

SAFETY

PERFORMANCE

AERODYNAMICS

COMFORT

ULTRAVISION

VENTILATION

LIGHTNESS

WHAT YOU NEED

WHAT YOU WANT

K6

**THE COMFORT YOU NEED.
THE PERFORMANCE YOU'VE ALWAYS WANTED**

Finally, a comfortable, versatile, and safe road helmet for all uses, all motorbikes, and all riders.
The same advanced materials and innovative technology used to help world champions achieve
the best in the most extreme conditions.



Discover the K6 range at agvhelmets.com.au

PROUDLY DISTRIBUTED BY **LINK** INTERNATIONAL

FROM **\$699**

200107

15-PAGE MOTOGP SEASON PREVIEW!

Expert analysis on why 2020 will be the most gripping season yet!



A U S T R A L I A N MOTOR CYCLE

WORLD LAUNCH

Smarter, faster!
BMW resurrects its middleweight tarmac arsenal

FULL FLIGHT!

**F 900 XR
+
F 900 R**



Vol 69 No 17
27 Feb - 11 Mar, 2020
\$8.95 | NZ \$9.95

FRENCH HILLCLIMB

LAUNCH CONTROL

Flinging bikes straight up!

KIWI GENIUS

GREAT BRITTEN

New insight into a legend

TAKE AIM!

MOST WANTED

Can the enemy end Rea's reign?



PRINT POST APPROVED 100008180



BOLD LOOK. BOLD PERFORMANCE.

 @ridedunlopau

 @ridedunlopau | #SPORTMAXQ4

DunlopTyres.com.au | © 2020 Dunlop Motorcycle Tyres

Dunlop Motorcycle Tyres are distributed throughout Australia:
Ficeda Accessories – 1300 437 711
TAS – Fulton Enterprises – (03) 6326 9199



Carbon fiber reinforcement in the tyre sidewalls for exceptional cornering performance and feel.



Intuitive Response Profile – It's like your tyre knows what you're thinking.

SPORTMAX



SPORTMAX Q4

BE BOLD

TRACK READY.
STREET FRIENDLY.



Jointless Tread Technology increases
tyre stability, reduces flex and
maintains consistency.

Q4



THE MONTH OF DAINESE

JACKETS



Dainese Veloster Ladies Leather Jacket



Dainese Settantadue Nera 72 Leather Jacket



Dainese Settantadue Freccia 72 Leather Jacket



Dainese Air Flux D1 Mens & Ladies Jacket



Dainese Setta D-Dry Jacket



Dainese Air Tourer Mens & Ladies Jackets



Dainese Dolomiti Gore-tex Jacket



Dainese Dinamica Air D-Dry Jacket



All the protection of a Dainese D-air® airbag with all the lightness of a vest.

THE SMART JACKET

All the safety of the Dainese airbag system used in MotoGP™ and developed in more than 25 years of research on the road and track is now encapsulated in a convenient vest that fits any road situation. The Smart Jacket monitors what's happening around the rider 1,000 times a second. It always activates the Shield when necessary, and only then, to provide the rider with maximum protection. Freedom like this didn't exist before and won't be done without ever again.



BOOTS GLOVES



~~\$229⁹⁵~~
\$179⁹⁵

save \$50

Dainese Raptors Air Boots



~~\$139⁹⁵~~
\$99⁹⁵

save \$40

Dainese X-Moto Gloves (Blk/Blk & Blk/Red)



~~\$269⁹⁵~~
\$219⁹⁵

save \$50

Dainese Street Rocker D-WP Boot



~~\$399⁹⁵~~
\$299⁹⁵

save \$100

Dainese Steel Pro Gloves



~~\$449⁹⁵~~
\$349⁹⁵

save \$100

Dainese Fullcrum GT Gore-tex Boots



~~\$169⁹⁵~~
\$129⁹⁵

save \$40

Dainese Assen Gloves (Blk/Blk)



Products shown may be no longer available at time of print. MCA reserves the right to correct printing and/or pricing errors. Not all items available in all stores. Please check online or in store for current stock availability. Offers valid: 01/03/20 - 31/03/20, unless extended. *The price guarantee is only applicable to a competitor's advertised price from an authorised Australian dealer/retailer of that product. To be eligible for the price guarantee, the competitor's product must be new and in stock in the same model, size, colour and year (if applicable). Any applicable shipping and/or handling fees as well as taxes will be included when calculating the price offered by a competitor. Products subject to the price guarantee cannot be combined with other promotions or discount codes. Cash back offers, free or bonus items or voucher promotions are excluded from the price guarantee. For full terms and conditions, please visit our website www.mcas.com.au.



brand new!

\$1099⁹⁵

contents

THIS IS WHERE YOU START

Ridden/Tested

32 Evo Classic
Benelli's Imperiale, the newest old-bike in town

38 Parallel Universe
BMW's 900 will... make you forget the 800

Features

48 2020 Vision
MotoGP's new decade opens with two Marquezes and more contenders than ever before

70 Armed Forces
In WorldSBK there's new bikes, new faces but the same old challenge; dethrone Jonathan Rea

80 Weird & Just Wonderful
From the bottom of the world John Britten produced some astonishing motorcycles

90 Straight Up
In France, they race up hills on motorcycles. Wacky, crazy, sideways-engined and nutty motorcycles

Sport

119 Honda Locks in MM93
World champ signs on for four more years

120 American Champs here/retired
Hayes for Aussie Superbikes, Hancock calls it a day

Cover story

Full Flight!

BMW has upped its middleweight game with the F 900 R and F 900 XR. AMCN was in Spain for the world launch

Available on the
App Store

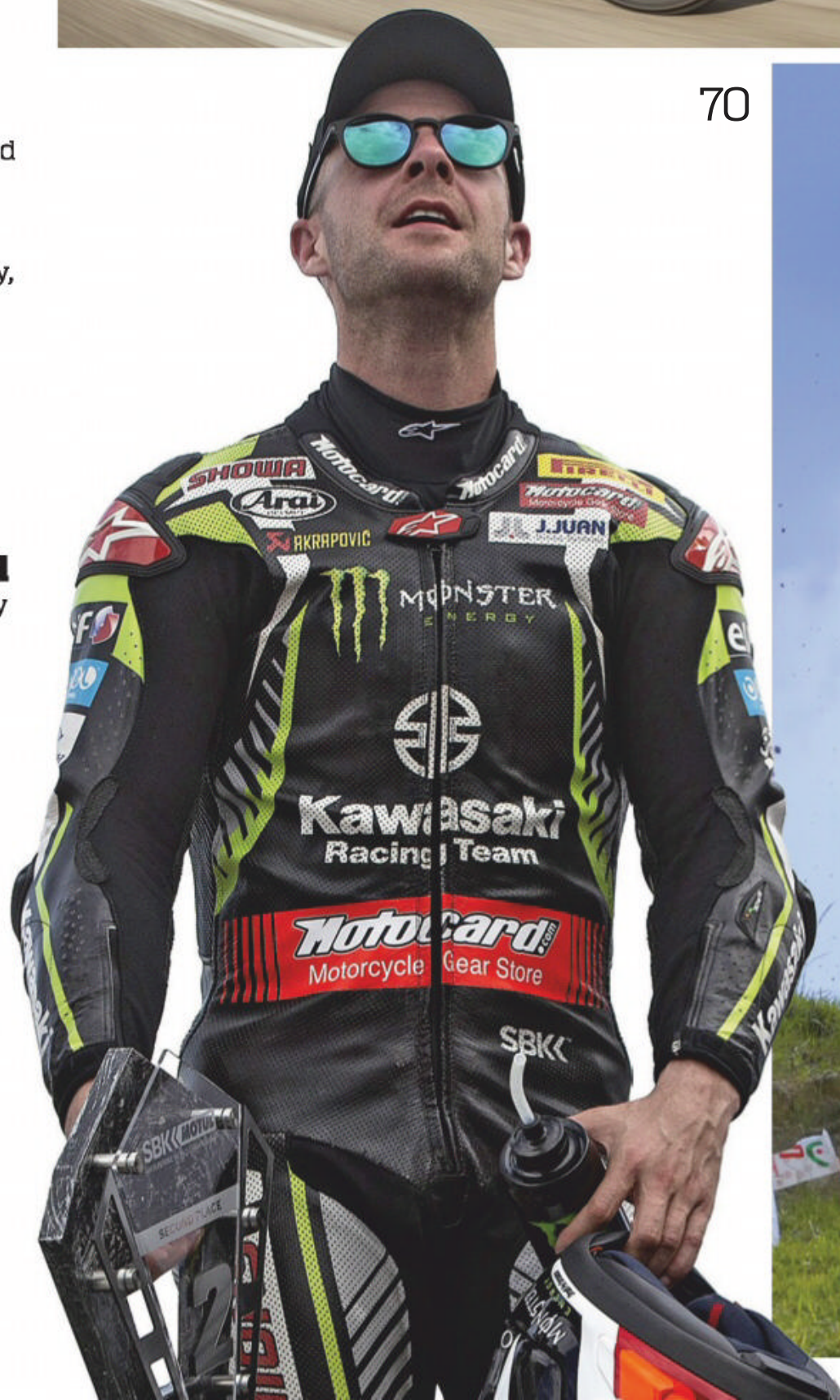
GET IT ON
Google play



32



70



Regulars

10 News / **20** Not Forgotten / **23** Access / **28** Readers Ride
98 AMCN Rides / **100** Top Gear / **105** What's On / **106** Events
108 Buyers' Guide / **113** Guest Column / **114** Rev Racer / **117** In Pit Lane
118 Sport / **122** Club Sport / **126** Grid Talk / **129** WATN / **130** Gassit



38



48



“It’s a discipline that separates the men from the boys and, more often than not, the boys from their bikes!”





Grow up

WHAT'S WITH THE assertion you need to still be a 'boy/girl' or you're refusing to 'grow up' if you choose to ride a motorcycle? If there is something more grown up than making non-stop life and death decisions at 100km/h, please point it out to me.

Time and again I see and hear references to riders "staying young" by riding a motorcycle, or themselves saying things when sitting on their machine like "I'll grow up one day". If riders themselves aren't buying into this rubbish, their spouse, mates or family are. It's bullshit.

It's not about "staying young." Aside from the fact it's impossible to do so, while the "feels" we get from riding may relate to youth, it's for the exact reason that we aren't young that many of us still ride.

We can afford it, for one. That's not generally a young man thing. For those who have ridden for many years, it's very bloody adult decisions that have allowed us to ride for that period of time.

Youthful exuberance tends to cut riding time short. You don't need to be young to be physically able to ride either, bikes are getting easier and easier to ride, as well as more comfortable.

It's not the impossibility of attempting to stay young that makes me ride, it's rejoicing in the satisfaction of being mature enough to do so, and light-hearted enough to really enjoy it.

Sam



EDITORIAL

Editor: Sam MacLachlan
Deputy Editor: Kel Buckley
Sub Editor: Phil Branagan
News Editor: Hamish Cooper
Staff Journalist: Pete Vorst
Founding Editor: George Lynn

DESIGN

Art Director: Paul Andrews
Designer: Joe Ferrara

CONTRIBUTORS

Sir Alan Cathcart, Michael Scott,
Ben Purvis, Colin Young, Mat Oxley,
Gold & Goose, Gordon Ritchie, Paul Young,
Peter Whitaker, Tim Munro, Don Cox
AND NOT FORGETTING
Dean Mellor, Darryl Flack, Neil Spalding,
Simon O'Leary, Peter Baker,
Josh Evans & Phillip Tooth

PRODUCTION

Production Manager: Ian Scott
Advertising Co-ordinator: Yang Zhou

ADVERTISING

Head of Sales: Dale Johnson
dale.johnson@amcn.com.au
0403 743 587
National Sales Manager: Mark Evans
mark.evans@amcn.com.au
0422 805 205
Qld Sales Manager: Todd Anderson
todd@motormedia.com.au
0409 630 733

MANAGEMENT

Citrus Media
Publisher: Jim Flynn
0449 801 899 jim@citrusmedia.com.au
Accounts: accounts@citrusmedia.com.au

CONTACT AMCN

Australian Motorcycle News
A: PO Box 20154, World Square, NSW, 2002
P: (02) 9186 9186
E: amcn@amcn.com.au
ISSN: 1320-2103

SUBSCRIPTIONS*

Six months/13 issues: \$79.95 (incl GST)
One year/25 issues: \$145 (incl GST)
E: subscribe.amcn.com.au
Australian Motorcycle News
PO Box 161, Hornsby, NSW, 1630
(02) 8227 6486

*Recommended and maximum price only including GST.
All motorcycle prices listed are recommended retail only
unless otherwise stated.

Published by Citrus Media ABN 28 137 759 043,
Level 2, 173-179 Broadway, Ultimo, Sydney NSW 2007
© 2019 All rights reserved.

Printed in Australia by IVE

Material contained in AMCN is protected under the Commonwealth
Copyright Act 1968 and may not be reproduced in part or whole without
written consent from the copyright holders.

Distributed by Gordon and Gotch.

*\$9.95 maximum and recommended retail price only.

PRIVACY NOTICE

This issue of AMCN is published by Citrus Media (CM).
CM may use and disclose your information in accordance with our
Privacy Policy, including to provide you with your requested products or
services and to keep you informed of other CM publications, products,
services and events. Our Privacy Policy is located at www.citrusmedia.com.au/privacy. It also sets out on how you can access or correct your
personal information and lodge a complaint. CM may disclose your
personal information offshore to its owners, joint venture partners,
service providers and agents located throughout the world, including in
New Zealand, USA, the Philippines and the European Union. In addition,
this issue may contain Reader Offers, being offers, competitions or
surveys. Reader Offers may require you to provide personal information
to enter or to take part. Personal information collected for Reader Offers
may be disclosed by us to service providers assisting CM in the conduct
of the Reader Offer and to other organisations providing special prizes
or offers that are part of the Reader Offer. An opt-out choice is provided
with a Reader Offer. Unless you exercise that opt-out choice, personal
information collected for Reader Offers may also be disclosed by us to
other organisations for use by them to inform you about other products,
services or events or to give to other organisations that may use this
information for this purpose.
If you require further information, please contact CM's Privacy Officer
either by email at privacy@citrusmedia.com.au or mail at Privacy
Officer, Citrus Media, PO Box 20154, World Square, NSW, 2002

FULL FACE. OPEN FACE. IN YOUR FACE.

BROOZER

A brutal combination of attitude, style, and functionality makes the Broozer a true streetfighter. Dual-certified for both full-face and open-face riding, the removable chin bar and integrated drop-down shield means the Broozer is ready for anything.

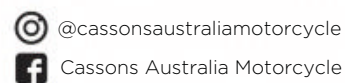
LEARN MORE AT BELLHELMETS.COM



Cassons Pty Ltd - AUSTRALIA

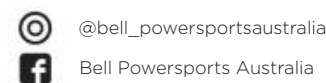
P: +61(0)2 8882 1900 F: +61(0)2 8882 1999

E: enquiries@cassons.com.au www.cassons.com.au



@cassonsaustraliamotorcycle

Cassons Australia Motorcycle



@bell_powersportsaustralia

Bell Powersports Australia

WARNING: Motorcycling is a dangerous sport which may result in serious injury or even death. For proper use of your helmet, please refer to the owner's manual.

the know

IT HAPPENED SINCE LAST ISSUE

The tubular-steel **chassis** appears largely similar to the new Tiger 900's frame and sub-frame arrangement

The big Tiger's **suspension** package looks to be top notch, with the large shock remote reservoir pointing to electronic adjustability

This **engine** is the beginning of a new generation of three-cylinder big-bore models, first in 1160cc but with scope to go even bigger

Sprung! New 2021 Tiger 1200

The heart of a Speed Triple, the body of a Tiger

THE NEXT-GENERATION

Triumph Tiger 1200 has been spied on test near the firm's R&D facility in Spain, showing that development of the 2021 machine is virtually complete.

The current Tiger 1200 started life as the Tiger Explorer back in 2012, and already has one of the newest engines in the firm's range, but spy shots reveal that the next version has

a completely redesigned power unit. Tilted further forward in the chassis, the engine remains a three-cylinder but doesn't appear to share any castings with the earlier design.

We understand that the engine is part of a new generation of triple, initially with a capacity of 1160cc but with scope for future increases. In shaft-drive form, as seen

TAKE MY MONEY!

When will we see it?

Given how finished the new bike looks, we should expect to see it launched before the end of this year as a 2021 model. It looks like this particular test bike is being used to try different riding and pillion positions – note the multi-adjustable passenger pegs that will be replaced by fixed ones for the final version.

here, it will replace the existing 1215cc triple of the Tiger 1200, but a chain-drive version is also due to appear in the next-generation Speed Triple, replacing the age-old 1050cc design that can trace its roots

right back to the 1990s and the T595 Daytona.

The chassis is also completely new, of course, and bares a notable similarity to the new Tiger 900's tubular steel frame. The rear subframe in particular looks virtually identical to the Tiger 900's, and elements of the styling – notably the headlight – are also carried over.

At the back, the shaft drive is all-new, with a double-sided swingarm rather than the current Tiger 1200's single-sider. It holds a tubeless wire-spoked rear wheel design, matched by a 21-inch front that hints at more off-road ability than the old Tiger 1200 could manage.

On the 2020 Tiger 900 Triumph managed to move the centre of gravity forward by closing the gap between the engine and the front wheel. To do so it split the radiator into

ALSO IN THIS ISSUE



**FROM SHANGHAI
[ITALY] WITH LOVE 32**
Benelli's Imperiale; low-tech, big hopes



THE MAN WHO SAW TOMORROW

**PUTTING THE
GREAT IN BRITTEN 80**
Remembering NZ's brilliant John Britten



The current 1215cc triple of the Tiger 1200 will be replaced by this new **shaft-drive** engine, but expect a chain-driven version to appear in the next evolution of Speed Triples

Triumph's newest Tiger is burning bright

two parts, one on each side.

On the new Tiger 1200 it looks like there's also been an effort to move the engine forwards and reduce the wheelbase – and while the motor is clearly water-cooled there's no visible radiator sitting in the gap between the cylinder head and the front wheel.

So where's the cooling? Triumph has either managed to tuck relatively small rads into the sides or it's adopted a more radical solution and slotted the radiator under the rider's seat to keep the bike narrow and the wheelbase short.

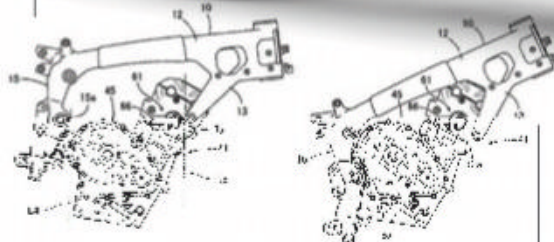
The suspension is clearly high-end, with a vast remote reservoir for the rear shock oil and front forks that look much like the 45mm Showas of the Tiger 900 Rally. Brembo Stylema brakes, as used on the Tiger 900, seem to be carried across to the Tiger 1200's replacement. **BEN PURVIS**

SUPER GSX-R1000 COMING

PATENTS FROM SUZUKI reveal a new version of the GSX-R1000, complete with hydraulically-operated variable valve timing, is nearing production. So far no other Superbike manufacturer has a conventional VVT system, so this could give Suzuki a race-winning advantage.

For at least a year, Suzuki has been working on a replacement for its 2017 all-mechanical, centrifugally-activated system. Last April we revealed a patent that showed an updated version of the GSX-R1000 with hydraulic VVT and tweaked styling. Now a new patent application shows a production-ready version.

Hydraulic activation gives a much wider range of adjustment to valve timing, depending on



engine load or throttle opening, than is possible with the mechanical setup.

Suzuki has focused on making the hydraulic system simple and cheap to produce.

Last year's design would have clashed with the engine mounts on the existing GSX-R1000's frame, and involved adding many new components to the engine.

The new version, with cast-in hydraulic lines and a simpler solenoid-operated valve unit on the side of the engine, will slot straight into the existing frame.

With Euro5 emissions laws coming into force in Europe for existing models on January 1 2021, the GSX-R1000 needs to be re-homologated to remain on sale there. This new VVT system will help it achieve that goal as well as improving power delivery and performance on both the road and race track. **BP**



Alan Collins, Polaris Australia and New Zealand MD, with an ATC and SSV

QUAD BIKE QUANDARY

THE DEATH KNELL for Australia's quad bike segment has sounded with market leader Polaris announcing it will withdraw all ATV models from sale here before October 2020, when stage one of the new Consumer Goods (Quad Bikes) Safety Standard 2019 takes effect.

The requirement for mandatory "Operator Protection Devices"

(OPDs) has been actively opposed by Polaris and other major ATV manufacturers, including Honda and Yamaha.

AMCN published an in-depth report on this issue last September where we revealed that better laws covering the actual use of ATVs, rather than requirements for rollover devices, was what the industry

needed and wanted.

We also revealed that SSVs, or side-by-side vehicles, were already poised to take over from ATVs. Polaris confirmed this last week, saying there have been "record levels of transference as farmers transition en masse from quad bikes, to Side by Side vehicles".

HAMISH COOPER

COLUMNS

GIVING UP IS HARD TO DO

Scotty on the 'unretired' Jorge Lorenzo

117



SPORT STARTS PAGE 118



AND THE WINNER IS... THE IRISHMAN

Jonathan Rea is focused on WorldSBK title #6

114



Aiding the way forward

New patents reveal the tech that will shape the **future of riding**

THE FUTURE OF daily motorcycling is taking shape. And, thankfully, it's not all about electric power! We've uncovered exciting new developments in rider aids that combine safety with ease of use.

The end result will be motorcycles that are still intuitive to ride but have a built-in margin of safety unthinkable even a few years ago. Our industry sleuth Ben Purvis explains the latest work from Bosch, BMW and Kawasaki. **HAMISH COOPER**

BOSCH BOFFINS PLAN AUTO-STEERING

WE ALL KNOW

electronic throttles

and computer-controlled ABS allow a bike's central computer to influence acceleration and braking. But can you make a connection between the computer and the steering?

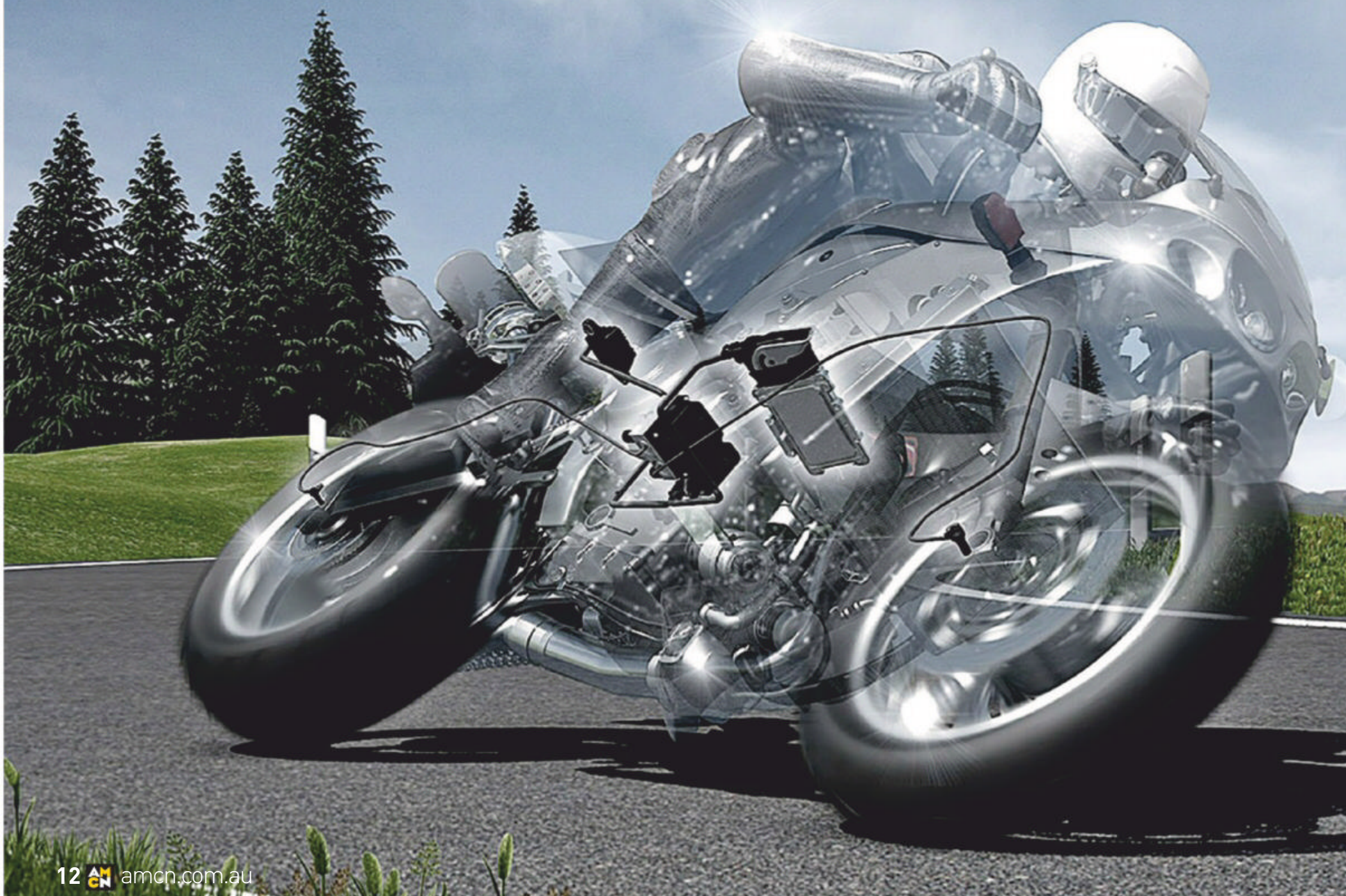
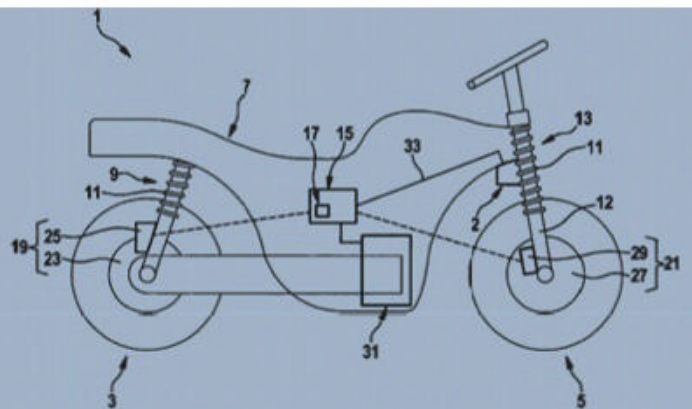
New patents from Bosch outline two options. The less intrusive idea would see the central computer increasing steering damper force in situations where the motorcycle becomes dangerously unstable.

The patent suggests a form of brake-assist, likely related to the Bosch-developed radar cruise-control systems being introduced by Ducati, KTM and Kawasaki later this year. Brake force would be increased in an emergency

stop, or perhaps be automatically applied if the rider doesn't react to warnings from the radar. But what about the risk of the rear of the bike lifting and swinging around? That's where the adaptive steering would be activated.

Bosch's new patent also reveals a second, more sophisticated system that could use the same sensor signals to actively control the steering via an electronic or hydraulic servo. Here, rather than simply increasing or reducing the steering damper force, it would actively control the angle of the front wheel.

In both cases, Bosch's patent is clear that these systems would only become operational in extreme situations to prevent or mitigate accidents. **BP**



CRASH CRUMPLE ZONE

BMW HAS AN amazingly simple idea to reduce the damage done in the classic "sorry, I didn't see you" car-bike intersection collision.

Normally, a head-on impact will turn the front wheel to one side. Not only does that pull the handlebars out of the rider's hands but it reduces the motorcycle's length, leaving very little material in front of the rider to absorb the impact force.

BMW reckons that simply adding a small, V-shaped piece of metal behind the front wheel could make a huge difference.

As the forks start to bend and the wheel is pushed back by the impact, it's channelled into a straight-ahead position. This turns the wheel rim and forks into a crumple-zone, backed up by the V-shaped structure behind it as a secondary defence. It's so simple it could even reach production doing double-duty as a support for a radiator or bodywork to offset weight and cost implications. **BP**

Fig. 1

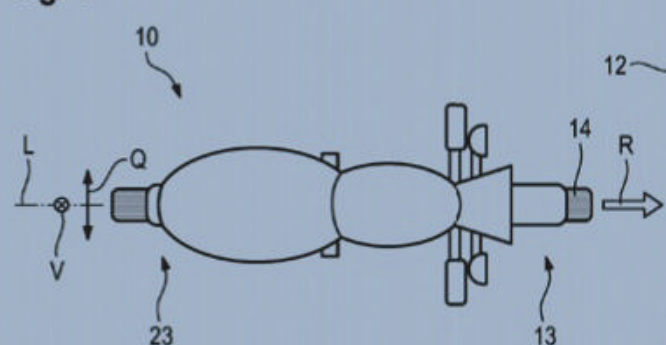
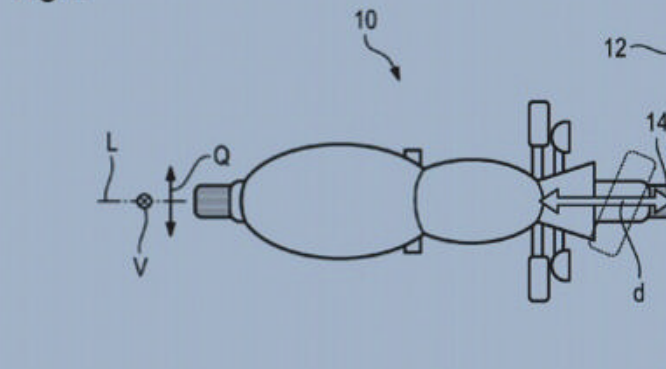


Fig. 2



KAWA'S WACKY WONDER

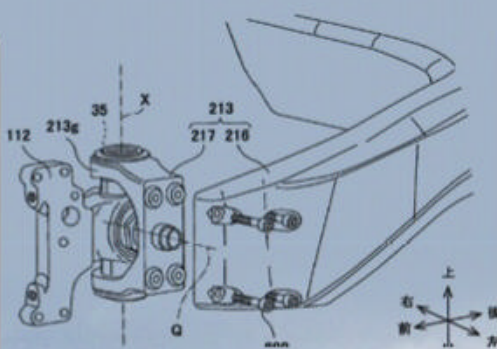
IF YOU THOUGHT hub centre-steering was a weird idea

that would never be seen on a large-volume model, think again. Long before Kawasaki bought a controlling interest in Bimota (and revived the Tesi design) its own engineers were working on hub-steered technology.

The patent you see here has just been published but was penned back in 2018. As such, the design isn't identical to the Tesi's layout, although it shares the main features including a front swingarm, a small central frame connecting it to the engine and the rear suspension, and subframes for the steering and the seat units.

As well as all the usual advantages, notably the separation of braking and suspension forces, Kawasaki's design stresses the adaptability of its hub-steered system.

Far from being an expensive,



Bimota-style proposition, Kawasaki sees it as a versatile proposition that could radically reduce production and R&D costs by sharing components across multiple models.

The idea is that because the handlebars and seat are mounted on subframes, with steering via a linkage rather than the direct connection that forks provide, there's nothing to stop the seat and handlebar position being adjusted to suit sports, touring or cruiser models.

Given Bimota's existing patents on hub-steered bikes and its decades of experience with the technology, Kawasaki might have gained access to some valuable intellectual property for a relatively small outlay by investing in Bimota last year. **BP**

Bosch's new system could actively control the angle of the front wheel

Briefs



Boomer Beemer call

Henning Jorgensen, owner of a 1970 BMW R75/5, is calling all "/5" owners to contact him at hpj333@gmail.com for expressions of interest in a major anniversary event in central western NSW in mid-October. The "/5" range inspired last year's retro R nineT /5 BMW twin. **HC**

Blind ambition

Kawasaki Australia is helping Ben Felten and his Blind Speed team return to Lake Gairdner, South Australia, in March to attempt to average 300km/h over a measured mile. This would break his existing speed record for a motorcycle ridden blindfolded. **HC**

Ripper day of riding

Victoria's Broadford circuit hosts an International Women's Day for riders on 8 March. They can ride road race, motocross, enduro and dirt track. Contact www.motorcyclingvic.com.au. **HC**

Aussie first

Rideshare company eMoped Motosharing are launching a fleet of 50 electric Super SOCO CUX mopeds in Brisbane. Customers with a current driver's licence can download an eMoped rideshare app and pick up a rideshare moped, which includes two helmets, from designated eMoped rideshare parking stations. **HC**



Briefs YOUR QUICK FIX



The age of Californian Greg Hancock, the four-time world speedway champion, who has just announced his retirement.



"PHILLIP ISLAND IS THE CLOSEST THING TO A HOME ROUND FOR ME"

SBK's most winning rider, Irishman Jonathan Rea, whose wife Tatia is an Aussie. Read our **revealing** one-on-one with the WorldSBK great on page 126.

Hero Hayes is back

Four-time AMA Superbike champ Josh Hayes is taking on the locals in ASBK's Round One at Phillip Island this weekend. We bet Troy Bayliss is kicking himself...

Boost to our sport

Mobile phone company Boost backs ASBK with naming rights to Wayne Maxwell's Ducati Superbike team.



Hot & Not

AMCN'S THERMOMETER



Life on two wheels

Giancarlo Morbidelli, who devoted his life to manufacturing motorcycles and Grand Prix racing, has died in Italy aged 86 years.

Believe it or not!

A South Australian motorcyclist has been charged with 92 traffic and theft offences the cops say he committed in just 96 days.

SUPERBIKERS GET FIRED UP

The World Superbike paddock has united to stage a **charity auction** with all funds raised going to BlazeAid. This is a volunteer-based organisation that works with rural communities impacted by fires and floods. The auction, which features some amazing personal possessions from the world's leading racers, ends on 3 March. Go to charitystars.com for more. Meanwhile, a **Fire Aid Ride** series, with assistance from the team behind The Distinguished Gentleman's Ride, is planned over the next few months. For more information, visit fireaidride.com.au



TWO EXTREMES

The custom world has no boundaries. Poland's Game Over Cycles has collaborated with Yamaha to build the world's first fully customised Niken. Over 1400 hours were spent replacing plastic with aluminium. Meanwhile, 18 Harley-Davidson dealers from 12 countries are fighting for the King of Kings custom crown. The winner will be chosen from previous Battle of the Kings champions, including two entrants from Australia.



TRUE BLUE

We love the raw spectacle of flat-track racing. And so does Yamaha's USA branch, which this year is stepping up its sponsorship of AFT riders competing on machines powered by its MT-07 twin-cylinder or various single-cylinder engines. If it is opening the purse-strings **Stateside, why not here in Oz?**



Mental Twisties

What's wrong with you lot? You must be too busy, because we're all too aware that a lot of you know the answers to these quizzes we throw at you every two weeks. Maybe you just think you won't win? Here's a secret: enter and you've got a damn good chance of winning!

Answers for AMCN Vol 69 No 16

1 Suzuki XR69



2 Yamaha FJ1100



3 Yamaha CMR FJ1100



4 Moto Guzzi Le Mans



5 Suzuki Katana GSX1100



6 Yamaha T2750



ALL NEW
FOR 2020

AIR-RIDE 5

SPORT TOURING VENTED JACKET

The Air-Ride 5 is a summer jacket which combines a sporty fit with the comfort and practicality of textile. Features large mesh panels for maximum airflow and is fitted with a breathable waterproof liner, which can be quickly inserted to protect you against unexpected rain showers. There are stretch panels in shoulders, chest & elbows for comfort and multiple adjusters to personalise your fit.

RRP \$199.95



Mens
10 Colours
Sizes: XS - 8XL



Ladies
5 Colours
Sizes: 6 - 22



Air-Ride 2 Glove
RRP \$79.95
Mens 2 Colours
Ladies 2 Colours

Air-Ride 2 Short Cuff
Now Available
RRP \$69.95
Mens 5 Colours
Ladies 3 Colours



DRIRIDER
SINCE 1980



Bullet loaded for Oz

Euro5 spurs new range of Royal Enfields

ROYAL ENFIELD Australia has confirmed that the Euro4 version of the 500cc Bullet will remain in local dealerships, despite the model being axed in India, its biggest market.

It's obvious RE is clearing the decks in preparation for tightening emission controls that come into effect in India on 31 March and Europe (EU5) on 1 January, 2021. Sales of the current 500cc single will cease in Europe later this year but not Australia or New Zealand.

There appears to be two new 350s under development. Initially RE is getting the existing engine to pass the tougher limits, then there is a much more significantly altered design that we previewed last year coming soon after. This is a much more modern version that produces similar power to the 500cc single.

We haven't heard anything about a new 500, and bear in mind that RE has a Euro5-compliant single-cylinder engine in the 411cc engine that powers the Himalayan.

If the next-gen 350cc single



Royal Enfield has bitten the bullet and updated the Bullet

has the performance to fill the gap left by the old 500cc engine, it seems unlikely RE will go to the trouble of producing a new version.

You also have to ask why Royal Enfield has made such a big deal about the end of 500cc sales in India, with a tribute final model, if there

was a new version on the way?

Sales in its international markets have been going gangbusters for RE, underpinned with its very popular Himalayan adventure bike and retro twin-cylinder Interceptor/Continental models.

However, a 22 percent

increase in international sales in January was countered by a 13 percent decline in its massive India market, which doesn't have a big appetite for its larger models.

Euro5 rules don't apply to the Asia-Pacific region yet and RE's Australian distributor says it has new 500cc stock arriving "regularly".

"We will continue to sell the Royal Enfield Classic 500 and Bullet 500 series in Australia and New Zealand," a spokesperson said.

"Any details regarding any future products, we will make the announcement in a timely manner."

There is no doubt that RE is developing a range of new models. Late last year it made trademark applications to the name Sherpa and Hunter.

Last July we busted a Euro5-spec RE test mule. It had an all-new transmission, with the chain on the left hand side rather than the right, and a large catalytic converter near the swingarm area.

**BEN PURVIS &
HAMISH COOPER**

INDIAN CHALLENGE(R)S HARLEY!

AMERICA'S MILWAUKEE Business Journal has reported that the Indian Motorcycle Co. is so confident of its new Challenger V-twin tourer it will let potential buyers test it back-to-back with Harley-Davidson's Road Glide, the top seller in this US market segment.

The marketing strategy, er, cleverly called the Challenger Challenge, will be rolled out

during Daytona Bike Week before visiting various dealers on its way to Sturgis.

Indian Motorcycles is full of new ideas at the moment; emissions documents we've uncovered reveal Indian will launch a lower-cost version of its Scout Bobber

using the smaller-capacity, 1000cc V-twin. It will have a five-speed transmission and an optional street-legal 'Stage 1' tuning kit incorporating optional intakes and exhausts. **BP**



INSIDER TRADING

BACK IN AUSTRALIA, Indian has been spending the past few months transitioning its distributorship into a solely independent network of dealers. Its first big announcement in this regard is an agreement with ASX-listed MotorCycle Holdings Ltd (which owns the wholesale business Cassons, as well as the MCA and Team Moto retail stores) to retail the brand through six of its existing dealerships in Queensland, New South Wales and Victoria. **HC & BP**



IT BELONGS **WHEREVER** YOU CHOOSE TO TAKE IT

With the ability to go the distance on any terrain you choose, the options for endorphin-inducing experience are endless. A state-of-the-art chassis and distinctive design ensures that your ride is at home wherever it goes. Set off on limitless exploration with Husqvarna Motorcycles 701 ENDURO.



Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations! The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.



The year was 4. 002005

News

We reported on motorcycles sales for the 12-month period from 1 January to 31 December 2004. During the year 89,374 new motorcycles were sold, with Honda taking the number one spot in overall sales, roadbikes and off-road machines by selling 25,498 units. Fast forward 15 years and 89,199 motorcycles were sold in Australia in 2019 – 175 fewer motorcycles than back in 2004.

2004 MOTORCYCLE SALES	
MARKET SHARE %	
HONDA	28.5
YAMAHA	25.4
SUZUKI	12.7
KAWASAKI	7.9
KTM	5.1
HARLEY-DAVIDSON	4.1
TRIUMPH	1.8
VMOTO	1.6
BOLWELL	1.5
BMW	1.4

Gold Wing Challenge Cup

If our April's Fool's gag fooled you and you're reading this, we are sorry, and it's okay to be different. We reported on a new Honda-backed one-make series, to nurture Aussie talent on a level playing field, while keeping a reasonably low cap on expenditure. The weapon of choice was to be the ultra-sharp edged Gold Wing. The 'Gold Wing Challenge Cup' was to feature eight or nine rounds at WorldSBK rounds and the Suzuka 8-hour.



Bike test

Sir Al jumped on board Triumph's new Speed Triple, which retained its familiar bug-eyed appearance – though with an all-new frame and powerplant, little remained of the old version. Although Al rated the entire package highly, he was especially taken with the new 1050cc triple and the Speed's willingness to pull huge wheelies and fat skids. He also took a thinly veiled swipe at Ducati's Monster, reckoning that "the Speed Triple would out-monster anything else in the streetrod marketplace". Them's fighting words, man.



AMCN Vol 54 NO 18

132 pages, \$6.50

On sale 23 Mar – 5 Apr 2005

Editor Ken Wootton

COVER

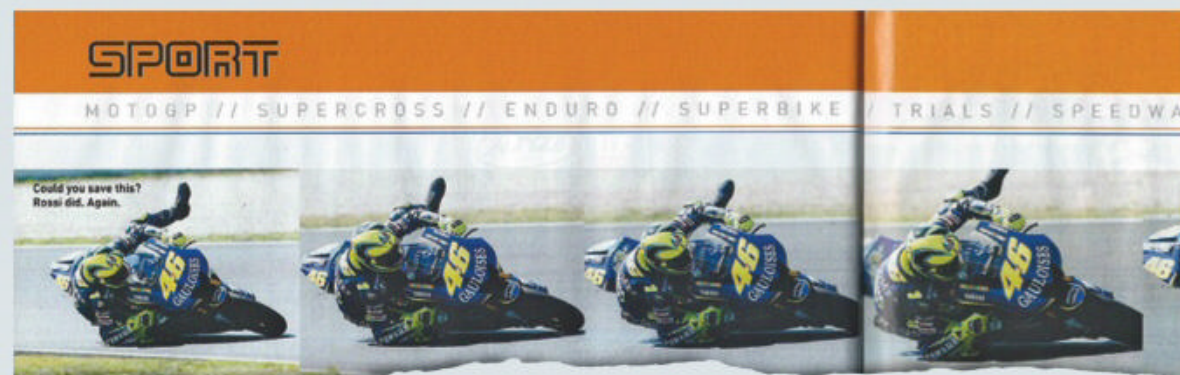
Believe it or not boys, there's two motorcycles on the front of this particular cover. Raise the eyes and check out the Speed Triple mono and the pic of Rossi dragging his elbow from 16 years back

He said what?

"Yamaha sales in Italy went up by something like 30 percent after Rossi won the title – that's a massive increase."

Former Suzuki boss Garry Taylor on why factories want to compete in MotoGP

PICS OF THE ISSUE



There's no doubting that Marc Marquez is an amazing rider, and his miraculous saves from what seemed like certain carnage have enthralled us. But when MM93 was 12, Valentino Rossi was making miraculous saves – without the assistance of modern electronics. It doesn't look like it but VR46 brought this crash back from the brink.

ERA AD

Ah yes, before the iPhone came along it was a simpler time. No coloured screens, no Facebook, just the basics on a phone you could drop in the shitter and still rely on to work. Add to that the latest race results SMS'd to your one and a half inch screen for just \$5.50 a year and that combo will have you longing for yesteryear.



Kawasaki

THE BEST OF BOTH WORLDS



FIND OUT MORE



► ONLINE

NEW 2020

Ninja
1000SX

Now with dynamic new styling, the new Ninja 1000SX marks the 4th generation of a successful sport touring platform that enables experienced riders to enjoy sporty riding and touring capability from a relaxed position. Enjoy the same great performance now with cleaner emissions.

- KAWASAKI QUICK SHIFTER
- INCREASED SEAT COMFORT
- ELECTRONIC CRUISE CONTROL
- DIGITAL TFT COLOUR INSTRUMENTATION
- SMART PHONE CONNECTIVITY
- INTEGRATED RIDING MODES



Kawasaki
Insurances

Kawasaki
Motors Finance

Kawasaki
GENUINE ACCESSORIES



kawasakiaus



@kawasakimotors

Available at your Kawasaki dealer:
www.kawasaki.com.au/dealers/find-a-dealer

Kawasaki

Not forgotten

WORDS & PHOTOGRAPHY DON COX

Ian Irving

The vital but often under-recognised man who helped engines – and riders – reach their potential

Among many credits, Ian Irving built championship-winning engines, mentored numerous riders, facilitated rides, co-ordinated the Yamaha Racing Development support program and wrote technical articles.

All this with a quietly spoken manner and being, in the words of four-decade friend Trevor Byrne, a very private person. "I don't think he had a harsh word about any one or thing," Byrne said.

The 68-year-old engineer had been ill with leukaemia for almost a year when he suffered a stroke and died in the early hours of 18 January. He is survived by his four children – Lydia, Robert, Douglas and Eleanor. Ian's wife Margaret pre-deceased him.

The Irving family held

a private funeral service. However, some 90 racing friends gathered on the evening of 29 January at Phillip Island (during official ASBK test activities) to celebrate Ian's life, and collect photographs and pen tributes to pass to his children.

Ian Douglas Colin Irving was born in Paddington (Sydney) on 11 April, 1951 and attended the Sydney University, where he studied mechanical engineering. It was the same profession as Phil Irving, who was his great uncle.

Trevor Byrne said Ian and Margaret Irving had a property in Gympie (Queensland), where Ian combined farming and engineering. He later moved back to New South Wales and, with Tony Martin, opened a shop called Performance Motorcycles.

"Over the past four to five years, Ian spent a great deal of time in Asia, working and advising the Asian motorcycle fraternity."

Irving was much in demand as an engine builder, his customers often commenting on the rideability of his engines. Former Australian Superbike Championship contender Russell Holland was one of many riders he helped.

"In 2003 Kawasaki didn't renew my 600 Supersport contracts, so Ian approached Rod Hunwick of Action Motorcycles to help set me up as a privateer," Holland said. "From there, I was able to go racing until the end of 2006, finishing second in the ASBK."

"Ian built all my race-winning engines, on his kitchen table, and many of them went into bikes at midnight. Ian's engines were

reliable and kind of crept up on you performance-wise, but also had good top-end power, allowing us to win those races. Ian was always supportive and had a doctoral level of engine knowledge. When BP Ultimate was launched, he wrote the press release to explain it."

Yamaha race team manager John Redding said he began working closely with Irving in 2006, when Yamaha formed a 600 Supersport team and Ian prepared the engines.

"But the team was not his only customer," Redding said. "He had many years of engine prep prior to working for us. It was his area of speciality and his engines won many championships."

"At the end of 2009, the Supersport team was absorbed into the Yamaha Superbike team, so Ian took





His performance philosophy was “engines that lasted and not ‘outrageous’.”

on the role of support rider co-ordinator for Yamaha Racing Development, overseeing and guiding riders,” Redding said. “So he looked after anyone outside the factory team as their day-to-day contact. We had lots of support riders in the ASBK as well as in the Asian series.

“We spent lots of time on the phone discussing racing. He was a quiet guy who had a genuine passion for people and bringing young riders forward.”

Computrak inventor Greg McDonald was another who worked with Ian Irving, from sharing ideas on cylinder heads to helping source parts for a Moto2 machine Warren Willing helped develop.

“Ian was a great supporter of Computrak,” McDonald said. “One machine we worked on together was a supermotard bike for Cru Halliday.”

Speaking of Irving’s engines, McDonald summed up Ian’s performance philosophy as “engines that lasted and not ‘outrageous’.”

Racing people penned tributes to Ian Irving on social media, including poignant Facebook posts from Warwick Nowland, Graham Bingham, Ant West and Mark Bracks.

One of the best was this, from former racer and current shop owner Graeme Morris, father of Aaron Morris.

“Sadly, we have lost a great friend in Ian Irving. He mentored many a young rider and prepared many race-winning engines. When I raced 600s in the 90s, we became friends... and we were to the end. Ian approached Aaron in late 2009... and was instrumental in Aaron getting a Yamaha Indonesia paid Supersport ride in 2011, at 19 years of age.

“I am sure the faith Ian showed in Aaron always helped his confidence. Throughout Aaron’s racing career, Ian always offered to build engines FOC – which we greatly appreciated and paid him back when we could in kind. I will miss the quietly spoken sound of his voice and his dry humour. I can still picture him staring at his tiny, archaic mobile phone, squinting from two inches away! I especially remember how proud Ian was when an 18-years-old Aaron debuted on pole in 600 Supersport at Phillip Island ASBK 2010, with Ian’s engine on board – only finished days before. Miss you mate.” ■

RACING AND STREET

sbs
SCANDINAVIAN BRAKE SYSTEMS

HI-TECH BRAKE SOLUTIONS

Our huge range of brake pads are specially developed for every rider - from the professional racer, to the track-day rider, to the every-day motorcyclist.

SBS IS A QUALITY BRAND EVERY RIDER CAN TRUST!



**MADE IN
DENMARK**

**2019 DAYTONA 200 WINNER
KYLE WYMAN**
N2 RACING / BOBBLEHEADMOTO / KWR



www.sbs.dk

Monza Imports (03) 8327 8888

Kenma Australia (02) 9484 0777

SBK **MOTUL**
SUPERBIKE < SUPERSPORT <
FIM SUPERBIKE WORLD CHAMPIONSHIP



MELBOURNE

WILD RIDE TRACKSIDE

PREMIUM 3-DAY
PRE-PURCHASE GA

\$125

PLENTY OF TICKET OPTIONS
AND THINGS TO DO

- All 3-Day tickets have paddock access
- Ride to your favourite viewing spot
- VIP Hospitality with 1, 2 & 3 day options
- Powered campsites
- Bar SBK \$265



30TH
PHILLIP ISLAND
EVENT

PROUDLY BROUGHT TO YOU BY

YAMAHA
FINANCIAL SERVICES

WORLD SUPERBIKE

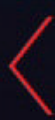
THE GREAT MATES' ESCAPE

28 FEB - 1 MAR MOTUL FIM SUPERBIKE WORLD CHAMPIONSHIP
AUSTRALIAN ROUND PHILLIP ISLAND 2020

BOOK NOW AT **TICKETEK**

GO TO WORLDSBK.COM.AU OR TICKETEK.COM.AU
OR CALL TOLL FREE 1300 728 007 FOR INFORMATION

PURE MOTORSPORT.



TOP SPONSORS

OFFICIAL SPONSORS & ADVERTISERS

EVENT SPONSORS & PARTNERS



Gassit gear!

Win an AMCN prize pack!

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.

access

AIR YOUR THOUGHTS OR VENT YOUR SPLEEN

Access, AMCN, PO Box 20154, World Square, NSW, 2002 access@amcn.com.au

Letter of the issue



Mountain memories, too

I'm writing in regard to your *Those were the day!* story (AMCN Vol 69 No 16). I would be happy to see these photos of a so-called 'fantastic era' resigned to the suitcase from whence they came.

I don't see the appeal in a bunch of motorcycle-riding drunken hoodlums causing havoc. If we hope to improve the lot of motorcyclists in this country, I think it's time we stopped celebrating the image of motorcyclist as antisocial deadbeats.

It's taken years of hard work by good people to elevate the community's perception of motorcyclist, yet there seem to be some people that hold onto and romanticise such distasteful behaviour.

Images of rough looking louts on motorcycles,

behaving badly does little to elevate the status of motorcyclists as intelligent and respectable citizens and simply drags us back into the dark ages. It's time to grow up and move on.

Roger Morgan
Via email

The point is we have grown up and moved on, Roger. But we've also done away with some of the sense of fun we were once famous for. The balance? Somewhere a little looser from where we are now, I reckon. Sam

Small order

Loved the article on the battle of the midgets! I'm a 50-year-old, I own a Grom and it's a hoot. You are right in that it needs a fifth gear, that you need to keep your wits about

Mountain memories

Thank you for the Bathurst photos in the last edition (*Those were the days!*, AMCN Vol 69 No 16). I have included two photos of my fondest memories of a Bathurst walk-around on a Saturday morning circa 1981.

On the umpteenth attempt to kick start it, a recalcitrant Triumph exploded into flames right in front of me. Bikers attempted a recovery by throwing copious amount of gravel at the bike, to no avail, at which point I divested myself of the camera and, realising I had a ready-made extinguisher in my pocket, I shook the

shite out of a can of XXXX and directed the resultant retardant foam towards the fire source... job done!

Thankfully I did not have to resort to utilising the tinnie in the other pocket...

I received cheers all-round, a hefty pat on the back from the owner and I continued on my way.

Those were the days I lived for!

Bob Wallace
Oxley, Qld

We won't see those days again, Bob – whether that's a good thing or not depends on the story teller. Thanks for the pics, and enjoy your new Gassit gear! Sam



I shook the shite out of a can of XXXX and directed the resultant retardant foam towards the fire source



Your say



There was a time when 18 litres was pretty much the bare minimum for a full-sized roadbike

you due to its lack instant acceleration, but they are awesome for lane splitting.

I've often had a giggle in my helmet as I overtake big bikes stuck in traffic, but they always get me back when the traffic opens up! Everyone should have a crack on one, just for the fun factor.

Scott Hills
Croydon, NSW

Flaming scott!

I am hardly what you would describe as a greenie, having a fleet of petrol guzzling motorcycles to prove it, but I was somewhat dismayed to read Michael Scott (*In Pit Lane*, AMCN Vol 69 No 15) parroting the populist disinformation of Barnaby

Joyce and the Murdoch press, blaming the bushfires on greenies preventing bush clearing. The New South Wales fire commissioner Greg Mullins has stated this is as untrue.

Michael should check his facts or in future stick to reporting on Pit lane.

Steve Bain
Via email

Multi-bi-directional two-way aides

Sam, I've taken the time to search the internet and the reference section at my local library regarding your comments on my letter (*Three bob's*, Access AMCN Vol 69 No 13) on the use of homophones



'aid' and 'aide'.

I've also run your assertion that your use of 'aides' is correct usage past a couple of wordsmiths of my acquaintance, but have found no support for your assertion.

As you mention, multi-directional is correct, but it is non-specific. Bi-directional is specific and shorter in both written and spoken form. Indeed, why not use the vernacular two-way? It's both accurate and shorter again.

All my commentary is aimed at improving what is already Australia's premier motorcycling magazine. It also ranks very highly internationally.

Roger Fitzhardinge
Via email

Hello again Roger. I'm glad we are helping populate local libraries. 'Aide' is the French version of aid in this context, and given our charter to entertain, is fine by me! We have used two-way before, but mutli-directional is according to our style guide. 'Til next issue... Sam

Fuel for thought

In response to Andy Price (*Sceptic tank*, Access AMCN Vol 69 No 16), fuel range is a very important issue for

me and definitely impacts my decision when buying a motorcycle. There was a time when 18 litres was pretty much the bare minimum for a full-sized roadbike and then there were tourers such as the BMW R 100 RS (22 litres) and the Norton Commando Interstate (25 litres) with greater capacity.

Those machines are long gone and now we have the joy of electric bikes to look forward to where a richly rewarding 200 kilometres may be had from just a single charge, more than enough for reliving the events of the day's ride with friends over a few beers, a meal and many more beers well into the night. And then ready to do it all again first thing in the morning when the bikes are fully juiced up and rarin' to go!

This is the future Andy, it is decreed and, while arguments involving styling and weight will be made in relation to fuel capacity, could it also be that in order to make the transition more palatable, any glaring deficiency on the part of the electric newcomer can be made less glaring by 'adjusting' the old dinosaur to be more on a par with it?

Michael Wellard
Mernda, Vic

200km range certainly



Your adventure. Our policy.

QBE Insurance shares your love of motorcycles. It's why our policies aren't just packed with benefits, they are highly competitive. Call our specialist team on 1800 24 34 64 and ask for a 'Price Beat Guarantee' quote today, or visit qbe.com/au



isn't enough for a tourer, but is fine for inner-city commuting, I reckon, so it depends what you need. In electric bike's defence, that range will improve with technology. Sam

Gassit's choice

Fred is an inescapable part of AMCN. But I wonder who has the rights to Eric and Douglas? I'm certainly not suggesting you should replace Fred, but maybe just a cameo appearance?

Dave Myall
Takaka, NZ

Gassit again

In the UK some years ago a panel of journalists rated motorcycle cartoons.

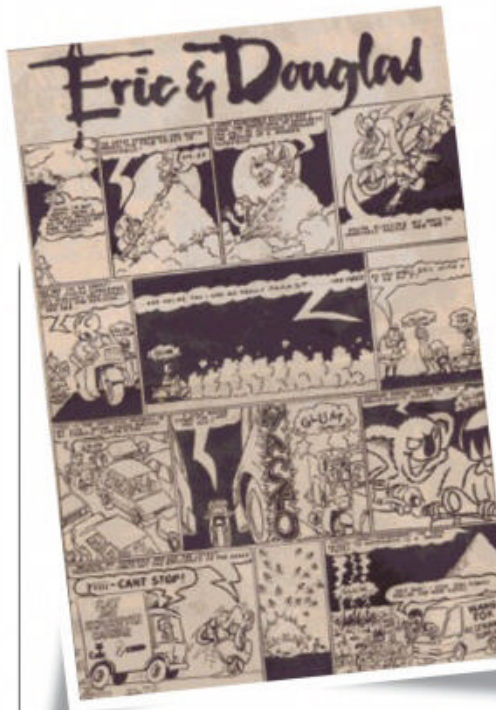
They rated Fred Gassit as number one, Sprocket second [long-time readers will remember Sprocket as the former illustration for In Pit Lane, penned by the author of this letter], and Ogri third. And I didn't dispute it, as I thought it was a worthy outcome.

The last Gassit cartoon I

saw, *Fred the Carrot Top*, was sublime, and reinforced those journo's decisions. But, like all good things, sometimes you don't know what you've got until it's gone.

John Mockett
Northampton, UK

Thanks John - you'd know a great cartoon, being an excellent cartoonist yourself! Fred is staying, on my watch, anyway. Sam



Your say

How much?

This question may have been asked before, but reading Hamish Cooper's Old School column (AMCN Vol 69 No 16) regarding Melissa Paris' recent purchase of a Royal Enfield 650 Continental GT in the USA for just US\$5000 (AU\$7561) rankled my sensibilities a tad. You would need AUD\$11,000 to get one in the shed, plus on road costs. The elephant in the room begs to be answered.

Anyhoo, I still managed to get a copy of AMCN in New Zealand on the way to Invercargill for the Burt Munro Challenge on a BMW R nineT Urban

GS courtesy of Bad Horse Bikes in Wellington. I can't recommend Marcus' service highly enough for his passionate outlook and customer satisfaction.

Greg Inglis
Via email

Interesting point, so we asked Scuderia West in San Francisco to quote on an RE Continental GT in Venture Blue and they came back with US\$7500 on the road – including state taxes. That's about A\$11,350, which is pretty close to what the same bike costs here. But we do pay a bit more for other models. Sam

Melissa Paris's purchase of a Royal Enfield for just USD\$5000 rankled me a tad



AMCN's website
is the place to be!
Get all the latest motorcycle news
and reviews of your favourite
bikes at **amcn.com.au**

Facebook

Post of the issue

Are two-strokes dead? Not to many of AMCN's readers



Gershom Ben Avraham The great Kevin Cameron confirmed to me that this bike has bronze heads. Wild.

Like · Reply · 3d



Alan Hart What a lovely little bit of engineering... And that lime green just adds to the visual pleasure.. It's a "YES" from me.

Like · Reply · 3d · Edited



Dave Miles Yep. DEFINITELY interesting 🤔

Like · Reply · 3d



Mark Sturmar Anything running unpainted expansion chambers is cool.

Like · Reply · 3d



Stephen John Alston Bring back the mighty 2 strokes and make mine a triple 🍀

Like · Reply · 2d



Nick Mulligan Aaron Billing if this doesn't excite you we may have to stop being friends 🤔🤔🤔🤔

Like · Reply · 3d

↩ 3 Replies



Alan Hart What a lovely little bit of engineering... And that lime green just adds to the visual pleasure.. It's a "YES" from me.

Like · Reply · 3d · Edited



Stephen John Alston Bring back the mighty 2 strokes and make mine a triple 🍀

Like · Reply · 2d

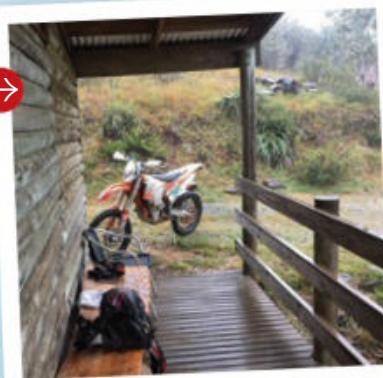


Mike O'Reilly Patrick O'Reilly - those were the days.

Like · Reply · 9h

Instagram

@jakesgubin_adv While riding along a very exposed ridge line in thick fog yesterday, I encountered a fairly bad thunderstorm. The Verandah of this unoccupied house was the only shelter I could think of for miles. So I headed there as quick as I could to let the weather pass for a while. Yes I left my trusty steed out in the rain! #thunderstorm



@gtr_fan Suns out bikes out!! #sunsoutbikesout #goprohero8 #zx14r #zxr1400 #kawasaki #ninja #motorbike #motorbikesofinstagram #motorbiker #motorbikelife #motorcycle #motorcyclesofinstagram #motorcycle_moment

TUONO V4 1100 FACTORY

PURE ADRENALINE

- MAX POWER: 175 HP (129 KW) AT 11,000 RPM
- MAX TORQUE: 121 NM AT 9,000 RPM
- ÖHLINS NIX FORK Ø 43 MM
- ÖHLINS TTX MONOSHOCK
- ÖHLINS STEERING DAMPER
- ELECTRONIC SUSPENSION MANAGEMENT



\$29,090
RIDE AWAY

LEARN MORE OR FIND YOUR NEAREST DEALER AT WWW.APRILIA.COM/AU_EN/

#be **a** racer

 /Apriliaaus

 @Apriliaaus

 Aprilia Official

aprilia

Max List Price for 2019 models including registration, CTP, Stamp Duty and pre-delivery costs.

reader rides

YOUR FIRST

If it was a paddock basher or a shiny new one, no one forgets their first bike. If you get printed, you'll get an Oxford lock, Fred's fave gets the Ipone kit. *Show us yours!*

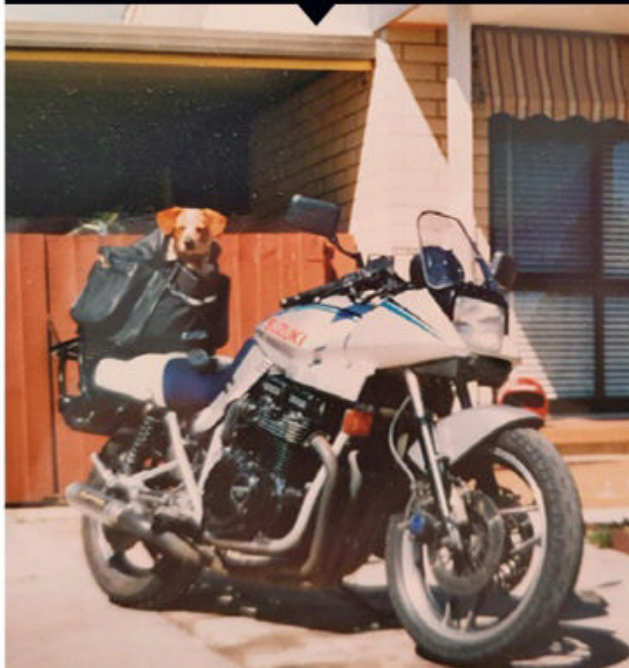


I found some old shots of my first bikes. My Dad and I built my first minibike from an old mower and parts scavenged from a motorcycle wrecker in Hornsby, NSW. The fuzz picked me up and ended my early exploits. When I could eventually get a licence, I opted for a RD250 (no photos unfortunately) and then the Pantah, which I had for 10 years and wish I still did.

Jeremy Cox

This is my Katana 1000 SD that I bought with 11,000km on the clock and retired to the shed at 106,000km. I still have it, and I'm currently restoring it, which is coming along slower than I hoped. My current motorcycle is a 1999 Kawasaki ZX-7R but must admit being targeted as enemy number-one and a lack of respect on the road has tarnished the experience. I'm thinking it might be time for a Suzuki DR650 or a Yamaha Tenere 660.

Dean Thorne



Here's a pic of my 2017 Honda NC750X. I purchased it new in 2018 and all the additions you can see have been bolted on by me. I use it as a tourer, a commuter and an adventure bike for some mild off roading. For me it's the perfect bike after a long time away from two wheels. I returned to riding after 25 years and have loved the bike since the day I picked it up.

The picture was taken on the wooden bridge which runs over the Colo River and Upper Colo. The bottom pic with my horrid head is from Wheeny Creek Campground in Wollemi National Park, one of my favourite places to ride. I generally stop there and boil the kettle and listen to the wildlife if there aren't too many people around.

David Mott



Hey there, attached are some pics from back in the late '80s when my mates and I rode from Cairns to Port Douglas, up the Rex Range, across the Atherton Tablelands and returned to Cairns via the Gillies Range. A great day with great friends. I owned the KR1 and miss it every day. Wish I never sold it. However, a ride on my mate's '89 Ducati 900SS gave me a lifelong obsession with carburetted Ducati motorcycles. I currently have three in my garage.

Michael Fletcher



Here I am with my Excelsior and 70 years later, my latest bike. I was 10 when I first got my Excelsior, rode it for two years around my Grandmother's backyard, nearly drove her crazy. I bought the Guzzi California new in 2018, although there have been many bikes in between.

Alwyn Nosedá

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





ROYAL ENFIELD

ROYALENFIELD.COM.AU

BULLET TRIALS WORKS REPLICA

THE MOST ENDURING TALE IN MOTORCYCLING

In 1948 the Royal Enfield Bullet revolutionised the motorcycling industry with the introduction of a swinging rear-arm suspension coupled with oil-damped shock absorbers. A design that became the norm of every motorcycle since. The Bullet showed its true mettle in Trials competitions, racking up win after win, including in the prestigious International Six Days' Trials, widely referred to as the 'Olympics of motorcycling'. The Bullet Trials Works Replica takes this legacy forward, combining ruggedness and contemporary engineering to make it a motorcycle with proven capabilities across terrains - off and on-road.



 **2 YEAR** Warranty
Roadside Assist

\$9,190 RIDEAWAY
STRICTLY LIMITED AVAILABILITY

Triumph Speed Twin



Triumph, Mother Nature and Mount Panorama... what could be better?



Mountain pass

You do get used to the firepower of a 1200cc parallel-twin engine, but that doesn't mean it ever gets boring

GETTING BACK ON the bike was 2020's plan. Building up my confidence, remembering both good and bad habits and just generally seeing more of this great country on two wheels. And the Triumph Speed Twin could be the perfect fit for us 'Born Again' Bikers.

I hadn't done a solo weekend road trip in years, and the chance to be with one's own thoughts and an open road was very appealing. So after receiving free tickets to a four-wheeled event at Mount Panorama, a perfect chance for a weekend getaway arose.

One thing I've noticed over the past few weeks with the Speed Twin is that it's a very simple and refined bike. It has done what I ask of it, and forgiven my early tentativeness. It's been tried and tested through the city, but I needed to get it out and stretch its legs and real potential – a loop from Nowra to Bathurst and back was a nice introduction to longer days.

It turns out the Speed Twin loves top gear as much as it enjoys city streets. It sits nicely in sixth and there's no great vibration or rattling bits to distract you. I did notice that sitting at 100km/h for an hour or two meant my arms and neck were starting to ache from the wind forced – it's a naked bike, after all, and I'm far from bike fit. A small screen would be a handy investment if I plan on more touring than not. Once



RIDER PROFILE

Name
Paul Andrews

Height/Weight
182 cm/89kg

Musing
Does anyone else play the mental game of trying to miss the lane markers when changing lanes on the freeway? Or is that just me...?

out among the Blue Mountains though, the Triumph is in its element.

One minor bug; when filling up this bike, the security mechanism for the fuel cap is a pain. Once you flip the brushed-metal cap up, it requires another key lock underneath to fuss about with. I still haven't managed to get this right first go.

The bench seat may not look like it, but it is really comfortable for long stints. I covered over 300km and there were no sore lower body parts to speak of.

Heading home the skies opened up and to be honest, I was a little nervous doing 100km/h on wet country roads. Switching it into rain mode (something that has to be done while it is in neutral), I immediately noticed the difference in power output from the throttle, which gave me some confidence in the pouring rain. Guess that's why it's call rain mode, eh? The standard Pirelli Rosso III tyres are solid in these conditions, too.

The Triumph Speed Twin would be one of the most comfortable bikes I've ridden. A combination of the relaxed riding position, compliant suspension and the padded bench seat means I can easily spend entire days in the saddle without any pain. And I'll be doing a lot more of that soon. ■

"It turns out the Speed Twin loves top gear as much as it enjoys city streets"

CHALLENGE EVERYTHING

YOU KNOW ABOUT AMERICAN MOTORCYCLES.



The all-new Indian Challenger is the ultimate combination of performance, comfort and technology. Dominating passing power from an all-new liquid-cooled V-twin engine. All-day comfort from a chassis-mounted fairing and power adjustable windscreen for class-leading wind protection. Next-level riding experience with our Smart Lean Technology and redesigned Ride Command system. All wrapped in distinctive, aggressive styling. Indian Challenger redefines the American motorcycle.

In store now. Visit indianmotorcycle.com.au to book a test ride.

Indian
MOTORCYCLE

SET THE STANDARD

Benelli Imperiale 400

■ TEST **ALAN CATHCART**

■ PHOTOGRAPHY **MATTIA TOMUCCI & GIOVANNI GIARDINA**



Evo classic

Benelli is going straight for the jugular and taking on the world's best-selling motorcycle above 250cc **with this**

The Imperiale 400 marks the debut of a new platform with arguably greater ambitions than any other Benelli. It has been conceived to go head to head with the world's largest selling motorcycle over 250cc, Royal Enfield's Classic 350. The Indian brand manufactured 432,000 of the things last financial year alone; in fact up until a couple of years ago, there was a two month-plus waiting list for Indian buyers to get their hands on one. The 350 made up 53 percent of total sales volume over the 2018-19 period, so it's little wonder Benelli wants in.

The Benelli isn't a cheap and cheerful ripoff of the Indian modern classic, despite having the same air-cooled, single-cylinder, two-valve engine format. Instead, it's a more up-to-date version of that simple-is-best concept, with its own distinct but restrained styling. It's likely to appeal to a wide range of potential customers, from older riders seeking a dependable modern ride to take them through their sunset years,

Main. There's a strong Enfield-with-a-bit-of-Yamaha-SR400 look about the new Benelli

- 1.** Single banger looks the part and promises low maintenance factor
- 2.** Rubber tank inserts complete the retro look
- 3.** Controls look sturdy enough to cope with some third-world roads

to more youthful owners for which it may be an affordable platform for home customising. The fact the model is only available in black or grey in Europe, and not the attractive red of the prototype shown at the 2018 EICMA Show, perhaps underlines its qualities as a palette for personalisation.

"When we began working on this project at the end of 2016, mainly at the request of our distributors in Asian countries, we wanted to combine Classic '60s looks with 21st-century engineering," says Benelli's R&D Manager Stefano Michelotti.

"We adopted a traditional twin-loop tubular steel chassis rather than the perimeter frames we've used before, with classic-styled twin rear suspension units.

"In terms of the engine, we wanted to make this as robust and as simple to work on as possible, but at the same time, we wanted to improve on the overall engineering of some rival products, to give superior performance while



NOBODY EXPECTS...

With a single caliper and crossply tyres, Imperiale stops adequately rather than brilliantly. With airs of traditional British styling it could attract multiple budget-minded western customers

A HOLY GRAIL

With 374cc, one cylinder and two valves, the motor harks back to an earlier, simpler age – but that is the point. Benelli will be marketing the bike hard in northern Asia

A COMFY CHAIR

Seat appears basic but double setup works well and, with well thought-out ergonomics, is surprisingly spacious. Expect to see multiple pannier and carrier options

NUDGE NUDGE

Large rear disc brake will appeal to sub continental riders, who tend to stamp on that more than the front. Rear suspension travel is minimal, but is aided by springs under the rider's seat to iron out uneven surfaces

“We wanted to combine Classic ‘60s looks with 21st-century engineering”



Benelli Imperiale 400



GUESS WHAT?

BENELLI QJ - AS

Italy's oldest existing motorcycle marque is now officially known – continues to roll out new models. Attractively priced, well-engineered and crisply styled, all these are developed in Italy and built in China. Its TRK 502 middleweight adventure tourer was the Italian market's third best-selling model of any kind in 2019 behind the BMW R 1250 GS and Honda Africa Twin, outselling anything from Yamaha, Ducati or KTM. It contributed to a 6.7 percent increase in global sales for Benelli QJ last year, with 63,200 bikes delivered, to smash through the 60,000-bike mark for the first time in the Italian firm's history.

offering versatility in capacity.

“The 374cc engine can be bored out to just over 500cc completely reliably, without any change to the lower part of the engine, and we also plan to introduce a 250cc and maybe even a 125cc version later on.”

So the new Benelli's single overhead-cam air-cooled long-stroke 374cc engine measures 72.7 x 90mm, while to reduce the overall dimensions, the built-up crankshaft equipped with two slim full-circle flywheels rotates on well-lubricated plain bearings. There's a single counterbalancer up front to reduce vibration, gear-driven off the left side of the crank, while the one-piece conrod carries a flat-top three-ring piston, which delivers a low 8.5:1 compression ratio and runs in a cast-iron liner.

The cylinder head features an old-style hemispherical combustion chamber housing just a pair of valves, albeit large-diameter ones – a 37mm inlet and 33mm exhaust – each with dual springs and operated via shimmed rockers by a camshaft chain-driven up the right of the cylinder. There's dual ignition, plus a 37mm throttle body with EFI fuelling via a Delphi ECU, and a lambda sensor on the exhaust. This has twin catalysts, one on the header pipe, the other at the front of the long silencer, and each is protected and/or disguised by a rather unlovely looking metal heat shield. Gear primary drive to the five-speed gearbox is featured, via a light-action seven-plate cable-operated oil-bath clutch.

Benelli claims an output of 15.5kW (20.8hp) at 5500rpm for the Imperiale motor (against 14.77kW [19.8hp] for the RE Classic 350), and 29Nm of torque at 4500rpm (compared to the RE's 28Nm), so essentially there's not much in it



1. The Benelli looks like just the thing to ride on rough roads in Italy or India, or any of the 'stans

2. Cathcart puts his trust in crossply tyres and grinds the pegs

3. Instruments look a bit like something from the age of AM radio

4. Single brake caliper and disc cope... just, with 200kg-plus weight

performance-wise, but the Benelli is quite a bit heavier at 205kg with the 12-litre fuel tank 90 percent full, versus the Enfield's 192kg quoted kerb weight. That does include a very easy to use centrestand as well as a sidestand on the Benelli, which also incorporates struts for carrying either of the two types of pannier bags which, together with a windscreen, are the only options presently available for the Imperiale.

The chassis design is in fact a modern interpretation of the legendary Norton Featherbed frame invented 70 years ago, and none the worse for it, especially with its twin lay-down rear shocks slanting forward at around 40°, just as they did back then. This delivers a



The seat and suspension result in a surprisingly spacious and comfortable ride

certain degree of progressivity to the damping, despite being only five-way adjustable for spring preload, and delivering just 65mm of travel at the rear shocks.

Up front, the 41mm fork set at a 25° rake is completely non-adjustable, but together with the box-section steel swingarm delivers a spacious 1440mm wheelbase.

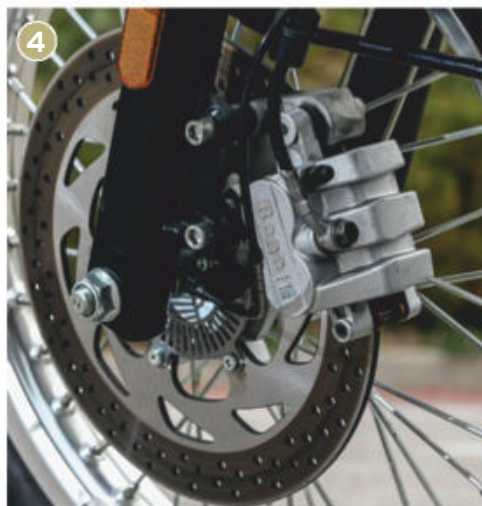
Together with the very well-padded 780mm-high seat that's also fitted with a couple of springs beneath it in a very effective old-style way to obviate road shock from the reduced wheel travel, this results in a surprisingly spacious and comfortable riding position.

There's absolutely no vibration at any revs – it's really ultra-smooth, much more so than its Enfield competitor, and also quiet, with a subdued beat to the exhaust. That lack of vibration comes not only thanks to the counterbalancer, and to the hefty handlebar weights, but also to another great Norton invention; the Isolastic-style rubber engine mounts. Erik Buell copied this on his Uniplanar mounting system, so there's no shame in Benelli QJ doing so here – especially since it works so well.

The Imperiale's five-speed gearbox has well-spaced ratios, though there's a bit of a gap between fourth and fifth, which makes top a cruising gear. However, despite the long-stroke engine format, you must use the easy-action gearshift quite a bit to keep the Imperiale 400's engine turning above 3500rpm – there's very little real torque below that. Though once you get above 4000rpm, it gives very pleasant performance up to the 6800rpm hard-action limiter. Michelotti said they ran the test engine at 6000rpm for 200 hours non-stop and it survived, which is pretty impressive.

As befits a simple-is-best neo-retro product like this one, there are no electronic rider aids beyond the twin-channel ABS that's required for Euro 4 compliance. The classic design extends to a 19-inch wire-spoke wheel up front matched to an 18-inch rear. These help deliver extra ground clearance and that sense of spaciousness, at the expense of slightly lazy steering, which isn't much of a problem.

