3	3.5*	NG	95*	NT	✓
X Race	\$2590	151	10.1*	NG	122*	NT	✓
X Motion 300	\$4990	263.7	17.4*	NG	186*	NT	✓

Triumph		triumphmotorcycles.com.au					
America	\$13,490	865, P-twin	45*	72*	250w*	60 / 13	x
Bonneville STD	\$12,490	865, P-twin	50*	68*	225w*	61/02	✓
Bonneville STD TT / Newchurch	\$12,990	865, P-twin	50*	68*	225w*	NT	x
Bonneville T100 Black from	\$13,490	865, P-twin	50*	68*	230w*	NT	x
Bonneville T100	\$14,250	865, P-twin	50*	68*	230w*	59/24	x
Daytona 675 (13)	\$13,490	675, Triple	94*	74*	184w*	64 / 16	x
Daytona 675 ABS	\$14,990	675, Triple	94*	74*	184w*	64 / 24	x
Daytona 675R ABS	\$16,990	675, Triple	94*	74*	189w*	63 / 21	x
Rocket III Roadster ABS from	\$22,490	2300, Triple	109*	221*	367w*	59 / 10	x
Rocket III Touring	\$24,490	2300, Triple	78*	203*	395w*	63 / 18	x
Scrambler from	\$14,390	865, P-twin	43*	68*	230w*	62/01	x
Speed 94	\$17,490	1050, Triple	99*	111*	212w*	65/05	x
Speed 94R	\$20,490	1050, Triple	99*	111*	212w*	65/05	x
Speedmaster	\$13,090	865, P-twin	45*	72*	250w*	63 / 18	x
Speed Triple from	\$16,990	1050, Triple	99*	111*	214w*	61 / 17	x
Speed Triple R ABS	\$19,990	1050, Triple	99*	111*	214w*	64 / 09	x
Sprint GT SE	\$15,990	1050, Triple	96*	108*	265w*	60 / 21	x

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Vol / No.	LAMS
Street Triple 660	\$12,490	660, Triple	38**	50**	194w**	64 / 11	✓
Street Triple ABS	\$12,990	675, Triple	78*	68*	188w*	62 / 19	x
Street Triple R ABS from	\$13,990	675, Triple	78*	68*	182w*	63 / 21	x
T/bird ABS	\$19,990	1600, P-twin	63*	146*	339w*	55 / 6	x
T/Bird ABS TT	\$19,990	1600, P-twin	63*	146*	339w*	59 / 19	x
T/Bird Storm ABS from	\$20,990	1700, P-twin	72*	156*	339w*	53 / 19	x
T/Bird Nightstorm SE ABS	\$22,990	1700, P-twin	72*	NG	339w*	65 / 04	x
T/Bird Commander from	\$21,490	1700, P-twin	69*	151*	348w*	64 / 2	x
T/Bird LT from	\$24,490	1700, P-twin	69*	151*	380w*	63 / 21	x
ThruXton	\$14,390	865, P-twin	51*	68*	230w*	61/01	x
Tiger Sport ABS	\$15,990	1050, Triple	92*	104*	235w*	62 / 125	x
Tiger 800 ABS	\$13,890	800, Triple	70*	79*	210w*	62 / 16	x
Tiger 800 XC ABS	\$16,590	800, Triple	70*	79*	215w*	64 / 01	x
Tiger 800 XCx ABS from	\$17,690	800, Triple	70*	79*	221w*	64/17	x
Tiger 800 XR ABS	\$15,090	800, Triple	70*	79*	213w*	NT	x
Tiger 800 XRx ABS from	\$16,590	800, Triple	70*	79*	216w*	64/23	x
Tiger Explorer	\$20,490	1200, Triple	101*	121*	259w*	63 / 13	x
Tiger Explorer (wire wheels)	\$20,990	1200, Triple	101*	121*	259w*	63 / 13	x
Trophy SE	\$27,990	1200, Triple	97*	118*	315w*	63 / 18	x

Vespa		vespa.com.au					
GTS 250 ie	\$7390	244, Single	16.2*	20.2*	148d*	NT	✓
GTS 300 Super	\$8390	278, Single	15.8*	22.3*	148d*	63 / 14	✓
GTS 300 Super Sport	\$8690	278, Single	15.8*	22.3*	148d*	NT	✓
LX50 FL	\$3990	49, Single 2T	3.2*	NG	96d*	63 / 6	✓
Primavera 125 IE 3V	\$3990	124, Single	7.9*	10.4*	NG	NT	✓
Primavera 150 IE 3v	\$5990	155, Single	9.5*	12.8*	NG	NT	✓
PX150	\$6490	150, Single 2T	6.6*	9.6*	112d*	NT	✓
Vespa 946	\$11,990	155, Single	NG	NG	NG	NT	✓

Victory		victorymotorcycles.com.au					
All prices are ride-away							
Boardwalk	\$22,995	1731, V-twin	NG	NG	300d*	62 / 19	x
Boardwalk Black	\$22,495	1731, V-twin	NG	NG	307d*	NT	x
Cross Country	\$26,495	1731, V-twin	NG	NG	358d*	61 / 17	x
Cross Country Ness	\$29,995	1731, V-twin	NG	NG	347d*	NT	x
Cross Country Tour	\$28,995	1731, V-twin	NG	NG	384d*	59 / 25	x
Cross Roads Classic	\$24,995	1731, V-twin	NG	NG	350d*	NT	x
Gunner	\$19,995	1731, V-twin	71*	149*	248d*	64 / 16	x
Hammer 8-Ball	\$20,995	1731, V-twin	NG	NG	305d*	58 / 21	x
Hammer LE	\$23,495	1731, V-twin	NG	NG	305d*	62 / 17	x
Hammer S	\$22,995	1731, V-twin	NG	NG	305d*	60 / 25	x
High-ball	\$20,995	1731, V-twin	72.3*	153*	304d*	65/06	x
Jackpot	\$24,995	1731, V-twin	NG	NG	296d*	60 / 8	x
Judge	\$20,995	1731, V-twin	NG	NG	300d*	NT	x
Magnum	\$29,995	1731, V-twin	NG	NG	345d*	64 / 17	x
Vegas 8-Ball	\$19,995	1731, V-twin	NG	NG	290d*	NT	x
Vision Tour	\$30,495	1731, V-twin	NG	NG	394d*	58 / 16	x

Viper Motorcycles		vipermotorcycles.com.au					
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# Twisty Bits

BORIS MIHAILOVIC



## Normal transmission resumed

### DID YOU MISS ME?

I'm only asking out of politeness, because the field where I grow all the rats' arses I give about your concerns remains as barren as ever.

But it's been a while since we spoke, and I feel I should explain my absence and subsequent return.

After all, we were very close once, weren't we?

Then something terrible happened and I went away.

Then something terrible ceased happening and I have come back. And yes, thank you for asking, I'm fine.

I have spent my time away from these pages wallowing upon some of the finest bikes ever built. And some others. I have ridden Super Dukes, and Adventures, S1000XRs, Tuono RRs, a BMW R nineT Deus Ex Machina managed to turn into some kind of dire fungus, and many other intriguing motorcycles. I have made lots of videos, written many articles, worked on new books, and ridden tons of fresh and exciting roads. And I have fizzed myself dry watching the greatest MotoGP season I have ever seen. My dance card has been fuller than a German border crossing.

Doubtlessly some of you are now feverishly typing sooky-la-la Emails to Editor Dobie about my return.

Once again, I direct your attention to that desolate field over there where no rats' arses will ever grow.

None of your moaning about me worked with any of the previous five editors, and you can be assured it will not work with this one either.

So why did I leave AMCN all those months ago?

Contrary to what you might have heard, or would desperately like to believe, it was because I chose to. I was not pushed and I was not sacked. My departure was not a budgetary consideration.

As I said, something terrible happened and I went to play elsewhere.

Why have I returned?

No, it's not to dance gleefully on the powdered bones of my foes, though I'd be lying if I said the swirling dust isn't pleasing to my nostrils. And it's not to recommence strangling the beige with their own wretched entrails, though that will, perforce, occur from time to time.

I have returned because New Editor Dobie asked me to return.

You're right. It's entirely possible he may have suffered a savage blow to the head when he put his Editor's hat on and is not thinking clearly.

Which I am hopeful is not the case. Because ruthless clarity of

thought is rather important when one is hammering the magazine equivalent of a rigid Shovelhead stroker through some ruttid hairpins while being pursued by the cops and ex-wives demanding alimony payments.

Editing magazines is a tough gig. It always has been. But it's especially hard now. For the magazine world is not as it once was.

As the colostomy bags of the older magazine readers explode and they're wheeled into retirement villages for weekly kerosene baths, they are not being replaced with younger readers; which is a bit disconcerting if you're in the magazine publishing business.

The only constant in this rapidly changing paradigm is great content. Content is and always has been king. Whether that content is online or on paper, if it's great then it will be consumed avidly. If it is crap then it will be ignored – and rightly so – as so much on-line drivel is.

You, the reader, are an astute individual. You might wade through a thousand free Internet pages searching for that one motorcycle voice that strikes a chord within you. And you might never find it.

After all, you have to put your hand in your pocket when you buy a magazine. In some ways that's a leap of faith. In other ways it's like visiting an old friend. You're pretty sure you know what to expect when you roll up to his door at midnight with a case of beer on your shoulder.

And as I said, you are a discerning beast.

You know what you want and you know what you're prepared to pay for. If you don't like it, you won't buy it.

You're still buying AMCN, which is nice.

New Editor Dobie's job is clear. AMCN must be a beacon of great content, fine writing and genuine magazine craft. And the on-line stuff has to be on-point too.

My job is also clear. Dance about the place like a drunken bear, celebrate motorcycling in all its manifold glories, try not to crash test bikes and deliver content that will make you laugh, yelp, whimper and fume – probably all at the same time if I'm on my game.

Stop crying. Your anguished tears will change nothing.

As for New Editor Dobie...well, he feels I have something worthwhile to, once again, contribute to this title. He may well change his mind when the hate mail starts, but by then I will know where he lives. And I can go to his house and show him where that infertile field lies, and how there will never be any rats' arses growing in it. ■

So why did I leave AMCN all those months ago? Contrary to what you might have heard, or would desperately like to believe, it was because I chose to



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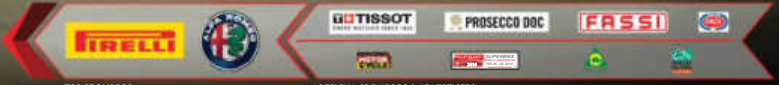
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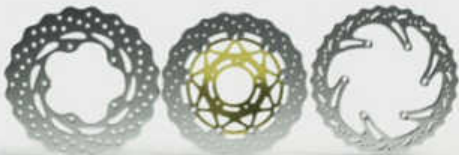
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# Old School

HAMISH COOPER



## We are so lucky

**SO ANOTHER YEAR** passes. Another AMCN Motorcycle of the Year is chosen from 10 finalists. I can hear the keyboards clicking away furiously as everyone has their say on the winner.

What this year's MOTY shows is the diversity of high-tech motorcycles now on the market. It also shows the level of built-in rider aids that tame a 200km/h two-wheeled projectile into a device anyone with basic skills can handle.

It wasn't always like this. Back in the 70s us young longhairs battled with solid disc brakes that didn't always work in the rain. Surprisingly, it seemed to take designers a year or two to think of drilling the discs to disperse heat and water. Maybe they were too busy deciding whether the brake calipers should be mounted ahead or behind the front forks.

The theory of having the calipers ahead of the forks was to increase cooling and limit the chance of dirt being flung up into the pads by the front wheel. Yes, really.

Then, in the late 1980s, along came the first ABS brakes, some 10 years after cars got them (BMW was leading the game, offering them as an option on the K100 "flying brick").

Motorcyclists were deeply suspicious of ABS, partly due to the strange pulsing action at the lever. Nowadays we fully expect motorcycles to have some form of anti-lock braking.

When you think deeply about it, motorcyclists and motorcycle manufacturers are under constant pressure from authorities determined to take safety choices away from the individual. This is why driverless cars are being touted as the future. Strangely, there has not been a lot of discussion about how motorcycles will fit into this new world.

The "autonomous car" is proof that many car drivers don't actually like the experience of driving and want someone else (a computer, for Chrissake!) to do it for them.

Know any motorcyclists with this attitude towards riding? Didn't think so.

It makes me think we are lucky to be allowed out on the road at all.

P.J. O'Rourke, the self-styled "funniest writer in America", nailed it in his 2009 book *Driving Like Crazy: Thirty Years of Vehicular Hell-Bending*.

In 1979 he was riding with friends, badly hungover and testing the speed limits of a borrowed Suzuki GS1100 he'd blagged off the importer.

"Nothing about riding the GS at 130mph was difficult. It was the same as riding it at 70 or at 50 or at 30," he wrote.

(Sounds a bit like BMW's S1000XR MOTY winner, eh?)

O'Rourke's befuddled mind wandered, and he started analysing the whole motorcycle process.

The question that occurred to him was, "What would the political and cultural response be,

in those dark days at the end of the 1970s, if motorcycles had never been thought of and someone just invented them?"

He imagined the inventor explaining his new contraption: "It's sort of like a car, but you sit on the engine, with the gas tank between your knees, and it only has two wheels."

He then pondered the reaction from lawmakers, insurance companies, etc.

"Sitting on an engine! Gas tank between your knees! Only two wheels! You'll fall over! You'll explode! You'll burn! You'll die!"

O'Rourke then bemoaned a "particular form of 1970s darkness" that never lifted. A

national obsession with risk management and safety that meant his children couldn't pedal their

bicycles around the front yard "without being suited up and padded out like NFL linebackers".

He went on to say: "I was wrong to believe in 1979 that no newly invented two-wheeled vehicle could be accepted by post-perilous American society."

He was referring to the Segway, "with all the inconvenience and impracticality of the motorcycle and none of the motorcycle's cool and injury-prone appeal".

The moral of this tale is simple: enjoy every moment you are on a motorcycle. In my experience it doesn't even matter what the motorcycle is. Two wheels still feels like freedom. ■

The "autonomous car" is proof that many car drivers don't actually like the experience of driving and want someone else (a computer, for Chrissake!) to do it for them



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# Revolving Racer

BRENDAN WILSON



## Expatriate racer – better late than never

**I BELIEVE RACING** is in my blood. I grew up watching my father and brothers race and from the age of six I was given a notebook and a stopwatch to time my brother. At this time my brother was unstoppable on a track – he held various lap records around Ireland and many titles. He was my idol and one day I hoped to reach his level.

The earliest age a child can practice and race in Ireland is 15. However, through a very lucky turn of events, my dream of lapping around Mondello Park would briefly come true at the age of 10. My father had bought me a GSXR50. One weekend at the track we entered the bike into a show and shine competition. We won first prize which was three laps on track with Gary Rothwell – one of the best stunt riders in Europe at the time. He was on a mini-moto, I was on my GSXR50 and barely able to breathe with excitement. It was a tight battle but I passed him on the second-last corner for the win!