The crossply Cordial tyres have an old-style tread pattern and, after gradually working up my confidence in them during a morning ride along the twisty, demanding Strada Panoramica coast road, I found myself eventually scraping first



Benelli Imperiale 400



the footpegs, then the exhaust, and eventually the frame! These tyres grip well – at least, in the dry – and I suspect they contain quite a lot of Pirelli tech (their parent company bought Pirelli in 2015).

The ride quality of the Imperiale isn't exceptional, but the relatively soft settings in the fork give quite a bit of confidence in keeping up turn speed – enough to drag those pegs. And for the kind of use this bike will be put to, the handling is more than adequate.

Same thing for the braking, which is sufficient for a bike of this weight, though you do need to give the four-way adjustable front brake lever a decent squeeze to access stopping power from the single 300mm disc gripped by a twin-piston floating caliper. But there's lots more bite available from the 240mm rear brake with single-piston floating caliper. Low-speed manoeuvrability is excellent – combined with the light clutch and faultless gearchange this is an ideal city bike which will make a good ride-to-work tool both in

developed markets and growing ones.

The build quality is high – especially at that price – with the switchgear notably improved over some previous models. The twin circular analogue speedo and tacho instruments are very retro but nicely designed, although the numbers on the speedo are hard to read in sunlight. But the row of warning lights on the bottom of the right-side tacho dial proved legible in bright light, and the central LCD digital panel showing the gear selected and fuel gauge is spot-on.

Benelli QJ has already raised its game to match the quality of western companies' products and now it's decided to go head-to-head with India's global leader in the middleweight sector (by numbers, at least). The Benelli Imperiale 400 is simply engineered yet an undeniably pleasing bike to ride, in the same way its target competitor is.

Again, just like other current Benellis, this is a good motorcycle at very much the right price – only this time, perhaps even more so. ■

SPECS

ENGINE

Capacity 374cc

Type Single cylinder, four-stroke, SOHC, two valves

Bore & stroke 72.7 x 90mm

Compression ratio 8.5:1

Cooling Air

Fueling EFI, 1 x 37mm throttle body

Transmission Five-speed

Clutch Wet, multi-plate

Final drive Chain

PERFORMANCE

Power 15.5kW @

5500rpm (claimed)

Torque 29Nm @ 4500rpm (claimed)

Top speed 135km/h (est)

Fuel consumption Not measured

ELECTRONICS

Type Not given

Rider aides Not applicable

Modes Not applicable

CHASSIS

Frame material Steel

Frame type Double cradle

Rake 25 degrees

Trail Not given

Wheelbase Not given

SUSPENSION

Type Royal Enfield

Front: 41mm telescopic fork, non-adjustable, 110mm travel

Rear: Twin shocks, non-adjustable, 65mm shock travel

WHEELS & BRAKES

Wheels Aluminium, steel spokes

Front: 19 x 2.15 **Rear:** 18 x 3.0

Tyres Cordial

Front: 100/90-19

Rear: 130/80-18

Brakes ABS

Front: Single 300mm disc, twin piston caliper

Rear: Single 240mm disc, single-piston caliper

DIMENSIONS

Weight 205kg (kerb, claimed)

Seat height 780mm

Width 820mm

Height 1120mm

Length 2170mm

Ground clearance 170mm

Fuel capacity 12L

SERVICING & WARRANTY

Servicing First: 1000km

Minor: Not given

Major: Not given

Warranty TBC

BUSINESS END

Price TBC

Oz availability Late 2020

Colour options TBC

Contact benelli.com.au



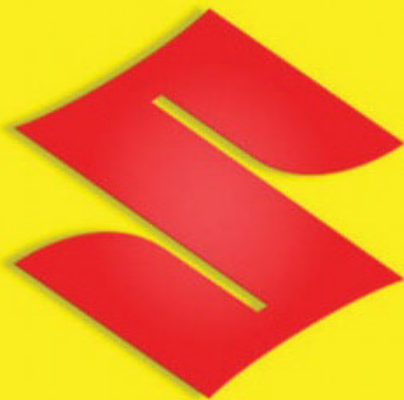
BENELLI IMPERIALE 400



Low tech but practical. Surprisingly comfortable, and you could fix it with pliers and some number 8 fencing wire

PROS & CONS

Clearly built for third world. Crossplies, in 2020? Hard to read the gauges, and you'll be itching for another 150cc



SUZUKI *End of Summer* CLEARANCE EVENT

GREAT DEALS ON OUR WHOLE
RANGE UNTIL **THE END OF MARCH**

VISIT YOUR SUZUKI DEALER TODAY
OR VISIT SUZUKIMOTORCYCLES.COM.AU



PARALLEL UNIVERSE

Remember BMW's all-so-ran
F 800 series? Well **forget it**

■ WORDS **KEL BUCKLEY** ■ PHOTOGRAPHY **DANIEL KRAUS**







Grudges. We all hold them. And while I had one of my most pleasurable rides on a BMW F 800 ST 13 years ago, it seriously lacked any kind of personality.

Some motorcycles are hugely capable but lack any emotion or sparkle, like that nerdy kid who ate lunch in the library. And other motorcycles light a fire within you, but when it comes to having to live with it every day, then it's probably better it stays put as a poster stuck on your shed wall.

BMW's F 800 range – the early ones anyway – were that bookish kid. Fast and capable when pushed – I rode one on the run from Queenstown to Strahan on Tassie's west coast back in 2006 and it's still up there in my top five most memorable rides. But I didn't want to *not* give it back, and when I did, I bet I didn't even turn and give it one last look.

But now I'm winding on the power on the exit of a third-gear corner, chasing the BMW lead rider across a tight and twisty mountain pass, and the all-new F 900 R's strong midrange is slingshotting me out of the grippy turns. I can feel everything that's happening underneath me, the deep and almost too-loud exhaust is egging me on over my right shoulder and I'm having a ball.

Though not a conservative but capable kind

of ball, rather a confident, go-for-broke kind of ball. It's like BMW has let the F 800's hair down. So as well as all of the quality running gear that give most modern-day BMWs that pretentious European accent, the firm has achieved it by taking the 853cc motor out of the F 850 GS and increased the capacity to 895cc. Then, like a lot of the most successful parallel-twins currently available, has given it a 270-degree firing order in a bid to mimic both the sound and characteristics of a big V-twin.

And by doing this, BMW has taken a once rather agricultural but able engine and turned it into something you just want to get on and ride. Helped no doubt by the optional Riding Modes Pro plug-in fitted to our test bikes which unlocks a third Dynamic riding mode on top of the standard-issue Road and Rain modes. Between the responsive acceleration, the also-optional Dynamic ESA activated to suit the perfectly smooth Spanish roads, it's some of the best riding 'flow' I've felt in a long time.

It's not so much the level of performance on offer, 77kW (105hp) of power and 92Nm of torque is hardly worthy of bragging about at the bar, but it's the way it delivers the goods which is such a stark difference from the model/s which preceded it. Ten more kilowatts than the 800 and 500rpm later, and six more newton metres – the same torque figure as the 853cc F 850 GS, actually, 850rpm later than the 800 and 250rpm later than the 850 GS.

The road became narrow, bumpy and deteriorated to the point where the surface in some sections broke up to gravel. A push of

**IT'S THE WAY IT DELIVERS
THE GOODS WHICH IS SUCH
A STARK DIFFERENCE**

THE DIFFERENCES

The **bodywork** is the most visible and obvious difference between the pair. The wide fairing, hand guards and two-way adjustable screen offers excellent wind protection. They reduce fatigue and let you cover more kays.

The **ergonomics** are different, too. The R's footpegs are 15mm higher and 5mm further back than the XR's, while the handlebars are 25mm further forward and lower than on the long-legged tourer.

The XR pays more attention to the **pillion**. The rear seat uses 7mm thicker foam, freeing up legroom to the pillion 'pegs, which are 45mm lower and 25 mm further forward. The standard rider seat height of the R is 815mm, the XR is 825mm.

Suspension **travel** is longer on the F 900 XR compared to the sportier F 900 R. The non-adjustable 43mm upside-down fork offers 170mm of travel on the XR compared to 135mm on the R. The rear is 172mm and 142mm, respectively.

The other **differences** are the fuel tank capacity (R:13L, XR: 15.5L), the wheelbase (R: 1518mm, XR: 1521mm), the steering head angle is the same at 29.5°, but the trail is 9.1mm different (R:114.3mm, XR: 105.2mm).



1. Seat comes in a range of six optional heights on both models

2. The XR's screen is effective for most riders

3. BMW has turned the dull-ish 800 twin into a growling, engaging 900

4. Class leading TFT dash includes everything you expect from a BMW

5. The XR is set to take on some soft-road Adventure bikes

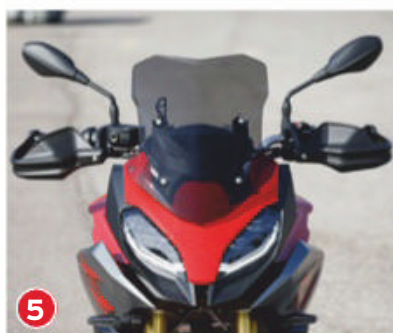
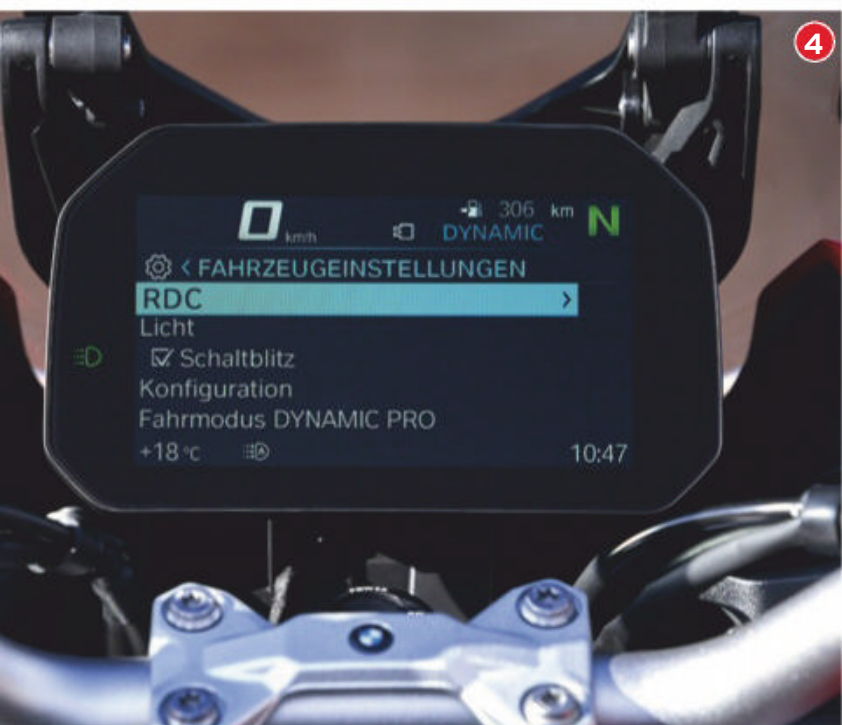
a button on a pretty crowded left switchgear returned the rear damping to Road mode, which by no means made the rear end soft or spongy, instead just reduced the severity of the road surface by lengthening the stroke in its automated adjustment.

The optional Dynamic ESA is only applied to the rear shock; the front suspension is a non-adjustable 43mm fork which is far more proficient in practice than its non-adjustable no-name-ness implies. The feedback via the Bridgestone Battlax S21 is excellent and confidence inspiring and, even on the shitty surface, holds a line beautifully once you've committed to a corner.

That feedback is more obvious on the fully naked R model than on the more practical F 900 XR I rode the following day. More or less identical machinery save for the fairing and screen combination, tank capacity and ergonomics, the XR's longer-stroke fork and Michelin Road 2CT tyre still offer decent feedback, but just not to the precise level of the naked version.

The extra weight dulled down the responsiveness of the XR compared to the almost 10kg-lighter R, too, but it's only jumping between the two when it would be either noticeable or seen as a potential downside. Besides, I really don't think they're talking to the same buyer, despite their similarities.

The R, with its shorter seat, more aggressive riding style and sporty capabilities, is talking to your nakedbike purist. The rider who can see past the bland and built-to-a-price F 800 series and can now spot a well-equipped, modern motorcycle that frankly, would get from one end



of a squirrely mountain pass quicker and more easily than a 10-year-old 1000cc inline four-cylinder Supernaked.

The XR, on the other hand, has a higher seat, a 3mm longer wheelbase, 9mm more trail and a far more relaxed riding position. Its slightly more plush suspension and really effective two-way (manually) adjustable screen has it talking to the practical rider who wants to munch miles on a bike with a bit more sophistication than, say, Yamaha's MT-09 Tracer. It's wider, higher 'bar make steering feel slightly more intuitive, albeit slightly slower to change direction than the R model, thanks to both the bike's geometry and the rider's ergonomics.

In fact I reckon the firm's new S 1000 XR (I rode the new version of that, too, see a full test of that coming up in an upcoming issue) has the potential to take more sales away from the 900 XR than the 900 R does. Though while Aussie prices and specifications of all three new models were yet to be confirmed as this issue went to print, there should be two factors to consider the 900 parallel-twin over the inline four-cylinder litre bike.

First will be the price; actually value-for-money is a better term, because the 900 XR should be considerably less expensive than the litre bike. But more importantly when a would-be owner experiences the usability of the new 900cc parallel twin and how perfectly suited is to everyday mile munching in its most recent state of tune, then the only thing that's going to convince would-be

THE COOLEST FRUIT WAS THE LEAN ANGLE SENSORS



1. Quickshifter is flawless and - take note KTM - comes as standard
2. The 800's underseat fuel tank is a thing of the past, the 900 coming with a conventional (and plastic) tank
3. A 270-degree firing order gives the twin a new lease of life



THAT ONE TIME, AT MAN CAMP

At the start of 2007, I took the-then current model F 800 ST to Tassie to put it up against a stalwart of the sports touring category, Suzuki's SV1000S. Myself and Justin 'Stretch' Law spent 4000km riding from Sydney to and around Tassie and back again, joining 20-something blokes on their annual KDET (knee-draggin ecstasy tour) trip. The two-bike comparo ran in AMCN Vol 56 No 18. Here's **three take-homes**



"Both bikes are very capable, the SV just requires a whole lot more effort and concentration which, for the most part, simply reflects their age difference."

"I was in a group of sportsbikes and the F 800 felt right at home. When my mirrors revealed others running wide, the F 800 planted itself on the tar so confidently, rolling happily throughout the terrain with such arrogance and accuracy, that it left other riders on the trip in awe of its ability."

"The F 800 ST is sort of like a pair of Cancer Council sunnies hanging on a plastic chain around your neck. It's sensible, practical and efficient, but it won't earn any cool points - no-sir-ree."

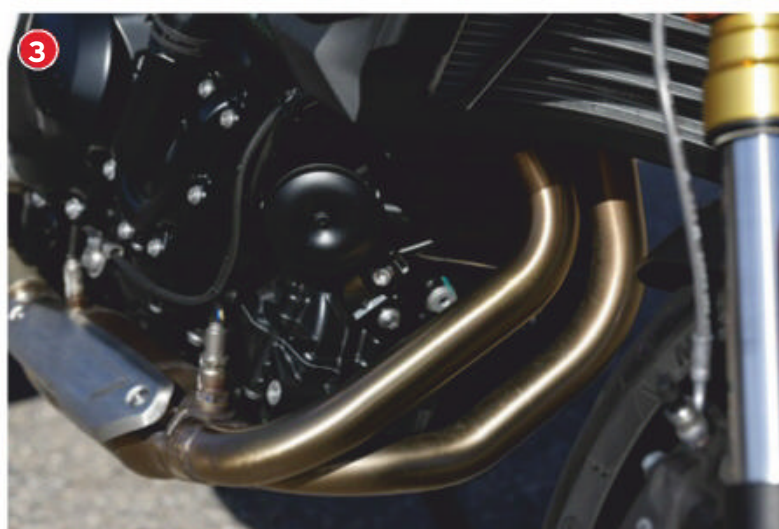


1000 XR owners is their ego. And I mean that in the nicest possible way.

There's still a lot of the same gadgetry common to both. Where once the F 800 series was a bit anaemic in terms of its level of kit (or stuff that owners list in that pretentious accent I referred to earlier) fitted as standard. Both F models employ the same 6.5-inch full-colour TFT dash you'll find on all top-spec, high-capacity BMW bikes including the actuating dial inside the left grip which you either spin, push down or push across to navigate your way through the amazingly complex on-board computer.

Amazing in just how much information and customisation is on offer – both bikes had all the options fitted and without yet understanding what spec BMW Australia has in mind for you and I, it'd be fruitless to run through all of the features. However the coolest fruit was the lean-angle sensors, which gives you your average and maximum lean angles from the last ride and the completely adjustable throttle response within each mode.

It goes without saying that the whole kit and caboodle is compatible with your smartphone. I must admit it's a function I rarely test; phone connectivity isn't really my bag when it comes to motorcycles, but there's no doubt in my mind



THE RIVALS



BMW F 900 R



TRIUMPH STREET TRIPLE RS

765cc, three cylinder
\$18,050 (plus on-roads)



KTM 890 DUKE

890cc, parallel-twin
TBA



BMW F 900 XR



YAMAHA MT-09 TRACER

847cc, three cylinder
\$17,499 (ride away)



SUZUKI GSX-S1000F

999cc, inline four-cylinder
\$16,290 (plus on-roads)

COLLECTION 2020

PULGA
DIVISION

SPARTAN GT CARBON

CARBON SKIN

FROM
\$839



THE FREEDOM INSTINCT





1. Twin is so good to ride that... could it steal sales for BMW's bigger four?

2. Adaptive LED headlights lean into corners to light the way

3. Electronic adjustability for the rear suspension is an option

THE OTHER IMPRESSIVE FEATURE IS THE ADAPTIVE HEADLIGHTS

that the BMW system would be both intuitive and effective. And I can report that it works, 'cos I overheard some very enthusiastic South American journos comparing their lean-angle abilities via the information uploaded to their phones one evening at the bar.

The other impressive feature in the firm's mid-size line-up is the adaptive headlights. Using a sensor mounted in the tail of the bike, the LED headlight illuminates depending on your lean angle, and projects light towards the centre of the road as you turn, rather than the tree canopy above. Okay, not as impressive or as fun to brag about at the bar, but arguably more useful and functional. The same can be said for the intelligent emergency call function, a big red button on the right handlebar which you pre-program to ring emergency services on your behalf and which it will very kindly advise the receiver of your location.

The other thoroughly practical 'must-have fitted as standard' feature is the multidirectional quickshifter. I'm yet to use a bad one out of the German factory so I expected this to be as good as it is. The revs might have needed to be slightly higher than I expected to achieve that ultra-slick change, but I'm being picky, the thing's great.

You might recall the previous F series employed an under-seat fuel tank in a bid to lower the bike's centre of gravity. More important probably on the platform's GS models (hello KTM's so-called innovative side-mounted tanks) than on the road-going machines, both F 900 models do away with that for 2020 and opt for a conventional tank.

Conventional by packaging maybe, but BMW says its plastic-welded construction is a first for any production motorcycle, BMW or otherwise. It came down to weight, with the firm claiming a 60



BANGING HEADS The so-far non-existent F 900 GS up against KTM's yet to be announced 890 Adventure will be a future comparo adventure riders will not want to miss!

SPECS

ENGINE

Capacity 895cc

Type In-line twin-cylinder, DOHC, four-valves per cylinder

Bore & stroke 86 x 77mm

Compression ratio 13.1:1

Cooling Liquid

Fueling Fuel injection

Transmission Six-speed

Clutch Wet multiplate

Final drive Chain

PERFORMANCE

Power 77kW @ 8500 rpm

Torque 92Nm @ 6500 rpm

Top speed 200+km/h

Fuel consumption 4.2l/100km

CHASSIS

Frame material Steel monocoque

Frame type Bridge, engine as stressed member

Rake 29.5 degrees

Trail 114.3mm (R),

105.2mm (XR)

Wheelbase 1518mm (R), 1521mm (XR)

SUSPENSION

Type ZF

Front: USD 43mm fork, R 135mm travel, XR 170mm travel

Rear: Monoshock link suspension, adjustable spring preload and rebound damping, R 142mm travel, XR 172mm travel.

WHEELS & BRAKES

Wheels cast aluminium

Front: 3.5x17 Rear: 5.5x17

Tyres Brand TBA

Front: 120/70ZR17 (58W)

Rear: 180/55ZR17 (73W)

Brakes Hydraulic, BMW ABS

Front: dual 320mm discs,

radial four-piston calipers

Rear: single 265mm disc,

single-piston caliper

DIMENSIONS

Weight R 211kg, XR 219kg (wet)

Seat height R 815mm, XR 825mm

Width 815mm (R), 860mm (XR)

Height Not given

Length 2140mm (R), 2160mm (XR)

Ground clearance Not given

Fuel capacity 13L (R), 15.5L (XR)

SERVICING & WARRANTY

Servicing First: 1000km

Minor: 10,000km

Major: 20,000km

Warranty Three years, unlimited km

BUSINESS END

Price TBA

Colour options

R: Bluestorm Metallic,

San Marino Blue,

Hockenheim Silver/Red

XR: Galvanic Gold/Silver,

Racing Red

Contact

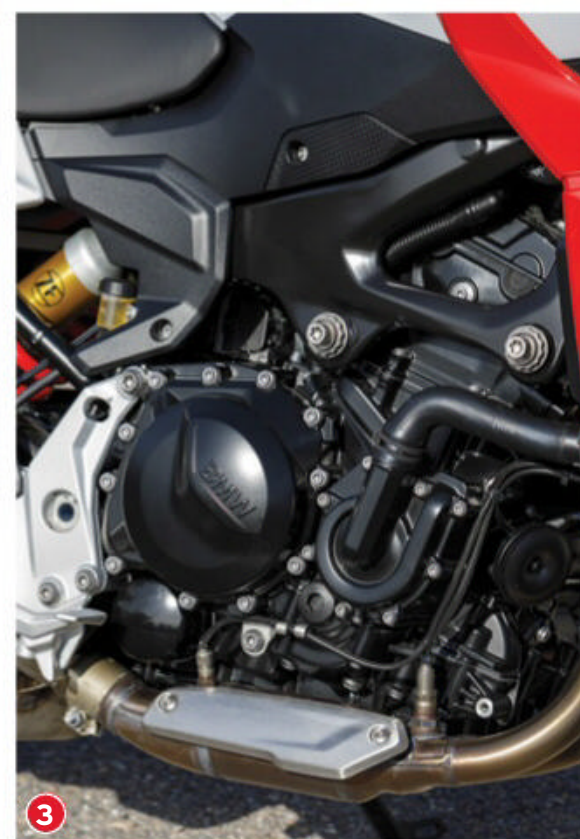
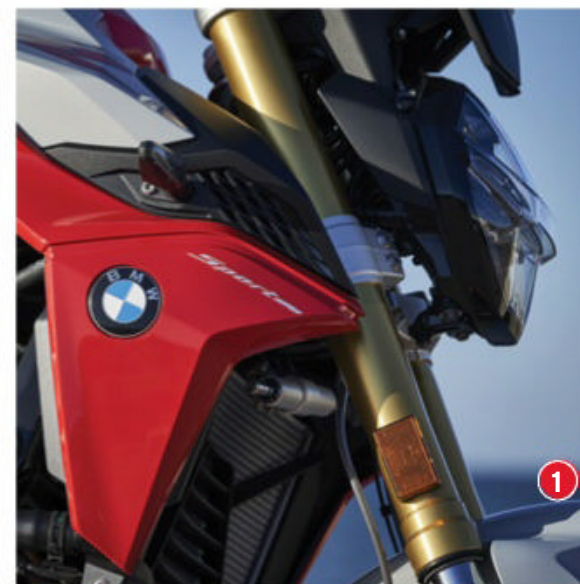
www.bmw-motorrad.com.au



1. Front suspension non-adjustable, though Dynamic Electronic Suspension is an option on the rear shock

2. So you program your mobile phone to call for help, press the SOS button and... bingo

3. How does the 900 stack up against some of the opposition?



percent lighter tank than in the model it replaces, which mounted down low or in the classic spot, is going to improve the agility of the machine regardless. The F 900 XR gets a capacity of 15.5 litres, while the F 900 R's tank holds just 13 litres.

The brakes are excellent, again as you'd expect from such a high-quality pair of bikes. Brembo Monoblocs front and rear, with two four-piston calipers gripping twin 320mm discs up front, while a twin-piston caliper bites a 265mm rear disc. The initial bite is better suited to the heavier XR, at times I found the first grab a little too bitey on the lighter naked, especially if my jetlag made me momentarily forget which side of the road I was meant to be on and I grabbed a handful approaching a really confusing roundabout.

But their power once actuated is predictably fierce. And especially fiercer than most if you were the South Americans at the bar that night, because under the Sport menu (which unlocks with the Dynamic plug-in), as well as a maximum lean-angle reading, you also get your maximum braking pressure beamed to your phone.

I had cornering ABS activated on both versions of the bike on the launch. It's part of the optional

IT NEEDS TO COME IN SWINGING WITH A DECENT EQUIPMENT LIST

Riding Modes Pro plug in in Europe, though until we know what spec BMW Australia opts to bring in, we won't know if it'll be a standard affair under our yet-to-be decided pricing structure.

Both bikes are due to land on Aussie docks at the end of March, so pricing shouldn't be far away from being announced. If it can be low enough to pique people's interest sufficiently to shrug off the F 800 grudge and take the thing for a test ride, then both models should do very, very well.

In saying that, the price needs to be high enough to come in swinging with a decent equipment list to satisfy a modern-day buyer.

Whatever the outcome, maybe give one a test ride anyway, even if you have no intention of ever buying one. Let the nakedbike win you over, before the XR's practicality talks some sense into you. ■

Engaging and usable engine. Excellent electronics. Well executed ergonomics. Options, options, options

BMW F 900 R & XR
PROS & CONS

Pricing will be important in an increasingly crowded 'mid-sized' market. Potential F 800 hangover.



MACH

The Ogio No Drag Mach Range is born from Ogio's long heritage of high performance on bike products designed for people that ride.

Distributed by Cassons Pty Ltd
AUSTRALIA
P: +61(0)2 8882 1900
F: +61(0)2 8882 1999
E: enquiries@cassons.com.au
W: www.cassons.com.au

Northern Accessories Ltd
NEW ZEALAND
E: sales@northacc.co.nz
W: www.northern.co.nz

 Like us on Facebook
Cassons Australia Motorcycle

 Follow us on Instagram
[@cassonsaustraliamotorcycle](https://www.instagram.com/cassonsaustraliamotorcycle)

MACH 1

NEW COLOUR!
MACH 3

MACH 5

MACH S

MACH LT

MACH LH



OGIO

2020 VISION

Just when you thought MotoGP
couldn't get any more compelling

■ WORDS **MAT OXLEY/MICHAEL SCOTT** ■ PHOTOGRAPHY **GOLD&GOOSE**

This is the best part of the season. Because anything could happen. Nobody's yet shown excessive strength and certainly not Honda and Marquez, nor any worrying weakness. Not even Aprilia.

Better still, times from the first tests suggest an even closer battle than last year – Sepang had 19 riders within a second over the three days. The same statistic from 2019 topped out at a dozen.

The number also includes several KTMs, including that of fancied rookie Brad Binder, where last year only a single Aprilia interrupted the usual Honda/Ducati/Yamaha/Suzuki order.

And while last year's surprise new boy Fabio Quartararo confidently headed all three days, there was a mix of less predictable names up front, with the big beasts like 2019 race winners Andrea Dovizioso and Maverick Viñales only 15th and 16th on their factory Ducatis and Yamahas, respectively.

Another big unknown is Michelin's 2020 rear slick. The tyre's stronger construction offers better edge and drive grip, but during preseason testing it seemed that Suzuki and Yamaha benefited from it more than Ducati and Honda. The truth will be out in March.

Here's where riders and machines are at leading into season 2020.





HONDA

MORE OF THE SAME

HONDA HAS A problem this year, because this time it's Marc Márquez who has his weaknesses. The six-times MotoGP king is struggling to recover from complications arising from winter surgery to his right shoulder. The weakness in his shoulder has handicapped HRC engineers during preseason tests, because their number-one rider cannot always push the latest RC213V to the limit, which is what they need to help them keep improving the bike.

This time, right-shoulder surgery was less invasive, but the recovery equally difficult – anyone see the Instawhatsit video he posted of his muscle wastage? One of his Sepang crashes, he explained, was simply because he didn't have the strength for his usual miracle save.

One possible if distant threat of instability comes from his new teammate, younger brother Alex, fresh from taking a narrow (and long-awaited) Moto2 title. The siblings are close, but will sibling rivalry prove problematic?

A third factory-backed 2020 RCV goes to the usual back-up man Cal Crutchlow in the LCR team. Cal's role remains as before: something of a crash-test dummy for HRC. He has a testing role, but at the same time has to wait impatiently for the latest gear – last year it was the new carbon-fibre swingarm.



At 34, Cal is second only to Rossi in age, and while conspicuously courageous – bravely suffering repeated falls from the Honda's treacherous front end – he is also battered from his heavy 2018 Australian GP crash, and there is no doubt that it takes its toll.

Teammate Takaaki Nakagami is the second of the shoulder-surgery victims, having stopped early last year to allow himself more time for recovery. He had a strong start to his second season in 2019, but not strong enough for Honda to accede to his requests for a factory bike. He gets last year's model, good enough for Marquez to take a massive title win.



**WILL SIBLING
RIVALRY PROVE
PROBLEMATIC?**



RIDER REACTION

MARC MÁRQUEZ REPSOL HONDA

"OF COURSE MY target for 2020 is the championship. Last year it was already difficult to finish in the top two at every race, but I can already see that it will be very, very difficult to do that this year.

"Honda need to keep working because especially Suzuki and Yamaha have improved a lot over the winter. In fact I'm more worried about the technical side of things than about my shoulder.

"The character of the new bike is similar to 2019, it's an evolution. With the latest engine we need to understand how it affects the electronics and the adjust all the parameters. It looks like we have a bit more top speed and acceleration, but we still have the same pushing from the engine into the corners, so we haven't improved that so much.

"We are also trying to understand the new rear tyre, because it changes the grip, which changes the balance of the bike. We think that some of our corner-entry problems are created by the new tyre's extra grip.

"The tyre is much better for time attacks but it's difficult to understand the grip, so we must work more on this by changing the bike balance and adjusting the electronics."

Last year front grip was a challenge for Honda riders. Has it improved?

Last year's Honda was hard on its rear tyre; will that change for 2020?

Honda has worked hard to match Ducati's straightline speed



MACHINERY

HONDA HAS WON the last four MotoGP world championships because it has a freak of nature riding its RC213V, who can make the most of the bike's strengths and ride around its weaknesses.

The RC213V's problems are similar to last year, when HRC redesigned the 90-degree engine to produce much more power and torque. However, when you change an engine's torque delivery you also change its negative torque delivery, so the engine behaves differently on the overrun, when braking into corners. This is a big deal in MotoGP now, because riders need to stop with the rear tyre as much as the front tyre. Last year Márquez and fellow RC213V riders Jorge Lorenzo and Cal Crutchlow all struggled to get the bike stopped quickly, which used to be its big strength.

The RC213V's corner-entry turning is also an issue, which prevents riders using the corner speed they'd like to use. This has a knock-on effect, because when they can't roll through corners fast enough they compensate by opening the throttle harder, which consumes the rear tyre.

Honda is under pressure in 2020: its star rider isn't 100 percent and its rivals – fed up with being beaten year after year – are trying harder than ever to end Honda's domination.



1. Honda has completely reworked its aero, front and rear

2. In recent seasons reliability has been impressive, with ancillaries like clutches and alternators proving bulletproof

DUCATI



MEN ON A MISSION

ANDREA DOVIZIOSO'S ROLE of runner up to Marquez seemed set again last year, although the Italian was more distant than he was previously. He might find other challenges this year, and not only from other marques. Australian Jack Miller narrowly missed out on a 2020 factory seat, but his growing maturity confirmed his value to the Bologna factory, and his second year in the better-supported Pramac team sees him again on top-level factory machinery.

His progress was to learn more about tyre preservation, for a more intelligent strategy. Exactly what anyone needs to challenge Dovizioso, whose racing wisdom as he approaches his 34th birthday in March earned him the 'professor' nickname.

Dovi is ultra-reliable. What he lacked last year was a bike that turned well. He added only two wins, at horsepower tracks in Qatar and Austria. Ducati chief Gigi Dall'Igna promised attention to the bike's corner-speed problems, but tests left him and riders still searching for the right settings for Michelin's new softer tyre construction, and the team seemed unable to confirm how much had been achieved.

This year Ducati has a new hope on the grid: Miller. The young Australian races a GP20 like Dovizioso's and this

season he will get more technical support than ever from Ducati. This means more engineers working to fix his problems and creating better electronics strategies.

It was Danilo Petrucci who edged Miller out of the factory job last year after his first classic win at Mugello. The Italian struggled to recapture that form all season, and he remains a bit of an unknown quantity.

Ditto for Jack's Pramac teammate Pecco Bagnaia, though a dazzling fourth-fastest at the Sepang test reinforces his supporters' view that the year-old bike he had for his rookie season last year did him no favours. The Moto2 champ and Rossi protégé was a frequent faller with a bad finishing record, but now by contract also has a full 2020 factory bike, and another chance.

Year-old bikes aren't necessarily bad – at least that's what Johann Zarco is hoping, in his first season with the Avintia Ducati team. The French double Moto2 champ is desperate to recover from the mis-step away from two highly promising Yamaha seasons to last year's KTM debacle, where he didn't even finish the year.

His teammate, another Moto2 champion, is Tito Rabat, who will be hoping not to be overshadowed by the vengeful Frenchman.

MACHINERY

DUCATI HAS BEEN Honda's main rivals over the past few seasons but whatever clever tricks it has played with the Desmosedici it hasn't been able to beat Honda and Marc Márquez on a regular basis.

The Desmosedici is ridiculously quick in a straight line – it was fastest at 15 of last year's 19 races, reaching 355km/h at Mugello – but the bike won't go through corners fast enough. When Jorge Lorenzo rode for Ducati in 2018 he said they would win every race if Ducati fixed the mid-corner problems. So what's the problem? Not even chief engineer Gigi Dall'Igna knows, otherwise he would've come up with an answer.

The Desmosedici GP20 features a slightly revised frame, with different centre of mass and different flex ratios. Riders say it allows them to get the bike turned through corners a little quicker, but not quick enough.

Like the other five factories, Ducati is working hard to adapt its bike to Michelin's stronger construction rear slick. In general, riders from all factories like the new tyre, but both Dovizioso and Miller have had some issues with it, which the electronics engineers aim to fix for the first race.

As always Ducati will hold a nice surprise in store for the season-opening GP – it'll reveal its new aerodynamics, hoping to catch its rivals by surprise.

THE DUCATI WAS FASTEST IN 15 OF LAST YEAR'S 19 RACES



1. Being a straightline dragster is no longer good enough for Ducati

2. This season the Italians will launch four GP20s into battle, with Pramac racing two of the latest models



How the GP20 turns into corners may well decide the MotoGP title

Long has Ducati ruled the speedtraps; how will it respond to Honda?

Michelin's latest rear tyre could be a bonus, but Ducati needs to work hard to adapt to it



RIDER REACTION

JACK MILLER

PRAMAC DUCATI

"I'M REALLY HAPPY with the work Ducati have done over the winter. We've got a new engine which feels quite similar to last year's, but there's a bit more power and the delivery is good, so the bike is still rideable.

"Sometimes when you increase power you lose rideability, but the new engine isn't too aggressive, which is really important with the Michelins because you have to be very smooth with the rear tyre.

"I felt good with the latest chassis right away. We've gained some more turning, not a massive difference, but another step in the right direction.

"I'm happy with the new Michelin rear. If we can take the positive out of the tyre, which is drive grip, it'll be good for us. The tyre changes the bike's balance, so we've had to make adjustments. One thing is that the tyre feels less predictable when the slide comes. When it goes it goes quite quickly, so we need to work on that. It's a case of understanding the tyre, then changing my riding style, because I can also stop the bike more with this tyre.

"I'm definitely getting more support from Ducati, so we'll keep working to achieve the main goal, which is another solid season."



YAMAHA

A POLICY OF YOUTH

SLIP-SLIDING AWAY for the past three seasons or so, Yamaha have pulled out the stops in the attempt to regain former prominence... the marque's last championship was back in 2015, with Jorge Lorenzo still the only rider to defeat Marquez in the premier class.

Jorge is back with Yamaha for 2020, in a surprise *volte face* after his equally surprising retirement triggered by horrible struggles in the first of two projected years on the Repsol Honda. It is only as a test rider, with some expected wildcard outings – a fascinating prospect, for his smooth style is a perfect marriage with Yamaha's YZR-M1.

Yamaha's strongest suit is personnel. The factory Monster squad boasts not only the redoubtable multi-champion Rossi, now 41, and still never to be under-rated; but also Maverick Viñales, who emerged as the more successful rider last year with two (and almost three) wins last year to Rossi's none.

Over the winter, Viñales put his foot down. If Yamaha wouldn't make him number one rider he would leave at the end of this year, with tempting possibilities at both Suzuki and Ducati. The Spaniard had grown increasingly tired of being stuck with Rossi's direction development, which didn't work for him.

Yamaha in turn bit the bullet with Rossi. There would be no place for him in the 2021 factory squad, though if he wants there will still be a factory bike and factory support (how this will happen remains to be seen).

In his place – Fabio Quartararo. This not only prevented the 21-year-old Frenchman from being tempted away, but also secured a rider who (like Lorenzo and later Zarco) made an ideal marriage with their M1 from the start.

In fact, his first season was more sensational than either of those. Completely unfazed by the perceived machine weaknesses that troubled Rossi and Viñales, he racked up pole positions and podiums (six and seven respectively).

He is expected to be the strongest challenger to Marquez in 2020. And beyond. His Petronas Yamaha teammate Franco Morbidelli (yet another Moto2 champion) was overshadowed in the Malaysian-backed team's first season, and for 2020 it will be Quartararo who gets the top-spec factory bike.



OVER THE WINTER VINALES PUT HIS FOOT DOWN



RIDER REACTION

VALENTINO ROSSI

MONSTER YAMAHA

"THIS YEAR, LIKE always, everyone is very fast and strong, but it seems like we are not so far from the top. Yamaha have worked hard and the new bike has better potential than last year's, but we need to continue working because the other manufacturers have also made a step.

"The idea of the new chassis is to improve rear grip. Also the new rear tyre from Michelin is better for grip, but unfortunately this tyre is for everybody! We have worked a lot and made a step in the right direction to improve tyre degradation for the last part of races which was always our main issue. We have found some good things, especially for grip and for race pace. The new bike is also good with new tyres for time attacks, which for me is very important.

"In the tests we tried something for the holeshot, which is not too bad, but needs more work before we can use it. We have also improved on top speed but the gap with the fastest bikes is still quite big. We always suffer in this area – the V4s are always faster in the straights, so this is like free time for them, with no big effort!"



Look for a new holeshot device to take effect at Yamaha this season

Yamaha's inline four makes gains in cornering but loses out on the straights

The M1 will need to be kinder on its rear tyre to challenge Marquez's Honda

MACHINERY

THIS NEEDS TO be the year Yamaha digs itself out of the hole into which it fell back in 2016, when Michelin tyres and Magneti Marelli software arrived.

Last year the factory appointed a new MotoGP project leader, worked harder on updates for the YZR-M1 and launched an aggressive hiring policy, recruiting Ducati electronics wizard Marco Frigerio, signing two-year factory contracts with Maverick Viñales and Fabio Quartararo and hiring Jorge Lorenzo as test rider.

This year's YZR-M1 chassis doesn't look much different, but the frame has been tweaked to use the edge of the tyres less, to reduce tyre degradation, the M1's biggest weak point since the advent of the Michels. At the same time the factory has ditched the carbon-fibre swingarm it tried late last season.

Rossi has already discovered that the Michelin's stronger construction 2020 rear slick is excellent for time attacks, which could end his qualifying nightmares, one of his biggest handicaps in recent seasons.

Yamaha's other big focus is improving peak horsepower,

because last year's M1 was dog slow. Good straight-line performance is important for two reasons: it's the easiest way to overtake and it allows riders to stress the tyres less while compensating for a lack of top end. No one knows this better than Rossi, who as far back as 2007 asked Yamaha for a V4 M1 to beat Ducati's V4.

If the 2020 M1 can run a better race pace, then Yamaha should be able to better their appalling win rate: just three victories over the past two seasons, compared to 11 victories in 2015 alone, the last year of Bridgestone tyres and tailor-made factory electronics.

1. An in-brief indication of Yamaha's commitment to winning this year was the presence of Jorge Lorenzo as test pilot and up to six 2020 M1s at Sepang



SUZUKI



1. While there is much expectation that Fabio Quartararo will be MotoGP's next first-time winner... could Joan Mir beat him to it?
2. Suzuki 'suffers' from not having a second team, but could that actually be a strength?



TWO WINNERS? MIGHT BE

TWO WINS LAST year put Ecstar Suzuki rider Alex Rins, right, in the top echelon, but many observers think he will have his hands fuller this year with teammate Joan Mir, whose strong rookie season last year was interrupted by injury caused by mechanical failure while testing after the summer break.



Either way, the two Spaniards give the third Japanese factory a beefy line-up for their machine which has been unobtrusively getting better and better. Similar in overall design to the Yamaha, it was a superior bike last year at most tracks.

Is this because of or in spite of the small scale of the effort? The factory continues to resist pressure from the Italian-run team to supply a satellite squad, which would potentially speed up development or at least ease the pressure on the two young riders (Rins is 24, Mir 22).

Perhaps the lack of experience works in their favour. Neither has ridden any other MotoGP bike, neither has any expectations. And there is no doubt that the bike's sweet handling and malleable power curve is a help.

**NEITHER SUZUKI
RIDER HAS RIDDEN
ANY OTHER
MOTOGP BIKE**



RIDER REACTION

JOAN MIR

ECSTAR SUZUKI

"WE HAVE A new frame and swingarm that turns easier and gives us more braking stability, which is important because top speed isn't our strongest point. We also have a new engine – there's not a huge improvement in top speed, but the power delivery is smoother and the first touch of the throttle is nice, which is an advantage because you can ride more easily and more smoothly, which is better for race pace and for tyre life.

"The changes aren't huge but we can feel them and for sure they will make a difference, so we hope that there are no areas where we are struggling anymore. But the chassis is so new that we still have a lot of work to do because we need to find different settings for different tracks and different grip.

"During preseason testing we also worked on my body position, because last year I struggled, which affected my confidence. Now it looks like we have found the way to put me in a better position, so I can ride faster and keep my energy for longer. This year I still have a lot to learn, but I feel ready to fight for good results."



MACHINERY

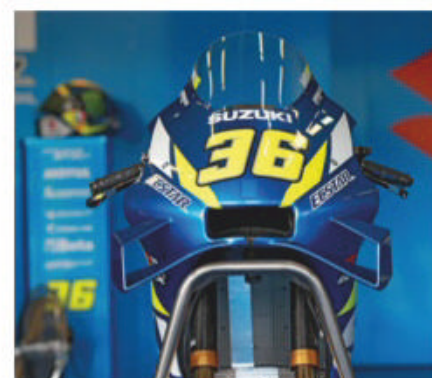
SUZUKI HAS BEEN slowly climbing towards the pinnacle of MotoGP and 2020 may just be the year that the GSX-RR finally challenges for the title. The bike is ready and so are the riders – 2019 Silverstone and COTA winner Alex Rins is riding faster than ever and last year's rookie Joan Mir isn't far behind.

When the first GSX-RR arrived in 2015 it stunned riders – some said the bike steered like a 250, which is the ultimate compliment you can give any racing motorcycle – and it is still the best-balanced bike on the grid. That's why Suzuki engineers have always gently chipped away at the design, changing the bike millimetre by millimetre, to reduce its inadequacies without jeopardising its good points.

The inline-four GSX-RR will never have more horsepower than the Honda and

Ducati V4s, so it needs to overcome its speed deficit in other ways. For 2020 Suzuki has worked on this problem in two areas. The all-new aluminium frame – which replaces the carbon-fibre reinforced frames used since 2017 – was built with a different stiffness/rigidity philosophy to offer better turning and improved braking stability. Better turning allows riders to get the bike into the acceleration phase sooner, so they can get on the throttle quicker. And improved braking stability helps riders regain time lost on the straights.

In fact the GSX-RR should've been battling for the title for a while, but Suzuki has been fighting back from a poor 2017 when it ran a bad engine spec. It had increased crankshaft mass to reduce wheelspin but went a fraction too far, so the increased crank inertia made the bike turn badly. That's the kind of fine line that MotoGP engineers have to tread.



The ability of the Suzuki to steal ground on corner entry was evident last season

At Sepang Suzuki reversed its recent trends and tested an all-aluminium frame

Nothing turned like a GSX-RR last year. That plus more power could be a winner



KTM

ALL TO PLAY FOR

IF SPENDING MONEY and expending engineering resources were all it took to succeed in MotoGP, KTM would without a doubt be counting the silverware by now. But while they've been getting closer, the final edge has proved elusive.

Yet more progress was evident at the tests, however, with Pol Espargaro placed sixth, and diminutive test rider Dani Pedrosa putting the latest version in ninth place, barely three tenths off Quartararo's top time.

One problem since KTM's arrival in 2017 has been in attracting the best riders. Another has been the uncompromising nature of the bike. Like the Honda, it needs forceful handling. This was what went wrong with Zarco, who had been threatening race wins on the Yamaha, but was completely at a loss on the KTM.

It was left to Pol Espargaro to do the hard work, a role he filled most respectably. But a number of crashes and injuries have not made it easy for the younger of two brothers.

Pol is back as well-deserved official Red Bull team leader this year; alongside him the surprise choice of class rookie Brad Binder – former Moto3 champion (and almost Moto2 as well). The South African is highly respected, and his aggressive style could pay dividends on the Austrian V4. Speeding up gradually through the short test season he was an impressive 19th at Sepang, within a second of Quartararo.

Binder's rookie promotion was at the cost of his former teammate Miguel Oliveira, who had already served a worthwhile single-year apprenticeship with the new KTM satellite team, also backed by Red Bull. Instead the Portuguese rider stays put, but with the promise of factory support.

Oliveira, 12th ahead of Marquez at Sepang, is the third shoulder-surgery victim, working hard to recover momentum. His new teammate is another rookie: Spanish ex-Moto2 rider Iker Lecuona, with plenty to learn.



1



2



3

1. New year, new bike, new KTM riders like Brad Binder and
2. Tech 3's new lad Iker Lecuona
3. The team made an impression in testing, aided by test rider Dani Pedrosa



Rear braking is becoming important, with thumb brakes all the fashion

Long gone is the trademark KTM ladder frame, with a steel spar in its place

This year's RC16 has completely revised aero, promising better top speed

KTM HAS A NEW 90-DEGREE, MORE TYRE-FRIENDLY, V4 ENGINE



RIDER REACTION

POL ESPARGARÓ RED BULL KTM

"THE BIKE GETS better and better – it feels like things are getting real now. Our race pace is up there with the fastest, so I'm really happy with the situation.

"The new engine is a big improvement – it's fast and it controls the electronics in a better way. It's much better coming out of corners, so it gives us the grip we were looking for. Also the engine helps me stop the bike better, which is super positive.

"The new frame is also really important, especially in fast corners. With the old frame it was easy for the bike to start shaking and then lose stability out of corners, which made everything harder because you couldn't use so much corner speed, so you needed to stop in the corner and then try to recover the gap with more throttle, so the tyre started spinning. Finally we are getting the stability we were missing.

"Last year we used a carbon-fibre swingarm which worked so well, but we didn't really understand why it worked, and when you don't understand something you won't know how to fix it when you have problems. This winter KTM did a great job of analysing many different swingarms, so now we understand and can make improvements."

MACHINERY

KTM CONTESTS ITS fourth season in MotoGP in 2020, which is 42 seasons fewer than Yamaha has contested in the premier class. See the problem? The Austrian factory have a huge amount of catching up to do but it is getting stronger each year and its top rider believes KTM will further close the gap to Honda, Yamaha and Ducati in 2020.

KTM has a new spec 90-degree V4 engine – revised combustion character and firing intervals – which doesn't only make the RC16 go better, with more tyre-friendly power delivery, but also helps the bike stop better, thanks to better behaviour on the overrun. This makes the bike easier to ride – and therefore faster – in several ways.

But the biggest change to the RC16 is its chassis. When KTM entered MotoGP in 2017, it insisted it would do things its own way, using a steel trellis frame instead of the aluminium-beam concept used by rivals. Most decisions in MotoGP are made for engineering reasons, but some are made for marketing reasons. This was the latter, because KTM's road bikes and off-road bikes use steel trellis frames.

Finally, however, engineering triumphed over marketing. The 2020 RC16 uses a steel beam frame, fabricated from large-section oval tubing, instead of multiple, angled



smaller tubes. The new frame is better in every way: it's lighter, offers better braking stability and its longer main sections allow lateral flex through the corners to improve grip and turning.

Last year KTM wanted MotoGP aero banned, but that's not going to happen, so now it's trying as hard as anyone to gain an advantage from funky-shaped fairings. The shark-tooth trailing edge of the RC16's upper fairing comes from aviation, to promote so-called vortex-shredding. This means reducing turbulence between the faster-moving air outside the fairing and the slower-moving air inside the fairing to reduce turbulence and drag.





APRILIA

OPPORTUNITY KNOCKS

THE SMALLEST BUDGET has cost the Italian company dear since its return to MotoGP in 2015; with riders struggling not only for speed but also reliability. A new level of commitment last season saw the arrival of ex-Ferrari team manager Massimo Rivola, freeing his predecessor Romano Albesiano to concentrate on engineering duties.

Prior to that, Aprilia had been dominant in the production-based CRT category with a hot-rodded Superbike, but making a full prototype proved more challenging.

Early 2020 results have been promising: at the Sepang tests faithful warrior Aleix Espargaro managed a single-lap time that put him a close tenth; but reliability issues clouded the pleasure – although this was still a very early version of the engine, with minimal development.

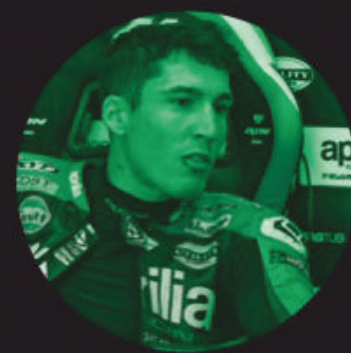
Espargaro is a real battler. And his teammate? It is not certain who that will be. Last year Andrea Iannone joined the team, and had serious trouble adapting to the bike. Then during the winter, he was suspended after failing a drugs test, and at the time of writing was still under suspension after the B-sample of urine also showed signs of a banned steroid substance. Iannone continues to protest his innocence, but so far to no avail.

His place at the Sepang test was taken by Lorenzo Savadori, a some-time Superbike and MotoE rider; while Aprilia also has Bradley Smith on strength as factory test rider. An all-new motorcycle might this time round be looking for better riders, rather than the other way round, as usual at Aprilia.



ENGINEERS WORKED DAY AND NIGHT TO GET THE ENGINE ON THE DYNO

Above. Aleix Espargaro flew in testing but now that Aprilia appears to have a fast bike, who will be joining him?



RIDER REACTION

ALEIX ESPARGARÓ

APRILIA

“THE NEW BIKE isn’t a new chapter for Aprilia, it’s a new book! From my first run on the bike I felt great. The bike is a revolution, a good step forward, even though we are still missing some things.

“During the tests we tried many different things, including different crankshaft inertia [like MotoGP’s other V4s the RS-GP has an external flywheel, so that engineers can adjust crankshaft mass, which affects traction and turning].

“The bike is a lot better in terms of agility and stability, and the turning is much, much better, but we are still missing some acceleration from the bottom. This is very important because Ducati, Honda and KTM have really, really strong acceleration, so it’s difficult to fight with them, because it’s impossible to overtake if you don’t have similar acceleration. At Sepang I made a couple of laps behind Honda and the Honda is unbelievably fast.

“I’m very happy because I had three very difficult years with the old bike when there was no way to fight for top positions. I tried everything but there was no way. Now I feel much better with this bike. This is just the beginning – I think it’s going to be a nice year!”



MACHINERY

APRILIA HAS BEEN the worst-performing factory in MotoGP since it returned to the class in 2015 with the RS-GP. Year-by-year upgrades failed to fix the 75-degree V4, so Aprilia has built a 100 percent new machine for 2020.

Like the Ducati, Honda and KTM the new RS-GP is powered by a 90-degree V4 engine. A 90-degree vee is perfectly balanced, can produce more power and torque, as well as a better kind of power and torque, because the engine allows a greater choice of firing configurations. This is crucial, because finding the right 'big bang' arrangement doesn't only allow riders to put torque to the ground more effectively when exiting corners, it also allows them to more efficiently use the engine's negative torque when braking into corners.

A 90-degree V4 engine may be bigger than a 75-degree V4 but Honda, Ducati and KTM have proved that it can be the heart of a compact MotoGP bike. Indeed number-one rider Aleix Espargaró says the new RS-GP already turns better and is more agile than the 75-degree RS-GP.

Aprilia is MotoGP's smallest factory effort, so their race department worked day and night to get the new engine on the dyno for the first time in early December and build two machines for the first tests in early February, where the bikes were fast and relatively trouble free. Nevertheless, some of this season will be a test programme for chief engineer Romano Albesiano and his staff.

The 90-degree RS-GP was created thanks to a major budget increase from parent company Piaggio, which also owns Derbi, Gilera, Moto Guzzi and Vespa. Piaggio bosses presumably decided they must either go big or go home. Aprilia's MotoGP project has hired many more staff for 2020, including an electronics engineer and an aerodynamicist from Ferrari's Formula 1 team.



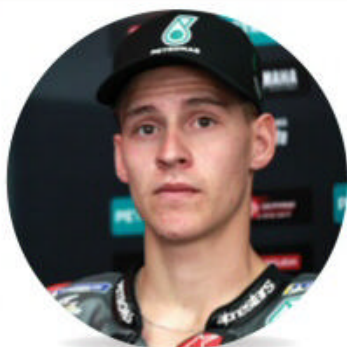
1. Bradley Smith and Lorenzo Salvadori, above, tested for Aprilia and Smith might even ride in the early races, pending the status of Andrea Iannone

2. No wonder Aleix looked so happy after testing...

MOTOGP TITLE PODIUM PREDICTION



1 **Marc Marquez**



2 **Fabio Quartararo**



3 **Maverick Viñales**



2020 MOTO2 WORLD CHAMPIONSHIP

TRIUMPHANT AGAIN

WITH THE TOP two last year – Alex Marquez and Brad Binder – gone to MotoGP, the fancied runners in the second Triumph-powered season will renew battle between the dominant Kalex chassis and a few Speed Ups, MV Agustas and NTSS, KTM having pulled out.

The regular Speed Up pair of Jorge Navarro and Fabio Di Giannantonio are joined by interesting rookie Aron Canet and MotoGP refugee Hafizh Syahrin.

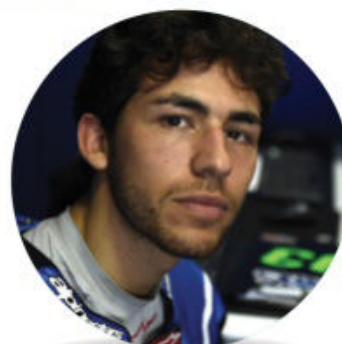
MV's top prospect is doubtless Stefano Manzi, who was so strong at the end of last season. But the main men are among the 22-strong Kalex faction, and it is an impressive list. Last year's race winners Lorenzo Baldassarri, Luca Marini, Thomas Luthi and Augusto Fernandez are backed by rising stars, Aussie Remy Gardner, Jorge Martin and Enea Bastianini.



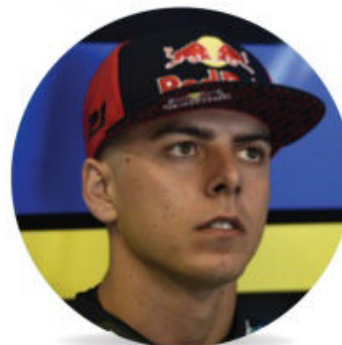
TITLE PODIUM PREDICTION



1 **Augusto Fernandez**



2 **Enea Bastianini**



3 **Fabio di Giannantonio**

2020 MOTO3 WORLD CHAMPIONSHIP

PLAYTIME SUPERSTARTS

LAST YEAR'S TITLE contenders in this class have also moved up, with Canet and Dalla Porta in Moto2. KTM and Honda again vie for honours, with 15 of the former backed by two rebranded Husqvarnas up against 14 Hondas.

Those riding Austrian machines will be hoping that KTM's promise of power-up engines will be fulfilled after struggling against the faster Hondas last year.

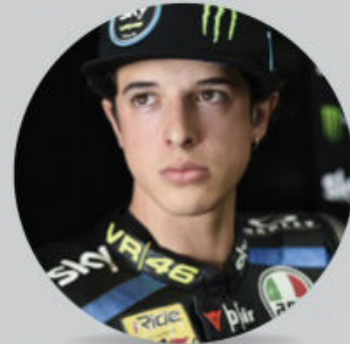
It's the hardest class to predict, but Jaume Masia's switch from KTM to Honda will be interesting, and he joins seasoned runners like Tony Arbolino, John McPhee and Tatsuki Suzuki on the NSR, as well as last year's fast rookie Ai Ogura.

KTM's big names include VR46 teamsters Celestino Vietti and Andrea Migno, as well as race winner Albert Arenas; while the fast but erratic Romano Fenati switches to Husqvarna with Max Biaggi's team.

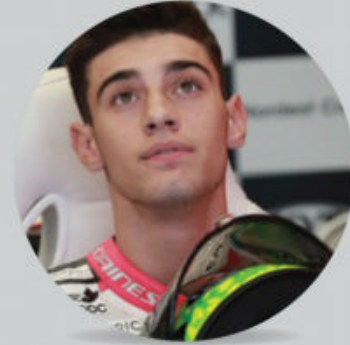
TITLE PODIUM PREDICTION



1 **Jaume Masia**



2 **Celestino Vietti**



3 **Tony Arbolino**

LS2
HELMETS

FF323 ARROW R EVO TECHNO

ROAD &
RACE

PROVEN



Note: Motorcycling can be dangerous, there is a possibility of serious injury or even death. Please ensure you always use your helmet in the correct and proper way as instructed by the owner's manual.



Whitespowersports_au



Whitespowersportsau



**SPECIFICALLY ENGINEERED
FOR MOTORCYCLES**

Distributed in Australia
by WHITES POWERSPORTS AUSTRALIA PTY. LTD.
www.whitespowersports.com.au
ABN: 85 600 617 561



HOWEVER YOU ADVENTURE



NEW IDEAS FOR MOTORBIKES

TOURATECH



BE TOURATECH PREPARED

TOURATECH
AUSTRALIA

1933 CARBOOR - EVERTON ROAD,
CARBOOR, VICTORIA



PHONE: (03) 5729 5529

WWW.TOURATECH.COM.AU

EMAIL: INFO@TOURATECH.COM.AU

order now online! →

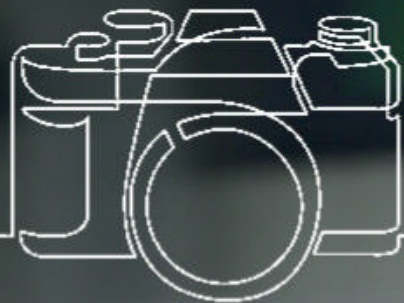


TOURATECH
**NEW
PART**

WWW.TOURATECH.COM.AU



Just when you think you have seen every kind of crazy racing event, we looked at the **French Hillclimb** championship. The event caters for the weird, the wonderful and the even more weird in motorcycle engineering. See Page 90 for more

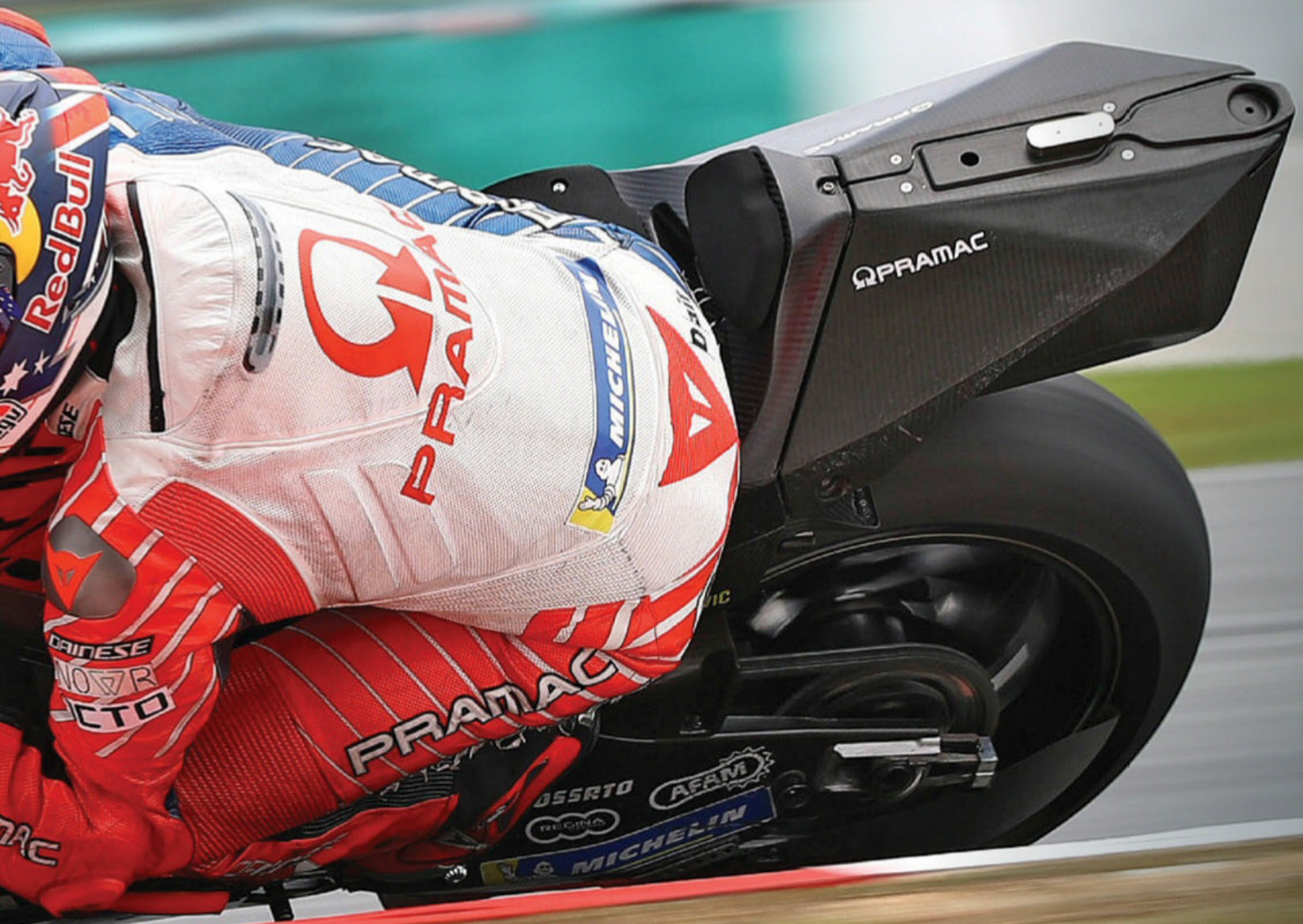


AUSTRALIAN
**MOTOR
CYCLE**

*WHOLE
SHOT*



Not since the end of Casey Stoner's career has Australia had a MotoGP racer poised to consistently take on the best on the grid. But with Ducati's latest GP20 **Jack Miller** looks ready and able to be a regular contender for podiums and, hopefully, wins!





AUSTRALIAN
**MOTOR
CYCLE**

WHOLE
SHOT

IMAGES: FOREMOST MEDIA
RIDER: BRYAN STARING



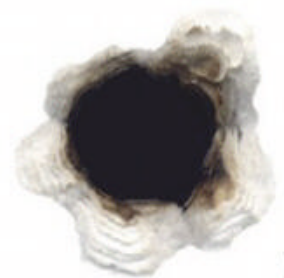
SPRING/SUMMER
2020

#RIDEYOURWAY



WWW.IXON.COM

f t YouTube p i



ARMIED FORCES



The WorldSBK field has never looked more ready to finally end Jonny Rea and Kawasaki's **domination**

■ WORDS **GORDON RITCHIE** ■ PHOTOGRAPHY **GOLD&GOOSE**

We are nearly upon another season of WorldSBK racing, and where else is it going to start but at arguably the most popular round of all, right here at Phillip Island.

With changes aplenty in the field, and a buzz cut on the amount of long-haul races, the 2020 season is going to be very different to 2019.

The only question to be answered is who can beat the all-time WorldSBK record holder Jonathan Rea (KRT) to the title? Who can really stem his green tidal wave of dominance?

Last year Alvaro Bautista and Ducati had the title won, won and won again in the first third thanks to 11-straight race victories. Until, that is, Rea turned it around to win by his now customary huge margin before the final round.

There will be, as before, 13 rounds in all and the three-races-per-weekend format remains after its popular-ish (if complicated) debut season in 2019.

Not only does the undulating and spectacular Phillip Island circuit host the first round in our own back yard, it usually features close and combative race action.

Part of the reason is so many riders pacing themselves in the first half of the race, simply to make sure they have tyres to fight in the all-important final laps. It's also close because the very nature of Phillip Island almost ensures it. Right out of Mother Nature's kinetic kitchen, Phillip Island flows and weaves for the most part with only two real ebbs, at Honda hairpin and the end of the hang glider launch platform that is Lukey Heights.

As a backdrop PI is as good as racing gets – an especially ideal starting point while Europe is still firmly in winter mode.

The biggest chance of an upset for Rea may stem from the fact that the Kawasaki Ninja ZX-10RR **only** really appears to work for him now, as the direct KHI official team continues to make the 'old' internal engine architecture work. And this season... no new homologation or internal updates, for the first time in ages.

Can this be the year the endless Kawasaki dream team finally suffers insomnia?

Rea does have something new again in 2020, however. A teammate in the shape of 20-times podium man Alex Lowes. He has taken just one race win in that total, but he had a career best finish of third in the 2019 championship standings.

Other changes abound in the entry list. Only five rider and bike combinations continue unchanged in 2020, from a permanent entry of 22. Two of those riders are still unknowns, but there will be changes

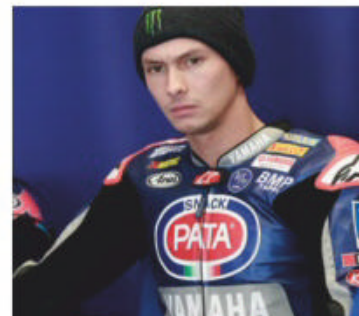
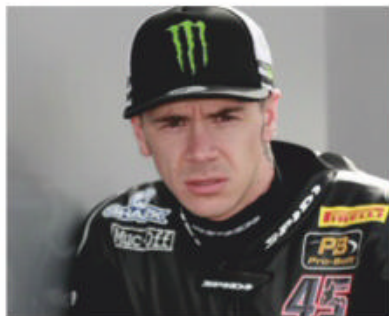




MOTOGP RACER AND BSB CHAMPION SCOTT REDDING IS THE MOST EXCITING PROSPECT OF THE YEAR



1. The Big Threat: Alvaro Bautista (Honda)
2. The Target: Jonny Rea (Kawasaki)
3. The Challengers: an all-new Honda and revised Ducati
4. The Dark Horse: BMW'S S 1000 RR R



The Challengers

Honda's Leon Haslam (above), L to R, Ducati's Scott Redding and Chaz Davies; Yamaha's Toprak Razgatlioglu and Micky van der Mark; KRT's Alex Lowes (below); BMW's beardies, Eugene Laverty and Tom Sykes.

from 2019, no matter what, in the Mie Honda Racing and Pederchini Racing Kawasaki teams.

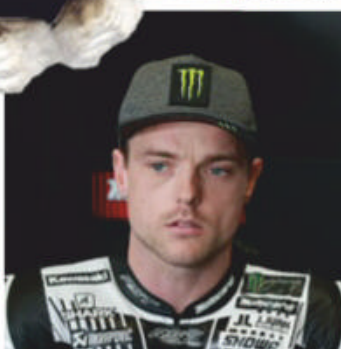
The main man to stick to his guns, the only one who was truly able to take it to Rea with regularity before Bautista turned up in 2019, is Chaz Davies, back for his seventh season with the official Ducati team, which is once again title-sponsored (and in many ways, run) by Aruba.it.

Another unchanged challenger is 2019 fourth-place championship finisher, Michael van der Mark (Pata Yamaha), as is the 2013 World Champion, Tom Sykes, on a much peppier and more refined BMW than he first jumped on in 2019. Loris Baz and his Ten Kate Racing Yamaha team missed some early races in 2019 but they are also French/Dutch privateers again in 2020.

And other than those, every other partnership is fresh out of the wrapper in some way or other for the new season.

The most exciting new prospects for a new year? In terms of riders, that's probably former MotoGP racer and very recent BSB Champion Scott Redding. In a whole new environment, maybe, but he has tested strongly and knows the Ducati and Pirelli basics from that winning UK season. Importantly, he has vast electronics experience from several years in MotoGP.

In terms of machinery, the most exciting new bike in 2020 is – no contest – the Honda Fireblade. Especially as it is framed inside a



new HRC optimum performance project. Last year was clearly a full HRC fact-finding mission but the track efforts wilted on the vine of the outdated and outclassed Fireblade. This year, the all-new CBR1000RR-R reeks of race DNA and looks as sleek and focused as a race replica inline-four ever could.

And it has a rocket of an engine, like the Ducati had last year.

And a rocket of a rider in ex-KRT man (and son of 'Rocket' Ron) Leon Haslam, partnered for this year by the diminutive shape of Alvaro Bautista. He is the man who took the first triple crown of wins in one WorldSBK weekend under the new rules in 2019 – at Phillip Island of course – the scene of his one and only world championship success (2006 125cc GP).

Not a bad metal effort that Honda, even standing still in pitlane. It will be thrilling to see how it goes first time out.

There will be two other Hondas in 2020, for Japanese rider Takumi Takahashi and an unconfirmed teammate inside the MIE Racing Honda squad.

Clearly there is a surfeit of British riders in 2020, as there has been in most recent seasons, but the sharp end of the grid has a smattering of non-Island shaped passports.

Could the first year of Toprak Razgatlioglu as an official Pata Yamaha rider be a winning one?



TECH MAJORITY RULE

TECHNICALLY SPEAKING, the main rules in 2020 will remain as was in 2019 for the most part, but there will be the usual advances in tyres and cost-capped racing materials. Despite talk of MotoGP bikes with stickers for headlamps, there are so many stock parts inside a contemporary WorldSBK engine, and cost capped race parts, that overall top performances has seldom been more evenly matched or accessible. World class riders and team staff still make the main performance gains in races.

2020 INITIAL WORLDSBK REV LIMITS

16,100RPM
Ducati V4

15,600RPM
Honda

14,950RPM
BMW

14,950RPM
Yamaha

14,950RPM
MV Agusta

14,900RPM
Suzuki

14,700RPM
Aprilia

14,600RPM
Kawasaki

12,400RPM
Ducati V2

His transition to Yamaha from Kawasaki has been fast, in all ways, so add him to your list of potential first weekend race winners. The YZF-R1 has had a revamp in 2020, and maybe enough to allow the factory bikes to truly challenge Kawasaki and Ducati week-in and week-out. We'll soon know.

Irishman Eugene Laverty, now living in Portugal, has taken over the second official BMW Motorrad S 1000 RR, which will have full race-spec from the start of 2020. He has scored no less than 13 previous WorldSBK race wins in happier WorldSBK times, and has a beefed up tech crew for 2020 as well. He and Sykes should be ones to watch in Phillip Island on their factory fours.

In the world of independent riders, the GRT Yamaha squad is expected to be on 2019 bikes throughout, which will not help the causes of their rookie riders, American Garrett Gerloff and ex-WorldSSP Italian Federico Caricasulo. Yamaha said that GRT was always set up to be a 'training' team and this year they are not kidding.

Baz, on the individually modified Ten Kate Yamaha, should be the pick of the independent R1 riders.

Kawasaki Puccetti Racing won races with Razgatlioglu in 2019, and to keep up at least podium hope, they have gone for the experience of Xavi Fores rather than a relative youngster. He's been a six-times podium man on big V-twin Ducatis: similar results on a privateer Kawasaki this season would rank somewhere in the epic category.

Leon Camier may have actually traded up in 2020, strange in some ways as **he was an HRC rider last year**, but his **Barni racing Ducati squad** and the Panigale V4 R will be a **perfect non-factory ride** for the tall Englishman. **However**



injury worries after too many recent surgeries are his main early-season points to ponder.

Last year's Barni rider, Michael Ruben Rinaldi, stays on a Ducati, but for the Team GoEleven squad that Laverty had little luck with in 2019.

Maybe Leandro Mercado, a more than handy Argentinean rider, will wrap his own tall frame around his Ducati's impressive power curve well enough to make a breakthrough in 2020. He leads a South American effort that also features Chilean Maximilian Scheib on the Orelac Racing VerdNatura Kawasaki – the same one that Mercado had vacated in the winter.

Another Kawasaki, a single one from Pedercini and not the expected expanded second, has no confirmed rider in 2020, after their glossy new sponsor in 2019 hit legal issues home in Italy. They may be there, they may not.

A new team, from BSB, shows up for 2020. The Brixx Performance Ducati squad features former two-times Superstock 1000 champion, Sylvain Barrier. Barrier's inclusion makes a European-based 22-bike grid, all being well, an improvement on 2019. But never mind the length, feel the quality.

Like 2019, race weekends offer up two full WorldSBK races and one 10-lap sprint, with a differential points scoring system for the smaller one. Friday will feature two WorldSBK free practices; Saturday a 20-minute FP3, then Superpole for all, before a full race one. Sunday has the 10-lap sprint race, then Race Two.

With cancellations for weather and track conditions in 2020, there were 37 races, not the planned 39, but that is still the idea in 2020 – 39 races.

It all kicks off on Friday 28 February. Don't miss it. ■



BATTLE FIELD

WORLDSSP

Don't believe the may-sayers, WorldSSP is **thriving**

The 600cc Supersport category is alive and well, even if Sportsbike sales in Europe and other markets are nothing like they were even 10 years ago. But developing markets and a big gap between the 1000cc Superbikes and WorldSSP300 tiddlers, add in some fresh talents now surplus to requirements from the shrunken Moto2 grid, this class is very relevant and the grid vibrant.

The category will feature some familiar names and rider/bike pairings. And some changes. World Champion Randy Krummenacher takes his number one plate to MV Agusta Reparto Corse, swapping a four-cylinder YZF-R6 for a three-cylinder 675cc F3. Raffaele De Rosa and Federico Fuligni also stay in that official MV squad.

Yamaha has been the dominant bike in recent seasons, and its riders vastly outnumber the other

marques once again, with some top names from 2019 and WSSP newcomers with big ambitions.

The Bardahl Evan Bros., reigning champions with Krummenacher in 2019, have just one rider in 2020 but he is ex-Moto2 runner Andrea Locatelli.

Jules Cluzel from the French GMT94 Yamaha squad is back for another go at the title he has come so close to winning more than once, with Corentin Perolari his continuing teammate. Kallio Racing Yamaha, riders' champions in 2018 with Sandro Cortese, field strong runners Isaac Vinales and Hannes Soomer. Steven Odendaal, from South Africa, rides for the potent EAB Ten Kate Racing team. It's great for many to see Ten Kate back in a championship it won so often in their golden years with Honda.

But Kawasaki still has a race-winning bike, and Lucas Mahias took his Puccetti Racing Kawasaki to two wins in 2019. He will have a strong former GP rider Philipp Öttl as a teammate. A new and exciting WorldSSP talent, in the shape of 2019 WorldSSP300 champion Manuel Gonzalez, he stays on a ParkinGO Kawasaki, but this time on a WorldSSP ZX-6R.

Two Hondas, from the British-based Dynavolt squad, will compete in what was until recently the CIA Landlords Insurance team. Look out for Germany's Patrick Hobelsperger and top-five finisher in 2019 for Kawasaki Hikari Okubo on those CBR600RRs. And Aussie Tom Toparis (Benro Racing Yamaha) will contest the European rounds.

Randy K will defend his title on an MV Agusta, and needs to fight off former champ Lucas Mahias (#44) and the Yamahas of new lad Andrea Locatelli (#55) and Jules Cluzel (#16)

TECH GROUND RULES

ALL SUPERSPORT riders will run slick tyres, in larger sizes than used previously, in 2020, which will be a real opportunity to have a more regular competition at Phillip Island than the stop-start or shortened races of recent times. Heavier to turn but more consistent seems to be the main comment so far in testing. The limits are 17 individual tyres, per rider, per meeting. To level things a little more, differential weight limits are used. Even more importantly, as in Superbikes, rev limits are also used as a balancing measure. See the tables below for details.

And control electronics? Yes, from Mectronik.

2020 WORLDSSP REV LIMITS

16,400RPM

Honda, Kawasaki, Suzuki, Yamaha

15,800RPM

MV Agusta

15,500RPM

Triumph

2020 WORLDSSP MINIMUM WEIGHTS

160kg

Honda, MV Agusta

161kg

Suzuki, Triumph

164kg

Yamaha



LOCAL LEGENDS

MEAT SNACKS

The Perfect Adventure Snack!

The Local Legends Premium Jerky & Biltong range is made from flavourful and tender marinated strips of quality Australian beef. The snacks are ready, let the adventure begin!

✓ HIGH PROTEIN ✓ NO PRESERVATIVES



AVAILABLE AT ALL LEADING RETAIL OUTLETS

The stuff legends are made of...