The day I turned 15 I was ready to race on an old Honda RS125. Unfortunately, due to lack of funds, my long-awaited racing career did not take off as planned. Eventually, I saved enough money to purchase a more reliable and easy-to-run CBR600. But never achieved the results I always thought I would.

At 19 I decided to put the racing on hold, sold the bike and travelled to Australia for one year to see my cousin. Every day I would think about racing. I kept telling myself I'd start again when I got home. Turns out I was having too much fun here – one year became two, three, six ... but the desire to race and compete never left me. Once I received my permanent residency after eight years in Melbourne, it was time to get back on track. I purchased a 2009 ZX6R from Queensland and headed for Broadford. I was slow, very slow ... but completely obsessed with bikes again. After my

first day I booked the next three available trackdays. My goal was to get quick enough to accomplish a lifelong dream: cut laps at the best track in the world, Phillip Island.

After four trackdays at Broadford I was ready for the Island. I will never forget my first lap. It did not disappoint and I still feel privileged every time I ride there. Now it was time to race. After a bit of research and lots of help from new friends I decided the Hartwell championship was for me. I was right – Hartwell's superstar Karen Skate had me ready to go in no time!

My first season was a lot of fun, making many new friends and eventually finishing fifth overall. This season being my second season, the plan was to give it a red hot crack. I sold the ZX6R and was lucky enough to purchase Aiden Wagner's 2013 ASC Supersport Yamaha R6. With the support of my fiancée and local bike shop Brighton Bikes and Bits I was ready to give it my all. And it paid off. This season I won the Hartwell 600cc championship and the Interclub 600cc championship. I was also a part of the winning Sandringham MCC team in the team shield series.

It has been a very exciting season with many highs and few lows. A huge part of club racing is the friends you meet along the way. Over the past two years we've formed a racing family which for me is huge given my actual family is 15,000km away on the other side of the world. For a long time I was the only Irish bloke in the pits, but that has well and truly changed. At the last round of the interclub we had 10 Irish lads pitted together, having the craic and making a lot of noise as we do.

Next season I hope to race at national level. If I can find sufficient sponsorship I will complete a full season of ASBK or AFC. It would be amazing to think my sport enabled me to travel the length and breadth of Australia, competing against world-class racers. ■

Over the past two years we've formed a racing family which for me is huge given my actual family is on the other side of the world



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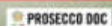
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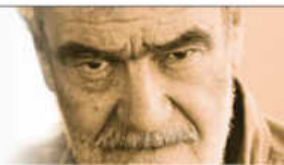
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# In Pit Lane

MICHAEL SCOTT



## No laughing matter

**PRETTY MUCH ALL** motorcyclists I've ever met like talking about the times they crashed. Presuming they're able to. One is fully aware it can go the other way.

Racers are no different. There are exceptions. One of my all-time favourite quotes comes from the marvellously matter-of-fact Mick Doohan. Asked what happened in a particular crash, he replied: "I went one way, and the bike went the other."

More of the time you get all sorts of chat about an inch off line / the brake snatched / missed a gear / put in too much lean on a cold tyre / got nudged by someone / or even the puzzled "the data shows I did nothing different". Plus a detailed account of the transit between saddle and gravel. Usually finding it hugely amusing.

So there is something unavoidably hilarious, as well as potentially tragic, to Dorna's end-of-season crash-stats compilation. A fine balance happily not badly upset by the biggest crasher of the biggest class, Alex de Angelis.

The former GP winner emerged mercifully quickly from life-threatening injuries incurred in his 19th crash of the year. After some time in intensive care in Japan, he was back to visit at the final at Valencia, and plans to return to the tracks next year to do it all over again.

Thirty-one-year-old "D'Angerous" (as some riders call him) was in good company in double figures. Rank rookie Jack Miller had only one less, but aged only 20 he bounced. Likewise 22-year-old Márquez. He came fourth (behind di Meglio) in this unenviable and involuntary contest, with 13. Expensively for his title chances: six in races rather than his more usual "finding the limit" practice prangs.

We can draw a simple conclusion. Riders most likely to crash are ambitious rookies (obviously), or old hands battling to keep up on uncompetitive bikes. Or Marc Márquez, always near the top.

Furthermore? Make up your own mind. Jorge Lorenzo had three crashes all year; Rossi only two.

The smaller the classes, the more the crashes: a race-weekend average of 12 in MotoGP, 20 for Moto2 and 23 for Moto3, home of the headlong hero.

Yet the highest individual total only went to Moto3 by one: second-year teen Karel Hanika had 24, while Moto2's never-say-die Axel Pons recorded 23. On a more positive note, he was also starting to get seriously fast.

Moto2 is crash-happy because superhuman effort is required to overcome the clunkiness of the bikes. Note that two out of the top four also won races. Sam Lowes had 19 crashes, and Xavier Simeon 18.

Most notable Moto3 high scorer Nico Antonelli, equal fourth with 17, also demonstrated the positive aspect of pushing. Last year he was second overall (to Hanika) with 22. This year he won two races.

That's the upside: crashing helps you learn. As the old saying goes, it's easier to teach a fast rider not to crash than a slow rider to go fast.

That doesn't explain, however, why 2015 should continue an upward trend. MotoGP for example from 98 in 2006 to 215 nine years later.

It surely doesn't mean that riders are less competent, tyres and suspension worse, tracks more slippery?

By 2006, the more dangerous circuits were long gone, and remaining danger spots much improved. It was already safer to crash than the long-gone bad old days, with regular fatalities.

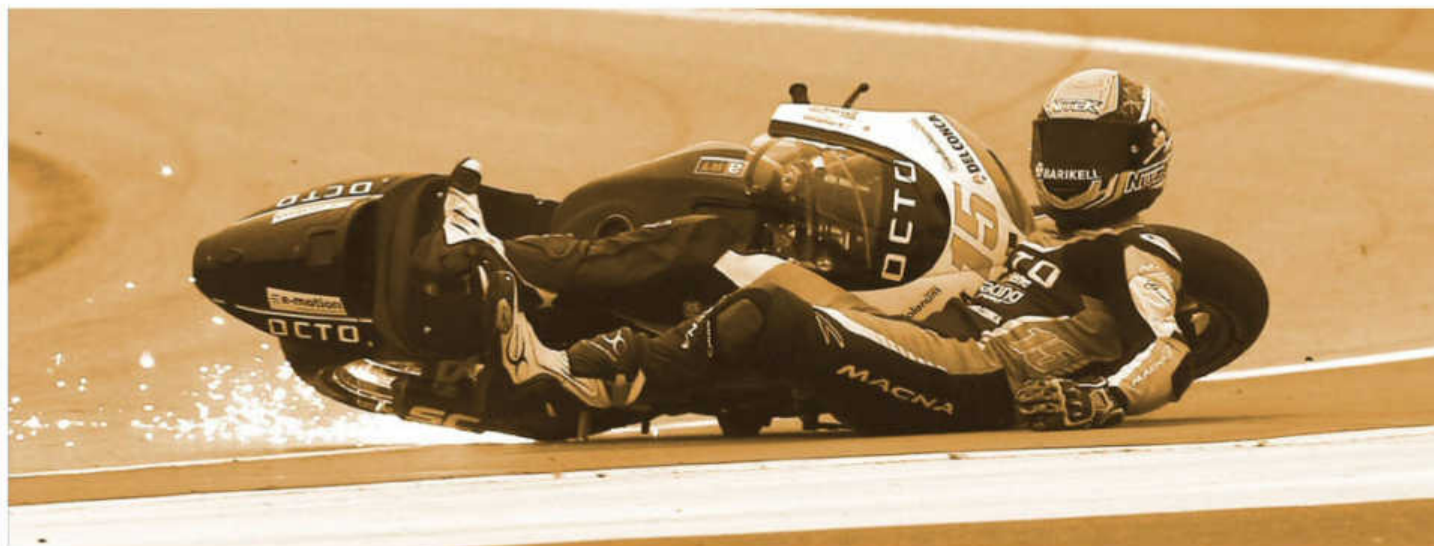
Since 2006, the most important step is air-bag leathers: a huge benefit. Again, even safer to crash.

So we are seeing more crashed not because the riders are more careless, or because they think it is funny. (That's still only in retrospect.)

It's because they can. And as a result they have to.

PS: Just so you know, Silverstone (79 crashes) shaded Le Mans by one; the most-crashed-at corner is Tramonto at Misano, before the back straight. ■

There is something unavoidably hilarious, as well as potentially tragic, to Dorna's end-of-season crash-stats compilation



# season wrap

YOUR ANNUAL FIX



MotoGP 2015 season wrap



Gentleman Jim



## Dani Pedrosa, Repsol Honda

Dani Pedrosa emerged from the conspiracy scandal with honours for diplomacy and good sportsmanship. It was almost as impressive as his return to form after radical arm-pump surgery. Went on to win two of the flyaways, but fist-fighting Rossi for second in Aragon was a race of a lifetime. And such a gent.



## An extreme season

WORDS MICHAEL SCOTT PHOTOGRAPHY GOLD & GOOSE

**IT WAS** – not probably but definitely – the best season since the top class went diesel in 2002. Up until the point that somebody injected a little dose of poison. A scorpion has a sting in the tail.

This one stung itself. The dose was not fatal, but it left a sort of stain.

Who slipped the needle in first? Márquez, toying with Rossi in Australia? Or Valentino's

unexpected insulting response in Malaysia? If Vale's intention was to devalue Jorge's looming triumph, it was ruthless, cunning and successful. But also demeaning.

The year ended with his final cry of "Not Fair". And a bad mark for his end-of-year report. A pity, because his racing season had been unforgettable, an absolute inspiration in every way.

Assassin of the year



## Valentino Rossi, Movistar Yamaha

Valentino Rossi, the Smiling Killer. Rode with brilliance and flair; excelled in bad conditions. Had three collisions with Márquez and came out top every time. Then he assassinated his young rival off the track as well. Always charming, never less than deadly dangerous, in every circumstance.



Mr Smoothie-Chops



## Jorge Lorenzo, Movistar Yamaha

Lorenzo's uncanny speed and precision meant he was the fastest guy. Had a couple of off days, but deserved the title – as he would gladly remind you. Fell short in popular appeal with a peevish display in Malaysia, stomping off the podium, demanding disqualification for Rossi, then trying to stick his oar in to the forthcoming sports court hearing. Stick to what you're good at, Jorge, and maybe then the fans will like you.



Last corner tangle of the year



## Dutch TT, Assen

Assen, June 27, and Márquez has timed his attack just right: inside to block-pass the entry to the right-left chicane. But he'd picked the wrong opponent. Rossi was way ahead of him, bounced off and gassed it through the gravel to regain the track with a healthy lead and a very humorous expression.



### Crasher of the year

Marc Márquez is never afraid to crash, but six of his 13 tumbles this year were in races. Thanks to an unruly Honda motor, and frozen engine development that made the problem incurable. Pol Espargaró also had 13 falls, Mike di Meglio 15, Jack Miller 18. Top of the list, the unfortunate Alex de Angelis with 19, and the last one really hurt.

### Most improved

Last year Andrea Iannone was loony crasher of the year, with a string of victims. This year he was totally reliable (unlike his Ducati) until the very end, with his first race crash of the year. Also fast and diligent, taking a pole and three podiums. Just as importantly, he outranked his very senior teammate Dovizioso.

### Pluckiest podium

Bradley Smith, last year's top crasher, was this year hugely improved in speed, focus, tactics, etc. He and Rossi were the only riders to score in every race, and he was sixth, easily top satellite rider. But the result of the year was second in dry-wet-dry Misano. Smith stayed on slicks throughout, the only one, chanting to himself over and over again as he tiptoed through the puddles: "Fortune favours the brave."

### Luckiest podium

Scott Redding, at the same Misano GP. He actually pitted because he'd crashed, but the timing was perfect for the tyre change, and he finished third.

### Best new boy

2013 Moto3 champ Maverick Viñales was Rookie of the Year in his single Moto2 season, and did it again in MotoGP. He was fast from the start, reliable, and soon getting right under respected Suzuki team Aleix Espargaró's skin. The relatively gutless Suzuki may have flattered his style, but he made the most of it.

### Comeback of the year

## Ducati Corse



Ducati dug a deep hole over the past years, then handed Gigi Dall'igna a spade to dig them out again. The ex-Aprilia beardie took last year to clarify the Desmosedici's problems, and his all-new GP15 came out fighting for victory, with both on the round-one Qatar podium. Struggled a bit later, but think of this: a similar step forward next year would make them unbeatable.

### Beginner's gold star



## Jack Miller, LCR Honda



The Honda privateers were in a battle of their own, and rank rookie Jack Miller won it, by one point, ahead of 2006 World Champion Nicky Hayden. Straight from Moto3, Jack got to grips with the beast in fits and starts, with lots of crashes. But he kept getting better, and will continue to do so.

### Good helper of the year

## Danilo Petrucci, Ducati



Danilo Petrucci ran so wide to let his mate (and landlord) Valentino past at Valencia he almost crashed. Earlier at Silverstone in a best-ever ride he was in with a chance of winning in the wet, but again shrank back from offending the leader, Valentino.

Moto 2 2015 season wrap

## A broken record...

**AS USUAL IT** was hard to get too excited about Moto2, but there were many stand-out performances among the dispirited procession of good riders on bad and clumsy motorcycles.

Moto2 bikes are terminally crippled by the lardy production engines, entry-level electronics and road gearing.

Rather than encouraging varied racing, however, the unplanned result is the opposite. One guy tends to shine, with two or three regular companions. The rest have their moments ... often bad moments, when they bump into one another.

Midfield in Moto2 is no place for the faint-hearted. Johann Zarco spent very little time there, as he took eight wins, equalling last year's record by Tito Rabat and setting a new record of total points.



### Best outsider

With all but a tiny handful of riders on the Kalex chassis, Lowes was the only one regularly mixing with the front guys on a different kind of bike: five podiums including a win. Next year he's on a Kalex too.

### Crash test dummy

Sito Pons had another year of many tumbles, clocking in 23; but to be fair he was getting much nearer the front than ever before.

### The "not again" award

Westy's GP career has seesawed between success and ill fortune so many times in 18 years, and it happened again in 2015, when he was let go by the QMMF team, in spite of a couple of top-10s.

### Iron fist, Velvet glove



#### Johann Zarco, Ajo Kalex

Zarco was so smooth in 2015, and would have won more than eight races but for a round-one mechanical failure. It was an artistic performance, balancing speed against tyre preservation, and clearly the best in the class. He's staying on next year like last year's champ Rabat. Will Zarco find his defence any easier?



### Best new boy



#### Álex Rins, Páginas Amarillas Kalex

Rins was overshadowed in Moto3 by teammate Alex Márquez. When both graduated to Moto2, the roles were reversed. Rins actually led the title after the first two rounds, and won two races. V. naughty in Malaysia – disqualified for muddling in with the leaders' battle while being lapped.

### Lap of the year



#### Sam Lowes, Speed Up

Misread pit signals meant local hero Lowes ran out of petrol halfway round Silverstone in qualifying. Managed somehow to get self and bike back to the pit in time, gassed up and took pole

### When things go wrong...



#### Tito Rabat, Marc VDS Kalex

Last year's formula for dominance was constant on-track training in between races, lap after lap at Almeria. It didn't work this year for Tito, with two ultimately very costly training injuries. Some bad luck too, but in the end, in spite of three wins, he couldn't even hang on to third.



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Moto 3 2015 season wrap

## School of hard knocks

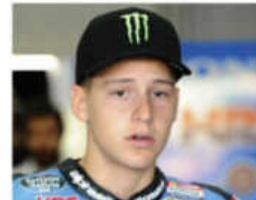
**WHAT'S NOT TO** like about Moto3? Another season of rowdy playground rough-house, and a quite unexpected sense of balance at the end of it.

It was all about two riders, and they shared the year pretty equally.

The first half belonged to Danny Kent, up until round 12 at Silverstone, where he took win number six on the turquoise Leopard Honda. Several had been by record distances. With strong finishes almost everywhere else, he was supreme.

Despite sitting 110 points behind, Miguel Oliveira had already won two tactically acute races, and soon would be getting an upgraded chassis for his official factory Red Bull KTM. And now he was on a roll. Just like Kent had been.

It came down to six points at the end, at a nail-biting finale. And Kent won it.



### Deep-end blues

Rules were changed to let the Fabio Quartararo in under age, and he made a blazing start, second in round two and on pole for rounds four and five. Then he hurt himself. Great expectations were denied.



### Best new boy

It was Quartararo's teammate Jorge Navarro who impressed, getting stronger and stronger as the year progressed. Came close to winning twice, and 10th overall. Hmmm.

### Stuntman of the year

Son of Finnish Red Bull team owner Aki, Niklas Ajo claimed the most spectacular finish of the year. Thrown off with two corners to go at Assen, he held onto the bars and kept going, surfing on his knees alongside the bike, to finish 17th. Still got sacked two races later.



### Most improved

Niccolò Antonelli was a serial crasher last year, and in the early part of this season. He then showed how a first win so often boosts the confidence and leads to more success.

### Head prefect



### Danny Kent, Leopard Honda

What defines the season for the first British World Champion since Barry Sheene in 1977? Was it the runaway wins early in the year, or the utterly avoidable crashes at the end? Came close to seizing defeat from the jaws of victory, but was magnificent on the good days.

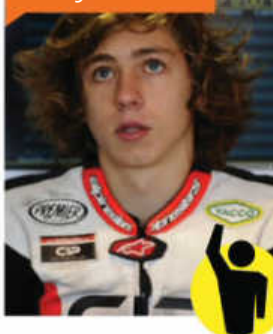
### Head prefect



### Miguel Oliveira, Red Bull KTM

There was a change in roles for the two top riders, with Oliveira taking control. Very brainy racer, with several close wins by outsmarting the pack on the last lap. Next year, he and Kent are teammates in Moto2.

### Early leaver



### Remy Gardner, CIP Mahindra

Son of Wayne's first full season was very challenging, with top-speed problems putting him back among riders who he believed were beneath his station. One race to remember: 10th in Australia, and off to Moto2 next year where his size will hurt less.





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# season wrap

YOUR ANNUAL FIX

WSBK 2015 season wrap



## Rea turns world green

WORDS GORDON RITCHIE ■ PHOTOGRAPHY GOLD & GOOSE

THE 2015 FIM Superbike World Championship was such a rout for Jonathan Rea in his first year in the KRT squad that he effectively won the championship at least a couple of times over. He only missed an all-time points record because of a last round, last race, tech failure. And he only didn't podium in all the races because Pirelli didn't bring his favourite hard construction front tyre to some rounds of the championship.

His leather-clad dominate-tricks were very much family viewing, and his Ninja a podium magnet all year.

Nobody could compete with him over

the season, but amazingly a fair few others beat him on their day. All top five riders won at least once, including rookie Jordi Torres, his Aprilia teammate Leon Haslam (twice) and Tom Sykes even scored four wins on a much-changed bike that robbed him of all his previous advantages. The 2015 bike was no longer friendly in stopping hard, nor did it allow him to squirt it out of the corners hard. He was left cursing the new power-sapping rules that came in this year, but the top blokes and bikes remained the same for the most part.

Thank your lucky desmo shims that

Race of the Year



### Phillip Island Race 1 & Race 2

Both Phillip Island races were candidates, with the margins of victory of the top three or four, never mind the top two, tiny.



Chaz Davies (Aruba.it Racing – Ducati WSB) beat Rea in a last lap sort-out in Race 2 at Sepang or the championship would have been decided in early August, not October. That would have been a whole four rounds early.

Eight manufacturers started the year with good teams in the paddock, even if EBR became a dodo long before the season had ended. All bar EBR got a top five race finish at least, six manufacturers and 10 riders got some colour of podium and we also had two legends coming back to strut their stuff against the new kids in the starting blocks.

Comeback King



### Troy Bayliss, Thailand

After Ducati's Davide Giugliano got hurt there was only one candidate to take over at PI in the minds of many: Troy Bayliss. But it was too far fetched. Ducati would just get a younger model, no? But after a tease of a day or two it really was Bayliss the triple champion who was back. In reality, taking him to Thailand was a bridge of nostalgia too far. You should be proud of this battling Aussie, but no more comebacks from the master please – he's got nothing to prove.



Grudge of the year

Other than the Jonathan Rea v Tom Sykes face-off that never happened in public (after it was clear that there would be one pummeler and one pummellee this), it was over to a Dutchman and an Englishman. Michael van der Mark took delight in beating Leon Haslam. You felt he was upholding Ten Kate team's honour, after Haslam had had so many problems for two years there, and they parted as less than best friends. A curious case of elbows and front wheels in gravitational collision at Assen was evidence, plus the various hard passes from VDM on Haslam.



Most popular podium



### Guintoli / Van der Mark

Sylvain Guintoli at Magny-Cours or his teammate Michael van der Mark's double at his home circuit of Assen. And the crowd went wild on each occasion, as Guintoli finally got a top three on the Honda, and van der Mark got his first podiums in the big class only a few meetings into his first WSBK season. It was emotional stuff each time and maybe van der Mark has to shade it as he is the first Dutch rider ever to get a podium in WSBK – twice.







## Best crowd of the year

### Thailand

First time WSBK circuit, the boring Buriram asphalt layout belied the crowd's enthusiasm, and when Rattthapark Wilairot (Core Motorsport Thailand) actually won the Supersport race the huge crowd made so much noise the regular WSBK people got a fright. We haven't heard a racket like that since Foggy won at the old Brands, or Chili won in Monza. We had certainly never heard it so loudly.

## Homebrew of the year

### Michael van der Mark

He is a genuine, pure-bred World Superbiker, with first the Superstock 600 title, then the WSS crown lifted inside the SBK paddock. He's even won two Suzuka 8 Hours, and last time I looked they were not won on GP machinery. He has sprouted from inside the Dutch bulb fields, and run through all through the Ten Kate set-up. A star of now, not just of tomorrow, as you saw at Phillip Island in 2015.



## People's champion

### Jonathan Rea

Jonathan Rea won it last year, but he could still have won it this year, given how many people were pleased at his eventual championship status. The problem this year is that there were generally so few people around, there were sometimes not enough to constitute, er, people.



## Comeback Emperor I



### Maximus Returnus

In a bizarre ego and sponsor-fuelled project that saw three Aprilias on track, Biaggi came back with Aprilia's test team at Misano, and was a revelation. Beaten by the very best on raceday, he beat the rest with his unique 44-year-old collection of tiny beards and bones, and an ageing Aprilia – if only after a vast pre-race test he tried and failed to downplay the scale of. He had tested his ermine robes into tatters before the race but he still did better than anybody expected, and lit up WSB with some welcome start dust and shafts of legendary light. Still as infuriatingly contradictory and Max-centric as ever, he was also nearly as fast as ever. Quickest on Friday – in both sessions – what was going on? While he missed the podiums, he hit the publicity button for WSBK in general with the force of a rocket on full afterburner. He was brilliant at times, but brilliance is what he has so often been.

## Bad sense of timing award

### Aprilia

Aprilia, the silly moos, for taking so long to agree to come back they lost out on re-signing riders like Guintoli and Melandri. And they took Melandri back to MotoGP at just the wrong time in his career. Nobody is dissing Haslam and Torres – they won races – but surely the 2014 pairing would have made a better job of translating their previous knowledge to the less powerful and still complex 2015 RSV-4 RF.



## Best initiative

Early and late races on Sunday, with most rounds kicking off at 10.30am via WSBK Race 1, having Supersport next at 11.40 and Race 2 at 1pm. Then Superstock 1000 finished it off in Europe. It was good for the fans who lived nearby, and made the days more exciting and compact. But fans who arrived close to race time were sometimes stuck in traffic – and missed part of the action.

## Never had a chance



Last year's hero, EBR. This year's ... er ... hero, EBR. Let down just when things started looking better, as the parent company went crankcases up back in the USA.

## New power award

The new WSBK technical rules. Designed to make a level playing field, they failed. This is racing, and those with the deepest pockets and best riders won, as always. But the new rules did at least change the top factory order. So the previous best bets – Aprilia and Kawasaki – became Kawasaki and Ducati. Why? Because Kawasaki got even better with one rider and less good with the other, even if he did win races. Ducati came back with a bike which lifted them past Aprilia, whose late reprieve from the WSBK chopping block saw both their new riders struggle to match the previous best, on different bikes, with different power outputs and finicky yet limited set-up options. Aprilia won races, just not many, which was a big change. Honda, Suzuki, MV, BMW? All potential top teams, but without budget or experience or the modernity to compete.

WSS 2015 season wrap



## Triple tussle

A **THREE-WAY** fight for the title saw Kenan Sofuoglu (Kawasaki Puccetti Racing) become the greatest ever with his fourth title, but only after personal trauma for him and issues for his rivals. The harrying Jules Cluzel (MV Agusta) lost his chance through injury and PJ Jacobsen (Core" Honda Motorsport Thailand) only got a winning bike package halfway through the year. Kenan won the title clearly, but weekend by weekend you could never predict the race winners of the last full electronics battles in WSS history.

Stock 1000

## Rider of the year Lorenzo Savadori

Losing the title in 2014 at the last round was a blow, but he came back on the new Aprilia Nuova M2 V4 at lightning speed. He had to stay cool in the final round to win the title and this time there were no slip-ups. In a year with many new fast bikes and riders – as well as widening age limits – Savadori did just enough and rubbed out the pain of the previous year.



Overcoming the odds award

## Kenan Sofuoglu

Losing an infant son halfway through the year would have broken the will of some, but it focused his mind on winning his fourth WSS title.



Stock 600

## Rider of the year Toprak Razgatlioglu

He won the Stock 600s and made Rea's WSBK title win look positively tame, as he just blitzed the lot of them on his Puccetti Racing Kawasaki in the early rounds. An object lesson on how to win big in your first full year.



Pace and push award



## Jules Cluzel

In breaking his leg – very badly as it turned out – the MV Agusta Reparto Corse rider lost his chance of pushing Sofuoglu all the way to the last round, and maybe even winning it all. With total reliability he could have won outright, such was his sheer speed at times.





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WSBK 2015 season wrap

## Great expectations



### Bryan Staring

With arm pump so bad that it needed risky mid-season surgery, and a promising bike that got left behind in the flurry of new European and Japanese wonder-weapons, Pedercini Kawasaki Superstock 1000 rider Staring was up against it from the off. Ninth at season end and two top sixes at best were not in the pre-season plan. Should be on the latest Ninja in 2016, which will be a very sharp tool for next season.

## Two classes kid



### Aiden Wagner

Aiden rode for the soon-to-stop Kawasaki Intermoto Ponyexpress and then CIA Landlords Insurance Honda WSS squads later in the year, having competed in Superstock 1000 at the start, for Pedercini and Suzuki Europe. He was busy and he was improving, which is a good sign at 21.



## World SuperScott



### Glenn Scott

Riding in the AARK Racing team of dedicated and generous WA racing enthusiast Andy Offer, run on Aussie grit and sheer determination, Glenn scored points but was outgunned for the most part. 25th overall but worth more, and now with a full season of valuable WSS experience under his belt.





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# The glory days return

■ WORDS **KEVIN EELES** ■ PHOTOGRAPHY **AMCN ARCHIVES**

**IN 2014 WE** raved about the AFX/ASC and it deserved all the accolades it got. In 2015 it got even better.

Yamaha came back with a vengeance with a competitive bike. And the rivalry between the boys in blue and the red of Honda was spiced up by the coming of age of the boy in green, Mike Jones. In the Supersport class Callum Spriggs, Brayden Elliott, Michael Blair and company kept the thrills coming. And the 300 Ninjas

delivered some of the closest racing ever.

Kudos to Terry O'Neil for putting it all together – getting the last round live on Fox was a major step towards the mainstream return of the sport. But the series still had some shortfalls. Four rounds of seven in NSW and only one in Victoria, Queensland and South Australia makes it feel less of a national championship. Three rounds at SMP gives a huge leg-up to riders who specialise

there. Wayne Maxwell would have loved three rounds at Phillip Island. Instead Australia's premier track remained unused.

As for the future, the revamped ASBK could pose a real threat to the ASC, depending where the factories go. It's possible for both series to complement each other but there will need to be genuine goodwill and cooperation.

Who knows what will happen. For now, let's just celebrate a fantastic season.

### Finish of the year

#### Jack Dawes

It's Round 6 at Winton, AFX Saturday, Race 2 of the 300 Ninja Class. Ben White has led from lap four of the seven-lap race with Jack Dawes chewing at his rear wheel all the way. Dawes has never led across the line on any lap. On the last lap he closes the gap and challenges for the lead. As the flag draws nearer he takes his chance and throws everything at the line. The result? Dawes by the smallest margin measurable: 0.001 seconds! What a finish!



### Rider of the year

#### Jamie Stauffer

This one is really tough! In a year where there is an abundance of choices we didn't choose a newly crowned champion. Instead we honour resilience, sheer guts and determination, plus more than a sprinkling of talent. A two-time Australian Superbike Champion, 36-year-old Jamie Stauffer gave us all of these things in 2015 and showed that he still has what it takes to run with the best in the game in Oz, finishing fifth overall. We dip our lid.