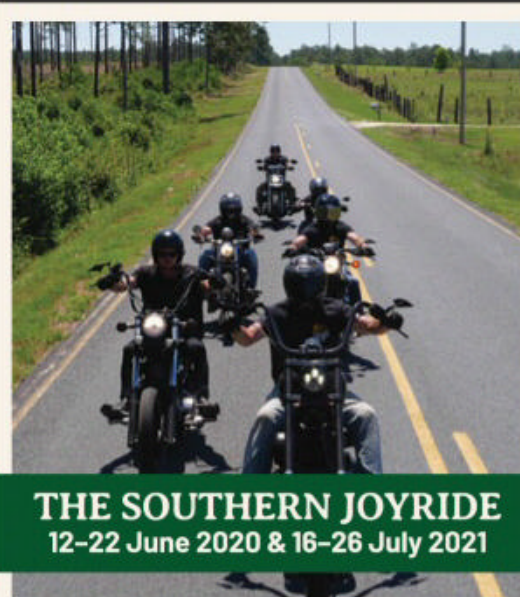
WHERE MAD MAX MEETS EASY RIDER

THE WORLD'S ONLY TOURS ON CUSTOM MOTORCYCLES

RIDE OUR CUSTOM & PRODUCTION MOTORCYCLES ACROSS THE USA AND NEW ZEALAND.
EXPERIENCE THE HIMALAYAS ON ONE OF OUR EXTREME ADVENTURE RIDES.



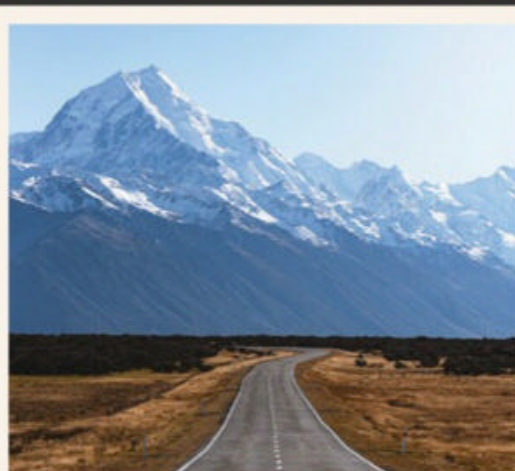
THE STURGIS STAMPEDE
6-18 August 2020 & 5-17 August 2021



THE SOUTHERN JOYRIDE
12-22 June 2020 & 16-26 July 2021



ROUTE 66 REBORN
28 August - 12 September 2021



THE KIWI CRUSADE
24 January - 8 February 2021



DISCOVER THE HIMALAYAS
4 - 18 July 2020 & 22 May - 5 June 2021

RESERVE YOUR SPOT
PLANETCHOPPER.WORLD/AMCN

AUSSIES CALL: **048 82777 88** • KIWIS CALL: **09 414 4252**



THE KIDS ARE WORLDSSP300 ALL FIGHT

The smallest capacity often makes for the tightest **racing**

Again no WorldSSP300 race in Australia quite yet, but with a wide range of small-bore streetbikes eligible, from 321cc to 471cc the global 'access' class again features lots of riders, running one of four brands.

KTM, Yamaha, Honda and Kawasaki will supply the bikes; the FIM and Dorna supply ever more race-oriented regulations, this year extending to

slick tyres for all, just like WorldSSP. There is also a combined bike and rider weight limit, different model-by-model.

Ana Carrasco, champion in 2018, and perennial competitor Scott Deroue are likely to once again be the main protagonists, but there are even some recent WorldSSP riders moving to the global 300s in its fourth year of life to kick start their careers.

Aussies can still follow the fortunes of Tom Edwards (Kawasaki ParkinGO team) and Tom Bramich (Carl Cox – RT Motorsports by SKM Kawasaki), as they will be in the season-long mix once again. ■

Main. The Charge of the Lightweight Brigade continues to provide great racing for up-and-coming talents

OFF-TRACK ACTION AT PI'S WORLDSBK EVENT

SBK MOTUL
 FIM SUPERBIKE WORLD CHAMPIONSHIP

**Paddock
Access**

 For the third year
 in a row, three-day
 pass holders get free
 paddock access

10 SUPER THINGS TO DO AT THE ISLAND

Need more than the world's best Superbike riders doing a squillion km/h around the Island? Check out what's on off-track this year to **see and do**

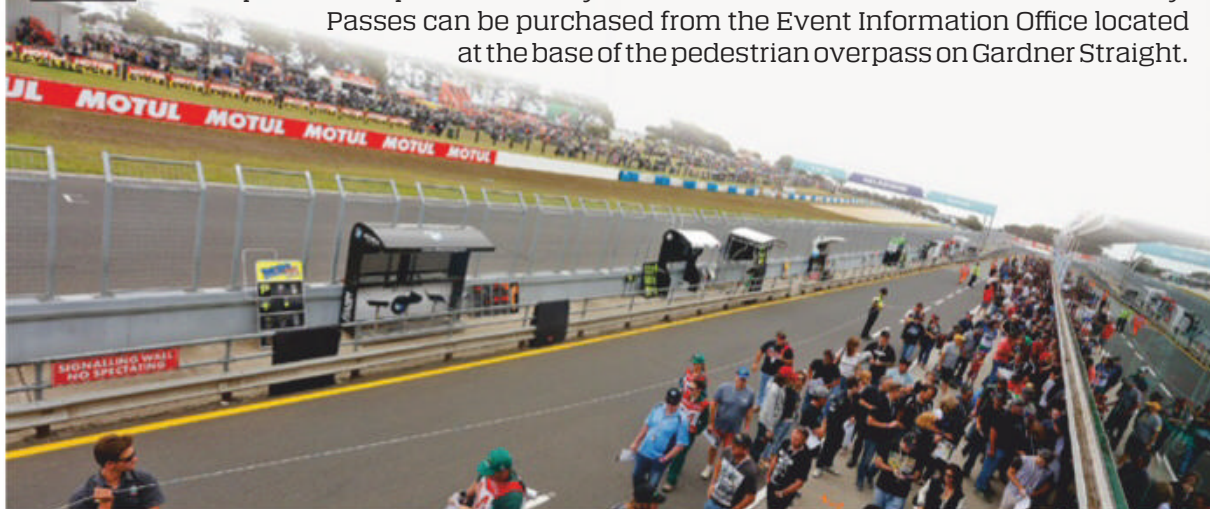
1 COME AND JOIN THE PARTY IN THE PADDOCK

PURCHASE A THREE-DAY pass and get free access to the paddock. The paddock is the place to be to check out the riders as they ditch the bikes and head for the podium. While you're in the neighbourhood check out the Paddock SuperShow. You'll get the opportunity to press the flesh with WSBK, SSP and ASBK riders, jag some autographs, pose some questions and hear your favourite riders interviewed by SuperShow MC Michael Hill (not the jeweller). There's also chat shows, rider karaoke, and prizes to be won, including your chance to win a spot on the grid. There's super screens strewn throughout the paddock so you can watch the action unfold, while the jeweler commentates live with the help of a few special guests.



2 WALK THE WALK

EXPERIENCE ALL THE excitement and energy in the team pit boxes with a 30-minute pit walk. Walks happen between 12.25pm and 12.55pm on Friday, 1.40pm and 2.10pm on Saturday and between 11.05am and 11.35am on Sunday. Passes can be purchased from the Event Information Office located at the base of the pedestrian overpass on Gardner Straight.



3 RACE A MATE

THERE'S NO BETTER way to channel your inner dodgem car driver than in a go-kart race with your mates on the 750m scaled replica of the Phillip Island Grand Prix Circuit. Strap yourself in to one of the 270cc Honda powered carts and put your driving prowess to the test. Tandem carts are available and so are lap time printouts, so that you can wipe the smile off your competitors faces while you waft past reeking of victory. The karts are located near the Visitors Centre and run all day. Bookings aren't necessary so just front up and race.



4 EAT, PRAY... CAGIVAS!

THE VISITOR CENTRE is the hidden little gem at the circuit. It dishes out a decent feed, serves drinks of the 'look how good I can dance' variety and offers a table and chairs to eat at. In addition to its culinary allures, the Visitor Centre also boasts an Italian GP motorcycle collection made up of 24 GP racing bikes ridden by the likes of VR46, Randy Mamola and Max Biaggi, and features nine world championship-winning bikes. There's also a History of Motorsport Display which celebrates 80 years of motorsport at the Island if your tastes include those peculiar vehicles with more than two wheels.



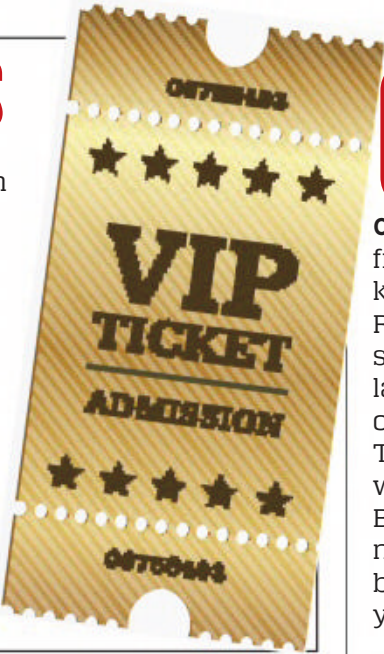
GET YA TOURIST ON

While the action happens at the track, there's a tonne of stuff to do in the local area. From the famed Penguins, to the sights and sounds of Cowes on a Saturday night, there's plenty to do on Phillip Island if you've got some off-track time to kill. For more information on what's happening around the traps visit www.visitbasscoast.com.au or drop into the Visitor's Centre at Newhaven on your way.



5 PAMPERED PATRONS

IF YOU ENJOY the finer things in life, are a bit of a princess or simply have an abundance of cash, why not consider a VIP hospitality package? Sure it's more expensive, but the drinks are colder, the food is better and toilet paper softer. There are three experiences to choose from, with pricing starting at just \$215 for a Friday only package and hit the rev limiter at \$2150 for the SBK Express package, where the lucky punter gets airlifted in and out of the event by chopper as well as getting all the other swank inclusions. Head to www.worldsbk.com.au/get-tickets/vip-hospitality/ for more details.



6 IS YOUR KID THE NEXT FABIO?

ONCE AGAIN YAMAHA is holding free minibike demos for the kiddies to have a crack at. Riding gear is provided so your sprogs can enjoy supervised laps around the mini test arena on Yamaha's legendary PW50, TT-R50 or even YFZ50 four wheelers. The Free Yamaha Fun Bike Demos can be found right next to the expo and caters for budding moto riders from 5 – 9 years of age.



7 TAKE A LOOK AT THAT!

THE EXPO IS the place to go to check out some of the latest and greatest machinery and accessories from some of the biggest names in the industry. It's also a good place to shelter from the predictably unpredictable Phillip Island weather.

The big four will have 2020 models on display, with Honda showing off its new CBR1000RR-R SP for the first time in Australia, and Yamaha showing off its all-new WR250F, 2020 YZF-R1 and YZF-R1M, and the first Australian public appearance of its latest YZF-R15. Kawasaki will hold an autograph session with Jonathan Rea and Alex Lowes, and Suzuki will have a massive eight models on display as well as a range of official merch.

The expo is open across the three days from 9am to 6pm on Friday, 8am to 6pm on Saturday and from 8am to 5pm on Sunday.

8 RUN! GET TO THE CHOPP-PER!

A SCENIC HELICOPTER flight at Phillip Island is one of those things you always say you're going to do but never cough up for. No doubt there's other ways to get higher, cheaper but they aren't legal and we don't condone that sort of behavior. There is no better way to see the track or the island and it really is a cool thing to do and worth every cent. Tickets can be purchased from the trailer near the Expo or at the Lukey Heights Helipad.



*MAY CONTAIN ACTION HERO

ON TRACK!		
FRIDAY		
10:30	WSBK	FP1
11:30	WSSP	FP1
15:00	WSBK	FP2
16:00	WSSP	FP2
SATURDAY		
10:00	WSBK	FP3
10:35	WSSP	FP3
12:15	WSBK	SUPERPOLE
12:55	WSSP	SUPERPOLE
15:00	WSBK	RACE 1
SUNDAY		
09:30	WSBK	WARM UP
09:55	WSSP	WARM UP
12:00	WSBK	SUPERPOLE RACE
13:15	WSSP	RACE
15:00	WSBK	RACE 2

ON SCREEN!

If you can't make the trek to the island this year you can watch all the action live and on demand through Dorna's official WorldSBK VideoPass, which will set you back €69.90 (\$115) and will give you access to the entire 2019 season. Alternatively, you can buy a monthly pass for €14.90 (\$25) and watch a race or, well, three!

9 PRESENT TENTS

WHEN YOU CAMP you get to enjoy some of the best atmosphere of the Phillip Island weekend. A three-day admission and camping passes start at \$235 for adults and kids under 15 get to camp for free with a full-paying adult. You also beat the crowds to ensure a good viewing spot, since it's just a short stroll from your campsite to the fence.



10 BATTERY BIKES

NOT TO BE outdone by the mob from Yamaha with its PeeWee's 'n' stuff, OSET electric bikes have a bunch of battery operated beasts for the kids to try. Catering for dirt magnets between 2 and 12 OSET make a great range of learner friendly bikes, so whip on down and get the pups started on their moto journey.





WEIRD & JUST WONDERFUL

Alan Cathcart reveals his very personal and captivating memories of the genius that was **John Britten**

■ WORDS **ALAN CATHCART** ■ PHOTOGRAPHY **AC & AMCN ARCHIVES**

The words genius and tragedy are often overstated, but it is beyond question that New Zealander John Britten was an engineering genius, and that his death exactly 25 years ago from skin cancer, aged 45, was a tragedy of significant proportions for the world of motorcycling.

Though a crowded existence meant he had to combine family life with two full-time careers as a commercial property developer, as well as a hands-on two-wheeled visionary, John Britten's achievements have received justifiable acclaim the world over. By their technological excellence and avant-garde engineering, the motorcycles John developed would have been sufficient by their very creation to ensure his name was remembered. The fact that they also won races around the world by defeating the products of established manufacturers with far greater resources only adds to the calibre of his achievement.

The fact that the initially weird, but later wonderful, Britten motorcycles were created in Christchurch, New Zealand – the most remote outpost on planet Earth from the mainstream of motorcycle evolution – only added to the mystique of John's creations. But the extra dose of self-reliance that Kiwis get by being so remote added to John's own spark of dedicated enthusiasm and innovative thought, and resulted in a series of machines that probably could never have been constructed anywhere else.

A genius and his canvas;
John Britten warms his
V1000 at Daytona

The fact that such avantgarde, innovative motorcycles came to be built so far from the epicentres of two-wheeled development speaks volumes for John Britten's determination, fuelled by a healthy dose of traditional Kiwi self-reliance. If you were a New Zealander who raced a Manx Norton in the old days and you blew the engine, you fixed it yourself with locally-made parts that often worked better than the originals. What Britten did was make the whole bike from scratch, using radical techniques and advanced materials, and all without a single formal motorcycle qualification to his credit, only his hard-earned experience in the school of life.

That self-tuition began at the tender age of 14, when John found a 1927 Indian V-twin abandoned in a ditch, lugged it home on the train and restored it back to running order, shortly before doing the same thing with a truck in similar condition, which he used to drive himself to school! His father Bruce was the owner of a bicycle shop, who later became one of New Zealand's leading property developers, and founded a company that John took over when his father passed away four years before his own death.

Before that, though, he'd forged his own multi-faceted career, dropping out of college in favour of a long-haired hippy lifestyle in the NZ wilderness during his 20s, which only ended in 1979 when he bought an abandoned stables in a suburb of Christchurch, which he used as a base for making and selling lamps and other items of furniture.

Hang-gliding, motorcycling, restoring old British sportscars he'd bought on the cheap – all this had to be fitted in with restoring the stables as a future home during the evenings after work and at weekends, doing all the work himself, even down to casting his own doorknobs and bathroom taps, because he couldn't find any he liked. The house in which the Britten family lived came complete with a two-storey conservatory covered by a glass roof, which opened automatically via John's self-designed hydraulic system when temperatures rose to a certain level. It was all good practice for building Britten motorcycles. Though John's future wife Kirsteen, a London-based fashion model from Christchurch he married in 1982, couldn't have guessed that at the time. She and their three children were a focal point of John's hectic life, in spite of his efforts to cram two full-time careers into a single lifetime.

Yet John Britten was an unlikely candidate to display such technical expertise, for a reading disability bordering on dyslexia always made the acquisition of knowledge from books a laborious process. Perhaps that's why he displayed such creative innovation throughout his life: John did what he thought was right, and would work best, not what the books told him was correct.

He developed an innovative method of working with avant-garde materials, like his wet-lay carbon fibre process. He used his own design of girder forks, not telescopic. He used the engine as a fully-stressed chassis member. He put the rear

Britten's Aero-D-One – or 'Winged Wonder' – explored two-wheeled aerodynamics long before MotoGP designers started the current aero race. As these pics show, beneath the bodywork the bike was of a very simple design



“JOHN DID WHAT HE THOUGHT WAS RIGHT, AND WOULD WORK BEST, NOT WHAT THE BOOKS TOLD HIM WAS CORRECT”

shock just behind the front wheel. He put the radiator under the seat. And he employed his own electronic fuel-injection system when Bimota/Ducati's Marelli EFI was still in its infancy.

John Britten was an innovator, and throughout the 10 years we knew each other, I stood beside him many times as he examined another constructor's handiwork in a racing paddock. The ones John admired most were those displaying similar mould-breaking design features. He had the eye of a critical observer, who at the same time was on a constant quest for knowledge to fuel his flow of radical ideas.

Knowing him was a stimulating experience; talking to him about bikes or houses or flying or wine or any of his myriad other interests was rewarding because of the way you were forced to re-examine your own accepted beliefs in conversation with him.

I first met John Britten in December 1987 on a grass bank overlooking Manfeild race circuit during the European winter I spent racing in the NZ BEARS Championship. We were both in our racing leathers, having strolled out from the paddock to watch practice and check on





track conditions. John had become one of New Zealand's demon vintage bike racers aboard a pre-WW2 Triumph Tiger he'd built and tuned himself – but his interests weren't restricted to vintage bikes, and he was already collaborating with another local engineer, Bob Denson, in the manufacture of a fearsome, methanol-burning 1000cc engine for sidecar speedway, the Denco. John had already taken the DOHC eight-valve 60-degree V-twin design to an appointment with its next logical step, powering the first in the series of Britten road racers, all of which utilised a similar engine format, though water-cooled in future rather than air-cooled like the Denco.

But it was the chassis format of the new BEARS racer that made it truly attention-grabbing, whether its Kevlar/carbon monocoque, the modular design which allowed the WP upside down fork and fuel cell to be unbolted from the stressed engine and rear wheel/swingarm, the horizontally underslung rear shock, or the weird-looking aerofoil bodywork that tested John's theories about two-wheeled downforce. These had been acquired during the building of his own 24-foot wingspan glider a decade earlier – a design so efficient it needed only 16km/h of wind to carry him aloft, and which worked so well that it once took off by itself when not pegged down!

I'd seen the Denco-Britten in magazines and was eager to ride it, even if John hadn't built the Aero-D-One – as the Winged Wonder was officially known – as an attention-grabber, but with the aim

of winning races to demonstrate the effectiveness of his ideas. By then he had already begun to recruit the nucleus of helpers and admirers who would allow him to create such a remarkable line of future bikes on the most slender of resources, among them Kenny Roberts' chief engineer Mike Sinclair, like John a resident of Christchurch.

Fast but fragile, the closest the so-called Winged Wonder came to ever winning a race was when I myself raced it in the final round of the 1987/88 NZ BEARS Series at Christchurch's Ruapuna track, after the engine of the Bob Brown Ducati F1 that I was leading the points table on expired in practice. A fairytale race test seemed on the cards when the 120hp motor – that was a LOT back then – took me from fourth to first place in one go down the main straight at the end of the opening lap. But after leading for most of the race and set for victory, first became second, and then third, as the engine began intermittently cutting out on one cylinder.

You can guess the rest: on the last corner, last lap, with the NZ BEARS title in my grasp thanks to the first-ever Kiwi-built Superbike, the motor cut out, then chimed in again, hard, while cranked over on the long fast turn before the straight and the chequered flag. The resultant highside sent me off to the hospital to join John, who was already there, having been spat off the bike in practice – which was how come I came to race it!

The Denco engine's unreliability convinced John to build his own, and that's how the Britten V-1000 was born, making its debut on the world stage at



Daytona in March 1989, ridden by Gary Goodfellow – a proud New Zealander. John was always careful to make his whole race effort as Kiwi as possible, including the rider, where feasible.

At a time when Bimota and Ducati had only just begun to forge the future pre-eminence of EFI in four-stroke racing, the fuel-injected Britten was radical in the extreme – and its 139kg dry weight was truly remarkable, even if problems with the software meant a troubled Daytona debut. The team struggled to get the 94 x 72mm 999cc engine to deliver to the tarmac the same 135hp at 9500rpm it had produced on the dyno. But the bike from the 'Shaky Isles' got shaken down well during

1989, allowing the two Britten bikes ridden by Goodfellow and Robert Holden to run at the front of the Daytona BoTT race in March 1990, Holden finishing fifth with a misfire, after Goodfellow suffered a fuel leak.

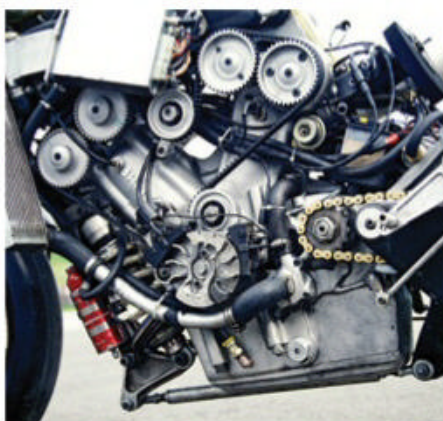
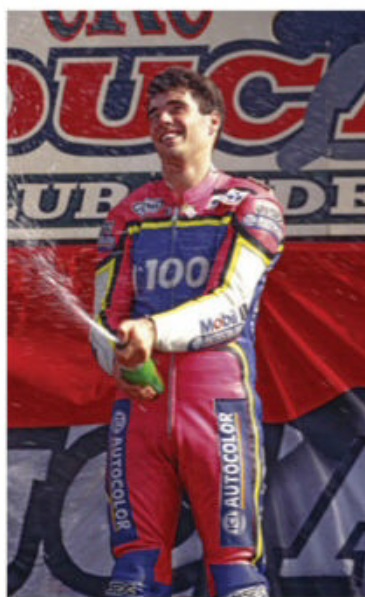
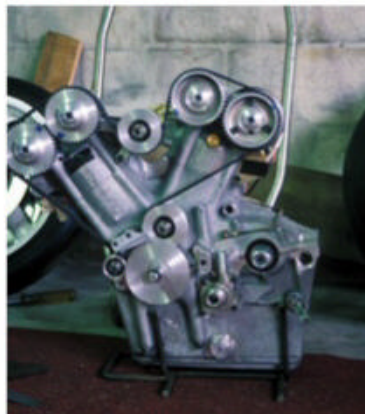
The Britten came to Europe for the first time that same year, finishing a close second in the pouring rain at Assen in the hands of German Superbike rider Hayri Winter, before going on display at the Cologne Show. Bimota designer Pierluigi Marconi joined rival chassis designer Fritz Egli in homing in on the Britten motor like a bee to pollen, each ordering a supply of engines from John, with the proviso that he could find a

“ THE FUEL-INJECTED BRITTEN WAS RADICAL IN THE EXTREME – AND ITS 139KG DRY WEIGHT WAS TRULY REMARKABLE ”





1. Britten and his rider Gary Goodfellow set out to conquer Daytona. After a few false steps, the team made it to Victory Lane



way of fitting the race-bred engine with an electric starter for the street.

Marconi summed up John's achievement perfectly: "John Britten has designed the only motorcycle engine in the world today that gives the bike designer a completely free hand with the chassis," he said. "By creating the engine as a load-bearing structure, he's given people like me the motor we'd build ourselves, if we could."

"The engine is a far-sighted design, because it includes such vital details as fuel-injection, a narrow valve angle, correct bore-to-stroke ratio and excellent breathing with a direct inlet tract."

"It's the best there is – everything else in the motorcycle world today is a compromise, but the Britten is single-minded in the pursuit of excellence."

Well, the Egli-Britten and the Bimota BBl (with 'B' standing for Britten, not BMW!) never got built – but only because Doug Polen made John angry by pulling wheelies en route to victory in the 1991



Daytona BoTT race, when Paul Lewis finally put the Britten in victory lane, with a fine second place to the Superbike world champion's works Ducati. But the manner of Polen's parade to victory fuelled John's determination to return to Daytona and win, so instead of giving up racing in favour of developing a street version of his engine, alongside building an airplane for which he'd had "a really unusual idea", John started again with a clean sheet of paper to build his putative Ducati-beating Mark 2 Britten V-1000.

Retaining the same engine, he concentrated instead on the carbon-fibre chassis, making the bike as slim and as aerodynamic as possible yet without any conventional bodywork, and fitting his own design of carbon fibre 'girder' forks, similar to the Fior alloy wishbone design but with different geometry and construction.

The first test went badly when the forks snapped off the bike due to a design fault (with a TV camera on board!), but changes were made



Just when you think you've seen every glorious angle of this remarkable and successful machine...

“ A FAIRYTALE ENDING, JUST IN TIME: JOHN BRITTEN PASSED AWAY THREE WEEKS AFTER STROUD LIFTED THE TROPHY ”

and the system worked.

But by now John had also decided to make a new 1100cc version of the eight-valve engine by boring the engine out to 99 x 72mm for 1108cc, personally manufacturing all the components himself (apart from pistons and gears), while wet-laying up the chassis, forks and now wheels in his unique and patented method of working with carbon fibre.

Three weeks before Daytona the bike didn't exist, but a superhuman effort by the band of Britten helpers got it to Florida on time after delivering a Ducati-humbling 171hp at 9700rpm on the dyno – only to crack a cylinder in practice. Mechanic Mike Brosnan welded it up and John sent Andrew Stroud to the line more in hope than expectation. Coming from the back of the grid, the Britten was clearly faster than Picotte's factory Ducati, and it was payback time as Stroud toyed with him by pulling wheelies alongside him down the infield straights!

Stopping the race when it rained seemed only to delay the inevitable Britten victory – but, tragically, the ignition was left on during the

break, the battery drained flat, and Stroud coasted to a halt when that elusive Daytona win seemed within his grasp. Winning the Assen BoTT race in Europe later that year was little consolation, especially as Daytona management declined to run a BoTT race at all in 1993.

Instead, John founded the Britten Motorcycle Company, and began making the first of the total of 10 limited edition customer replicas he would create of his universally acclaimed V-1000 racer, the first going to Italy, then two more to the USA.

An attempt to succeed in the 1994 Isle of Man TT ended tragically when rider Mark Farmer was killed in practice, a tragedy that left John shocked and concerned until an official inspection cleared the bike of any blame. But earlier that year the Britten had at last triumphed at Daytona, the first of four such victories for Britten machinery in Andrew Stroud's hands in 1994, 1996, 1997 and 1998, then made a clean sweep of the first three places in the 1994 New Zealand Grand Prix, as well as winning the NZ Formula 1 title with Jason McEwan. But although this feat, and

STREET FIGHTER



WARRIOR



RRP
\$199.95

- Lightweight ABS
- Removable Chin Area
- Drop Down Visor
- Multiple Style Options (Swap to Suit)
- Q/R Buckle (Adjustable)
- Removable / Washable Liner

ECE 22.05 APPROVED

1 HELMET 4 OPTIONS





CONNECT
TO VICTORY

The World Leader in
Performance Silicone Hose

Developed and tested with world's biggest teams and riders.



As used by Jonathan Rea - Kawasaki Racing Team, WorldSBK



SamcoSport are the number one performance silicone hose brand worldwide. Offering hundreds of road bike kits to suit a huge selection of models, SamcoSport is a must have addition for any serious rider.

- **Reliability in race conditions**
- Extreme durability
- **Lowers running temperatures**
- Single moulded hose design to increase flow
- **Weight reduction**
- Direct OEM replacement
- **Fit & Forget Lifetime Warranty**



**PREMIUM
GRADE
EUROPEAN
SILICONE**

LIMITED
**LIFETIME
WARRANTY**

PROUDLY DISTRIBUTED BY



www.jtr.com.au

Increased performance and a better looking bike

“HIS MEMORY WILL LINGER ON WHEREVER THERE’S AN AVANTGARDE TWO-WHEELED DESIGN DONE RIGHT”

Britten's V1000 was an astonishing design, particularly for 1995, with girder forks, an underseat radiator and a fully-stressed motor

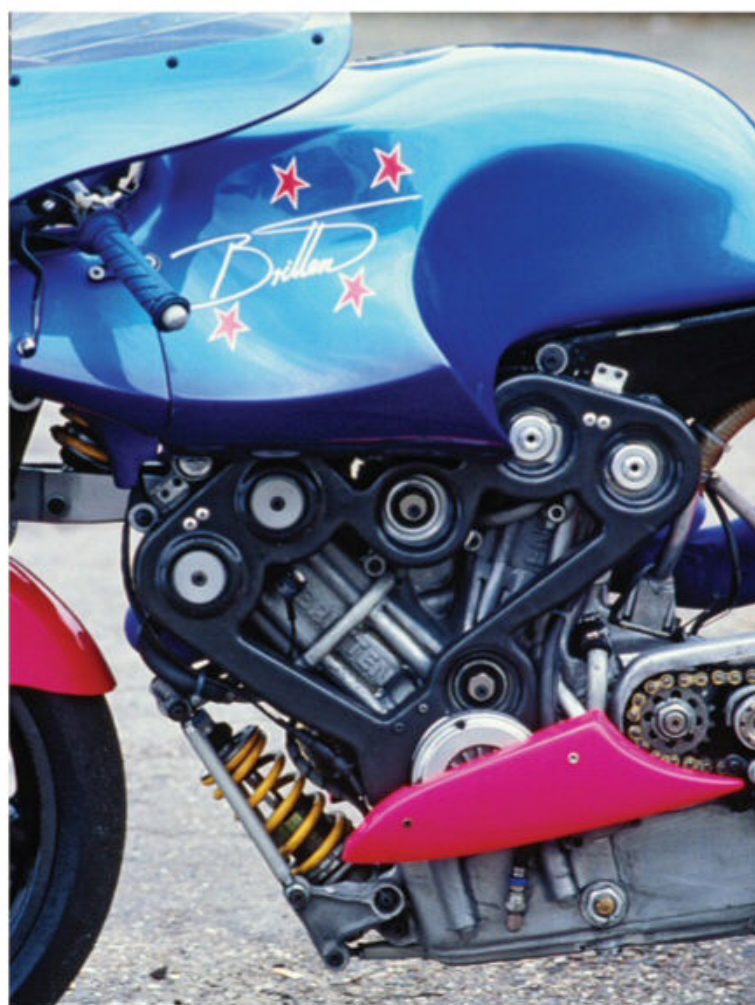
the several world speed records at over 300km/h that the bike set at the end of 1993 brought John recognition at home, it wasn't until Stroud rode to victory in the 1995 BEARS World Series rounds at Daytona, Thruxton, Zeltweg, Brands Hatch and Assen that the Britten achieved true success on the International stage. Stroud acclaimed as champion one race early, and Stephen Briggs on the Italian customer Britten clinching second place in the series. A fairytale ending – albeit, just in time: John Britten passed away three weeks after Stroud lofted the championship trophy.

Britten certainly achieved a great deal in his short life, more than most do in one twice as long, but he had so much more yet to accomplish, so many exciting projects his fertile mind was itching to complete. His loss meant that several projects he'd intended to bring to life would never

happen, most notably the Britten Supermono, a radical liquid-cooled six-valve single with head and cylinder cast as one, attached to a carbon fibre crankcase to produce an ultra-light, fuel-injected Supermono racer weighing less than 90kg ready to race. It employed the same carbon forks as the V-twin, but an even more radical chassis design. John intended the same engine, from which he was aiming to extract 100hp in 650cc form, should also be used for open motocross racing in a less peaky guise, and with just a three-speed gearbox fitted, as well as forming the basis of a family of four-stroke singles with various applications.

But at least before he left us, John Britten had the satisfaction of knowing that the bikes bearing his name – conceived, designed, constructed, developed and raced all by himself with the aid of a handful of friends – had succeeded in defeating the products of bigger, more established manufacturers from all over the world. Those fortunate enough to have known him will remember John Britten's boyish smile, his shy stammer, his intense appreciation of the different, and the unusual.

His memory will linger on wherever there's an avantgarde two-wheeled design done right. ■





STRAIGHT





Huge bolts jammed into the rear tyre and a few loose screws under the lid. Welcome to the gravity-defying motorcycle sport of hillclimb

■ WORDS & PHOTOGRAPHY **FABRICE TULANE**



And you thought that Hillclimbing is supposed to be all about getting to the top? Read on...



IN FRANCE, HILL CLIMBING IS ACTUALLY CALLED IMPOSSIBLE CLIMB



Surely bloody not. Two 300cc two-stroke engines mounted in the same chassis, it looked like computer editing. The swingarm was too long. Hang on, there's a pair of 700cc Zabel engines – usually only found in sidecarcross outfits – over there in a Frankenstein-looking bike. What the hell did they put in my coffee?

I'd found myself at a round of the French Hill Climbing Championship and as a pure novice to the rules, the bikes or the people who race it, I had ears and eyes wide open.

And, as it turns out, wide open is mandatory; "Competitors are allowed bolts, in free quantity, fixed inside the tyre. Or paddles linked together by a rod, a cable or a chain," came the answer when I asked an official about the rules.

Aboard a loud and cranky four-cylinder engine, Franck spins his wheel for a few meters before losing the rear and falling flat on his head. He dusts himself before kicking his bike, which seems to make him feel better.

Though it's hardly surprising. A high-powered superbike engine trying to get power down to a chopped up dirt ramp via a nine-foot long conglomerate of scrap metal. At the end of the dirt ramp, there is a vertical wall of rock to get over. But before this point, most riders have already bounced like a spring, flicked sideways, this way or that, whichever way the bike dictates, and eaten dirt. It's like planned whiskey throttle, open the taps, hang on and see what happens.

There's a woman competing today and I asked her her strategy.

"Go very fast with a bike that's well suspended and very powerful," she grins.

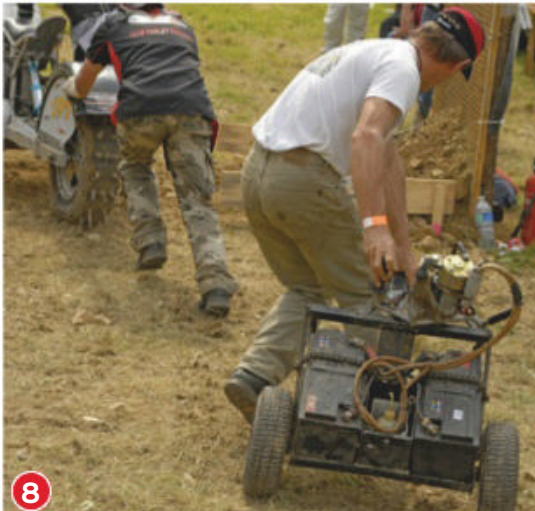
The Harley-Davidson she shares with her racing father runs on nitro methane. Between the high state of tune of the engine and the rocket fuel it's fed on, the American V-twin spits *two hundred* horsepower and the physically huge engine barely finds place in the handmade alloy frame. Most of the Japanese four-cylinders are stupidly powerful too, but they're all top-end and peaky, so you have to work to keep them revving. That makes them, well, delicate to handle on such a loamy track.

Looking around the loud and colourful paddock, I notice that V-twins are really popular: Ducati, Aprilia, the Harley and even a late-model Voxan. They have a heap of torque low-down in the rev range, which allows the riders to wind the power on easily and relatively predictably. About 30 prototypes are racing today and their preparation is second to none. But the bike is not everything, just part of the insolvable equation. In fact, in France, Hill Climbing is actually called Impossible Climb.

"Hill-climbing is all about momentum," offers American hillclimb legend Kerry Peterson.

"The hills get so steep that there's no way you'd be able to start on the hill, so you need to have good momentum behind you at all times.

"As a rider you need to have good throttle and clutch control. You have to keep the motor singing while also reading the hill. A motocross background works well, but it is very different to any other





1. Nails...
2. Fails...
3. Trails...
4. Some make it all the way to the top
5. Some make it all the way to the bottom
6. There were crimes against BMWs
7. Unspeakable acts with swingarms
8. Some impressive starter motors...
9. All to conquers this... quintessence of dust?



KEEPING UP WITH THE PETERSONS



HILLCLIMB HAS HISTORY in America. Home to the world's largest, meanest and steepest hill climbing events, there's one family who stands out, the Petersons.

Father Kerry has won nearly everything he entered since he began the sport in 1972, including five world titles, five Widow maker championships, four Great America titles, two Canadian championships and countless regional crowns.

He retired in 1998, but a decade later sons Brett and Robbie were racking up the silverware. Robbie, who started hillclimb racing when he was just five years old, had a world championship to his name and the pair a bunch of NAHA titles between them.

These days, Team Peterson Racing is the most victorious professional motorcycle Hillclimb team on the planet. Their current riders, Jake Anstett and Sammy Hummel, dominated the 2018 and 2019 seasons. The family runs an invitational event called The Peterson Cup and word on the hill is there's a four-year-old talent bearing the Peterson name who already looks to be the next big thing.



Jonty Edmonds

MICHELIN **ROAD 5**

NEW

**MORE CONFIDENCE,
IN WET AND DRY CONDITIONS,
EVEN AFTER 5000 KMS***



#1 FOR WET GRIP ON THE ROAD**



Using the latest combined technologies of **MICHELIN 2CT** and **2CT+** and the latest generation of compounds and siped tread, **MICHELIN Road 5** tyres offer you the best **wet grip** versus its main competitors** without compromise on dry roads.***



EVEN AFTER 5000 KMS, EXPERIENCE EXCEPTIONAL BRAKING IN THE WET*

Even after 5000 kms, a MICHELIN Road 5 tyre stops as short as a brand new MICHELIN Pilot Road 4 tyre* thanks to the MICHELIN XST Evo sipes.

The MICHELIN XST Evo sipes are evolutionary.



Over the kilometres, normal tread wear reveals ever wider grooves to increase the tyre's sea-to-land ratio and thereby maintain its ability to clear water.