### Rivalry of the year

#### Maxwell vs Herfoss

The rivalry between Yamaha Racing Team's Wayne Maxwell and Team Honda Racing's Troy Herfoss (below) was epic! So much so that the tension boiled over during post-race celebrations at Winton with the (still) good friends having a few quiet words. Special mention to Callum Spriggs and Brayden Elliott who finished equal on points in the ASC Supersport and took the title to a countback.



## Meeting of the Year



### Round 7, SMSP

It has to be the final round at Sydney Motorsport Park! There was so much riding on this one and it was live on Fox to boot! It lived up to the hype and then some. Let's hope this is a portent of things to come for the sport.

## Rookie of the year

### Troy Guenther

In his debut Supersport season, 16-year-old Troy Guenther's year has made a lot of people sit up and take notice. He has shown for some time that he is a talent and someone to watch, but a top-five finish in both the AFX and the ASC in his rookie year has shown that his time is coming fast. We await 2016 with bated breath.



## Manager of the year

### John Redding

Yamaha Racing Team Manager, John Redding (below right), had three great talents and healthy egos to manage. The fact that they all remain good friends is a testament to the way the team is run. If there was any friction then it has been kept in house, where it belongs, and that is the art of good team management.



## Most popular class

Formula Oz wins again in 2015 – 53 different riders scored points in the Privateer Only class. Whichever way you look at it, the class is a winner!

## Electric dreams

Hats off to Danny Pottage, Jason Morris, Daniel Ripperton and David Hiley for keeping this class going. In 2015 they trod water in regard to participant numbers but make no mistake, this class will have its day in the sun!

## Promoter of the year

Terry O'Neil. He may have been the only player in the game, but he sure as hell worked it hard. Love him or hate him, and whether you agree with how he runs a series or not, one thing you have to say is that the man's passion is good for the sport. His efforts to bring racing back into the spotlight deserve nothing but the highest praise. We owe him a lot for keeping the sport alive when it could have died forever. Instead we were delivered a breathtaking series to rival anything we saw in the good old days.

## The lost without you award

To all the volunteers that help keep this sport we all love going: thank you. And they do it not just in this series but every meeting all around Australia. You never get the headlines but YOU are the most important people in the game. Without you it simply would not happen. Thanks from the bottom of our hearts.



## The comeback begins

■ WORDS KEVIN EELES ■ PHOTOGRAPHY AMCN ARCHIVES

**LIKE ROCKY CLIMBING** off the canvas against Apollo Creed, in 2015 the ASBK took a first step towards what just might yet become one of the great Australian sporting comeback stories.

Season 2014 ended disastrously, with the series looking all but dead and buried. However, just like the great Philadelphia pugilist, the series climbed off the mat, took the event to the people, and made

the first steps towards a fairytale revival.

Away from the track another tumultuous year ended with a new but impressively credentialed board, and the first woman president in the history of Motorcycling Australia, Tania Lawrence.

On the track, except for the Honda boys at Phillip Island, the factories were conspicuous by their absence, but there was no lack of privateers to take their

place. The best of those showed that a factory logo on the team-sheet header is not the only key to the talent vault.

More significant changes are on the way for 2016/17, thanks in no small part to the introduction of TB21 into the management mix. Time will tell if the series raises its hands at the final bell, but it sure as hell is still standing there swinging. Hats off to all involved.

### (Wo)Man of the Year

#### Tania Lawrence

It wasn't on the track but the West Australian's performance in becoming the first ever female President of MA needs special acknowledgement. That's a glass ceiling that took some breaking and we all wish her the very best in the role. Who knows, maybe a woman's touch is exactly what the game needs!

### Rider of the year

Hands down it had to be Mike Jones. Finally finding some well-deserved support in Ben Henry's Cube Racing Team, the Queenslander just got better and better as the year went on, running away with the championship in the end. Unlike the other big guns in Aus racing this guy raced every round in every series, winning races and hitting the podium in all three of them. Nobody deserves the title of "Australian" Superbike Champion more than this guy.

### Taking it to them

Michelle Marais took up the mantle for the ladies and boy did she take it to them. Riding in the Ninja 300 class she took out the round at Morgan Park and finished the season on the podium in third place. Special mention to little sister Lara (14) and Ilish Ross (16) riding in the same class. Ross finished fourth while Lara finished eighth. Watch out boys because the ladies are gunning for you!

### The close finish masters

Race 1, 300 Ninja Production class, Round 5 Phillip Island. This was one for the ages! Drew Sells wins by 0.004 seconds from Zackary Johnson who just pipped Robbie Menzies by the same amount with Justin Hall a comparatively distant 0.038 seconds away in fourth place – 0.046 seconds between first and fourth! For good measure, Sells and Menzies finish just 0.013 seconds apart in Race 2. This is the racing we all go to see!



## Wish you were here

Wayne Maxwell, Jamie Stauffer and Glenn Allerton. We know that you race where the teams say boys, but it would be great to see the old champions fighting it out with the up-and-comers at every round. Tasmania and Western Australia would have loved to see you. Without the history and rivalry you bring, it's hard to generate public interest – we cannot wait to see you back!

## As dinkum as it gets

Team Honda/Motologic. No team rules here! They raced in the two Phillip Island rounds and finished one-two in every race. The margins: 0.018 seconds, 0.099 seconds, 0.120 seconds and a comparatively whopping 0.477 seconds. It's a hell of a fight for No 1 rider in that garage! Troy Herfoss was the unlucky finisher in 3 of the 4 races, squaring the ledger 1-1 with Hooky and going down to Jamie Stauffer in the other two.

## Battler award

Czaj Racing. Everyone knows these guys and you cannot help but be impressed by the hard-working professionalism of this family-run unit. Battling to make ends meet, they still manage to front up each round with one of the best presented teams in the paddock. Talk about dedication to the sport! They cracked the top five this year in Superbike. Well done guys!

## The travellers award

To all the boys and girls from WA. Not many of you have the time and the resources to travel to every round, but your state is always well represented. The East Coasters complain about travelling up and down the coast but you don't know what travel is until you've lived in the West. Even the Kiwis are closer to the majority of the action than you guys! We love having you there so keep on coming. Kudos to you all.

### PI CHAMPIONSHIP



# The dream is alive!

**THIS YEAR SAW** the second running of the Phillip Island Championship and what a championship it was. Five Superbike races, five different winners! A largest winning margin of 0.099 seconds. Three different manufacturers on the top step of the podium. And six of the top 10 from the ASC, four from the ASBK. Simply awesome!

## If only award

Believe it or not, the Superbikes could have been even better! The boys in blue from Yamaha did not race in the first round and it was left to the guys in red at Honda to duke it out. Imagine how it could have been... In Round 2, when Yamaha did turn up, 0.899 seconds covered the top five riders across the line in Race 1 and 0.527 seconds covered them in Race 2. In Race 3 the top

three riders finished just 0.207 seconds apart! Incredible racing and what we need to bring the sport back to prominence.

## Rider of the series

Michael Blair (right), no contest. Five races, five wins. Blair dominated the Supersport Championship, winning by the length of Gardner straight.



## Up-and-comer

Daniel Falzon showed enough in his first year on a Superbike to confirm he will be one to watch in 2016. In Round 1 he finished fifth and eighth and got his best time down to a low 1'34s. By Round 2 he had spent more time in the saddle and it showed with a fourth and sixth and a best time. Missed his first win by just 0.347 seconds and his first podium by 0.177. Watch this space.

# season wrap

A4DE 2015 season wrap

## Milner takes fourth win

CDR Yamaha's Daniel Milner won the Australian 4-Day Enduro (A4DE) for the fourth time with a dominant performance at Wynyard, Tasmania. Activ8 Yamaha's Josh Green took the E1 class title while Beau Ralston secured victory in the E2 class. KTM Enduro Racing Team's Matthew Phillips impressed the home fans by taking out the E3 class. Yamaha Racing's Tayla Jones won the Women's and Daniel Smith and David Flemming took out the Veterans and Masters classes respectively.



Daniel 'Chucky' Sanders (MAIN) fought his way to third in the A4DE this year. Tassie's superb tree-lined tracks were a big hit

Toby Price completed his last foreseeable AORC in the best way possible



AORC

## Price finishes on top

Australia's fastest off-roader, KTM's Toby Price, on a high after his third place on the Dakar, completed a stellar year to win back-to-back AORC crowns and his fifth title. Chris Hollis and Josh Green took the final places on the podium, with Daniel 'Chucky' Sanders and Tye Simmonds rounding out the top five.



MX NATS

## Glorious Gibbs

In what was one of the most stacked MX1 fields to date, the MX Nationals saw eight different race winners through the season. With defending champion Matt Moss (Motul Suzuki) suffering an injury-plagued campaign, it was Kirk Gibbs (KTM Australia) who stepped up and won the series, scoring six moto wins in the process. In a standout season Kade Mosig (CDR Yamaha) took his first overall round win and with consistent results finished

the series in second place. Gibbs' teammate Luke Styke and Adam Monea (Monster Kawasaki) tied for third.

In the MX2 class, Jay Wilson (JCR Yamaha) and Luke Clout (Serco Yamaha) took the top two spots respectively.

Takeshi Katsuya (Kawasaki) finished the series in third place. Despite some up-and-down results, the Japanese rider finished just 18 points behind second-placed Clout.



Kirk Gibbs took the MX1 title through consistency

## ISDE

# Pure Aussie gold

There was an uproar when the Australian Senior World Trophy team were stripped of their dominant lead in the final stages of the ISDE in Slovakia. However, justice finally prevailed last

month when the FIM reinstated penalties against the French and upheld Australia's clean sweep of the Senior World Trophy, Junior World Trophy, and Women's World Trophy categories.



MAIN: The Women's team made it two ISDE victories in a row



## ASX

# Back in the game

After a three-year absence from top level competition, former Australian Motocross and Supercross champion Daniel Reardon (CDR Yamaha) showed he still has what it takes by taking out the SX1 class.

The SX2 class title may be heading offshore after American Jimmy Decotis took out

the series for Penrite Honda Racing, but the future of Australian supercross racing looks bright after a highly competitive SXD Under 19s series, which ended with Mitch Evans (GYTR Yamaha) and Brock McLeary (Raceline Pirelli Suzuki) tied on points. Evans finally secured the title on a countback.



Supercross comeback king Daniel Reardon won the SX1 title after bowing out of racing in 2012

## NOT FORGETTING...

### WOMEN'S MOTOCROSS

The Australian Women's MX Championship made a welcome return to the MX Nationals series, with Maddy Brown taking the title from the versatile Tayla Jones and Emelie Karlsson.

### DAKAR DIGGER

Aussie off-road star Toby Price made an instant impact on his Dakar debut, finishing third in the gruelling rally, a feat which has led to a full-time factory KTM rally contract for 2016.

### X-MAN FLIES AGAIN

West Australian Josh Sheehan became the first Australian to win the Red Bull X-Fighters World Championship Trophy in 2014, and backed it up by taking out the series again in 2015.

## OFF-ROAD STANDINGS

### A4DE

#### E1

- 1 J Green
- 2 T Simmonds
- 3 W Ruprecht

#### E2

- 1 D Milner
- 2 C Hollis
- 3 L Stanford

#### E3

- 1 M Phillips
- 2 D Sanders
- 3 T Price

### WOMEN'S

- 1 T Jones
- 2 J Gardiner
- 3 J Wilson

### VETS

- 1 D Smith
- 2 B Kienhuis
- 3 B Lindsay

### MASTERS

- 1 D Fleming
- 2 D Grundy
- 3 M Peacock

### AORC

#### MENS

- 1 T Price
- 2 J Green
- 3 C Hollis

#### WOMEN'S

- 1 T Jones
- 2 J Wilson
- 3 E Karlsson

#### U19

- 1 T Mason
- 2 L Snodgrass
- 3 W Ruprecht

### MX NATS

#### MX1

- |   |         |     |
|---|---------|-----|
| 1 | K Gibbs | 647 |
| 2 | K Mosig | 586 |
| 3 | A Monea | 577 |

#### MX2

- |   |           |     |
|---|-----------|-----|
| 1 | J Wilson  | 600 |
| 2 | L Clout   | 559 |
| 3 | T Katsuya | 541 |

#### MXD

- |   |           |     |
|---|-----------|-----|
| 1 | W Todd    | 585 |
| 2 | J Rykers  | 528 |
| 3 | C Tierney | 518 |

### WOMEN'S

- |   |            |     |
|---|------------|-----|
| 1 | M Brown    | 129 |
| 2 | T Jones    | 122 |
| 3 | E Karlsson | 109 |

### ASX

#### SX1

- |   |           |     |
|---|-----------|-----|
| 1 | D Reardon | 191 |
| 2 | K Mosig   | 162 |
| 3 | L Bopping | 159 |

#### SX2

- |   |              |     |
|---|--------------|-----|
| 1 | J Decotis    | 196 |
| 2 | J Richardson | 176 |
| 3 | L Woods      | 160 |



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# season wrap

Speedway 2015 season



Greg Hancock was a popular winner when Speedway GP rolled into Melbourne



Jarek Pabijan

## Ruling the roost

**THE CLOSEST AUSTRALIA** got to world championship glory in 2015 was laying claim to now dual World Champion Tai Woffinden (right) growing up and starting his junior racing in Perth. Woffinden outgunned Greg Hancock and Nicki Pedersen in a Speedway Grand Prix series that showed no signs of adding a new name to the honour roll of champions. It was, however, enlivened by the new blood of Jason Doyle, Maciej Janowski and Michael Jepsen Jensen, while next year will see two young Poles giving the series another boost.

Doyle (top right) bookended the year as the top Australian rider. He started 2015 by winning his first Australian Championship, and finished it as the best of our trio in the SGP series.

Chris Holder will be part of the SGP again next year, determined to return to his championship-winning form. Unfortunately, Troy Batchelor



failed to maintain his berth in the series line-up.

In October, grateful Aussie fans finally got to see world championship action without needing a passport, when a 13-year wait for an SGP round ended at Melbourne's Etihad Stadium hosted the 2015 finale. Not long afterwards, Mildura hosted the first ever World Under 21 Team Championship final outside of Europe.

The dangers of the sport were highlighted as Darcy Ward was left paralysed after a

crash in Poland less than two months after resuming his career following a 10-month ban for a failed alcohol test.

In the Speedway World Cup, Australia finished fourth in a congested scorechart with Sweden the surprise winners. In the Under 21 Team Championship, the Aussies were third behind Poland. Poles and Danes dominated the Under 21 individual championship with Australia's Max Fricke best of the rest, finishing in sixth place.

Elsewhere, Russia were again dominant in Ice Speedway, in both individual and team competition, while Long Track racing did provide unexpected results with Great Britain winning the Team event and Dutchman Jannick de Jong taking the individual crown – both first time happenings.

Domestically, last summer saw first ever Australian Championship wins for Jason Doyle (Solo), Justin Plaisted/Sam Harrison (Sidecar),

Jaimon Lidsey (Junior 250cc) and Jack Norman (Junior 125cc), while Max Fricke was the odd one out making it three in a row in the Under 21 Solo Championship.

A number of young Australian riders advanced their careers in 2015. Pleasingly, junior ranks in both dirt track and speedway continue to produce exciting young talent, evidenced by Matthew Gilmore winning the FIM 250cc Youth Gold Trophy.

Dirt track and track racing produced several standout performers in 2015. Luke Richards dominated senior competition, winning three classes at both the Australian Dirt Track and Australian Track Championships.

Sidecar duo Adam and Graham Liebke, ATV rider Matthew Griffiths and Under 19 rider Ty Lynch were also champions at both disciplines, as were Tom Drane, Jack Hyde and Max Whale in the juniors.

**PETER BAKER**

# 2015 Honour Roll

YOUR ANNUAL FIX

2015 season wrap

## World Champs



### ROAD RACING

#### MOTOGP

Jorge Lorenzo Spain Yamaha

#### MOTO2

Johann Zarco France Kalex

#### MOTO3

Danny Kent Great Britain Honda

#### SUPERBIKE

Jonathan Rea Great Britain Kawasaki

#### SUPERSPORT

Kenan Sofuoglu Turkey Kawasaki

#### SUPERSTOCK 1000

Luca Savadori Italy Aprilia

#### SUPERSTOCK 600

Toprak Razgatioglu Turkey Kawasaki

#### SIDECAR

Bennie Streuer France Suzuki

Geert Koerts France Suzuki

#### ENDURANCE

Vincent Philippe France Suzuki

Anthony Delhalle France

Etienne Masson France

### TRIALS

#### MEN'S OUTDOOR

Toni Bou Spain Honda

#### MEN'S INDOOR

Toni Bou Spain Honda

#### 125CC

Marco Fioletti Italy Beta

#### WOMEN'S

Emma Bristow Great Britain Sherco

### ENDURO

#### E1

Eero Remes Finland TM

#### E2

Antoine Meo France KTM

#### E3

Mathias Bellino France Husqvarna

#### WOMEN

Laia Sanz Spain Honda

#### JUNIOR

Jamie McCanney Great Britain Beta

#### YOUTH

Mikael Persson Sweden Yamaha

#### SUPER ENDURO

Tadeusz Blazusiak Poland KTM

### SUPER ENDURO WOMEN

Emma Bristow Great Britain Sherco

### SUPER ENDURO JUNIOR

Ty Tremaine USA KTM

### ISDE

Team Trophy Australia

Women's Trophy Australia

Junior Trophy Australia

### SPEEDWAY

#### SOLO

Tai Woffinden Great Britain GM

#### SOLO UNDER 21

Bartosz Zmarzlik Poland GM

#### LONG TRACK

Jannick de Jong Netherlands GM

### MOTOCROSS

#### MXGP

Romain Febvre France Yamaha

#### MX2

Tim Gajser Slovenia Honda

#### WOMEN

Kiara Fontanesi Italy Yamaha

#### SIDECARCROSS

Etienne Bax Netherlands Zabel-WSP

Kaspars Stupelis Latvia

### JUNIOR MOTOCROSS

#### 85CC

Raivo Dankers Netherlands KTM

#### 125CC

Maxime Renaux France Yamaha

### SUPERCROSS

#### SX1

Ryan Dungey USA KTM

### FREESTYLE MOTOCROSS

#### FIM WORLD CHAMP

Maike Melero Spain Yamaha

#### RED BULL X-FIGHTERS

Clinton Moore Australia Yamaha

### SUPERMOTO

#### S1

Thomas Chareyre France TM

# Aussie Champs



## ROAD RACING

### ASBK SUPERBIKE

Mike Jones Qld Kawasaki

### ASBK SUPERSPORT

Brayden Elliott NSW Suzuki

### ASBK MOTO3/125GP

Tom Bramich Vic Honda

### ASBK PRODUCTION

Justin Hall NSW Kawasaki

### ASBK WOMEN'S PRODUCTION

Michelle MARAIS WA Kawasaki

### ASC SUPERBIKE

Troy Herfoss NSW Honda

### ASC SUPERSPORT

Callum Spriggs Qld Yamaha

### ASC FX FORMULA OZ

Paul Byrne Ireland Honda

### ASC FX PRO TWIN

Beau Beaton NSW Vincent

### ASC FX NAKEDBIKE

Adrian Pierpoint Qld Aprilia

### ASC FX300 NINJA

Paul Young SA Kawasaki

### ASC FX300 NINJA U20

Jack Dawes NSW Kawasaki

### ASC FX300 NINJA WOMEN'S

Julie Klinker NSW Kawasaki

### ASC EFXC

Danny Pottage WA Voltron

## SPEEDWAY

### SOLO

Jason Doyle NSW

### SOLO UNDER 21

Max Fricke NSW

### SIDECAR

Justin Plaisted SA

Sam Harrison SA

## ENDURO

### E1

Josh Green NSW Yamaha

### E2

Beau Ralston NSW Yamaha

### E3

Toby Price NSW KTM

### WOMEN'S

Tayla Jones NSW Yamaha

## TRIALS

### OPEN SOLO

Kyle Middleton NSW Gas Gas

### OPEN WOMEN'S

Kristie McKinnon NSW Gas Gas

### YOUTH

Ruben Chadwick Qld Montesa

## SUPERCROSS

### SX1

Daniel Reardon Qld Yamaha

### SX2

Jimmy Decotis USA Honda

### SXD

Mitch Evans Qld Yamaha

## MOTOCROSS

### MX1

Kirk Gibbs SA KTM

### MX2

Jay Wilson NSW Yamaha

### MXD

Wilson Todd Qld Yamaha

## SUPERMOTO

### S1

Aaron Watson NSW KTM

### S2

Chris Hodgson UK Husqvarna

### S3

Kye Thomson Qld KTM

### WOMEN'S

Tayla Jones NSW Yamaha

## DIRTTRACK

### PRO 450

Marty McNamara NSW Yamaha

### PRO 250

Luke Richards NSW KTM

### PRO OPEN

Luke Richards NSW KTM

### PRO WOMEN'S

Briony Hendrickson Qld Yamaha

### UNDER 19

Ty Lynch SA Yamaha

### SIDECAR

Adam Liebke/ Graham Liebke Qld

# race report

YOUR FORTNIGHTLY FIX

**Australasian Superbike Championship**

Round 7, Sydney Motorsport Park



## Herfoss title proves a point

After leading the championship from the first round to the last, Honda's Troy Herfoss wins the title by just a single point

■ REPORT **CHRIS DOBIE** ■ PHOTOGRAPHY **AYYILMAO PHOTOGRAPHY**

**A**s the sun set on the inaugural day/evening ASC round at Sydney Motorsport Park last weekend, Honda's never-give-up man, Troy Herfoss (Team Honda/Motologic), claimed a thrilling title by a solitary point from Yamaha's Wayne Maxwell (YRT/Yamaha Motorcycle Insurance). He described the victory as the toughest, most intense and satisfying of his career.

Following arguably the most exciting season of domestic superbike racing seen for many years, it all came down to the seventh and final round, with Herfoss and Maxwell



locked together on 316 points. The three-race-round format run under a blazing summer sun favoured neither rider, with Kawasaki's Mike Jones (Cube Racing / Australian Outdoor Living) at almost equal odds with the factory

teams for the chance of a round victory.

Herfoss took the early advantage by claiming pole and a single championship point to head into the first race of the deciding round with the lead over rival Maxwell, who

found himself back on row two in eighth position.

Honda won the opening race, however, it wasn't Herfoss who led the field to the chequered flag. A jubilant Jamie Stauffer (Team Honda Racing / Motologic) enjoyed a race-long cut-and-thrust battle with Mike Jones and his Kawasaki, before finally coming out on top. Herfoss finished third, widening his championship lead over Maxwell who fought his way to fourth position.

In Race 2, Mike Jones and Herfoss entered into a battle royale for the lead. With Maxwell sitting fourth, it looked like Herfoss had one



**Main.** Herfoss lights it up to celebrate a hugely satisfying series win **1** Mike Jones capped his breakout year with an impressive round win **2** Spriggs claimed the supersport title with a 3-4-3

hand on the championship trophy until he nearly threw it all away with a wild ride through turn one. After barely managing to hang on to his Honda he fought back to finish second behind Jones with Maxwell third.

As the 12-lap championship decider got underway the clock ticked past 7pm and the ambient temperature dropped. With Herfoss leading the title by five points he could afford to let Maxwell finish ahead of him, but only by a couple of places. Unfortunately for Maxwell, a couple of places was all he could put between himself and Herfoss as Jones claimed his second win of the day and the round, with Stauffer second, Maxwell third, Cru Halliday fourth and Herfoss fifth. A split in the wall of Herfoss' rear tyre showed how close he had come to losing the title.

### Winner's words

## Troy Herfoss



**"I WANT TO** congratulate Wayne (Maxwell) on a fantastic season, he has made racing a motorcycle this year so much more exciting, he's such a great competitor. I knew that if Wayne won I needed to finish second and if he finished second I needed to finish third our fourth, but he was two riders ahead all race and I was behind Glenn (Allerton) who is so hard to pass. Far out, I was so stressed. But once I moved into fifth it was out of my hands. I just had to pray that Mike and Jamie stepped up and thankfully they did.



# Spriggs countback champ

The Superbike title may have been decided by a single point, but the Supersport title was even closer

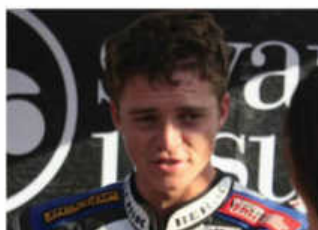
**WHILE THE 2016** Australasian Supersport Championship was run over seven exciting rounds, the championship was decided over six, with each competitor able to drop their worst round from the equation as they headed to Sydney for the finale. What followed was a day of confusion where the two riders and teams battling for the 2016 title, Brayden Elliott (Hankook Tyres/Royan Truck Repairs/Muscat Trailers) and Callum Spriggs (Yamaha YRD/Allsite Concrete Cutting/Hydro Construction/YMI), were working just as hard on the calculators as they were on the spanners. Despite leading the championship as he departed the sixth round at Winton Raceway, Elliott arrived at Sydney Motorsport Park with an adjusted points total eleven points in arrears of Spriggs. Elliott posted a (2-1-2) scorecard to claim the round with 69 points, however, Spriggs scored (3-4-3) to claim 58 championship points. When both riders arrived at parc fermé following the final race the title was locked up on 373 points apiece and no one was sure exactly who the 2015 champion

was. By the time it was officially announced that Callum Spriggs had won on a countback, the celebration was somewhat subdued. Both riders had ridden a superb season. Spriggs fought back from

a disastrous opening round and a mid-season crash to slowly wear down the gap to Elliott who had taken the championship by the scruff of the neck in only his second full season of road racing. Both deserved to be crowned.

### Winner's words

## Callum Spriggs



**"IT'S BEEN AN** up and down year. I had to slowly claw my way back round by round, I just kept riding as best as I could. I went overseas, had a crash and broke my back, so I had to come back from injury but it all the hard work has paid off. I'm not sure what my plans are for next year but I'll be riding that's for sure."

### Runner-up

## Brayden Elliott



**"IT'S A LITTLE** bit disappointing that over a seven round championship we have been the most consistent team, we would have won with the points (from the seven rounds). But on the bright side, to look at what we have achieved this year it's been a great year and a big learning curve for us."

# race report



## Hasta la vista Youngy

**PAUL YOUNG** claimed the FX300 Ninja Cup series victory in race one despite crashing out of a comfortable lead. Championship runner-up Tony Jones needed to win to keep the series alive, but was beaten by round winner Ben White. Youngy finished in style by winning the final two races.



## Pottage Electrifying

**DANNY POTTAGE** (Voltron) finished his championship-winning season the same way he had started it, unbeaten. Five wins from five races in the final round was a fitting reward for the hard-working team.

## Mixed win for Beaton

**BEAU BEATON** STARTED the year on a modern interpretation of an Irving Vincent, clinched the title on a Ducati Panigale, and then celebrated by riding the Period 5 Vincent historic bike in the final race – a weird season. Darren Jones (Ducati) claimed the round win.



## Byrne a real Oz champ

**IRISHMAN PAUL BYRNE** already had the Formula Oz title in the

bag heading to SMSP, so Craig McMartin (Ducati Panigale, pictured) did all the celebrating by winning the round with a 2-1-1 scorecard.

## McIntyre an A-grade C & D grader



**BRENDAN MCINTYRE** CLAIMED the championship with a trio of second place finishes, but it was Lucan Vitale (Suzuki GSX-R) who won the final round with a perfect 1-1-1 scorecard.

The C&D grade championship has merit, but suffered from a lack of numbers mid-season that saw it combined with the Pro Twins and Nakedbikes class.

## Spick 'n' span

## Shiny Byles

The nominees for the final AMCN Best Presented Team award for 2015 were Formula Oz competitor Paul Dutton (YRD/Ultra Spray), Formula Extreme C grader Dominic De Leon (at1proracersuits/KVTV), and superbike rider Evan Byles (SA Kawasaki/BCperformance). The prize was



scooped by Evan Byles and the team. Byles is also a major sponsor of this large privateer squad as the owner of Adelaide dealership SA Kawasaki. Over

the last two seasons the team has regularly entered multiple riders in Superbike, Supersport, FX300 Ninja Cup (including series winner AMCN's own Paul Young), and Pro-Twins classes, setting a high standard for team presentation and professionalism. This effort has been rewarded with further support from Kawasaki for the 2016 season. Look out for the poster in AMCN Vol 65 No 13.