* According to internal studies at Ladoux, the Michelin centre of excellence under the supervision of an independent witness, comparing MICHELIN Road 5 tyres used for 5636 km with new and unworn MICHELIN Pilot Road 4 tyres. ** According to internal studies at Fontange, a Michelin test track under the supervision of an independent witness, comparing MICHELIN Road 5 tyres with METZELER Roadtec 01, DUNLOP Road Smart 3, CONTINENTAL Road Attack 3, PIRELLI Angel GT and BRIDGESTONE T30 EVO tyres, in dimensions 120/70 ZR17 (front) and 180/55/ ZR17 (rear) on Suzuki Bandit 1250. *** External tests conducted by the MTE Test Centre invoked by Michelin, comparing MICHELIN Road 5 tyres with MICHELIN Pilot Road 4, METZELER Roadtec 01, DUNLOP Road Smart 3, CONTINENTAL Road Attack 3, PIRELLI Angel GT and BRIDGESTONE T30 EVO tyres, in dimensions 120/70 ZR17 (front) and 180/55 ZR17 (rear) on a Kawasaki Z900 giving best dry performance globally and #1 for Handling, #2 for Stability, #2 for Dry grip. Michelin Australia may in no way be held liable for any damage whatsoever caused by abnormal or improper use of our products.

motorcycle.michelin.com.au



MICHELIN

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages
Brand new content
One site



AVXLIVE ICU

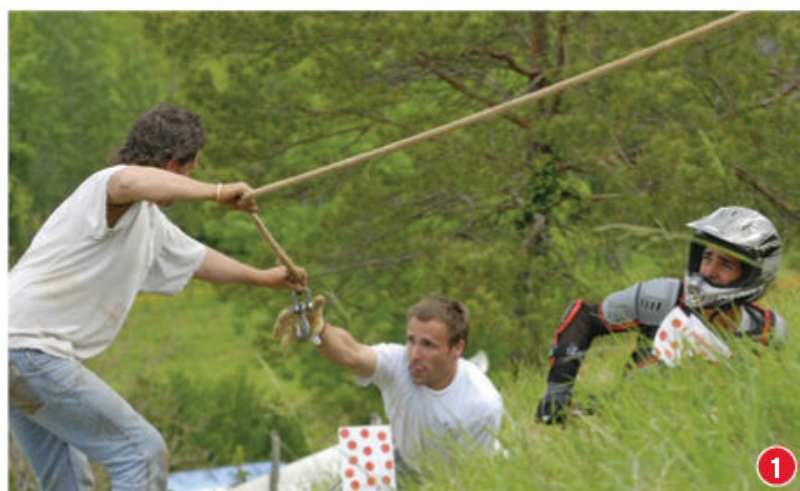
AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>



TOP OF THE PILE

IN MY MIND, the most amazing machine in the paddock is the multi-time French champion Xavier Boutiton's dual-engined Zabel. He connected the two front sprockets with a chain, another one drives the huge and frankly dangerous-looking rear. A single lever manages two clutches, and one selector connects the two gearboxes.



1



2

type of off-road motorcycle racing, so it's harder and more competitive than most people think."

Hillclimb is one of the oldest off-road motorcycle sports, with the first event held in America in 1903 and it's been particularly popular since the early 1920s, when riders would compete on Indians and Harley Davidson machinery. However, there was just one bike per event back then, with all riders competing on the same motorcycle.

When the American Motorcycle Association (AMA) came into effect, it created the AMA Professional Hill Climbing Series first held in 1976. Today the two major forces in the professional US hill climbing scene are the AMA Pro Series on the east coast and the North American Hill Climbers Association (NAHA) Pro Championship on the west. For years the two series ran different rules but, since 2007, they adopted the same regulations and engine sizes to allow competitors to cross over and compete in both series.

In terms of racing classes, the professional series are broken down into three categories; the 450 Pro class, Exhibition pro class for bikes up to 700cc and the Unlimited Pro Class, where anything goes. The 450cc class is relatively new, the category was introduced as an entry-level division in a bid to attract riders from other off-road disciplines and has become increasingly competitive.

Here in France, the arrival of the 450cc category didn't happen until around 1987, when the late Eric Aubijoux (he died in a 2007 Dakar Rally accident) and Patrick Innocenti launched the idea of a domestic hillclimb championship. It was a big project carried by Raoul Bertrand, then vice-president of the French Federation of Motorcycling (FFM).

The event gained momentum and was quickly followed by the Nordic countries and Sweden's Nordic Cup is still hugely popular today.

Before long, the Hillclimb des Nations was launched, France beating the Americans on home soil in the inaugural 2004 event held in Europe, and we got them again three years later in the 2007 edition.

Hillclimb is a big deal in France, in fact, the French championship attracts more spectators than national Superbike championship, proving just how healthy this gravity-defying sport is. As I scan the paddock and try and digest the scene unfolding in front of my eyes, I catch the eye of a mechanic who's about to kick a 1000cc twin-cylinder two-stroke into life.

"Put your earplugs in," he winked at me, before using his entire body to land on the kickstarter of a handmade bike with Scud 1000 emblazoned up the side.

The thing roars into spine-tingling life and leaves me deaf, speechless and tingling all over. And I'm just standing somewhere

A MECHANIC IS ABOUT TO START A 1000cc TWO-CYLINDER TWO-STROKE



3

1. It is not only the motorcycles that need to be rappelled to the top **2.** Some parts of the hills are actually completely vertical - or even 'negative' **3.** Then there is the 'Flying W', which is the letter you make with your head down and your legs flying in the air



“YOU NEED TO KEEP THE REAR WHEEL SPINNING”

in its vicinity. Imagine firing the thing up that dirt wall at full noise?! This is an incredible sport.

I learnt from Peterson that the ridiculously long swingarms aren't simply a stability benefit while riding up these crazy inclines.

“It allows you to use all the power of the bike without wheeling,” he explains.

“The longer the bike, the more the rear wheel spins, which gives the best control on the front. Too much traction is not good in hill-climbing. You need the rear wheel to be spinning.”

And the lower you can get the centre of gravity, the higher your chance of survival when your destiny relies on a few long bolts sticking out your rear tyre, albeit sharp ones.

The event was won by Alexandre Morel (Aprilia 990) with a run of

1. We are not actual engineers at AMCN but we are going to suggest that is not *really* an RM125 like the seat says

2. Spectators show up in large numbers (if you concede that 406 is a large-ish number)

3. “What is French for ‘pull my finger’?”

12.7 seconds of pure adrenalin, ahead of multi-time and defending champ Xavier Boutiton's (Zabel 1400) run of 14.8s and Julien Saporiti (Yamaha 1000) with a time of 15.37s.

Boutiton was unable to celebrate on the podium after breaking his foot on his last run.

To try and trick the laws of physics may sound like a best way to spend a Sunday, but it's always simply an attempt, never a given. And with some sections of the hill a dead vertical 90 degrees – even negative in some short sections – very few riders can actually lay claim to crossing the summit.

It's a discipline that separates the men from the boys and, more often than not, the boys from their bikes! Yet all will come back for more, as the will to conquer is more powerful than any number of two-stroke engines bolted together. ■



HANG ON, YOU DID WHAT?

BUT THEN THERE'S Antoine Damien's BMW. With some out-of-the-box thinking, he turned his flat-twin BMW engine 90 degrees, so instead of running across the frame, it's now in line. He then flipped the whole thing upside down! A small pump keeps the oil pressure up to the heads and, instead of the conventional fuel injection, he pressurises a small tank using a bicycle tyre pump which feeds just enough fuel to the engine to get him up the hill. The ingenuity in this paddock is nothing short of astounding.



RJAYS

AVAILABLE IN MEN'S & LADIES

- Premium leather, 3D High Tenacity Mesh & Poly 600D.
- CE Level 2 in the shoulders & elbows & CE Level 1 Back Protector
- Removable waterproof & breathable liner
- Mesh comfort lining
- Removable full sleeve 100g thermal liner.
- Fixed mesh liner with multi panel construction for comfort
- Strategically placed stretch panels in the chest, elbows, shoulders & neck for comfort & maneuverability on the bike.
- Sports performance comfort collar
- Pre-curved arms for increased performance
- Multiple adjusters for a personalized fit.
- Reflective print for low light visibility.
- Waist connection zip for pants.

RJAYS
Summer Collection
has landed.

New catalogue online at
rjays.com.au



AIR-TECH JACKET

\$399.95
RRP INC GST

Australia Cassons Pty Ltd
P: +61(0)2 8882 1900 F: +61(0)2 8882 1999
E: enquiries@cassons.com.au W: www.cassons.com.au
New Zealand Northern Accessories Ltd
E: sales@northacc.co.nz W: www.northern.co.nz



Like us on Facebook
Cassons Australia Motorcycle



Follow us on Instagram
[@cassonsaustraliamotorcycle](https://www.instagram.com/cassonsaustraliamotorcycle)



ESSENTIALS

Filling up with petrol at Bathurst is wise as there is no other reliable fuel between there and the Castlereagh Highway. There are only a few places to get food and drink along the way too, so grab it when you can. There is a range of accommodation from camping to pub stays, as well as B&B options.

Fix It

There are no mechanical workshops in this area so carry essential tools and spares and travel with others whenever possible. Bathurst and Mudgee are your best bets for parts, but both are an hour away.

Fuel Up

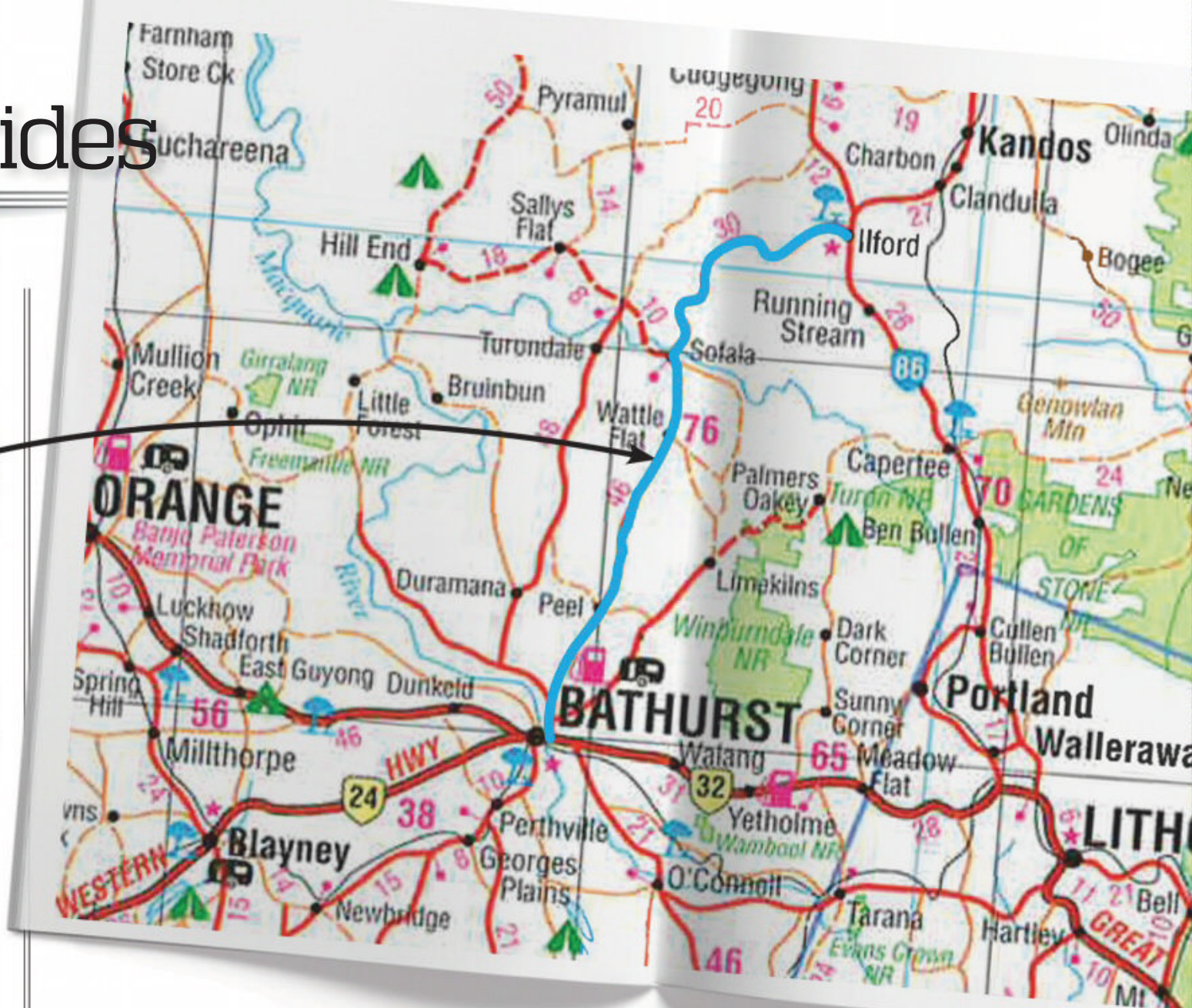
Caltex 17 Great Western Hwy, Kelso, (02) 6331 4477
Capertee General Store & Cafe Castlereagh Hwy, Round Swamp, (02) 6359 0127

Eat

There is a café right next door to the pub on the main street of Sofala if you need a coffee or a meal: Sofala Souvenir Shop and Take Away
 20 Denison St, Sofala, (02) 6337 7075
 The general stores at Wattle Flat and Capertee also offer options for food and drinks.

Sleep

The **Royal Hotel Sofala** – (02) 6337 7008 – has good clean rooms with a shared bathroom for \$40. There are a few camping grounds around too. Supplies can be picked up at the Wattle Flat General Store.



Touring the Turon

Riders will find curves in all the right places on the roads around NSW's Central West

WORDS & PHOTOGRAPHY TIM MUNRO

The Central West of NSW has a plethora of interesting roadways to offer motorcycle riders, as well as some great little towns to use as destinations or overnight stops. It's easy to see why the region is a very popular choice for travellers looking for less populated roads to enjoy a bit of downtime with their bikes.

The township of Sofala can be accessed from a number of different directions, but for riders looking for well-sealed roads, the best options are from Bathurst in the south or Ilford to the north. The alternatives involve dirt and gravel roads that range from easygoing riding through to fire trails that require good ground clearance and off-road tyres. The main road from Bathurst to Sofala starts just east of the road bridge on the Great Western Highway and is approximately 40km long.

As you clear the outer suburbs of Bathurst the road opens up into a blend of fast sweeping corners and straights that pass through the rolling countryside towards Peel and Wiagdon. The tarmac then starts to climb uphill in a series of tighter corners as you leave the gently undulating farmland behind and head for Wattle Flat. This is the best part of the ride with great views across the countryside in the south to complement some great sections of bends on a good road surface.

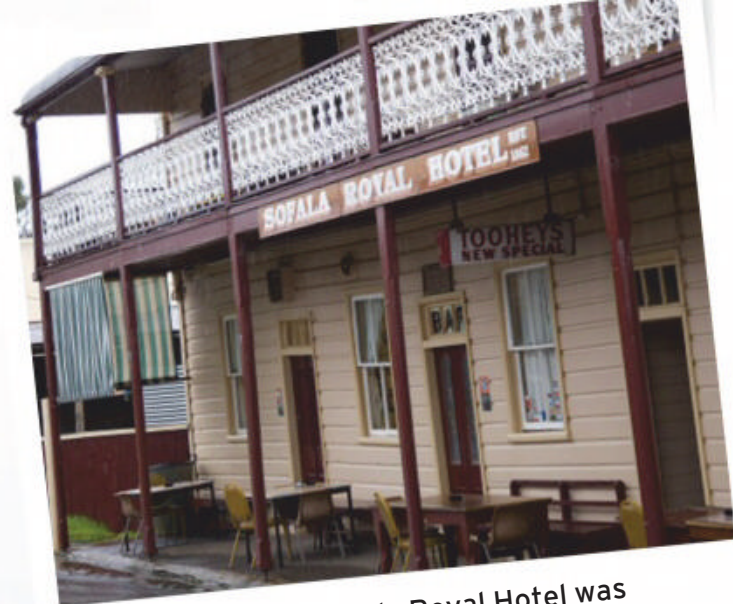
Wattle Flat sits at around 900m above sea level and as a result it gets a reasonably high average rainfall and is prone to snow during the winter months. There is a general store in town as well as a public reserve for walking and camping. From here the road continues north for a short distance before dropping down into the village of Sofala. A right turn onto the main street takes you past rows of old buildings to the local pub and café.

There are a number of accommodation options available, making it a great base for looking around the area and riding some of the other roads leading into the town. These alternative routes include Ilford on the Castlereagh Highway to the north, which is a nice ride up from the valley and along the ridge line. There is also a great stretch of tarmac on the Turondale to Duramana Road if you plan to head southwest for the run home, just be aware of the 6-7km of gravel you'll need to pass over to access the top of the Turondale Road from Sofala. Whichever direction you decide to explore, you can't go far wrong touring the Turon.

The roads throughout the area are often lightly trafficked and offer some great sections for riding. You can easily spend a day or a weekend zigzagging around the region looking for the best corners – in fact, we often do just that. ■

Detour

The road heading east from the main street of Sofala is the gateway for those looking to add a bit of gravel or off-road riding into their trip. The unsealed road crosses a causeway at Upper Turon where you can stay right and head south to Limekilns, or follow the Turon River west, which will take you through a few property gates and onto a great little dirt road which is not much more than an open fire trail. It is relatively easy going on any adventure bike and winds through a very scenic area that the locals refer to as The Gulf. This road passes the Turon Gates homestead before emerging onto the Castlereagh Highway near Capertee. It is a worthwhile detour and fuel is available at Capertee if you are running low.



The classic Sofala Royal Hotel was established in 1851



Getting there - and riding around it - is half the fun in the Turon



If you're travelling in winter, be sure to check the forecast - and be prepared to ride through snow

... the road opens up into a blend of fast sweeping corners and straights



THINGS TO DO

Bush camping is available a few kilometres west of Sofala on Hill End Road, right on the Turon River. There is also a camping area at Wattle Flat within the Heritage Lands Reserve. This is central to a couple of good bushwalks if you like to stretch your legs. Sofala is a gold-rush era town which is worth walking around to check out some of the historic buildings.

New stuff

A Better Spartan

Ficeda Accessories
From \$839.95

☎ 1300 437 711
🌐 ficeda.com.au

Shark describes the Spartan GT Carbon as the "new reference among GT Sports helmets". It's made with a combination of fibre and carbon layers, and has a multi-density EPS layer. Compared to the original Spartan, the GT has improved ventilation, reduced wind noise, and a centre locking clip for the visor.

Flip-Up Analog

Link International
\$219

☎ (07) 3382 5000
🌐 linkint.com.au

The Nitro F350 Analog is a modular helmet designed to offer a combination of safety, comfort and practicality. The Analog has an injection-moulded shell with an anti-scratch coating and an integrated pivoting chinbar and visor. It has an internal sun visor, removable/washable liner and is Pinlock ready.

Harley-D Hat

Harley-Davidson Australia
\$27.50

🌐 harley-davidson-motorclothes.com.au

The Harley-Davidson Men's Washed 39Thirty Baseball Cap is made from 100 per cent cotton up front with a polyester/spandex blend mesh back. It features an official 39Thirty silhouette by New Era and a visor sticker for authenticity. There are embroidered graphics front and back and a New Era flag logo on the side.

Adventure Boot

McLeod Accessories
\$649.95

☎ 1300 300 191
🌐 mcleodaccessories.com.au

The Sidi Adventure 2 GTX features a full grain microfibre and suede upper and a non-slip rubber sole. It has a Gore-Tex waterproof and breathable liner, removable arch support, PU shin plate, inner gaiter, ankle support and Velcro and buckle closure system. Available in grey in sizes 41-50.

Scrambler Guards

Rideworx
\$129

☎ (02) 4271 8244
🌐 barkbusters.net

Barkbusters has developed a bike-specific kit for the Triumph Scrambler 1200. The heat-treated aluminium backbone has two mounting points for full wrap-around protection, and this accepts the Barkbusters range of Jet, VPS, Storm or Carbon handguards (sold separately). Includes all hardware.

Retro Luggage

CTA Australia
From \$159.95

☎ (02) 9729 7700
🌐 ctaaustralia.com.au

Bagster has launched a Neo Vintage Range of luggage options designed to suit retro motorcycles. Neo Vintage Tank Panels (\$159.95) suit specific model bikes and these accept the Bagster Originals range as well as the Neo Vintage Tanker (\$149.95), Savannah Tool Roll (\$149.95) and Denver phone case (\$159.95).

1

2

3

4

5

6



One



Two



Three



Four



Five



Six



ride the advantage

SUSPENSIONS R US

0 3 9 7 8 6 4 4 1 4

"We've got the biggest range of all, so you know who to call!"

We stock, sell & service the largest range of aftermarket suspension components in the country.

**Thinking of upgrading?
Think Suspensions R Us**



WILBERS
AUSTRALIAN IMPORTER

NITRON
AUSTRALIAN IMPORTER

TOBY
AUSTRALIAN IMPORTER

Elka
AUSTRALIAN IMPORTER

ÖHLINS
SALES & SERVICE

YSS
SALES & SERVICE

H HYPERPRO
SALES & SERVICE

RACE TECH
SALES & SERVICE

www.suspensionsrus.com

Use Quality & Reliability USE K&L MACHINES



MC625R Air Lift
800kg Capacity



MC615R Air Lift

**Tyre Machines
Motorcycle Lifts
Wheel balancers
Side Extensions
Jacks
Accessories
Delivery Aust. Wide**

K&L have built a reputation worldwide on supplying the best shop equipment to the motorcycle industry and are the choice of Kawasaki, Polaris, Vincent, Victory, Peter Stevens & hundreds of other bike shops & training institutes nationwide



MC900
Leverless High Volume
Premium Tyre Machine



MC680
With Strong-Arm Assist
Best Seller!

CALL 03 9786 4414 TO SPEAK WITH OUR SALES TEAM

suspensionsrus.com.au



OS

OVERLANDER-S

VERSATILE AND MODULAR WATERPROOF
ADVENTURE LUGGAGE WITH MULTI-PACK
STORAGE FROM 6 TO 100-LT +

Kriega

KRIEGA.COM.AU 0409 959 737

RACERS EDGE

Australia's highest quality motorcycle race fairings.

Supersport & superbike fairings for
Ducati, Suzuki, Yamaha, Honda & Kawasaki

**NEW LATEST
Ninja 400**

PROFESSIONAL QUALITY & SERVICE
CREDIT CARDS

Ph: 0413 189 258
Pitt Town NSW
www.racersedge.com.au

Find us on Facebook **racersedge.au**

SUSPENSION IMPROVEMENTS

MOTORCYCLE SUSPENSION SPECIALISTS
DUKATI / SUZUKI / YAMAHA SERVICE CENTRE

- Racetech Conversions
- All road and dirt applications
- Hagon and Nitron agents
- Andreani, Matris
- Wilbers / Ohlins Service Centre

ÖHLINS

ADVANCED SUSPENSION TECHNOLOGY

3/49 Randall St, Slacks Creek, Brisbane
graeme@allsuspension.com
PH 07 3208 0082

SHORAI **TI-BOLT** **POWERROAD**

MORE THAN JUST BATTERIES

Lithium Starter Batteries 125 CCA - 1250 CCA
Portable Power Supplies
Portable Solar Power
Titanium Bolts
Battery Chargers
Golf Trolley Batteries
Lithium Storage Batteries
Race Car Starter Batteries



Mention this ad during the current promotional month to receive 10% discount and Free delivery for all Powerroad products

Lite Motorcycle Accessories www.litema.com.au
P: 07 5504 5595 M: 0412 170 020 E: info@litema.com.au

SPORTSBIKE
sportsbike.com.au

WHERE PASSION MEETS PERFORMANCE.

LightTech

» REAR SETS » CHAIN ADJUSTERS
» FLUID TANKS

ERINGER

» HIGH PERFORMANCE BRAKE KITS FOR ROAD AND RACE
» MASTER CYLINDERS » CALIPERS AND DISCS
» ROAD & TRACK » SUPERMOTO
» MX & ENDURO



» SLIPPER CLUTCHES » CLUTCH PACKS
» BASKETS AND COVERS » SLAVE CYLINDERS

UNDER NEW MANAGEMENT

PH: 02 9836 0774 (MATT OR PHIL) DEALERS WELCOME



Australia's leading suspension centre

Producing: racetrack champions, ride day confidence and touring satisfaction.

IMPORTERS AND STOCKISTS OF:

- Race Tech suspension components • Öhlins suspension • Bud Racing
- KYB Works components & spares • WP Suspension • Showa

www.shocktreatment.com.au

Ph: (02) 4773 9115



GOOD WOOL STORE

CUSTOM MADE SHEEPSKIN SEAT COVERS

Luxury Comfort & Protection For You and Your Seat

49 Queen St. Berry
ph: (02) 4464 2081
www.goodwool.com.au

NITRON™

MAXTON

WP

ikon

HAGON

ProMechA
.COM.AU

CALL US FOR THE SOLUTIONS TO YOUR HANDLING PROBLEMS.

03 9560 2770

MOTORCYCLE SUSPENSION SPECIALISTS

SMW
SYDNEY MOTORCYCLE WORKSHOP
Hornsby

LIVING THE DREAM



- FULLY EQUIPPED WORKSHOP
- DIAGNOSTIC EQUIPMENT FOR ALL BRANDS
- LOG BOOK SERVICING
- DYNO
- ROAD, DIRT, RACE AND ADVENTURE BIKES COVERED
- BIKE RENTALS AVAILABLE



02 9477 1443

1/85 HUNTER LANE HORNSBY

ENTRIES OPEN NOW

Visit adbmag.com.au for entry details
Spectators - \$10 entry (Under 16, FREE)

SUNDAY 26TH APRIL, 2020

KRUSIC'S RIDE PARK

26 Signboard Lane,
Dutson Downs, VIC 3851



PROUDLY SUPPORTED BY



calendar

CHECK YOUR DATE

Top 3 TV

1 AMA SX Rd9, GA LIVE

Videopass, Kayo
1 Mar
9am



Rd9 of AMA Supercross takes place at Mercedes-Benz Stadium in Atlanta, Georgia. Catch all the action live on supercrosslive.com or on Kayo from 9am Sunday AEDT. Rd10 from Daytona, Florida airs 11am AEDT on 8 March.

2 WSBK Rd1 Phillip Is AU, LIVE

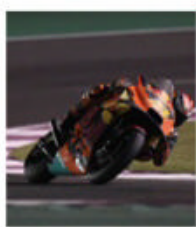
Videopass, Kayo
29 Feb-1 Mar
3pm



The 2020 Superbike World Championship kicks off at Phillip Island with WSBK Race 1 starting at 3pm AEDT Saturday, WSS at 1.15pm Sunday and WSBK Race 2 at 3pm Sunday. Catch it live on Videopass, Fox or Kayo.

3 MotoGP Rd1, Losail, QT, LIVE

Videopass, Kayo
7 Mar
11pm



The first round of the MotoGP World Championship takes place under lights at Losail, Qatar. The Moto3 race kicks off proceedings at 11pm AEDT Saturday, followed by Moto2 at 12.20am Sunday and MotoGP at 2am Sunday.

FEB-MAR 2020

Don't forget your mum's birthday

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

27

28

29 WSBK Rd1

Phillip Island, AU



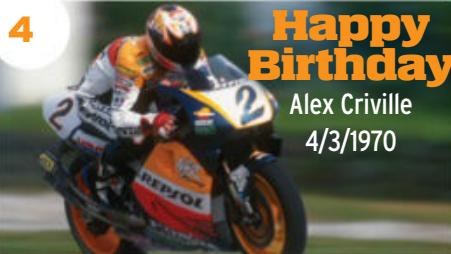
AMA SX Rd9
Atlanta, GA



WSBK Rd1
Phillip Island, AU

2

3



Happy Birthday
Alex Criville
4/3/1970

5



Gregg Hansford
Aussie racing legend died this day in 1995 in a car race at Phillip Island

6



AMA SX Rd10
Daytona, FL

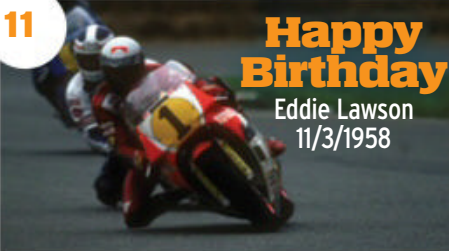
8 MotoGP Rd1
Losail, QT



9

10

11



Happy Birthday
Eddie Lawson
11/3/1958

12

Next issue
Check out below



NEXT ISSUE!

I'M A ROCKETMAAN

We take on Triumph's newer, bigger and even more... Rocketeer cruiser, the Rocket 3, in its first Australian test ride

events

YOUR SOCIAL LISTINGS

Show time

28-29 FEBRUARY

3rd Annual Drags & Bike Show, Gippsland Motorplex, 150 Aerodrome Rd, Bairnsdale, Vic. Gates open 12pm Friday; night racing from 6pm. Bitumen and dirt drags, 50cc kids racing, trailbikes, roadbikes, quads, stunt riders, burnouts and grudge racing. Live music, trade stalls, food and drink kiosks, and onsite camping. General admission \$20; campsites \$20; and race fee \$100. For information or bookings phone 0402 375 199.

14 MARCH

Bike, Trike & Hotrod Show, 132 Meakin Rd, Kingston, Qld. Gates open 10am; all entries must be ridden in. Bar, stalls, live music, burnouts, competitions, food and drinks. Child friendly til 7.30pm. Free camping, no dogs and no BYO. Hosted by Vietnam Veterans and Veterans MC Queensland Chapter. For information phone 0432 832 494 or see qldvmmc.com.au.

22 MARCH

DOCSA's Italian Motorcycle Show, Wigley Reserve, Cnr Anzac Hwy and Adelphi Tce, Glenelg, SA. Bike entries open at 9.30am, judging then begins at 1pm; show closes 4.30pm. More than 100 Italian bikes on display. Food and refreshments merchandise stands and trade displays. Entry \$5 per bike for DOCSA members; \$10 for non-members; public admission free. Hosted by Ducati Owners Club of SA. For information phone Greg Sheridan on 0459 197 264 or email shero@internode.on.net.

3 MAY

Goomeri Chrome Bumpers, Goomeri Showgrounds, Burnett Hwy, Goomeri, Qld. All bike and car makes welcome. Show 'n' shine (\$15) registration from 9am; presentation 2pm. Swap meet sites (\$10). Live entertainment, food, licenced bar and camping. Public show entry \$2. For information phone Rob Reik on 0488 681 748, Margaret Long on 0413 488 418 or Lyn McEachern on (07) 4168 5704, or email goomeribc@gmail.com.



D-No

Ride days & schools

Phillip Island Ride Days / 1300 793 423

Phillip Island, Vic

Sydney Motorsport Park Ride Days/1300 366 640

SMSP, NSW

Murray Valley Training Co 0459 415 787

Barnawartha North, Vic

Champion's Ride Days (07) 3287 4144

Broadford, Vic

Winton, Vic

Wakefield Park, NSW

Qld Raceway, Qld

Barbagallo, WA

Lakeside, Qld

Mallala, SA

Phoenix MCC Junior Coaching 0417 821 061

Tailem Bend, SA

Mallala, SA

California Superbike School / 1300 793 423

Phillip Island, Vic

SMSP, NSW

Top Rider 1300 131 362

SMSP, NSW

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

Mac Park, SA

Ride-Tek MTA

1300 788 382

Sandown, Vic

Ridedays WA (08) 9409 1002

Barbagallo, WA

Collie, WA

Trakdayz

0401 484 898

Barbagallo, WA

Racing where & when

Road racing

MOTOGP WORLD C'SHIP

- Rd1 8 Mar, Losail, QT
- Rd2 22 Mar, Chang International, TH
- Rd3 5 Apr, Circuit of the Americas, US
- Rd4 19 Apr, Termas de Rio Hondo, AR
- Rd5 3 May, Jerez, ES
- Rd6 17 May, Le Mans, FR
- Rd7 31 May, Mugello, IT
- Rd8 7 Jun, Catalunya, ES
- Rd9 21 Jun, Sachsenring, DE
- Rd10 28 Jun, Assen, ND
- Rd11 12 Jul, KymiRing, FI
- Rd12 9 Aug, Brno, CZ
- Rd13 16 Aug, Red Bull Ring, AT
- Rd14 30 Aug, Silverstone, UK
- Rd15 13 Sep, Misano, IT
- Rd16 4 Oct, Aragon, ES
- Rd17 18 Oct, Twin Ring Motegi, JP
- Rd18 25 Oct, Phillip Island, AU
- Rd19 1 Nov, Sepang, MY
- Rd20 15 Nov, Ricardo Tormo Valencia, ES

WORLD SUPERBIKE C'SHIP

- Rd1 28 Feb-1 Mar, Phillip Is, AU
- Rd2 14-15 Mar, Losail, QT
- Rd3 28-29 Mar, Jerez, ES
- Rd4 18-19 Apr, Assen, ND
- Rd5 9-10 May, Imola, IT
- Rd6 23-24 May, Aragon, ES
- Rd7 13-14 Jun, Misano, IT
- Rd8 4-5 Jul, Donington Park, UK
- Rd9 1-2 Aug, Oschersleben, DE
- Rd10 5-6 Sep, Portimao, PT
- Rd11 19-20 Sep, Catalunya, ES
- Rd12 26-27 Sep, Magny-Cours, FR
- Rd13 10-11 Oct, El Villicum, AR

ASBK

- Rd1 28 Feb-1 Mar, Phillip Island, Vic
- Rd2 28-29 Mar, Wakefield Park, NSW
- Rd3 9-10 May, The Bend, SA
- Rd4 16-17 May, Barbagallo, WA
- Rd5 8-9 Aug, Morgan Park, Qld
- Rd6 12-13 Sep, Winton, Vic
- Rd7 3-4 Oct, Phillip Island, Vic

MOTOE WORLD CUP

- Rd1 3 May, Jerez, ES
- Rd2 28 Jun, Assen, ND
- Rd3 16 Aug, Red Bull Ring, AT
- Rd4 13 Sep, Misano, IT
- Rd5 15 Nov, Ricardo Tormo, ES

BRITISH SUPERBIKE C'SHIP

- Rd1 10-12 Apr, Silverstone, NTH
- Rd2 1-3 May, Oulton Park, CHS

- Rd3 22-24 May, Donington Park, LCE
- Rd4 19-21 Jun, Snetterton, NFK
- Rd5 10-12 Jul, Knockhill, FIF
- Rd6 24-26 Jul, Brand Hatch, KEN
- Rd7 7-9 Aug, Thruxton, HAM
- Rd8 21-23 Aug, Cadwell Park, LIN
- Rd9 4-6 Sep, Oulton Park, CHS
- Rd10 18-20 Sep, Assen, ND
- Rd11 2-4 Oct, Donington Park, LCE
- Rd12 16-18 Oct, Brand Hatch, KEN

FIM EWC

- Rd3 18 Apr, Le Mans 24 Hours, FR
- Rd4 6 Jun, 8 Hours of Oschersleben, DE
- Rd5 19 Jul, Suzuka 8 Hours, JP

AUST HISTORIC ROAD RACING C'SHIP

- Rd1 1 Mar, Matterley Basin, UK

Off-road racing

FIM MXGP/MX2

- Rd1 1 Mar, Matterley Basin, UK
- Rd2 8 Mar, Valkenswaard, ND
- Rd3 22 Mar, Neuquen, AR
- Rd4 5 April, Pietramurata, IT
- Rd5 19 Apr, TBA, ES
- Rd6 26 Apr, Agueda, PT
- Rd7 10 May, Kegums, LV
- Rd8 17 May, Maggiora, IT
- Rd9 24 May, Teutschenthal, DE
- Rd10 7 Jun, Saint Jean d'Angely, FR
- Rd11 14 Jun, Kegums, LV
- Rd12 28 Jun, Jakarta, ID
- Rd13 5 Jul, Palembang, ID
- Rd14 26 Jul, Loket, CZ
- Rd15 2 Aug, Lommel, BE
- Rd16 16 Aug, Uddevalla, SE
- Rd17 23 Aug, Itti-KymiRing, FI
- Rd18 6 Sep, Afyonkarahisar, TR
- Rd19 13 Sep, TBA, CN
- Rd20 20 Sep, Imola, IT

FIM MXon

27 Sep, Ernee, FR

MX NATS

- Rd1-2 4-5 Apr, Horsham, Vic
- Rd3 3 May, Newry, Vic
- Rd4 24 May, Gympie, Qld
- Rd5 28 Jun, Conondale, Qld
- Rd6-7 25-26 Jul, Maitland, NSW
- Rd8-9 22-23 Aug, Coolumb, Qld

FIM ENDURO

- Rd1 17-19 Mar, Marco de Cavanese, PT
- Rd2 24-26 Apr, Lalin, ES
- Rd3 5-7 Jun, Spoleto, IT

- Rd4 12-14 Jun, Hungaroring, HU
- Rd5 17-19 Jul, Saaremaa, ES
- Rd6 24-26 Jul, Skovde, SE
- Rd7 18-20 Sep, Requista, FR
- Rd8 16-18 Oct, Zschopau, DE

AORC

- Rd3-4 14-15 Mar, Dungog, NSW
- Rd5-6 18-19 Apr, Nowra, NSW
- Rd7-8 1-2 Aug, TBA, SA
- Rd9-10 19-20 Sep, Omeo, Vic
- Rd11 17-18 Oct, Wynyard, Tas

AMA SX

- Rd9 29 Feb, Atlanta, GA
- Rd10 7 Mar, Daytona, FL
- Rd11 14 Mar, Indianapolis, IN
- Rd12 21 Mar, Detroit, MI
- Rd13 28 Mar, Seattle, WA
- Rd14 4 Apr, Denver, CO
- Rd15 18 Apr, Foxborough, MA
- Rd16 25 Apr, Las Vegas, NV
- Rd17 2 May, Salt Lake City, UT

FIM CROSS COUNTRY RALLIES*

- Rd1 20-26 Mar, Abu Dhabi, AE
- Rd2 24-29 May, Rally Kazakhstan, KZ
- Rd3 3-16 Jul, SilkWay Rally, RU, KZ & CN
- Rd4 14-23 Aug, Rally do Serteos, BR
- Rd5 8-13 Oct, Rallye du Maroc, MA

FIM SPEEDWAY GP

- Rd1 16 May, Warsaw, PL
- Rd2 30 May, Teterow, DE
- Rd3 13 Jun, Prague, CZ
- Rd4 18 Jul, Cardiff, UK
- Rd5 25 Jul, Hallstavik, SE
- Rd6 1 Aug, Wroclaw, PL
- Rd7 15 Aug, Malilla, SE
- Rd8 29 Aug, Togliatti, RU
- Rd9 12 Sep, Vojens, DK
- Rd10 3 Oct, Torun, PL

FIM TRIAL GP

- Rd1 23-24 May, Sokolov, CZ
- Rd2 5-7 Jun, Motegi, JP
- Rd3 20-21 Jun, Sant Julia, AD
- Rd4 4-5 Jul, Tolmezzo, IT
- Rd5 10-12 Jul, Tong, DE
- Rd6 29-30 Aug, Cahors, FR
- Rd7 5-6 Sep, Pobladura de las Regueras, ES

FIM TRIAL DES NATIONS

R12-13 Sep, Gouveia, PT

FINKE DESERT RACE

5-8 Jun, Finke, NT

*Provisional

Radio

2RRR 88.5FM
Ride Rage Radio
Tuesdays 5pm



Listen from anywhere at: www.riderageradio.com

App of the issue

Polarsteps
Free
Apple & Android



Polarsteps automatically keeps track of your route and places you've visited while your phone is in your pocket. You can also share your route with family and friends

Rally the troops

13-15 MARCH

Conondale Rally, Green Park, Conondale, Qld. Rally opens 12pm Friday. Food, drinks, show 'n' shine, trophies, gymkhana, raffle and live music. Family friendly rally; great camping and facilities. No glass and no dogs. Hosted by Kawasaki Z Owners Club, Qld. For more information email zownersqld@hotmail.com or see zownersqueensland.com.

22 MARCH

Cystic Fibrosis Dice Run, BP service station, Western Hwy, Rockbank, Vic. Meet 9am; stands up 10am. Ride to Little River Hotel. Family event; raffle; giveaways; and sausage sizzle. Registration \$10. Funds to Cystic Fibrosis Community Care. For information see the '3773 MCC Ellan Vannin Rides and Events' Facebook page.