### Superbike Round 7 of 7

POS	RIDER	BIKE	POINTS
1	MIKE JONES	KAWASAKI	72
2	JAMIE STAUFFER	HONDA	63
3	TROY HERFOSS	HONDA	58
4	WAYNE MAXWELL	YAMAHA	58
5	GLENN ALLERTON	YAMAHA	48

### Final standings

POS	RIDER	BIKE	POINTS
1	TROY HERFOSS	HONDA	375
2	WAYNE MAXWELL	YAMAHA	374
3	GLENN ALLERTON	YAMAHA	340
4	MIKE JONES	KAWASAKI	300
5	JAMIE STAUFFER	HONDA	285

### Supersport Round 7 of 7

POS	RIDER	BIKE	POINTS
1	BRAYDEN ELLIOTT	SUZUKI	69
2	MICHAEL BLAIR	YAMAHA	65
3	TROY GUENTHER	KAWASAKI	59
4	CALLUM SPRIGGS	YAMAHA	58
5	KYLE BUCKLEY	KAWASAKI	49

### Final standings

POS	RIDER	BIKE	POINTS
1	CALLUM SPRIGGS	YAMAHA	373
2	BRAYDEN ELLIOTT	SUZUKI	373
3	MICHAEL BLAIR	YAMAHA	345
4	TROY GUENTHER	KAWASAKI	315
5	KYLE BUCKLEY	KAWASAKI	359

### Formula Xtreme (C+D grade) Round 7

POS	RIDER	BIKE	POINTS
1	LUCAS VITALE	SUZUKI	75
2	BRENDAN MCINTYRE	SUZUKI	66
3	JASON MARTIN	KAWASAKI	56
4	CARLOS RENDON	KAWASAKI	51
5	DOMINIC DE LEON	KAWASAKI	51

### Formula Xtreme (C+D grade) Round 7

POS	RIDER	BIKE	POINTS
1	LUCAS VITALE	SUZUKI	75
2	BRENDAN MCINTYRE	SUZUKI	66
3	JASON MARTIN	KAWASAKI	56
4	CARLOS RENDON	KAWASAKI	51
5	DOMINIC DE LEON	KAWASAKI	51

FINAL STANDINGS: B MCINTYRE 403, J MARTIN 368, D PURCELL 265, M WITCHARD 240, D WILBOW 142

### Ninja 300 Round 7 of 7

POS	RIDER	BIKE	POINTS
1	BEN WHITE	KAWASAKI	65
2	JACK DAVES	KAWASAKI	64
3	TONY JONES	KAWASAKI	58
4	PAUL YOUNG	KAWASAKI	50
5	SAMUEL CONDON	KAWASAKI	49

FINAL STANDINGS: P YOUNG 386, T JONES 321, J DAVES 306, H FORD 290, R MASRI 287

### Pro Twins and Nakedbikes Round 7 of 7

POS	RIDER	BIKE	POINTS
1	DARREN JONES	DUCATI	72
2	BEAU BEATON	DUCATI	65
3	CHRIS PERINI	DUCATI	62
4	ADRIAN PIERPOINT	APRILIA	54
5	KRIS KEEN	APRILIA	49

FINAL STANDINGS: B BEATON 383, K KEEN 312, A PIERPOINT 302, D JONES 207, J ARNOLD 187

### EFx

### Round 7 of 7

POS	RIDER	BIKE	POINTS
1	DANNY POTTAGE	VOLTRON	125
2	JASON MORRIS	VARLEY	108
3	DAVID HILEY	ZERO	92
4	BRADLEY SWALLOW	YAMAHA	42
5	DANIEL RIPPERTON	DNS	40

FINAL STANDINGS: D POTTAGE 527, J MORRIS 484, D RIPPERTON 399, D HILEY 256, B SWALLOW 42

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**SCAN  
ME**



VRRC



Brothers Nathan and Tyson Jones fight it out in the Superbikes

## Battle of Broadford

WORDS PAUL MCCANN PHOTOGRAPHY GERRY MURPHY, CAMERON WHITE AND PAUL MCCANN

**MORE THAN 80 RIDERS** did battle at the 2015 Victorian Road Racing Championship on November 28-29 at Broadford's State Motorcycle Sports Complex. The event ran over two days with qualifying and Race 1 held on Saturday and Races 2 and 3 held on Sunday.

Nathan Jones (3J Racing Kawasaki ZX-10R) took his second Superbike title, winning the class by 14 points over Ben Gotch (Total Welding CBR1000RR) and Kenny Redding (YRD Yamaha YZF-R1). Moe-based Jones won two out of three races and finished second in Race 2, where he managed to record a 56.957 lap time on lap four. There was fierce competition from his brother Tyson Jones (3J Racing ZX10-R)

who registered a DNF in Race 1 due to his bike throwing a chain but still finished sixth overall thanks to a win in Race 2 and a close second place in Race 3.

But in the end Nathan's consistency won out – despite being forced to compete in the Superbike class on his Superstock bike after crashing out of the second qualifying race on Saturday. "It's awesome," he said after the event. "We came here to win the Superbike title. It all worked out, and we're very happy." Both Nathan and Tyson would like to extend thanks to 3J Racing, Cykel, Race Center and Pirelli for their support.

In the Open over 500 class, it was Tyson Jones' turn to shine with a clean sweep of all three races and his second consecutive title.

"It went perfectly," he said. "I managed to get pole and won all three races after some good battles with Ben Gotch. I'm very happy to get three wins there."

Tyson's main contender was his brother and teammate Nathan who finished the weekend with second overall in the class. Dean Archbold (Morwell Kawasaki ZX10-R) showed consistent form to take the final step on the podium. A-grade racer Ryan Taylor (RTR by Moto obsession Yamaha YZF-R6) and B-grader Jonny Taylor (Honda CBR600RR) rounded out the top five on their 600cc machines.

Brendan Schmidt (Fat Bob's Bar & Grill / 60 degrees M/C) took the Pre-modern F1 win on his Suzuki GSX-R750 in front of



Formula 2 sidocar champs Mick Alton and Chrissie Clancy



In 2016 Broadford Raceway will host three rounds of the Victorian Supermoto Championships



Tracey Davies enjoyed a successful season in the Victorian 'C' grade Championships



(L-R) Chris Edmunds, Ryan Taylor, Zack Johnson and Peter Taylor



Reid Battye fought hard with Zack Johnson in the 300 production class



There's no shortage of characters in the VRRC paddock and this year proved a great day out for fans and competitors alike



Jeffery Hill (Kawasaki ZX10-R) and Danial McKenzie (Philip Russel Motorcycles Yamaha YZF-600).

Ryan Taylor sealed a fourth consecutive Supersport title in style by winning all three races in the class. His four-year winning streak is an achievement unequalled in the series, and Taylor was elated with the result. C-grade racer Ted Collins (Aldong Foundations / Magnum Welding Suzuki GSX-R600) showed impressive form by finishing runner-up to the A-grader in the Supersport class, notching up three second place finishes over the course of the event. B-grade racer Lincoln Sutherland (Race Center Kawasaki ZX6-R) rounded out the top three with a string of third places.

The Moto3/125cc title was clinched by Junior class racer Jack Mahaffy (Teleme Fleet Honda RS125) after some close racing with reigning Champion Matt Barton (Suus / Phillip Island Circuit) who only finished one race during the meeting on his Honda FTR250. Fourteen-year-old Mahaffy put on a textbook performance by winning all three races in the class in dominant fashion continuing to build on last year's 85cc category win at the VRRC, and his wins in the Hartwell Motorcycle Club Championship Juniors, ASBK Juniors and the Australian Dirt Track titles earlier this year. Peter Scott (Harding Consulting

/ Broadspring Consulting) and Dylan Whiteside (Aussie Crane Truck & Van Hire Honda NSF250) grabbed the other two steps on the podium.

Bruce Hill took all three wins to seal victory in the Period 6 class while Bryce Van Hoof (Yamaha TZ/RS250) came away with the Pre-modern F2 win ahead of close rival Glenn Kettle (Honda VFR400) and David Capuano (Honda VFR400).

In the 300 production class it came down to the final race as Zackary Johnson (Rebuilder/NZI Helmets/Bill Lambert M/B/RTR by Moto Obsession) battled hard with Reid Battye (DB Racing) to edge away from Drew Sells in the championship and take the victory.

"In the last race on the last lap, Reid went a tad wide into turn 10 and that is where I took my chance," he said. "I thought I may as well give it a bit more stick and dip it in, and it worked it out well".

The fifteen-year-old won Race 3 by just 0.299s. Scott Nicholson (G Williamson Motorcycle Engineering) rounded out the podium with all riders competing on Kawasaki Ninja 300s.

In the 250 production class David Barnes (Kawasaki Ninja 250) finished on the top step with Tim Taylor (Kawasaki Ninja 250) and Austin Barnes (Hyosung GT250) finishing second and third.

In the sidecars, Duncan Rogers and Warren Grubb (LCR GSX-R1000) won all three races in the division to take overall honours in the class. Barry Thompson and Melissa Foot (BME Dusty 1000) won the F1 class, coming first in all three races in their division, while Mick Alton and Chrissie Clancy (Team Alton Suzuki LCR600) racked up two wins and a second place to secure their maiden championship victory in F2 after three years of competing on various machines.

The Supermoto riders put on an exciting display as they slid, jumped and wheelied their way across the mixed dirt and tarmac circuit. Adam Miller (John Miller Racing / Ron X Suspension KTM SC450) won the Supermoto and S2 category by a large margin, with Josh Mclean (MCR Supamoto ED Automotive Honda CRF 450) and Ben Nicolson (Calder AutoElectrics Sunbury Kawasaki KX450) rounding out the top three for both classes. Mark Cooper (Wharparilla motors / MCR supermoto) came first in the S1 class followed closely by Lahrra Cloak (Bling 51 / Morwell Kawasaki KXF470) and Jak Healy (Husaberg FE570).

The VRRC was managed by Motorcycling Victoria in 2015 but will be administered next year in partnership with Preston MCC and will take place over four rounds as the Pirelli/Motul VRRC.

MCRWA



Thyron Van Vuuren won the WA Supersport Championship overall

## King of the Weld West

WORDS DENISE STRONACH & JOHN INNES PHOTOGRAPHY INNESPHOTOGRAFIX & SDPPHOTOGRAPHICS.COM

**THE MOTORCYCLE RACING** Club of WA celebrated its 60th year, the fans celebrated another spectacular season, and Cameron Stronach celebrated a big title victory in the final round of the 2015 Weld West State Road Racing Championships at Barbagallo Raceway Wanneroo.

Cameron Stronach (Holdfast/Northside Timber Flooring BMW S 1000RR) went into the final round with an almost unassailable 65-point advantage over Anthony McFadden (McB Sports BMW S1000RR) and a 78-point lead over his elder brother Ben (Northside Timber Flooring/Holdfast/Bell Kawasaki ZX-10). But when the lights went out for the first race, the title looked anything but decided. The pace was frantic from the start with the top three joined by Adam Senior (Boreclean Suzuki GSX-R1000) and Adam Chambers (H.T. Racing Kawasaki

ZX-10). The five of them put on a great display of close racing with the eventual winner Ben Stronach dipping into the 56 second mark with a 56.969 on lap two. Cameron was second with Senior finishing in third place, just ahead of McFadden.

Race 2 saw the same five riders at the front but this time after the eight-lap battle it was Cameron Stronach who crossed the line ahead of Senior and brother Ben, with McFadden and Chambers rounding out the top five. In the final race of the season, the Stronach boys made it a one-two at the front with McFadden in third. Senior was fourth with Chambers and Daniel Chadbund (Up n At IT Roof Carpentry Yamaha R1) rounding out the top six.

Ben Stronach won the day with 68 points from Cameron Stronach on 65 and Senior on 55 points. In the overall results, the

crown went to Cameron, with Ben second and McFadden third.

In the Hughes Supersport Championship it was Thyron Van Vuuren (SP Racing Kawasaki ZX-6) who came into the round with a big points advantage. But the star of the weekend was Sam Clarke (Kawasaki ZX-6), who showed off some serious high-speed skills to win all three races. Van Vuuren was right on his rear wheel, but with a championship at stake he was never going to push the issue to the extreme and wisely settled for three strong second places. Third in Race 1 was Leigh Boujos (JB Racing Yamaha R6), with younger brother Tim (JB Racing Kawasaki ZX-6) in fourth place. In the second race Livio Zampieri (Kawasaki ZX-6) took the minor podium place, Leigh Boujos was fourth with Tommy King (Yamaha R6) fifth and Tim Boujos sixth.

Brian Dick in the B grade



The Stronach brothers go head to head in the Superbike class



Livio Zampieri (87) pips Leigh Boujos for the last podium place in Supersport Race 2



Leslie McGrath gets a knee down in the Pro Series



125GP champ David Doughty

The final race was the best of the lot. With Clarke and Van Vuuren occupying the top two spots, all the focus was on the minor podium place, and the battle between Leigh Boujos, King, Tim Boujos and Aiden Hopkins (H.T. Racing Yamaha R6). After an intense race, that was the way they finished.

The Fastline 125GP Championship saw Dave Manson (Fastline GP Racing Honda RS125) take three straight wins and the round on the day. But it wasn't enough to catch championship leader David Doughty (Fastline GP Racing). He took no chances, claiming two second places and a fifth to secure the title.

The Helmet House 300/250 Production Series continued to increase in numbers with a strong field of 28 riders on both 250 and 300 production bikes – a great entry level class for racing in WA. On the Saturday three riders dominated the podium places with Michael King ([www.Brandsense.com.au](http://www.Brandsense.com.au)) Kawasaki ninja 300) winning the first and third races from Tim Boujos (JB Racing Kawasaki Ninja 300) and Michelle Marais (SP Racing Kawasaki Ninja 300). In the Sunday races Tim Boujos claimed the wins from John Quinn (Kawasaki Ninja 300) and Lachlan Keogh (JB Racing Kawasaki 250), with Michael King also in the mix, finishing on the podium.

The support classes didn't disappoint, producing some competitive racing over

the season. In the Cully's Yamaha Clubman 600, Andrew Biffen (RAM Motorsport R6) returned to top form finishing on top of the podium for the weekend on 108 points. Paul Wood (Race Workx Yamaha R6) finished second and Sam Mitchell (Suzuki GSX-R600) third overall. The Chain Reaction Clubman 1000cc class also had 5 races over the weekend with Brian Dick (Champions Ride Days Honda CBR1000RR) and Rob Fannin (Suzuki GSX-R1000) sharing the wins and Brian Dick taking the overall highest placing for the weekend.

The B Grade Race was the final race of the year and the win went to Daniel Chadbund (Up n At It Roof Carpentry Yamaha R1). It was his first win since returning from a nasty crash at the end of the 2013 season. Second went to Chris Brown (Kawasaki ZX-10) and third was Scott Pettit (Fastline GP Racing Yamaha R1).

The Juniors were all on Honda CBR 150s and had three races on Saturday afternoon and another two on Sunday. Four riders stood out: Jonah Sita and Bronson Pickett (Steve's Motorcycles), Scott Topping (Seeking Sponsors) and Callum O'Brien ([registeredpainters.com](http://registeredpainters.com)). They featured at the front of the field in all the races over the two days. Bronson Pickett, son of former sidecar competitor Mark Pickett, looks to have all the attributes that made his father a fierce competitor in the sidecars, and

a maiden win doesn't look far away. Sita finished with a perfect score of 125 points, second was Pickett on 97, third was Topping on 91 and O'Brien was fourth on 85 points.

The WA Sidecar Championship for 2015 was settled over three rounds, sadly due to lack of numbers. Congratulations to Jero Joyce and Corey Blackman for their win. ■

## Results

### Superbike Championship

1	Cam Stronach	339
2	Ben Stronach	264
3	Anthony McFadden	261

### Supersport Championship

1	Thyron Van Vuuren	308
2	Livio Zampieri	235
3	Leigh Boujos	223

### 125GP Championship

1	David Doughty	314
2	Dave Manson	275
3	Colin Boujos	223

### 250 Production Series

1	Lachlan Hickey	274
2	Joel Hunter	244
3	Krystal Biffen	199*

### 300 Production Series

1	Tim Boujos	310
2	Michelle Marais	223
3	Lachlan Hickey	202

### Sidcar Championship

1	Jero Joyce/ Corey Blackman	150
2	Des Harvey/ Gary Cushnahan	106
3	Murray Stronach/ Joanne Thompson	105

Historics

## O'Halloran returns to Honda for 2016 BSB



**JASON O'HALLORAN WILL** return to the MCE British Superbike Championship with Team Honda in 2016, following his season-ending injury this year at Thruxton in Round 6. The Australian is hungry to impress after a long recovery to rehabilitate the shattered femur he sustained

after a collision with Howie Mainwaring-Smart during qualifying. In 2015 O'Halloran attained a promising 5th place in the standings before being taken out of the hunt for entry into the Superbike showdown. He will return to the track in March for testing aboard his CBR1000RR, with

2016 marking the Australian's sixth year of racing in the competition.

"I'm really pleased to be staying with Honda... To have their support after my injury and missing the second half of the season has kept me going and makes me just want to come back stronger than ever."



## Day tackles British Supersport

**CPE MOTOSPORT HAVE** announced they have resigned hard-charging Aussie Levi Day to compete in the British Supersport class for 2016. Day competed in the British Superstock Evo class in 2015 but sustained injuries to his back and liver at Round 6 at Brands Hatch, which prevented him from completing the season in a podium position. The South Australian recently married his long-term partner Katie and is looking forward to building his career overseas in the highly competitive class. New recruit Brad Jones will join the team to compete for the Superstock 600 title following an impressive debut in Superstock. Ex-BSB rider and Team Partner John Crockford will be the mentor and Crew Chief for both riders.



## Epis jumps to WSS

**AUSTRALIAN LACHLAN** Epis will enter the World Supersport paddock in 2016 on a Kawasaki ZX-6R. After spending 2015 competing in the European

STK 600 Epis had planned a move to World Superstock before changes to the class rules prompted a move to WSS. After building an all-Australian/New Zealand WSS

team with sponsorship from Australian businesses, Dorna approved a three-year plan to get the NSW teenager into the series until 2018. AMCN will provide regular updates on this all-Aussie effort throughout the racing season.



## Bugden and Masri on Ninjas in 2016 ASC

**SYDNEY BASED SA KAWASAKI** BCperformance have recruited Robbie Bugden to ride alongside Ben Bourke in next year's Swann Australasian Superbike Championship. Bugden spent nine years as a factory rider at Australian national level, as well as winning five New Zealand Superbike championships and competing

in the Suzuka 8 Hours, British Superbike Championship, Asian Road Race series and German Superbike title series. Evan Byles will remain at the team in the Formula Oz championship. 2015 Kawasaki Insurance FX300 Ninja Cup contender Ryan Masri will move up to a ZX-6R Ninja in the Supersport division with hard charger Kyle Buckley.





# Speedway Sidecars

■ WORDS JEFF GARNHAM ■ PHOTOGRAPHY FOTENX PHOTOGRAPHIC SERVICES

**THE 2015 EAST** Coast Sidecar Roundup (ECSR) was held on 28 November at the very fast 545 metre Wagga Wagga International Speedway track. The series ended as it started back in August at Tamworth, with seasoned sidecar campaigners from the Hunter Valley, Grant Bond and Glen Cox, victorious. From their two practice laps,

they had their ever-reliable outfit dialled in and were always going to be a candidate for the all-important 'A' Final. The DoctorMak Engines-sponsored team looked at ease as they rocketed around the banked oval, and from an ECSR perspective, they can't do any better than a 100 per cent record of two appearances and two wins.

Another well prepared racer and first time participant in the series, Neale Hancock with passenger Brendan Johnson, was impressive throughout the night and progressed from the 'B' Final to the 'A' Final with a faultless ride, and then chased Bond and Cox all the way to the chequered flags in the A Final, to come home second. Third home in the 'A' Final

was the very consistent combination of Mick Farrell Jnr and Donny Morris who have been the real improvers of the series. The inclusion of a Dirt Track Sidecar series within the 2016 ECSR series is now on the table, with sponsors for series prize money, a perpetual shield and trophies initiating the proposal at Wagga.

## Ashley Jones Memorial

**IN NOVEMBER 2005** Australian speedway was rocked by the death of young Albury-based rider Ashley Jones after an accident at the Myrtleford speedway track.

Last month the Albury Wodonga Club honoured his memory when it staged the Ashley Jones Memorial Speedway meeting at their Diamond Park track, the first meeting under newly installed

permanent lighting.

A big crowd was on hand to see a classy line-up in action, highlighted by Chris Holder, in his last appearance at home this season, beating his younger brother Jack, Max Fricke and Justin Sedgmen in the final.

Australia's first dual world speedway champion was also honoured last month with the annual Jack Young Cup staged at

the Gillman Speedway in Adelaide.

Ty Proctor put his name behind five times winner Leigh Adams as the most successful rider in the event when he scored his third victory. Proctor beat another previous winner, Robert Branford, in the final ahead of Cooper Riordan and Jordan Stewart.

The 2016 Australian Speedway Solo Championship will be staged over four rounds early next month.

### UPCOMING SPEEDWAY CHAMPS

Round	Location	Date
1	KURRI KURRI	SAT 2 JAN
2	UNDERA	WED 6 JAN
3	GILLMAN	FRI 8 JAN
4	MILDURA	SUN 10 JAN

Entries for the championship have been extended, and will now close at 5.00pm on 11 December. (Peter Baker)

# S71

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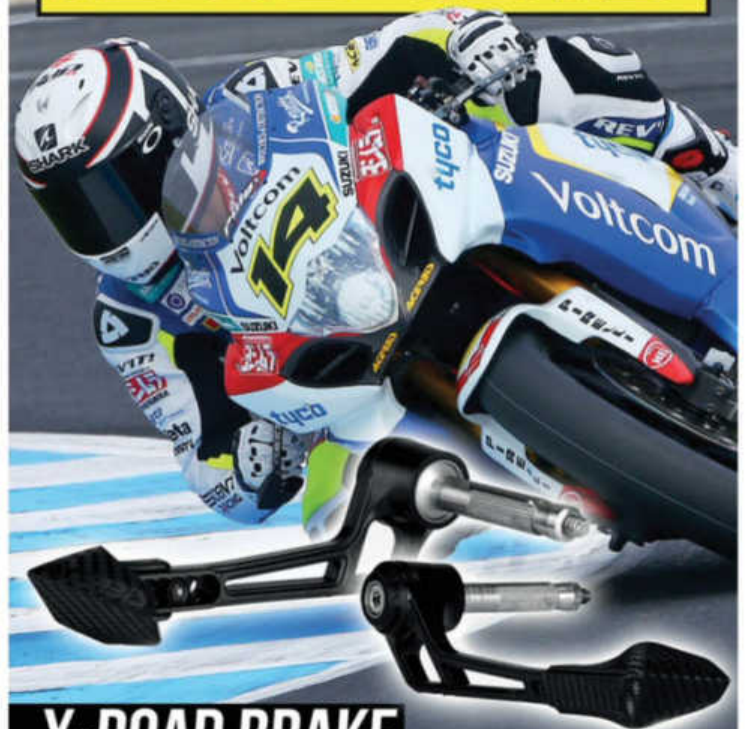
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# race report

YOUR FORTNIGHTLY FIX

ASX Finals

## Reardon and Decotis fly high

WORDS MARC JONES PHOTOGRAPHY MARCJONESPHOTOGRAPHY AND TBGSPORT

IT WAS AN action-packed finish to the Penrite Australian Supercross Championship last weekend in Melbourne as Daniel Reardon (CDR Yamaha), Jimmy Decotis (Penrite Honda) and Mitch Evans (GYTR Yamaha) took out the SX1 (450cc), SX2 (250cc) and SXD (Under 19) titles respectively.

Reardon had his work cut out for him during an exciting penultimate round in Sydney where he faced stiff competition from double World Champion Chad Reed (Yamaha), 15-times AMA Champion Ricky Carmichael (Suzuki), AMA young gun Cooper Webb (Star Racing Yamaha) and two-time SX2 Champion Gavin Faith (Penrite Honda). Reed ended up taking victory by a narrow margin from Faith while an unlucky Matt Moss (Team Motul Suzuki) was forced to watch his championship hopes slip away as he was stretched off the course after being first pinned under his bike and then crashing out, registering a DNF.

In the SX2 class Jimmy Decotis (Penrite Honda) made it four



This year's ASX attracted sellout crowds

from five as he breezed through the night. Championship contender Luke Clout (Serco Yamaha) ended his series in a nasty crash. Wade Hunter (DPH Motorsport) maintained excellent form with second while Jackson Richardson (Wilson Mx Honda) continued his great season, finishing third.

In the final in Melbourne, both Reardon and Decotis were 31 points ahead of their nearest competitors but things didn't go according to plan for

Reardon when he went down hard, dislocating a shoulder in the Heat Race. In the SX1 final race Kade Mosig (CDR Yamaha) pulled the holeshot from Lawson Bopping (DPH Motorsports) who chased down Mosig to take the lead. Dan McCoy (SFC Racing) showed form getting past Mosig into second while Taylor Potter (Penrite Honda), in a one-off factory ride, found his way into third. While an intense race raged at the front, Reardon was waging a battle with the

pain of his injured shoulder but managed to finish seventh and clinch the title. Mosig's fifth place was enough to take second in the championship, three points ahead of Bopping in third.

When the gates dropped on the SX2 final all hell broke loose. A first-corner incident saw Decotis and Geran Stapleton (Wilson Mx Honda) over the berm and in trouble. Decotis found himself in a distant land and worried about any bike damage that had occurred. Out front, Dylan Wills (KTM Newcastle) was looking solid before a rear suspension problem forced him out of the race. Lewis Woods (Davey Motorsports KTM) and Wade Hunter then exchanged the top spot before Jackson Richardson found the front after being tangled up in the first-turn carnage. Richardson took the win from Hunter with Woods in third. Decotis' seventh place finish was sufficient to win the championship, with Richardson coming home second and Woods third.



SX1 Final kicks off in Melbourne



### Results

#### SX1 Championship Final Standings

1. Daniel Reardon (Yamaha) 191
2. Kade Mosig (Yamaha) 162
3. Lawson Bopping (Yamaha) 159
4. Daniel McCoy (Yamaha) 150
5. Matt Moss (Suzuki) 127

#### SX2 Championship Final Standings

1. Jimmy Decotis (Honda) 195
2. Jackson Richardson (Honda) 176
3. Lewis Woods (KTM) 160
4. Geran Stapleton (Honda) 155
5. Wade Hunter (Yamaha) 141

#### SXD Championship Final Standings

1. Mitch Evans (Yamaha) 235
2. Brock McLeary (Suzuki) 235
3. Toby Stevens (Yamaha) 212
4. Trent Wheatley (Honda) 212
5. Lachlan Holroyd (Yamaha) 201

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## Horsham on the world stage

■ REPORT AND PHOTOGRAPHY **KENDALL JENNINGS**

**HORSHAM MOTORCYCLE CLUB** played host to the Governor of Victoria, the Honourable Linda Dessau AM, who visited the club ahead of the 2018 Junior World Motocross Championships being held at the track. Horsham has expanded its facility in the past 10 years, growing to a National Motocross venue. Now it is set to host an international event. "It's an absolute honour and

privilege that the Governor has visited the Horsham Motorcycle Club," said Club President Kenny Watts. "She had never seen or been to a motocross facility before, and the tour raised her awareness of the professionalism of the club, members and athletes, with the facilities rising above her expectations."

"Horsham Motorcycle Club has an amazing vision to be attracting national and

international competitions," said Governor Dessau. "It shows the might and the important role of your volunteers to get it up and running."

In 2013, the Horsham Motorcycle Club successfully hosted a Junior Australian Motocross Championship after which Mr. Watts and Treasurer Laurie Pearson (Club Life Member) began research and negotiations to have the FIM Junior World Motocross Championships at Horsham. Once the ball was rolling, the club was assisted by previous Sporting Minister Hugh Delahunty and Horsham Mayor David Grimble to secure government grants. In 2015 Horsham was awarded the rights to host the event. Sports Minister John Eron attended the club for the official opening of the Kevin Magee Memorabilia Room where the Junior Worlds announcement was made. It will be only the second time this event has been held outside of Europe.

## MV WINS FIM AWARD

**MOTORCYCLING VICTORIA HAS** been awarded the inaugural Women in Motorcycling Award by the FIM during the Women's Commission at the 2015 FIM Gala Ceremony in Jerez, Spain on 22 November. MV's Female Participation Program was credited for providing mid- or long-term solutions to help develop the presence of women in all motorcycling-related activities.

The Female Participation Program has been running for four years to create healthier sporting environments that are safe, accessible, inclusive and equitable. It aims to increase the promotion, exposure and support of women and girls in the sport (competitively and recreationally), increase the number of female participants in all aspects and disciplines of the sport, and increase the opportunities for development and participation as riders, coaches, officials and volunteers.

These results have been achieved through a series of rider training days, female-only coaching and officials courses, promotional opportunities, communications/media strategy and leadership programs and opportunities for women.



Kade Mosig rips it up at Horsham

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Where are they now?

**Russell Howard** was the master of Bathurst in the golden era of 250 proddy racing

## “I did my first Bathurst in 1978... I just loved the place”

### Your entry into motorcycling was typical of the 1970s

I grew up in Taroona near Hobart, and started riding a mate's Honda 50cc minibike. I played soccer and sailed on the Derwent, but riding that little Honda was something that I enjoyed doing, so I got a TAS minibike. From there it was onto XR75s. When I turned 16 I got a 1973 RD250, and started road racing a Kawasaki Mach III at Baskerville when I was 17, and a TX500. Winston Badcock, Malcolm Campbell and Rob Scolyer were top northerners but Eugene Reed was the guy down south. It was nothing serious, just a bit of fun.

### That all changed when you started at Bathurst

Yeah, I did my first Bathurst in 1978 on a TZ350B when I was 18. From the very first session I just loved the place. My favourite local road was Bonnet Hill, and Mount Panorama was just like it – up hill and down dale, and it was a closed circuit.

### Your debut performances in '78 were quite extraordinary.

**In Saturday's Unlimited C-grade you started 63rd on the grid, but in just five laps you finished 18th and you ran the fourth fastest lap of the race. Then in the Junior C-grade on Sunday you finished 11th from 76th on the grid!**

Jeez, I don't remember that! I thought I finished 26th or something. Yeah, that's a bit mind blowing. I know I passed a lot of bikes and I guess if the race was a bit longer I could've caught sight of [winner] Rodney Browne and Lenny Willing. What can I say, I just loved the place.

**The 250 production class really came of age at Bathurst in the early 80s. It was the race of the weekend and you won it twice, along with Michael Dowson and Terry Paviell**

Yeah, it was a great era of very close, hard-fought racing. I started off with an LC Yamaha in '81, then the RZ in '84 and the TZR in '87. In 1983, Honda had the MVX250, which was a rocketship and Campbell Ferris and Glenn Willing ran

1-2. I was lucky to make that race because I had a big one at Reid Park when I tried to go around the outside of Glenn during practice. I got pretty beaten up after being smashed into the bank and the bike was wrecked – we had to get a new one up from Sydney. My first big chance to win it was in '84. I was leading down Conrod going into Murray's Corner on the last lap, but Pav [Terry Paviell] bumped me off line – he won and I ended up third. In '85, I was pretty pumped and won it flag to flag.

**You also broke the lap record by 3.58 seconds**

Jeez, I don't remember that either! At Bathurst in '86 Ian Swift beat me on his RG250, which was really quick. Then in 1988, I beat Geoff Winzer and Scott Doohan. The [Castrol] Six Hour hadn't had a 250 class since the mid-70s so I had a run on the RZ350 with Rod Harris in the 500 class in '84 before they brought the 250s back for the final year. I teamed up with Graeme Morris on a TZR250 in '87 and we qualified 13th against

25 teams of 1000s and 750s. We were looking really good in the race until the end of my second session when the chain let go when I was in the lead. I coasted into the pits and they fitted a new chain, which cost us two laps. Graeme put in a great ride to haul back those two laps to win the class by 35 seconds.

**You quit racing in 1989. What is your fondest memory?**

I think the competition, just getting out there and having a go. That's how I approached racing and that's why I enjoyed it so much.

**What are you doing now?**

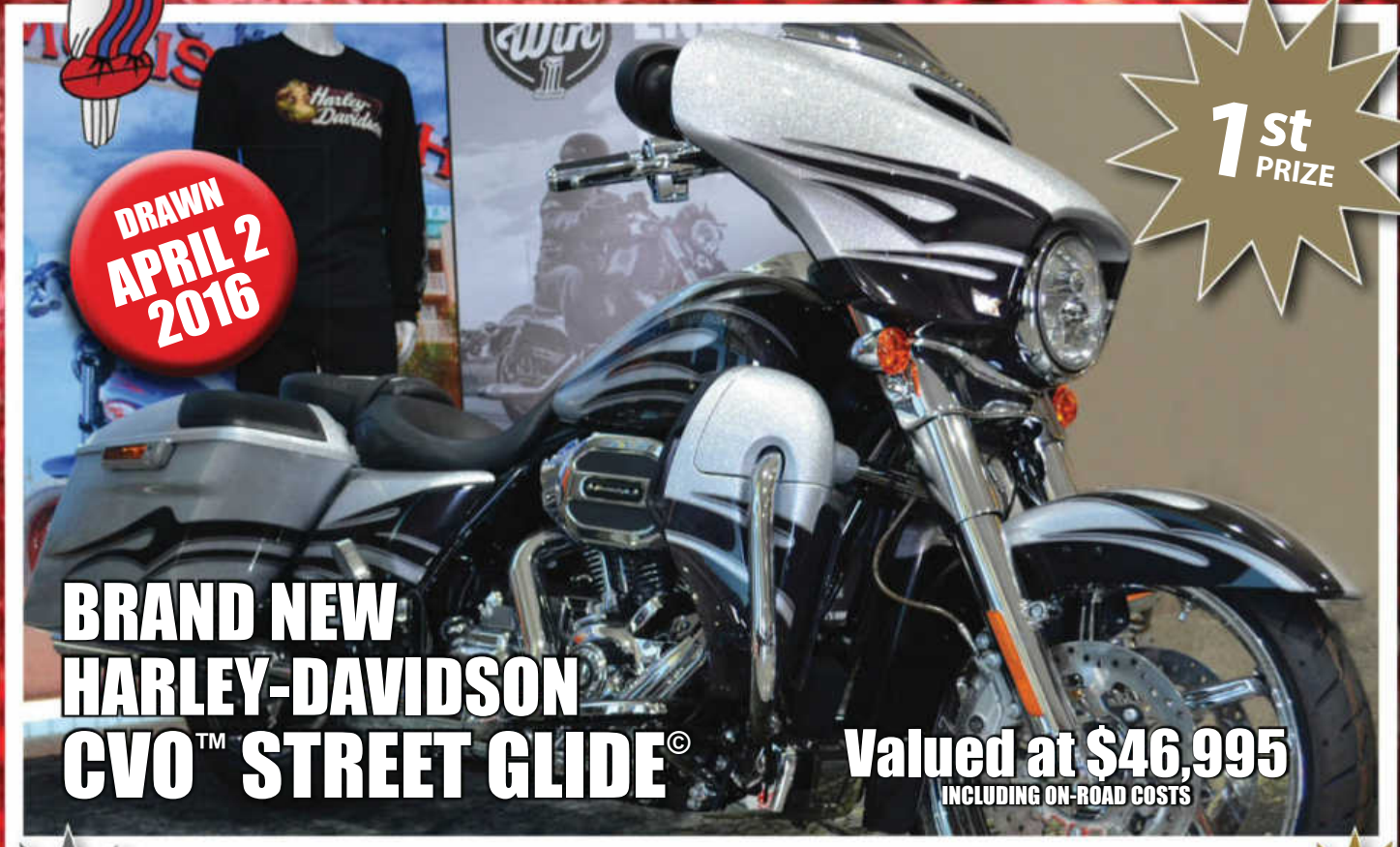
I've been working at Tyrepower at Toronto (south of Newcastle) for 17 years. I don't ride these days, but I still watch MotoGP. The finish to this year's championship was pretty amazing with plenty of controversy! Matt Blair was one of my mates back in the proddies, and I've kept a close eye on his son Michael's progress.

**DARRYL FLACK**

250 proddy guns of '84 (R-L) Russell Howard, Max Robinson, Rodney Browne, Graeme Morris and Glen MacDonald.



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## Rhys Edwards

We catch up with the bloke whose job it is to tell the world about Marc Márquez; HRC's PR guy

### Is yours the best job in MotoGP?

It's got to be up there, hasn't it? I love the team I work with, they're a great bunch of guys. I came in at the time when Casey joined the team and I was specifically drafted in with that in mind, having English as my first language was important.

The Malaysia test was when we both first worked together and then he went on to become one of my best friends. He was at my wedding last year and we're really close friends now. Obviously he left and we took Marc and it's been a whirlwind in terms of the championship success we've had since I joined the team. It's just been fantastic to be a part of that.

### How do you cope with all the travel?

I enjoy the travel but

sometimes it can be a long haul. I made the choice to live in California and HRC was very understanding, but it is tough. It was tough going back and forth when my wife was pregnant — we just had our first baby — so that made it harder this year.

Honda was great when she went into labour. We were at Silverstone and they flew me back straight away and I made it back just in time. HRC is amazing. They go all out and they really take care of you. Working with the Japanese is great. Once you prove yourself and earn respect, the barriers come down.

### Is that a similar scenario with riders?

Yeah, once they know they can trust you to do the job, the relationship flips. And for the last four or five years it's been really good. I'm close with

Dani, but it will never be like Casey — it's just the language barrier, even though Dani and Marc's English is fantastic. Casey is one of my best friends but Dani next closest.

### You must be happy with his new found form?

I'm so happy for Dani. Especially when you look back at Qatar when he thought his career was in question. I was going through my phone the other day and I found the statement we made in Qatar and I listened to his voice and it was a real tough move. To see him come back now and get that battle with Valentino and see him win the race at Motegi, I'm so happy for him. He's a nice guy and I'm really pleased for him.

### He seems like a private type of guy?

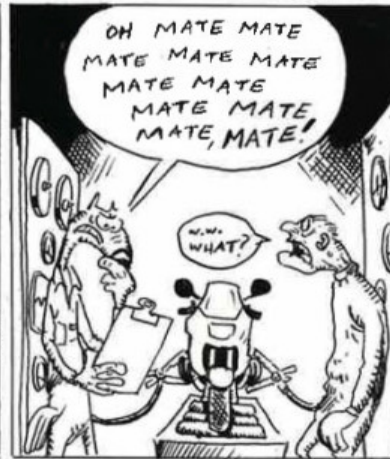
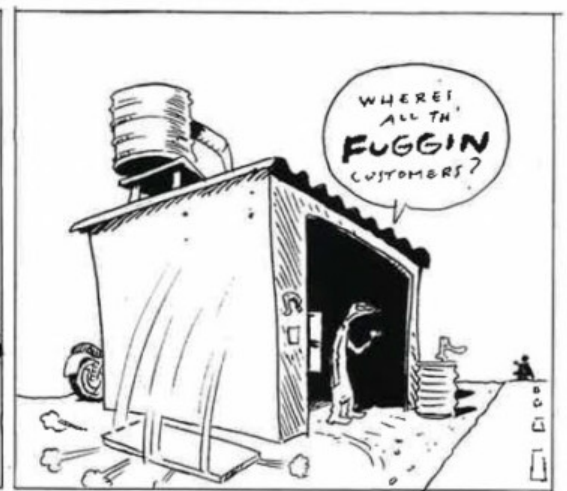
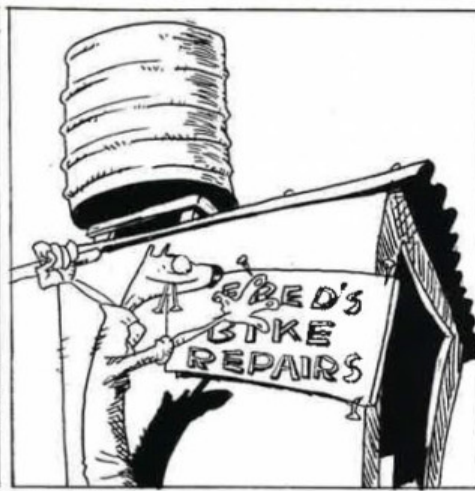
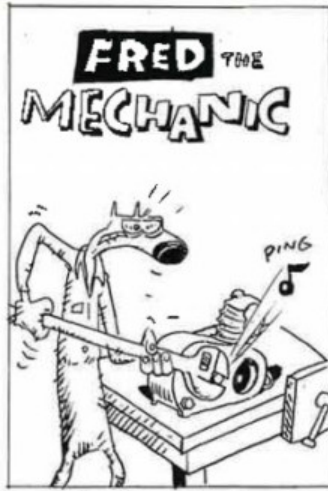
He's one of those riders that

really won't let anyone in until he trusts you. And once he trusts you, well then you're in that inner circle and it's a privilege to be there because you see a real different side of him. He's got a great sense of humour, he's a real cheeky guy, he's always up to mischief. And yes, there's no doubt he's shy and quiet, but once you get him on your own, he gets involved and he's such a good guy to be around.

### What would you be doing if not this?

I graduated in graphic design and worked in advertising for a couple of years. If I wasn't with HRC, I'd like to work with brands with athletes maybe, maybe on the agency side. I enjoy working with athletes and trying to match them with brands and get the most out of their visibility and who they are. ■

**“Once they know they can trust you, the relationship flips”**



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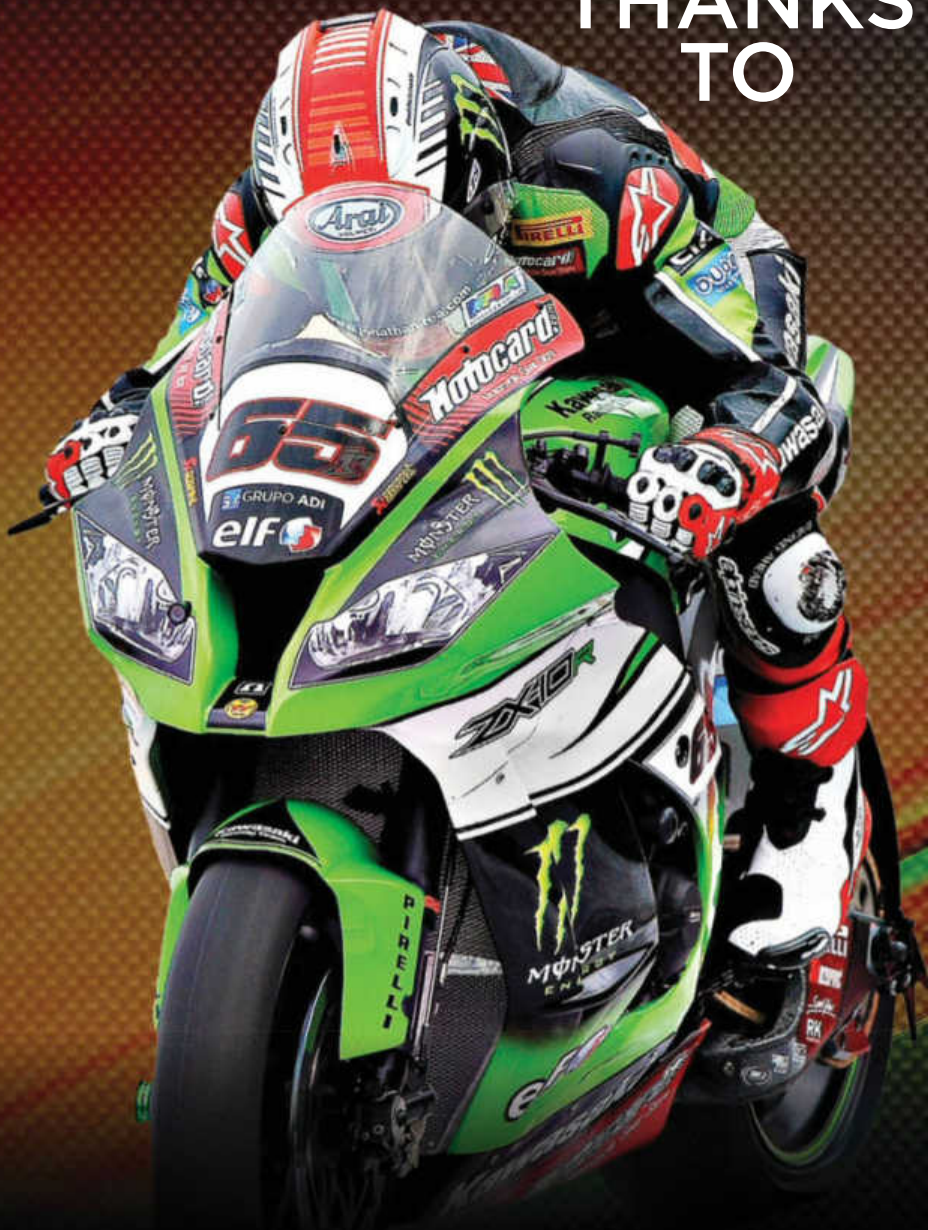
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