28 MARCH

Revvng The River Festival, Murray Esplanade Pde, Echuca, Vic. Show and shine (\$10) 10am-12pm, Mankini Run (\$20) 12.30-1pm, Poker Run (\$20) 2-5pm and blues band (\$20) 5.30-7.30pm at Henry's Bridge Hotel. Supporting Zaidee's Rainbow Foundation. For information phone Allan on 0412 985 211 or see facebook.com/revvngtheriver.org.

31 MARCH-2 APRIL

Z Owners Victoria 25th Year Celebration Rally, Lake Nillahcootie Camp, Midland Hwy, Barjarg, Vic. Entertainment, show 'n' shine, food, drinks and onsite amenities. No BYO; no pets. Camping \$30 prepaid with patch; dorm-style bed \$50 prepaid with patch; \$40 at the gate. Funds to The Good Friday Appeal. For more information see zowners.com.au.

24-26 APRIL

33rd Autumn Leaf Rally, Tumorrana Hall grounds, 35km east of Tumut, NSW, on the Wee Jasper Rd. Signposted from Tumut and Coolac. Catering from Friday night to Sunday morning. Firewood and water onsite, gymkhana, live band, trophies and more. Entry \$20 includes badge. For information email tvriders@hotmail.com or see angelfire.com.

24-26 APRIL

26th Cane Toad Rally, Coronation Hotel, Toobeah, Qld. Free camping, camp kitchen, firewood, gymkhana and awards. BYO food or



two meals a day at the hotel. Hosted by the BMWMCQ. Entry \$20 includes badge. Proceeds to RFDS. For details email canetoalrally@gmail.com or see bmwmcq.org.au.

1-3 MAY

Loaded Dog Rally, Tarago Showground, Braidwood Rd, Tarago, NSW. Gates open Friday 10am and close Sunday 5pm. Fully catered, working showers, flushing toilets, and lots of firewood. Usual rally awards and trophies. Entry \$20 at the gate includes badge and raffle tickets. Hosted by Onesie, BIG Blue and Crew. For more information email theloadeddogrally@gmail.com.

2 MAY

Dubbo Motorbike Rally, Talbragar St, Dubbo, NSW. From 8am to 5pm. Thousands of motorcycles in one place, along with bike-related vendors, manufacturers, food & drink stalls and merchandise. Free entry. For more information, directions, accommodation options, merchandise and other attractions in the area see dubbotorbikeally.com.

8-9 MAY

The Aussie & The Indian Parade, Silverton, NSW. Head to outback NSW for the largest gathering of Indian motorcycles in Australia, and an attempt at the world record. Meet 11am on Friday in Broken Hill and head to Penrose Park at 8am on Saturday for 9.30am parade. Entry \$111 per bike; first 300 to register receive extra goodies in rego pack. For information, registration and an orientation video see theaussie-theindian.com.

16-17 MAY

BMW Rally 2020 & Reunion, Maldon Racecourse Recreation Reserve, 11 Lewis Road, Maldon, Vic. All BMW riders are invited to join current and ex-members of the BMW MCC of Victoria to celebrate the club's 45th year. Gymkhana, usual rally awards and classic bike displays. BYO tent and sleeping gear. Toilets and hot showers on site. Entry \$25 includes badge. For information phone Phil Irvine on 0456

391 173, Neil Williamson on 0429 359 484 or Noel Gilliland on 0419 355 953, or see bmwmotorcycleclubofvictoria.wildapricot.org.

23-24 MAY

Hotrod and Custom Auto Expo, Rosehill Racecourse, James Ruse Drive, Rosehill, NSW. Gates open 9am to 5pm. Bikes, hotrods, customs and muscle cars. Australia's biggest custom bike build-off, trade stalls and kids entertainment. Adults \$30; concession \$20; children \$10; family \$70; weekend adult pass \$50. For more information phone Andy on 0418 113 832, Donna on 0419 170 873 or email info@hotrodandcustom.com.au.

12 SEPTEMBER

Get Chopped @ Salubrious, Archer Falls Airfield, 1253 Neurum Rd, Mt Archer, Qld. Gates open 9am; onsite camping Friday and Saturday (\$5). Bikes, planes, dirt drags, rat rods and more. Food and drinks; licenced bar; live music. Entry \$10 adults; kids free. For information phone 0448 114 001.

Aussie made designs,
from a life on the road
the road beckons



Andy Strapz
andystrapz.com

visit us online or call
(03) 9786 3445

buyersguide

A-Z OF NEW BIKE PRICES * Claimed / ** Measured

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Apriliaaprilia.com.au							
Dorsoduro	\$15,790	896, V-twin	70*	90*	212k*	67 / 13	x
RSV4 RF	\$31,990	999, V4	148*	115*	204w*	67 / 6	x
RSV4 RR MY19	\$26,490	999, V4	148*	115*	204w*	NT	x
RSV4 1100 Factory	\$33,990	1078, V4	160*	122*	199w*	68/22	x
Shiver 900	\$15,190	896, V-twin	70*	90*	218k*	67 / 12	x
SR 50 MT E4	\$2990	49, Single	4*	4.8*	107d*	NT	✓
Tuono RR	\$23,490	1078, V4	129*	121*	180d*	68 / 22	x
Tuono Factory	\$27,190	1078, V4	129*	121*	180d*	68/22	x
Benellibenelli.com.au							
All prices are ride away							
Leoncino	\$8990	500, P-twin	35*	46*	207k*	67 / 11	✓
Leoncino Trail	\$9590	500, P-twin	35*	46*	207k*	68 / 08	✓
TnT 135	\$3990	135, Single	9.5*	10.8*	124w*	69 / 15	✓
TRK 502	\$8790	500, P-twin	35*	45*	235w*	68 / 07	✓
TRK 502 X	\$9390	500, P-twin	35*	45*	235w*	68 / 03	✓
502 C	\$9790	500, P-twin	35*	45*	235w*	59 / 07	✓
Betabetamotor.com.au							
2020 RR 125 2T	\$11,495	125, Single	NG	NG	94d*	69 / 10	✓
2020 RR 200 2T	\$12,295	190, Single	NG	NG	97d*	69 / 10	✓
2020 RR 250 2T	\$12,595	249, Single	NG	NG	103.5d*	69 / 10	✓
2020 RR 300 2T	\$13,095	293, Single	NG	NG	103.5d*	69 / 10	✓
2020 RR 350 4T EFI	\$13,295	349, Single	NG	NG	111.5d*	69 / 10	✓
2020 RR 390 4T EFI	\$13,595	385, Single	NG	NG	111.5d*	69 / 10	✓
2020 RR 430 4T EFI	\$13,795	431, Single	NG	NG	112.5d*	69 / 10	✓
2020 RR 480 4T EFI	\$13,995	478, Single	NG	NG	112.5d*	69 / 10	✓
2020 RR 125 2T Racing	\$12,995	125, Single	NG	NG	94d*	69 / 10	✓
2020 RR 250 2T Racing	\$14,295	249, Single	NG	NG	103.5d*	69 / 10	✓
2020 RR 300 2T Racing	\$14,695	293, Single	NG	NG	103.5d*	69 / 10	✓
2020 RR 350 4T Racing	\$14,995	349, Single	NG	NG	107.5d*	69 / 10	✓
2020 RR 390 4T Racing	\$15,195	385, Single	NG	NG	107.5d*	69 / 10	✓
2020 RR 430 4T Racing	\$15,395	431, Single	NG	NG	108.5d*	69 / 10	✓
2020 RR 480 4T Racing	\$15,595	478, Single	NG	NG	108.5d*	69 / 10	✓
2020 X-Trainer 250 2T	\$10,995	249, Single	NG	NG	104d*	69 / 10	✓
2020 X-Trainer 300 2T	\$10,995	293, Single	NG	NG	100d*	69 / 10	✓
BMWbmwmotorrad.com.au							
* indicates ride-away price							
C 400 X	\$9090	350, Single	25*	35*	203d*	69 / 02	✓
C 400 X ion	\$11,490	350, Single	25*	35*	203d*	69 / 02	✓
C 400 GT	\$10,340	350, Single	25*	35*	207d*	69 / 02	✓
C 400 GT ion	\$12,090	350, Single	25*	35*	207d*	69 / 02	✓
C 650 Sport	\$14,875	647, P-twin	44*	66*	237d*	63 / 16	✓
C 650 GT	\$15,775	647, P-twin	44*	66*	249d*	61 / 19	✓
F 750 GS	\$14,290	853, P-twin	57*	83*	224w*	68 / 14	x
F 750 GS Tour	\$17,580	853, P-twin	57*	83*	224w*	68 / 14	x
F 850 GS	\$18,140	798, P-twin	63*	83*	191d*	68 / 14	x
F 850 GS Rallye	\$18,540	798, P-twin	63*	83*	248w	66 / 20	x
F 850 GS Rallye X	\$21,890	798, P-twin	63*	83*	248w	66 / 20	x
F 850 GS Tour	\$21,530	798, P-twin	63*	83*	248w	66 / 20	x
F 850 GS Adventure	\$19,440	798, P-twin	63*	83*	248w	66 / 20	x
F 850 GS Adventure Rallye	\$19,915	798, P-twin	63*	83*	248w	66 / 20	x
F 850 GS Adventure Rallye X	\$23,680	798, P-twin	63*	83*	248w	66 / 20	x
G 310 R	\$6050	313, Single	25*	28*	158.5w*	67 / 05	✓
G 310 GS	\$7150	313, Single	25*	28*	169.5w*	67 / 10	✓
K 1600 B Deluxe	\$39,990	1649, Six	118*	175*	306d*	NT	x
K 1600 B Grand America	\$41,990	1649, Six	118*	175*	306d*	NT	x
K 1600 GT	\$39,490	1649, Six	118*	175*	306d*	66 / 22	x
K 1600 GT Sport	\$40,265	1649, Six	118*	175*	306d*	66 / 22	x
K 1600 GTL	\$41,190	1649, Six	118*	175*	306d*	66 / 22	x
K 1600 GTL Elegance	\$42,550	1649, Six	118*	175*	306d*	66 / 22	x
R nineT	\$22,490	1170, Boxer	81*	119*	222w*	63 / 23	x
R nineT Pure	\$18,025	1170, Boxer	81*	116*	219w*	NT	x
R nineT Racer	\$19,475	1170, Boxer	81*	116*	220w*	67 / 03	x
R nineT Scrambler	\$19,075	1170, Boxer	81*	116*	220w*	66 / 08	x
R nineT Urban G/S	\$19,075	1170, Boxer	81*	116*	220w*	66 / 08	x
R 1250 GS	\$23,890	1254, Boxer	100*	143*	238w*	69 / 09	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
R 1250 GS Rallye	\$25,465	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Rallye X	\$30,590	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Exclusive	\$28,890	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Adventure	\$25,865	1254, Boxer	100*	143*	268w*	68 / 17	x
R 1250 GS Adventure Rallye	\$26,890	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Adventure Rallye X	\$32,290	1254, Boxer	100*	143*	NG	NT	x
R 1250 GS Adventure Exclusive	\$31,540	1254, Boxer	100*	143*	NG	NT	x
R 1250 R	\$21,325	1254, Boxer	100*	143*	243w*	69 / 08	x
R 1250 R HP	\$27,810	1254, Boxer	100*	143*	NG	NT	x
R 1250 R Exclusive	\$26,340	1254, Boxer	100*	143*	NG	NT	x
R 1250 RS	\$22,625	1254, Boxer	100*	143*	243w*	69 / 08	x
R 1250 RS Sport	\$28,490	1254, Boxer	100*	143*	NG	NT	x
R 1250 RS Exclusive	\$27,490	1254, Boxer	100*	143*	NG	NT	x
R 1250 RT	\$32,790	1254, Boxer	100*	143*	243w*	NT	x
R 1250 RT Sport	\$33,690	1254, Boxer	100*	143*	243w*	NT	x
R 1250 RT Elegance	\$33,990	1254, Boxer	100*	143*	243w*	NT	x
S 1000 R	\$20,390	999, Four	121*	114*	205w*	66 / 22	x
S 1000 R Sport	\$22,790	999, Four	118*	112*	NG	NT	x
S 1000 RR	\$23,550	999, Four	146*	113*	197w*	66 / 22	x
S 1000 RR Sport	\$25,990	999, Four	146*	113*	NG	NT	x
S 1000 RR Race	\$27,990	999, Four	146*	113*	208w*	NT	x
S 1000 RR M Sport	\$30,990	999, Four	146*	113*	NG*	NT	x
S 1000 XR	\$22,850	999, Four	121*	114*	228w*	66 / 22	x
S 1000 XR HP	\$23,675	999, Four	121*	114*	228w*	66 / 22	x
Braaapbraaapmotorcycles.com.au							
ST-250 Shadow	\$3499	250, Single	12*	17*	132d*	NT	✓
Urban	\$1500	125, Single	NG	NG	69d*	65 / 22	✓
BRPau.brp.com							
* indicates ride-away price							
Spyder F3 SE6	\$32,199*	1330, Triple	86*	130*	430d*	NT	x
Spyder F3 LTD	\$35,499*	1330, Triple	86*	130*	430d*	NT	x
Ryker 600	\$14,899	600, P-twin	35*	47*	270d*	68/18	✓
Ryker 900	\$17,299	900, Triple	58*	76*	280d*	NT	x
Ryker 900 Rally	\$18,999	900, Triple	58*	76*	285d*	NT	x
CFMotojojomotorcycles.com.au							
All prices are ride away							
2020 150NK	\$3490	149, Single	10.7*	12*	135d*	NT	✓
2020 250NK	\$4290	249, Single	19.5*	22*	151d*	NT	✓
2020 650NK	\$6790	649, P-twin	41.5*	62*	193d*	66 / 16	✓
2020 650MT	\$7490	649, P-twin	41.5*	62*	213d*	67 / 01	✓
2020 650GT	\$8490	649, P-twin	41.5*	62*	213d*	68 / 25	✓
Ducatiucati.com.au							
All prices are ride away							
2020 Panigale V2	\$22,900	955, V-twin	115.5*	107.4*	176d*	NT	x
2020 Panigale V4	\$31,650	1103, V4	157.5*	124*	195k*	68 / 06	x
2020 Panigale V4 S	\$40,490	1103, V4	157.5*	124*	195k*	69 / 16	x
Panigale V4 R	\$63,190	999, V4	162*	112*	193k*	68 / 13	x
2020 SuperSport	\$18,000	937, V-twin	83.1*	96.7*	210k*	69 / 11	x
2020 SuperSport S	\$20,250	937, V-twin	83.1*	96.7*	210k*	67 / 05	x
2020 Diavel 1260	\$29,800	1198, L-twin	119*	130.5*	234w*	62 / 11	x
2020 Diavel 1260 S	\$35,400	1198, L-twin	119*	130.5*	234w*	62 / 11	x
2020 XDiavel	\$30,600	1262, L-twin	114.7*	128.9*	247k*	65 / 17	x
2020 XDiavel S	\$36,000	1262, L-twin	114.7*	128.9*	247k*	65 / 17	x
2020 Hypermotard	\$21,200	937, V-twin	83.1*	97.9*	204k*	69 / 05	x
2020 Hypermotard SP	\$26,600	937, V-twin	83.1*	97.9*	201k*	64 / 11	x
2020 Monster 659	\$12,999	659, V-twin	37*	44*	187w*	68/ 08	✓
2020 Monster 797	\$13,490	803, V-twin	55*	68.9*	187k*	68/ 08	x
2020 Monster 821	\$18,300	821, V-twin	64*	78*	188w*	60 / 22	x
2020 Monster 821 Stealth	\$19,300	821, V-twin	64*	78*	188w*	69 / 08	x
2020 Monster 1200	\$23,700	1198, V-twin	108*	124*	213k*	67 / 10	x
2020 Monster 1200 S Red	\$27,100	1198, V-twin	108*	124*	211w*	63 / 16	x
2020 Monster 1200 S Black	\$27,500	1198, V-twin	108*	124*	211w*	63 / 16	x
2020 Multistrada 950	\$21,200	937, V-twin	83.1*	96.2*	227w*	66 / 14	x
2020 Multistrada 950 S Red	\$23,700	937, V-twin	83.1*	96.2*	227w*	66 / 14	x
2020 Multistrada 950 S Grey	\$23,900	937, V-twin	83.1*	96.2*	227w*	66 / 14	x
2020 Multistrada 1260	\$27,100	1260, V-twin	117.7*	136*	232w*	64 / 22	x

Your adventure.
Our policy.



MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
2020 Multistrada 1260 S	\$31,190	1260, V-twin	117.7*	136*	235w*	66 / 10	x
2020 Multistrada 1260 S GT	\$32,400	1260, V-twin	117.7*	136*	235w*	66 / 10	x
2020 Multistrada 1260 S PP	\$39,100	1260, V-twin	117.7*	136*	222w*	NT	x
2020 MTS 1260 Enduro Red	\$32,300	1260, V-twin	117.7*	136	254w*	65 / 21	x
2020 MTS 1260 Enduro Sand	\$32,600	1260, V-twin	117.7*	136	254w*	69 / 09	x
2020 Streetfighter	\$29,500	1103, V4	157.5*	124*	201k*	NT	x
2020 Streetfighter S	\$33,900	1103, V4	157.5*	124*	201k*	NT	x
2020 Scrambler Sixty2	\$13,850	399, L-twin	30.1*	34.3*	183w*	65 / 24	✓
2020 Scrambler Icon	\$14,900	803, L-twin	55*	68*	170d*	64 / 14	x
2020 Scrambler Full Throttle	\$17,540	803, L-twin	55*	68*	170d*	64 / 14	x
2020 Scrambler Cafe Racer	\$19,100	803, L-twin	55*	68*	188w*	66 / 24	x
2020 Scrambler Desert Sled	\$19,290	803, L-twin	55*	68*	170d*	66 / 16	x

Gas Gas		gasgasaustralia.com.au					
EC250	\$11,990	249, Single 2T	NG	NG	107d*	NT	✓
EC300	\$12,490	299, Single 2T	NG	NG	107d*	NT	✓
EC300 Ranger	\$11,490	299, Single 2T	NG	NG	108d*	NT	✓

Harley-Davidson			harley-davidson.com.au				
All prices are ride away							
Breakout	\$34,250	1690, V-twin	NG	130*	322w*	62 / 25	x
1200 Custom	\$19,250	1200, V-twin	NG	105*	265w*	NT	x
CVO Road Glide	\$53,495	1745, V-twin	NG	151*	330w*	NT	x
CVO Street Glide	\$53,495	1690, V-twin	NG	138*	372w*	65 / 04	x
CVO Ultra Limited	\$56,250	1801, V-twin	NG	156*	429w*	66 / 12	x
Fat Bob	\$27,750	1690, V-twin	NG	131*	310w*	63 / 17	x
Fat Boy	\$30,995	1690, V-twin	NG	134*	313w*	NT	x
Fat Boy S	\$33,995	1801, V-twin	NG	146*	333w*	NT	x
Forty-Eight	\$18,995	1200, V-twin	NG	97*	255w*	60 / 07	x
Heritage Classic S	\$33,995	1690, V-twin	NG	132*	341w*	NT	x
Iron 883	\$15,995	883, V-twin	NG	73*	255w*	63 / 19	x
2020 Low Rider	\$27,995	1868, V-twin	65*	155*	308w*	69 / 08	x
Road Glide Special	\$38,750	1690, V-twin	NG	150*	388w*	67 / 05	x
Road King	\$34,495	1690, V-twin	NG	138*	371w*	NT	x
Roadster	\$19,495	1202, V-twin	NG	98*	259k*	66 / 01	x
Softail Deluxe	\$29,750	1690, V-twin	NG	134*	330*	NT	x
Softail Slim	\$26,495	1690, V-twin	NG	134*	318*	61 / 22	x
Street 500	\$9995	494cc V-twin	NG	40*	222w*	64 / 17	✓
Street Bob	\$23,495	1690, V-twin	NG	130*	305w*	62 / 23	x
Street Rod	\$12,995	749, V-twin	51*	65*	238w*	66 / 24	x
SuperLow	\$15,995	883, V-twin	NG	73*	255w*	NT	x
Ultra Limited	\$40,995	1690, V-twin	NG	138	414w*	66 / 12	x

Honda		hondamotorcycles.com.au					
CB125E	\$2499	124, Single	10*	10.1	137w*	66 / 06	✓
CB500F	\$7799	471, P-twin	35*	43*	192w*	62 / 17	✓
CBR500R	\$8199	471, P-twin	34.4**	42.4*	194w*	62 / 21	✓
CBR600RR	\$15,399	599, Four	88*	66*	186d*	62 / 19	x
CB650F	\$9999	649, Four	35*	NG*	208w*	NT	✓
CB650R	\$10,299	649, Four	35*	NG	215w**	NT	✓
2020 CBR1000RR-R SP	\$49,999	999, Four	160*	113*	201kw*	NT	x
CMX	\$8299	471, P-twin	NG	NG	187.8k*	67 / 03	✓
CRF250L	\$6299	249, Single	17*	NG	147w*	NT	✓
CRF250LA	\$6599	249, Single	17*	NG	157k*	NT	✓
CRF230F	\$6199	223, Single	14*	NG	112k*	NT	x
2020 Africa Twin	\$19,995	998, P-twin	75	105	238w*	69 / 10	x
2020 Africa Twin Adv. Sport	\$23,499	998, P-twin	75	105	238w*	69 / 10	x
2020 Africa Twin Adv. Sport DCT	\$24,499	998, P-twin	75	105	250w*	69 / 10	x
GL1800 Goldwing DCT	\$36,799	1832, Six	88*	167*	421w*	61 / 16	x
GL1800 Goldwing Tour	\$42,999	1832, Six	88*	167*	421w*	61 / 16	x
Grom	\$3699	124, Single	7.2*	10.9	104k*	69 / 15	✓
Monkey	\$5999	124, Single	7.2*	10.9	101.7w*	68 / 11	✓
MW110 Benly	\$3499	108, Single	NG	NG	108k*	NT	✓
NC750X	\$10,299	745, P-twin	40.3*	68*	216w*	62 / 07	x
NSC110 Dio	\$2899	110, Single	NG	NG	102w*	NT	✓
Forza 300	\$8299	279, Single	NG	NG	192w*	63 / 07	✓
PCX150	\$4799	153, Single	NG	NG	130w*	NT	✓

Husqvarna		husqvarnamotorcycles.com.au					
401 Vitpilen	\$6,595	373, Single 4T	32*	27.3*	150d*	NT	✓

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
401 Svartpilen	\$6,595	373, Single 4T	32*	27.3*	150d*	NT	✓
701 Vitpilen	\$8,795	672, Single 4T	55*	72*	157d*	69 / 04	x
701 Svartpilen	\$9,295	672, Single 4T	55*	72*	157d*	NT	x
701 Enduro	\$15,495	672, Single 4T	55*	72*	157d*	NT	x
701 Supermoto	\$15,995	672, Single 4T	55*	72*	157d*	NT	x
FE 250	\$13,995	249, Single 4T	NG	NG	107.3d*	NT	✓
FE 350	\$14,995	349, Single 4T	NG	NG	109d*	NT	✓
FE 450	\$15,395	449, Single 4T	NG	NG	112.8d*	NT	✓
FE 501	\$15,895	510, Single 4T	NG	NG	113.3d*	NT	✓
TE150	\$12,329	144, Single 2T	NG	NG	99.3w*	NT	✓
TE 250	\$13,995	249, Single 2T	NG	NG	104.2d*	NT	✓
TE 300	\$15,395	293, Single 2T	NG	NG	104.4d*	NT	✓

Indian		indianmotorcycle.com.au					
All Indian prices are ride away							
Chief Classic	\$29,995	1811, V-twin	NG	161*	357w*	63 / 03	x
Chief Dark Horse	\$30,995	1811, V-twin	NG	161*	356w*	65 / 02	x
Chief Vintage	\$32,995	1811, V-twin	NG	161*	388w*	66 / 22	x
Chieftain Dark Horse	\$38,995	1811, V-twin	NG	161*	377w*	NT	x
Chieftain Limited	\$38,995	1811, V-twin	NG	161*	391w*	63 / 19	x
Chieftain Elite	\$49,995	1811, V-twin	NG	161*	391w*	NT	x
2020 Challenger Limited	\$39,995	1770, V-twin	91*	178*	NG	NT	x
2020 Challenger Dark Horse	\$99,595	1770, V-twin	91*	178*	NG	NT	x
FTR 1200	\$20,995	1203, Vtwin	92*	120*	230w*	NT	x
FTR 1200 S	\$22,995	1203, Vtwin	92*	120*	231w*	NT	x
FTR 1200 S Race Replica	\$24,995	1203, Vtwin	92*	120*	231w*	NT	x
Roadmaster	\$41,995	1811, V-twin	NG	161*	428w*	NT	x
Roadmaster Dark Horse	\$41,995	1811, V-twin	NG	161*	428w*	NT	x
Scout	\$19,995	1133, V-twin	74.7*	97.7*	254w*	64 / 10	x
Scout 100th Anniversary	\$22,995	1133, V-twin	74.7*	97.7*	254w*	NT	x
Scout Bobber	\$19,995	1133, V-twin	74.7*	97.7*	255w*	67 / 10	x
Scout Bobber Twenty	\$21,995	1133, V-twin	74.7*	97.7*	264w*	NT	x
Springfield	\$34,995	1811, V-twin	NG*	161*	391w*	65 / 25	x
Springfield Dark Horse	\$36,995	1811, V-twin	NG*	161*	391w*	NT	x

Kawasaki		kawasaki.com.au					
KLR650	\$8199	651, Single	NG	NG	194w*	63 / 05	✓
2020 KLX250S	\$6399	249, Single	NG	NG	134w*	NT	✓
2020 KLX230	\$5999	233 Single	NG	NG	134w*	NT	✓
2020 KLX230R	\$5699	233, Single	NG	NG	115w*	NT	✓
KLX450R	\$11,199	449, Single	NG	NG	126w*	NT	✓
2020 Ninja 400	\$6699	399, P-twin	36*	28*	168w*	62 / 07	✓
2020 Ninja 400 SE or KRT	\$6949	399, P-twin	36*	28*	168w*	NT	✓
Ninja 650	\$9999	649, P-twin	53*	64*	211w*	NT	x
Ninja 650L	\$9999	649, P-twin	37.8*	59*	192k*	66 / 20	✓
Ninja 650L KRT Edition	\$10,299	649, P-twin	37.8*	59*	192k*	66 / 20	✓
Ninja 1000	\$16,399	1043, Four	104.5*	111*	231k*	67 / 05	x
2020 Ninja H2 SX SE	\$33,000	998, Four	147.2*	158*	237w*	68/03	x
Ninja H2 Carbon	\$41,900	998, Four	147.2*	158*	237w*	64 / 19	x
Ninja ZX-6R	\$14,799	636, Four	96.4*	71*	194w*	62 / 12	x
Ninja ZX-6R KRT replica	\$14,799	636, Four	96.4*	71*	194w*	62 / 12	x
Ninja ZX-10R	\$23,700	998, Four	147.1*	113.5*	206w*	62 / 17	x
Ninja ZX-10R KRT replica	\$23,900	998, Four	147.1*	113.5*	206w*	62 / 17	x
Ninja ZX-10RR	\$27,300	998, Four	147.1*	113.5*	206w*	62 / 17	x
Ninja ZX-14R	\$22,099	1352, Four	147.2*	158*	269w*	61 / 14	x
2020 Ninja ZX-14R	\$22,099	1441, Four	NG	NG	244w*	NT	x
Versys-X 300 SE	\$6499	296, P-twin	29*	26*	175w*	67 / 12	✓
Versys 650	\$10,599	649, P-twin	51*	64*	216w*	62 / 24	x
Versys 650L	\$10,799	649, P-twin	39*	56*	211w*	NT	✓
Versys 1000 SE	\$22,499	1043, Four	88*	102*	257k*	NT	x
2020 Vulcan S	\$9999	649, P-twin	35*	57*	226w*	64/16	✓
2020 Vulcan S SE	\$10,199	649, P-twin	35*	57*	226w*	NT	✓
2020 Vulcan 900 Classic	\$12,499	903, V-twin	37*	78*	281w*	NT	x
2020 Vulcan 900 Custom	\$12,599	903, V-twin	37*	78*	277w*	NT	x
Vulcan S Cafe	\$10,499	649, P-twin	35*	57*	226w*	64/16	✓
W800 SE	\$11,999	773, P-twin	35*	60*	216w*	NT	x
W800 Cafe	\$13,999	773, P-twin	35*	60*	216w*	NT	x
2020 W800 Street	\$12,999	773, P-twin	35*	60*	216w*	NT	x
Z125 PRO KRT Replica	\$4249	125, Single	7.1*	9.6*	102w*	66 / 02	✓
2020 Z400	\$6499	399, P-twin	33.4*	38*	168w*	68 / 23	✓



Call our specialist motorcycle insurance team
on 1800 24 34 64 or visit qbe.com/au

Conditions apply. QBE Insurance (Australia) Ltd. ABN 78 003 191 035.
AFSL 239545. Consider the PDS to see if a product is right for you.



INSURANCE

100% COMMITMENT

buyersguide

A-Z OF NEW BIKE PRICES * Claimed / ** Measured

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Z650L (LAMS)	\$9799	649, P-twin	37.8*	59*	186k*	66 / 16	✓
Z900	\$12,499	948, Four	92.2*	98.6*	210w*	67 / 12	x
2020 Z900RS	\$16,099	948, Four	92.2*	98.6*	210w*	66 / 22	x
Z900RS Cafe	\$16,799	948, Four	92.2*	98.6*	210w*	66 / 22	x
Z1000	\$15,599	1043, Four	104.5*	111*	221w*	63 / 15	x
KTMktm.com.au							
1090 Adventure R	\$22,495	1050, V-twin	92*	109*	207d*	66 / 24	x
1290 Adventure S	\$26,495	1301, V-twin	118*	140*	217d*	66 / 24	x
1290 Adventure R	\$27,295	1301, V-twin	118*	140*	217d*	69 / 09	x
RC390	\$5995	373, Single	32*	37*	149d*	66 / 21	✓
390 Duke	\$6,095	373, Single	32*	37*	149d*	66 / 21	✓
690 SCMR	\$16,395	690, Single	51.5*	NG	149.5d*	64 / 20	x
790 Duke	\$13,395	790, P-Twin	78.2*	64*	169*	67 / 25	x
690 Enduro R	\$15,995	690, Single	NG	NG	139d*	NT	x
790 Adventure	\$19,495	799, P-Twin	70*	88*	NG	69 / 02	x
790 Adventure R	\$20,995	799, P-Twin	70*	88*	NG	68 / 19	x
250 EXC	\$13,395	249, Single	NG	NG	101.9d*	NT	✓
300 EXC	\$14,695	293, Single	NG	NG	102d*	NT	✓
250 EXC-F	\$13,395	250, Single	NG	NG	109d*	NT	✓
350 EXC-F	\$14,295	349, Single	NG	NG	111d*	NT	✓
450 EXC	\$14,695	449, Single	NG	NG	111d*	NT	✓
500 EXC	\$15,195	510, Single	NG	NG	111d*	NT	✓
1290 Super Duke GT	\$28,795	1301, V-twin	127*	144*	205d*	65 / 22	x
1290 Super Duke R	\$26,795	1301, V-twin	130*	141*	195d*	69 / 16	x
Lambrettalambrettaaustralia.com.au							
2020 V50 Special	\$3590	49.5, Single	2.6*	3.4*	NG	NT	✓
2020 V125 Special	\$4290	124.7, Single	7.5*	9.2*	NG	NT	✓
2020 V200 Special	\$4990	169, Single	8.8*	12.2*	NG	NT	✓
Kymcokymco.com.au							
2020 Agility 50	\$2190	49, Single	2.6*	NG	92.5w*	NT	✓
2020 Agility 16+ 200i	\$3790	163, Single	8.2*	NG	122d*	NT	✓
2020 Agility RS 125	\$2690	125, Single	6.9*	NG	106d*	NT	✓
2020 Agility Carry 125	\$2990	125, Single	6.9*	NG	NG	NT	✓
2020 AK 550	\$11,990	550, Twin	39	56	226d*	NT	✓
2020 DownTown 350i	\$6990	320, Single	22.1*	NG	173d*	NT	✓
2020 Like 125	\$2890	125, Single	6.9*	NG	116d*	NT	✓
2020 Like 150R	\$4590	125, Single	10*	NG	120d*	NT	✓
2020 Like 200i	\$3790	163, Single	8.5*	NG	120d*	NT	✓
2020 People S 150	\$4450	150, Single	10kW	NG	135d*	NT	✓
2020 Super 8 50	\$2490	49, Single 2T	2.9*	NG	107d*	NT	✓
2020 Super 8 125	\$2990	125, Single	6.9*	NG	117d*	NT	✓
2020 Xciting S 400i	\$8990	400, Single	26.5*	38.4*	195d*	NT	✓
2020 X-Town 300i	\$5990	276, Single	17.1*	NG	185d*	NT	✓
Moto Guzzimotoguzzi.com.au							
* indicates ride-away price							
California Audace	\$24,990	1380, V-twin	71*	121*	295d*	65 / 20	x
California Eldorado	\$24,990	1380, V-twin	71*	120*	309d*	65 / 13	x
California Touring ABS SE	\$29,990*	1380, V-twin	71*	120*	300d*	64 / 16	x
MGX-21	\$37,490*	1380, V-twin	71*	121*	341k*	66 / 10	x
V7 III Milano	\$16,990*	744, V-twin	38*	60*	193k*	NT	x
V7 III Carbon	\$17,890*	744, V-twin	38*	60*	189k*	NT	x
V7 III Racer	\$18,490*	744, V-twin	38*	60*	193k*	NT	x
V7 III Rough	\$17,590*	744, V-twin	38*	60*	189k*	NT	x
V7 III Special	\$16,190*	744, V-twin	38*	60*	189k*	NT	x
V7 III Stone	\$14,590*	744, V-twin	38*	60*	189k*	NT	x
V85 TT	\$20,690*	853, V-twin	59*	80*	208d*	69 / 03	x
V85 TT Premium	\$21,390*	853, V-twin	59*	80*	208d*	69 / 03	x
V9 Bobber	\$16,890*	853, V-twin	40.44*	62*	199k*	65 / 24	x
V9 Roamer	\$15,190*	853, V-twin	40.44*	62*	199k*	65 / 24	x
MV Agustamvagusta.com.au							
All prices are ride away							
800 Dragster RR	\$27,990	798, Triple	103*	87*	172d*	63 / 18	x
800 Dragster America	\$29,990	798, Triple	103*	87*	172d*	NT	x
800 Dragster Pirelli	\$31,490	798, Triple	103*	87*	172d*	NT	x
800 Dragster RC	\$33,490	798, Triple	103*	87*	172d*	NT	x
Superveloce 800 Serie Oro	\$49,990	798, Triple	108*	88*	173d*	NT	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Brutale 800	\$21,990	798, Triple	81*	83*	172d*	NT	x
Brutale 800 RR	\$24,990	798, Triple	103*	87*	172d*	68/08	x
Brutale 800 RR Pirelli	\$30,880	798, Triple	103*	87*	172d*	NT	x
Brutale 800 RC	\$32,880	798, Triple	110*	87*	167d*	NT	x
Brutale 800 RR America	\$28,590	798, Triple	103*	87*	172d*	NT	x
Brutale 800 RR Lewis Hamilton	\$38,880	798, Triple	103*	87*	172d*	NT	x
Brutale 1000 Serie Oro	\$71,990	998, Four	153*	115*	186d*	NT	x
F3 675	\$21,990	675, Triple	94*	71*	173d*	67 / 16	x
F3 675 RC	\$28,590	675, Triple	94*	71*	173d*	62 / 05	x
F3 800	\$23,990	798, Triple	108*	88*	173d*	NT	x
F3 800 RC	\$30,880	798, Triple	108*	88*	173d*	NT	x
F4	\$28,590	998, Four	144*	111*	191d*	61 / 25	x
F4 RR	\$38,990	998, Four	148*	111*	190d*	63 / 01	x
F4 RC	\$61,880	998, Four	153*	115*	183d*	66 / 22	x
F4 Claudio	\$125,012	998, Four	158*	115*	183d*	61 / 25	x
Turismo Veloce	\$23,990	798, Triple	81*	80*	191d*	67 / 10	x
Turismo Veloce Lusso	\$27,590	798, Triple	81*	80*	191d*	65 / 10	x
Turismo Veloce Lusso SCS	\$31,790	798, Triple	81*	80*	192d*	68 / 02	x
Turismo Veloce RC SCS	\$35,880	798, Triple	81*	80*	192d*	67 / 10	x
Peugeotpeugeotmotorcycles.com.au							
All prices are ride away							
Kisbee 50 2T	\$2690	50, Single	2.9*	NG	90d*	NT	✓
Tweet 125	\$3990	124, Single	NG	NG	NG	NT	✓
Django 150	\$4990	150, Single	7.5*	9.2*	140d*	69 / 01	✓
Django 150 Allure	\$5190	150, Single	7.5*	9.2*	140d*	NT	✓
Belville 200 RS	\$5490	169, Single	8.6*	12.2*	126d*	69 / 14	✓
Metropolis 400	\$14,790	339, Single	26*	38*	256d*	NT	✓
Piaggiopiaggio.com.au							
All prices are ride away							
BV 350 ABS ASR E4	\$9790	330, Single	24*	32*	177d*	63 / 05	✓
Fly 150	\$4340	151, Single	9*	NG	NG	NT	✓
Medley 150 S	\$6340	155, Single	11*	14.4*	132w*	66 / 08	✓
Medley 150 SE	\$6540	155, Single	11*	14.4*	132w*	66 / 08	✓
Typhoon 50	\$3570	50, Single 2T	2.5	NG	NG	NT	✓
Zip 50 4T	\$3570	50, Single 4T	2.5*	NG	89d*	NT	✓
Royal Enfieldroyalenfield.com.au							
Bullet 500	\$8690	499, Single	NG	NG	187w*	66 / 17	✓
Classic 350	\$6490	346, Single	NG	NG	187w*	67 / 02	✓
Rumbler 350	\$6790	350, Single	NG	NG	187w*	67 / 19	✓
Classic 500	\$8790	499, Single	NG	NG	187w*	68 / 05	✓
Classic 500 Chrome	\$9190	499, Single	20*	41*	187w*	65 / 17	✓
Interceptor 650 Classic	\$9790	648, P-twin	35*	52*	202w*	68 / 09	✓
Interceptor 650 Custom	\$9990	648, P-twin	35*	52*	202w*	68 / 09	✓
Interceptor 650 Chrome	\$10,290	648, P-twin	35*	52*	202w*	68 / 09	✓
Continental GT	\$9690	535, Single	21.4*	44*	187w*	69 / 01	✓
Continental GT 650 Classic	\$9990	648, P-twin	35*	52*	202w*	68 / 09	✓
Continental GT 650 Custom	\$10,190	648, P-twin	35*	52*	202w*	68 / 09	✓
Continental GT 650 Chrome	\$10,490	648, P-twin	35*	52*	202w*	68 / 09	✓
2020 Himalayan (Euro4)	\$7300	411, Single	18*	32*	182k*	69 / 08	✓
Shercosherco.com							
250 SE Factory	\$14,290	249, Single	NG	NG	105d*	NT	✓
300 SE Factory	\$14,690	293.1, Single	NG	NG	105d*	NT	✓
250 SEF Factory	\$14,890	249, Single	NG	NG	102d*	NT	✓
300 SEF Factory	\$15,390	303.7, Single	NG	NG	102d*	62 / 18	✓
450 SEF Factory	\$15,990	449.4, Single	NG	NG	102d*	62 / 18	✓
250 SE-R	\$11,990	249.3, Single	NG	NG	105d*	NT	✓
300 SE-R	\$12,390	293.1, Single	NG	NG	105d*	NT	✓
250 SEF-R	\$12,490	248.6, Single	NG	NG	102d*	NT	✓
300 SEF-R	\$13,390	303.7, Single	NG	NG	102d*	64 / 20	✓
450 SEF-R	\$13,790	449.4, Single	NG	NG	102d*	NT	✓
Suzukisuzukimotorcycles.com.au							
2020 Address 110	\$2490	113, Single	NG	NG	97w*	65 / 02	✓
2020 Boulevard S40	\$7990	652, Single	NG	NG	173w*	NT	✓
2020 Boulevard C50T	\$11,190	805, V-twin	39*	69*	N/A	60 / 18	x
2020 Boulevard M109R	\$19,490	1783, V-twin	92*	160*	347w*	NT	x
2020 Burgman 200	\$5490	200, Single	13.5*	N/A	161w*	64 / 15	✓

Your adventure.
Our policy.



MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
2020 DR-Z400E	\$8190	398, Single	29.4*	N/A	146w*	NT	✓
2020 GSX-R125	\$3490	124.4, Single	NG	NG	134w*	NT	✓
2020 GSX-R600	\$14,990	599, Four	92.5*	69.6*	187w*	60 / 14	x
2020 GSX-R750	\$15,990	750, Four	110*	86*	190w*	NT	x
2020 GSX-R1000	\$21,990	1000, Four	136.1*	116.7*	203k*	64 / 14	x
2020 GSX-R1000R	\$25,490	1000, Four	148.6*	117*	203k*	66 / 17	x
2020 GSX-S750	\$11,790	749, Four	84*	81*	213w*	67 / 02	x
2020 GSX-S1000	\$15,190	999, Four	107*	106*	209w*	64 / 20	x
2020 GSX-S1000F	\$16,290	999, Four	107*	106*	209w*	64 / 20	x
2020 KATANA	\$17,490	999, Four	107*	106*	209w*	68 / 20	x
2020 GSX1300R Hayabusa	\$19,490	1340, Four	145*	155*	266w*	62 / 15	x
2020 RM-Z250	\$10,590	449, Single	35.5*	43.4*	124w*	64 / 20	x
2020 RM-Z450	\$11,490	449, Single	35.5*	43.4*	124w*	64 / 20	x
2020 SV650	\$8990	645, V-twin	51.1*	56.5*	197w*	66 / 01	x
2020 SV650 LAMS	\$8990	645, V-twin	35*	56.5*	197w*	NT	✓
2020 SV650 XA	\$9490	645, V-twin	51.1*	56.5*	197w*	66 / 01	x
2020 SV650 XA LAMS	\$9490	645, V-twin	35*	56.5*	197w*	66 / 01	✓
2020 V-Strom 250	\$6190	250, Twin	NG	NG	188w*	NT	✓
2020 V-Strom 650	\$10,990	645, V-twin	52*	62*	213w*	67 / 01	x
2020 V-Strom 650 XT	\$12,290	645, V-twin	52*	62*	216w*	67 / 01	x
2020 V-Strom 650 XT LAMS	\$11,990	645, V-twin	52*	62*	216w*	67 / 01	✓
2020 V-Strom 1000 XT	\$16,490	1037, V-twin	74*	101*	233w*	67 / 01	x

Super Soco

supersoco.com.au

TS - Sport	\$4290	Electric	2.4*	120*	78*	68 / 22	✓
TC - Cafe Racer	\$4990	Electric	3*	150*	NG*	NT	✓
CUX - Scooter	\$4490	Electric	2.7*	115*	NG*	NT	✓
CUX - Ducati Edition	\$4990	Electric	2.7*	115*	NG*	NT	✓

SWM

swmmotorcycles.com.au

Prices marked * are ride away

2020 RS 300 R	\$8280	300, Single	NG	NG	107d*	NT	✓
2020 RS 500 R	\$8990	500, Single	NG	NG	112d*	NT	✓
2020 SM 500 R	\$9990	500, Single	NG	NG	120.5d*	NT	✓
2020 Superdual X	\$10,490	600, Single	NG	NG	169d*	67 / 08	✓

SYM Scoota

symscooters.com.au

Symphony ST200i	\$3780	200, Single	8.8*	12.5*	127d*	NT	✓
Classic 200i	\$3549	200, Single	8.8*	12.5*	121d*	NT	✓
HD2 200i	\$5299	171.2, Single	11.4*	15*	NG	NT	✓
CityCom300i	\$6999	278, Single	NG	NG	NG	NT	✓
GTS 300i Sport	\$7899	278, Single	21*	27*	198d*	NT	✓
Maxsym 400i	\$8990	399, Single	25*	35*	229d*	NT	✓

Triumph

triumphmotorcycles.com.au

Boneville Bobber <i>from</i>	\$18,400	1200, P-twin	56*	106*	228d*	66 / 20	x
Bonneville Speedmaster	\$19,900	1200, P-Twin	77*	106*	246d*	67 / 2	x
Bonneville T100	\$15,500	900, P-twin	40.5*	80*	213d*	66 / 14	x
Bonneville T100 Black	\$15,500	900, P-twin	40.5*	80*	213d*	66 / 14	x
Bonneville T120 <i>from</i>	\$17,900	1200, P-twin	59*	105*	224d*	65 / 20	x
2020 Rocket 3 R	\$27,990	2458, Triple	123*	221*	291d*	69 / 12	x
2020 Rocket 3 GT	\$28,990	2458, Triple	123*	221*	294d*	69 / 12	x
Scrambler 1200 XC	\$20,300	1200, P-Twin	66.2*	110*	205*	68 / 15	x
Scrambler 1200 XE	\$21,700	1200, P-Twin	66.2*	110*	207*	69 / 11	x
Speed Triple RS	\$23,250	1050, Triple	103*	112*	192d*	65 / 16	x
Speed Twin	\$18,200	1200, P-twin	71.5*	112*	196d*	68 / 21	x
Street Cup	\$15,600	900, P-twin	40.5*	80*	200d*	66 / 14	x
Street Scrambler	\$16,200	900, P-twin	40.5*	80*	213d*	66 / 23	x
Street Triple 660	\$13,175	660, Triple	38**	50**	194w**	64 / 11	✓
Street Triple S	\$14,200	765, Triple	83*	73*	166d*	67 / 05	x
Street Triple R	\$16,250	765, Triple	87*	77*	166d*	67 / 05	x
2020 Street Triple RS	\$18,050	765, Triple	90*	79*	166d*	69 / 13	x
Street Twin	\$14,100	900, P-twin	40.5*	80*	198d*	65 / 14	x
Thruxton 1200	\$18,900	1200, P-twin	72*	112*	206d*	65 / 22	x
Thruxton 1200 R	\$21,700	1200, P-twin	72*	112*	203d*	65 / 22	x
Thruxton 1200 RS	\$23,100	1200, P-twin	77*	112*	197d*	NT	x
Tiger Sport	\$17,950	1050, Triple	92*	104*	235w*	66 / 02	x
Tiger 800 XCA	\$21,550	800, Triple	70*	79*	203d*	NT	x
Tiger 800 XCX	\$19,650	800, Triple	70*	79*	221w*	64 / 17	x
Tiger 800 XRT	\$20,950	800, Triple	70*	79*	197d*	NT	x
Tiger 800 XRX	\$18,550	800, Triple	70*	79*	216w*	64 / 23	x

MODEL	PRICE \$AUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Tiger 900 GT	\$19,050	888, Triple	70*	87*	194d*	NT	x
Tiger 900 Rally	\$20,150	888, Triple	70*	87*	196d*	NT	x
Tiger 900 GT Pro	\$21,950	888, Triple	70*	87*	198d*	NT	x
Tiger 900 Rally Pro	\$22,550	888, Triple	70*	87*	201d*	NT	x
Tiger 1200 XRX	\$24,300	1200, Triple	104*	122*	244d*	67 / 14	x
Tiger 1200 XCX	\$25,800	1200, Triple	104*	122*	243d*	67 / 14	x
Tiger 1200 XRT	\$27,800	1200, Triple	104*	122*	248d*	67 / 14	x
Tiger 1200 XCA	\$29,500	1200, Triple	104*	122*	228d*	69 / 09	x

Ural

ural.com

2020 CT	\$23,290	749, Twin	31*	56.9*	332d*	65 / 12	x
2020 Ranger	\$26,490	749, Twin	31*	56.9*	332d*	68 / 15	x
2020 Ranger Sportsman LE	\$29,690	749, Twin	31*	56.9*	332d*	NT	x
2020 Ranger Sahara LE	\$29,990	749, Twin	31*	56.9*	332d*	NT	x

Vespa

vespa.com.au

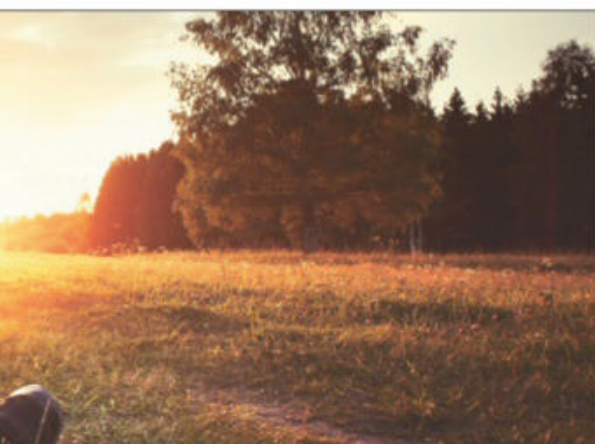
All prices are ride away

Primavera 50	\$5990	49, Single	3.2*	NG	96d*	NT	✓
Primavera 125 iGET	\$6990	124, Single	7.9*	10.4*	NG	NT	✓
Primavera 150 iGET	\$7790	155, Single	9.5*	12.8*	NG	NT	✓
Primavera 150 SE	\$8190	155, Single	9.5*	12.8*	NG	NT	✓
Primavera 150 S	\$7890	155, Single	9.5*	12.8*	NG	NT	✓
Sprint 150 S	\$7990	155, Single	7.9*	12.8*	NG	NT	✓
Sprint 150 iGET Carbon	\$8290	155, Single	7.9*	12.8*	NG	NT	✓
GTS 150 iGET ABS	\$8790	155, Single	9.5*	12.8*	NG	NT	✓
GTS 300 Touring	\$10,890	278, Single	15.5*	22*	148d*	63 / 14	✓
GTS 300 Super Sport	\$10,690	278, Single	15.5*	26*	148d*	63 / 14	✓
GTS 300 Super Tech HPE	\$11,790	278, Single	15.5*	22*	NG	NT	✓

Yamaha

yamaha-motor.com.au

2020 AG125F	\$3569	100, Single	NG	NG	NG	NT	✓
2020 AG200F	\$5405	196, Single	NG	NG	112w*	NT	✓
2020 Bolt C	\$8873	942, V-twin	38.3*	79.5*	245w*	64 / 03	x
2020 Bolt R	\$12,749	942, V-twin	38.3*	79.5*	245w*	64 / 03	x
2020 D'elight 125	\$3467	125, Single	NG	NG	NG	NT	✓
2020 FJR1300	\$28,559	1298, Four	107*	138*	289w*	62 / 10	x
2020 MT-03	\$5915	321, P-twin	30.9*	29.6*	168w*	65 / 24	✓
2020 MT-07	\$10,199	689, P-twin	38.3*	57.5*	179w	64 / 07	✓
2020 MT-07 High Output	\$10,913	689, P-twin	56**	68*	179w	64 / 07	✓
2020 MT-07 Tracer	\$12,545	689, P-twin	38.3*	57.5*	196w*	66 / 21	✓
2020 MT-09	\$12,545	847, Triple	84.6*	87.5*	193w*	69 / 02	x
2020 MT-09 SP	\$14,279	847, Triple	84.6*	87.5*	193w*	64 / 18	x
2020 Tracer 900	\$15,809	847, Triple	84.6*	87.5*	193w*	64 / 18	x
2020 Tracer 900 GT	\$18,563	847, Triple	84.6*	87.5*	193w*	64 / 18	x
2020 MT-10	\$19,379	998, Four	118*	111*	210w*	66 / 04	x
2020 MT-10 SP	\$22,439	998, Four	118*	111*	210w*	67 / 05	x
2020 Niken	\$22,439	847, Triple	84*	87.5*	263*	69 / 02	x
2020 Niken GT	\$24,479	847, Triple	84*	87.5*	NG	N/T	x
2020 NMAX	\$4079	150, Single	NG	NG	NG	NT	✓
2020 TMAX 560	\$14,999	562, P-twin	35*	55.7*	218w*	NT	✓
2020 XMAX 300	\$7137	292, single	34*	53*	222w*	66 / 19	✓
2020 Tricity	\$5711	124.8, single	8.1*	10.4*	152w*	64 / 04	✓
2020 Virago 250	\$6935	249, V-twin	NG	NG	147w*	61 / 05	✓
2020 V-Star 650 Custom	\$8975	649, V-twin	29*	50.9*	233w*	NT	✓
2020 V-Star 650 Classic	\$9485	649, V-twin	29*	50.9*	233w*	63 / 10	✓
2020 WR250R	\$8465	250, Single	NG	NG	134w*	66 / 05	✓
2020 WR250F	\$12,545	246, Single	NG	NG	126d*	69 / 15	✓
2020 WR450F	\$13,565	449, Single	NG	NG	124w*	61 / 20	✓
2020 XSR700	\$11,219	689, P-twin	38.3*	57.5*	186w*	65 / 11	✓
2020 XSR900	\$13,259	847, Triple	84.6*	87.5*	195w*	65 / 25	x
2020 XT250	\$6425	249, Single	14*	19*	132*	64 / 11	✓
2020 Tenere 700	\$15,499	689, P-twin	54*	68*	204w*	69 / 13	x
2020 XT1200Z Super Tenere	\$20,399	1199, P-twin	63**	98**	261w*	64 / 11	x
2020 XT1200ZE Super Tenere	\$22,439	1199, P-twin	82.4*	117*	273w*	63 / 19	x
2020 YZF-R15	\$4385	150, Single	13*	15*	136w*	62 / 22	✓
2020 YZF-R1	\$24,479	998, Four	175*	NG	201w*	69 / 09	x
2020 YZF-R1 M	\$32,639	998, Four	175*	NG	202w*	69 / 09	x
2020 YZF-R3	\$6425	321, P-Twin	30.9*	29.6*	169w*	65 / 02	✓
2020 YZF-R3 Monster	\$6525	321, P-Twin	30.9*	29.6*	169w*	65 / 02	✓
2020 YZF-R6	\$17,849	599, Four	78.1**	57.28**	194.6**	63 / 24	x



Call our specialist motorcycle insurance team
on 1800 24 34 64 or visit qbe.com/au

Conditions apply. QBE Insurance (Australia) Ltd. ABN 78 003 191 035.
AFSL 239545. Consider the PDS to see if a product is right for you.



When entering the competitive environment of Motorcycle suspension, you are faced with **2 choices**

Make it cheaper or...

Make it Better...

When looking for improved ride quality, Matris delivers. Highest quality materials combined with esoteric low friction coatings and outstanding engineering detail. Each piece is customised to best suit "your" riding requirements.

Proudly distributed by Shock Treatment **02 47739115** www.shocktreatment.com.au



POUR IN
THE PASSION

AS USED BY THE BCP LEE HOGAN HONDA RACING TEAM



XP
TECHNOLOGY

PROVEN
11% FUEL
SAVINGS

PROVEN
18% LOWER OIL
CONSUMPTION

PROVEN
3% IMPROVED
POWER_(BHP/TORQUE)

PROVEN
REDUCED ENGINE
WEAR

FIND THE RIGHT PRODUCT www.silkolene.com



Silkolene
SUPERIOR MOTORCYCLE OIL

Guest column

PHIL BRANAGAN



Life's good (once I figure out this new phone)

I JUST BOUGHT a new mobile phone. It's an LG which, it turns out, is the world's seventh biggest maker of smartphones, in a market dominated by Samsung and Apple. Yes sir, I am living the dream.

It was a bargain buy and the 'Life's Good' decision was made, in part, because of a large-ish LG UHD TV that has sat in my lounge for three years. That has been flawless so, I figured, it must be able to make a decent phone (and, it turns out, it does).

With many purchases brand loyalty is important and that got me thinking; would I spend my own money on an LG motorcycle?

Silly question. LG does not make motorcycles. Just as Sony does not make cars.

Except; Sony just made a car.

At January's Consumer Electronics Show (CES) in Las Vegas, in the automotive section there it was, shiny and new. Sony badges on a large-ish electric car, with Brembo brakes and a host of other third-party supplied hardware. But Sony is not going into the car-making business; it built one prototype just to showcase its automotive technology.

Just like other companies – like Bosch, Hitachi and Panasonic – Sony supplies components to a number of makers and with the growing number of electric vehicles, the company wants to get a bigger part of that market. So it's possible that whatever you soon might ride or drive *could* be driven by Sony parts, even if it does not have Sony branding.

Branding is important to many customers, and few companies are as good at it as Harley-Davidson. Riding gear? Of course. Casual clothing? Yep. Jewellery? Natch. Something for the kiddies? How about H-D branded Lego?

Fancy a pickup truck? Americans can buy a range of H-D

enhanced Fords, including the F-150. But what if you are a GM person? Well, well, well; they do GMC versions as well.

Motorcycle brands are expanding into new markets. Ducati wants you to fill that space in your garage next to your new Diavel with a Ducati mountain bike (or an eBike if you are old and slow like me).

But what if it is the other way around? Who fancies a Cannondale sportsbike? Or a Toshiba? What if Bang & Olufsen made a cruiser?

The ongoing march of the electric bikes is going to blur the lines in this entire process. The cost of developing a high-performance four-stroke engine is daunting (just ask Kenny Roberts) but electric motors simplify the process of developing a new motorcycle. There are a number of suppliers who can and will assist, and they are open for business.

Just this month Yamaha unveiled a new customer EV motor that can be used in a number of automotive applications, with power outputs ranging from 31kW to 200kW – enough to propel a pretty fast car or a ridiculously fast sportsbike. So even boutique manufacturers could incorporate Yamaha technology, at an accessible price, in vehicles carrying their own brand.

Would you ride a... Kardashian? Or a Gassit? Does it really matter if your car's badge reads 'Audi' or 'Aldi'? Maybe it does but only to a certain extent.

Different things matter to different people, so if you see your next door neighbour sobbing while he is washing his car in his driveway, look closely. It might be something serious, like he found out that the missus is having an affair, or his cat just passed away.

But if his car is a shiny and obviously much-loved Holden Commodore, it just *might* be branding and loyalty. So go gently. ■

Who
fancies a
Cannondale
sportsbike? What
if Bang &
Olufsen made
a cruiser?





1



2

1. Hardy puts his, er, knee where his mouth is
2. His Kawasaki at speed
3, 4. Battling it out with Trent Binaisse (75) and the mid-field pack



3



4

Revolving Racer

TRAVIS HARDY



Gambling on the future

A LOT OF thoughts were going through my head as I put my Kawasaki ZX-10R back in the van after a great weekend of racing at The Bend Motorsport Park.

Race One of the combined Victorian-South Australian State Championship Round One had exceeded all expectations. I was part of a grid of 43 Superbikes and finished fourth in the B-grade class and just outside the top 20 overall.

But for me the racing was a relief from the months of organisation that our two clubs had put into this event. I'd suggest this was the first time states have come together to collaborate on a series and cross-promote.

It all started after becoming the new president of the Preston Motorcycle Club and introducing myself to Roy Ankan, president of CAFNIX, which is a joint venture between Cafe Racer Club and Phoenix Motorcycle Club to run South Australia's state road racing titles.

Preston runs the Victorian Road Racing Championships and we found we had a lot in common, revolving around the actual cost of running meetings, giving sponsors value for money and riders the best circuits to race on.

To combine our state titles for two meetings on Australia's two world-class circuits, Phillip Island and The Bend Motorsport Park, seemed like a plan so crazy it might just work.

Certainly CAFNIX's Alessandro Malatesta, who is one of the most enthusiastic participants you'll find in club racing, believed in the concept and helped keep us going.

It took a huge effort from a dedicated group of people inside the two clubs to make this happen.

Our Victorian championship is traditionally held across four rounds, starting at Winton, then Broadford, Phillip Island and the final back at Broadford. A price increase for the hire of Winton made us look outside the square. We stood to lose a significant amount on that round, which as a not-for-profit organisation, financially we couldn't handle.

So we thought we'd experiment with a totally new concept

and give The Bend a try in conjunction with CAFNIX. Initially there was some backlash from our racers, who thought the extra costs to travel to Tailem Bend, an hour east of Adelaide, and the rumoured tyre wear issues at The Bend would make it unaffordable.

We all held our nerve and I feel both CAFNIX and the Preston Motorcycle Club did an amazing job supporting and promoting this joint event. Just one example of the sponsorship was SA Motorcycles, which put up a Kawasaki KLX150 for the winning state; points calculated from top five Superbike and Supersport results. (The Croweaters are leading the points tally but I'm sure the Vics will come back at the second showdown at Phillip Island in August.)

We received record entries, even more entrants from Tasmania than we usually get at our Victorian rounds, and riders entered from Queensland and Western Australia. There were also people who wouldn't normally join our series coming just to experience The Bend. I spoke to some of them after the event and they said they would join our entire four-round series this year!

The feedback from our VRRRC entrants was a unanimous: yes for a 202 round at The Bend. Tyre wear was a non-event, as the track has well and truly bedded in.

In 2021, BEARS racers have already expressed an interest in attending The Bend round. They are usually a big part of our Victorian championship, so it will add another dimension.

It feels amazing to be talking about 2021 already. Our plan was to try it and see, before making any decisions about 2021. But based on the feedback, number of entrants and size of the grids, we hope to do this all again next year. There is nothing like seeing over 40 Superbikes gridding up for State Titles, with some very quick ASBK level racers involved.

It was a privilege to be part of it, both helping to organise it and actually being able to compete. Thanks to all who made this possible. ■

A plan so
crazy it
might just
work





**“HAVE YOU READ
WHAT AMCN IS
SAYING ABOUT YOU
ON ITS WEEKLY
NEWCAST?!”**

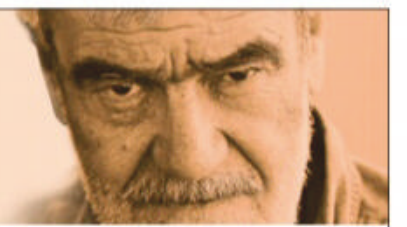
**SIGN UP AT
AMCN.COM.AU**



A U S T R A L I A N
**MOTOR
CYCLE** N E W S

In Pit Lane

MICHAEL SCOTT



The retiring racer

IT'S ALWAYS BEEN pretty hard to get to the top of GP racing.

First, you need a formidable combination of talent and determination. Then you need an entry pass. These are generally very expensive, even for the most talented – although the lucky ones find sponsors early on.

There is not a rider in MotoGP who wasn't richly supported as a teenager. Marc Marquez, for example, had big guys paying the bills from his earliest road-racing years. By contrast the Binder family coffers were heavily and persistently raided to get Brad where he is today (his father is a successful industrialist. Without his money it is highly unlikely Brad would have reached GPs at all).

But this column is not about how hard it is to get to the top in racing, but how hard it is to leave it.

There are currently two trenchant examples, both world champions and race winners of great renown.

Most poignant is the case of Valentino Rossi. Is it that he doesn't want to stop racing, or that he doesn't know how to stop? It's all very well for fans to take offence whenever I wonder whether it isn't time for him to quit, but I do so only out of concern for his safety. He has nothing left to prove. Yet he wants to keep proving it anyway.

More puzzling is that of his old *bête noire* and once hated team-mate Jorge Lorenzo.

Like Valentino, Jorge sought to revive his motivation by switching to Ducati from Yamaha. Unlike Valentino, Jorge achieved success (on an admittedly improved bike). Then, with masterfully awkward timing just as he started winning, Ducati made it uncomfortable for him to do anything but leave.

His switch to Repsol Honda was ghastly to watch, and obviously very much worse to experience. Already battered, Jorge's attempts to tame the RC213V bashed him up so severely that he finally limped to the conference table at the final round to announce his retirement.

While he (mostly) maintained an icy calm, it was an emotional occasion. And one of the emotions was relief. A crescendo of pain and injury was to end. He had reassessed, and said: "I have always known that life is not only about bikes, but I didn't think yet what I will do in the future. I will have a long vacation somewhere sunny this winter."

Lo and behold, after his long think, he... got back on a MotoGP bike.

Not so easy to stop then, Jorge?

It was in a testing role on the Yamaha M1, that he had ridden for nine years, three titles (the last as the only rider to defeat Marquez) and 44 of his 47 wins, which he described as "probably the best time of my career."

Of course he was quick: running just one of the three days of Sepang tests at the beginning of February, at less than 1.4 seconds of the best time of new Yamaha superstar Quartararo. On a bike he hadn't ridden for the past three years.

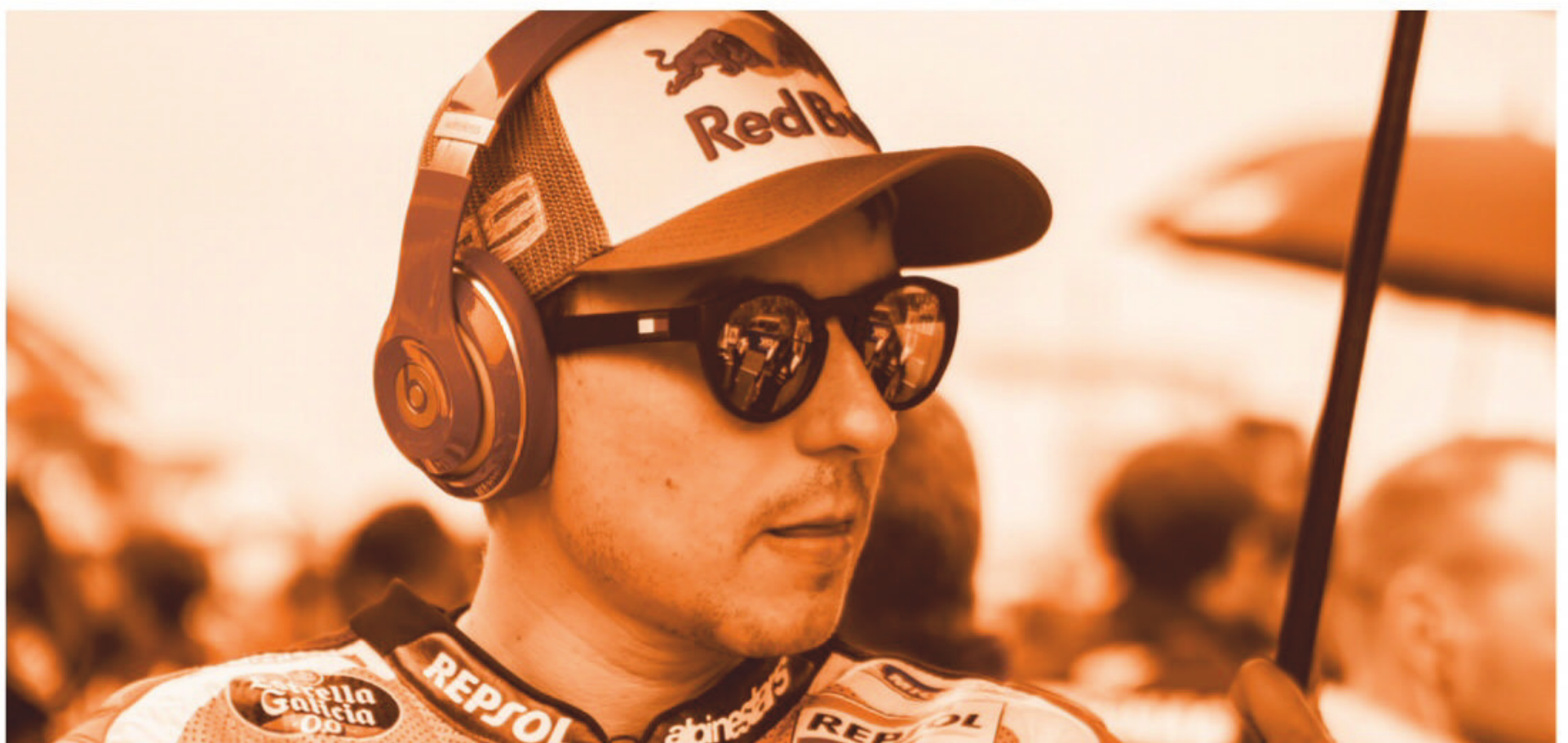
Yamaha was wise to pounce on him (astonishingly, Honda released him from the second year of his contract without a clause forbidding it). His silky riding style is much like that of Quartararo, and his development skills will thus be highly valuable.

But there will without doubt be wildcard rides during the season, and potentially replacement rides in the case of injury.

Over the past 30 years, there have been 10 champions: Wayne Rainey, Kevin Schwantz, Mick Doohan, Alex Criville, Kenny Roberts Junior, Valentino Rossi, Nicky Hayden, Casey Stoner, Jorge Lorenzo and Marc Marquez. Of these, only Criville, Roberts and Stoner have voluntarily retired. The rest had their careers ended by crashes (Hayden's, however, on the road).

It would seem that retiring voluntarily is at least as hard as getting started. ■

After
his long
think... he
got back on
a MotoGP
bike



MotoGP

Undaunted Dovi

Andrea Dovizioso unfazed by title-hopes taunts

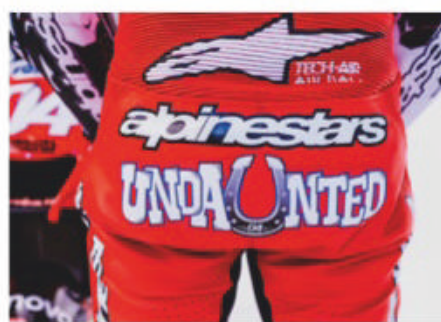
ANDREA DOVIZIOSO believes he is capable of winning the MotoGP world championship. That's why he races. And he has no time for the doubters who dismiss him as a likeable journeyman.

It's a tag born out of Dovi's three consecutive years (2017-19) as runner-up in the MotoGP championship. The only rider to beat him in the title fight over the past three seasons is the incomparable Marc Marquez.

Over the past three seasons Ducati star Dovi has crushed all others in the chase of the Marquez and Honda domination.

Dovi has won 12 races since 2017, double the count of Maverick Viñales (six) who is seen as a saviour by Yamaha. The retired Jorge Lorenzo is next with three wins followed by Suzuki's Alex Rins (two).

The peerless Marquez, with 27 wins during the three



seasons, is unsurprisingly on another planet.

"Unfortunately I fight against a very big champion and it is difficult to beat him, for anyone," Dovizioso said. "For sure there is a margin and everybody can do better, but I think over the past three years I have managed my championship in a very good way."

The vibe that he is underrated is noted by Dovi, but given scant recognition by the 33-year-old Italian who has impressively upgraded his riding, fitness and mentality against Marquez. "I have this feeling from

some people, but I don't care. A lot of people are in the paddock for long time so they think they more than they really know," Dovi said. "And they are not close enough to know all the details."

"Normally the statistics say that a rider who did not win lot in the past could not win in the future if winning just means the bike is better."

"I think this is limited way of thinking but everyone is free to think what they want. I really don't care."

"I know what I've changed, what I've learned and understood to be a winning racer and be able to fight for the championship (against Marquez)."

Prior to his step forward in 2017, in parallel with Ducati's technical transformation, Dovi had won two races in seven seasons, one with Honda (2009) and one with Ducati (2016). **COLIN YOUNG**

Dovi leads the chasers but the question is, can he beat Marquez?

START AT THE START

IF HE IS to finally go one better and topple Marquez this season Dovizioso admits he must improve his performance in the maximum grip, soft-tyre qualifying runs.

In 2019, Dovizioso never qualified on pole and he started tenth or worse in five races.

"I am very good at managing the bike and tyres over the race distance especially in the slide," Dovizioso said.

"But when the grip is really good I am not the best at using the potential of the bike and that was a big limit last year, many times I started too far at the back."

"I have to improve that."



STICKS AND STONES

DUCATI TEAM MANAGER

Davide Tardozzi is at a loss to explain why Dovizioso is undervalued by some rivals and many pundits.

"Absolutely Andrea is underrated as a rider and I don't understand why some speak about him like a loser," Tardozzi said. "For three years he has shown his potential in MotoGP so what about all the other riders, what do we say about them?"

"After Marc [Marquez] then Andrea is the rider who has won many more races over the past three years."

"And our bike has not always been suited to every circuit. Andrea is a very clever guy with a great attitude, he should not be under valued."



MotoGP



Suzuki ditches carbon chassis inserts

SUZUKI TECHNICAL manager Ken Kawauchi says that factory riders Alex Rins and Joan Mir, both with stunning lap speed in testing, will have chassis options in 2020.

The target of the new GSX-RR frame is improved braking

stability and acceleration without using the carbon-fibre clad aluminium spars of 2019.

The alloy 2020 Suzuki frame has deeper side beams and has been run in back-to-back tests against the race-winning 2019 frame.

"I don't want to force the riders to use the new chassis, if they feel better with the older chassis they can use it. We are trying to keep our strong points without using the carbon inserts," Kawauchi said. **CY**

MotoGP

Marquez marries Honda

WINNING IS THE unbreakable bond that links Honda and Marc Marquez and together they have blindsided their rivals with an innovative four-year deal from 2021 to 2024.

Honda has ring-fenced its prized possession in advance of the season-opening Qatar GP. Despite lingering pain and slow recovery from off-season right shoulder surgery, Marquez remains the title favourite.

Like his childhood hero Mick Doohan it is very likely Marquez

will be a lifetime premier-class Honda rider. Marquez will be 31 in 2024, his scheduled 12th season with Honda.

Honda has always favoured its incumbent world champion with technical priority and Marquez now has unrivalled power within the factory HRC squad.

Together they have won six out of the last seven premier-class titles.

Marquez staying with Honda was no surprise, and even the four-year period is a logical step

with Honda moving out of the cycle of recent parallel two-year deals done by most factory teams.

With the four-year safety net of the Marquez deal, Honda can play the market for one, two or three years for a second rider.

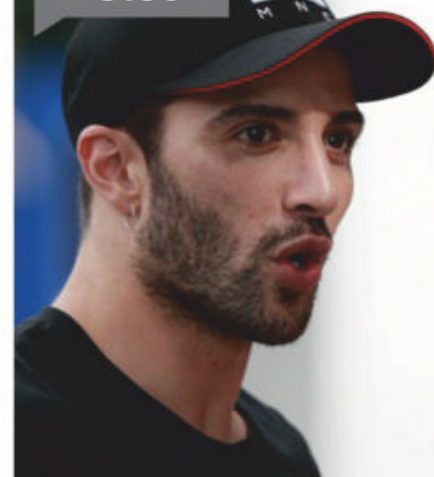
The Ferrari F1 team recently signed their new star Charles Leclerc for five years.

"HRC gives me the confidence to extend this partnership to obtain our common goal," Marquez said. **CY**



HRC has sealed a four-year deal with Marc Marquez

MotoGP



Iannone takes credit for RS-GP

THE NEW FOR 2020 Aprilia RS-GP is a bold step forward in performance but has triggered a fall-out between factory riders Aleix Espargaro and Andrea Iannone.

While the heavily revised RS GP, now powered by a 90-degree V4, has impressed in early tests and still requires a lot of development, Espargaro has called time on his relationship with Iannone.

The trigger was Iannone taking most of the credit for being the primary force behind the bike's development.

"What he said is a big disrespect to me, my engineers and Bradley (Smith, test rider). He knows perfectly well that's not true," Espargaro said. "That's the end of our good relationship."

Espargaro is now into his fourth season with Aprilia, while Iannone – currently suspended pending a drug test tribunal outcome – is starting just his second.

Iannone has not participated in either the Sepang or Qatar tests and his place in the opening race at Qatar remains in doubt. **CY**



MotoGP

Ducati ups tech ante with ride-height adjuster

DUCATI CORSE BOSS Gigi Dall'Igna loves a gadget although alarmingly none of his innovations have yet contributed to Ducati winning a second MotoGP world championship.

Holeshot device, swingarm spoilers, aerodynamic wheel covers, ride height adjusters. The list goes on.

Ducati have been title losers since 2007, and that crown largely credited to the sublime talent of Casey Stoner.

Meanwhile Honda have won six out of the last seven MotoGP championships with their own



gadget man: Marc Marquez.

Despite the illogical fuss at the Qatar test, Ducati's rear suspension ride height adjuster to assist acceleration on corner exit has existed for upwards of five months, having made its race debut on Jack Miller's Pramac GP19 in the second half of last season.

The Thailand GP was the likely starting point, with the highly unusual stalling of Miller's engine on the grid blamed on him hitting the kill switch. Was it a mistake or an unsurprising case of confusion triggered by the first-

What does Inspector Gadget have up his sleeve?



time use of a new button layout for the ride height adjuster?

The 2019 use of the ride height gadget was missed by race and pitlane reporters, as was Miller's first race evaluations of the holeshot device as far back as Motegi and Phillip Island in 2018. Both devices have been subsequently added to the factory bikes.

The rules only allow for manual, not electronic, suspension adjustment, with Ducati apparently using a cable linked to hydraulics to activate the system. **CY**

ASBK



Veteran Hayes is taking on ASBK's best riders



Josh Hayes granted ASBK wildcard

American legend to take on Aussies at **the Island!**

FOUR-TIME AMA Superbike champ Josh Hayes has been granted a wildcard entry into the opening round of the Australian Superbike Championship, which is running as a support category to the WorldSBK Championship's curtain raiser at Phillip Island later this month.

Riding Yamaha YZF-R1 machinery and under the Addicted to Track Racing team banner, the 44-year-old will go head-to-head against Australia's hottest Superbike talent in the three 12-lap races.

Familiar with the circuit

after competing in the last two editions of the International Island Classic, Hayes won two of the four international challenge races last month, to finish third overall in the individual points chase behind Aussies Alex Phillis and Jed Metcher.

"It's hard to imagine a more beautiful setting for a racetrack than Phillip Island," said Hayes. "I have always liked fast racetracks, and Phillip Island definitely fits that bill. Though it's not extremely technical, it's a busy layout that is fun to ride."

"The Australian Superbike

field has an immense amount of talent, and I'm not surprised as many gifted Australians have come to race in America, with great success. Josh Waters came to America and was very impressive in a debut test a few years ago.

"I also chatted to Wayne Maxwell and Troy Herfoss at the Island Classic, as well as meeting Aiden Wagner. I definitely remember seeing the Phillip Island Superbike races last year, and I enjoyed Wagner's last-lap battle with Maxwell!"

Hayes has 61 AMA race

victories to his name and sits second overall on the all-time winners list behind Australia's Mat Mladin. His one and only MotoGP appearance came in 2011 at the season-ending grand prix in Valencia, where he finished seventh.

Qualifying kicks off from 1pm on Friday 28 February before the first race gets underway at 11.05am on Saturday. Race two kicks off straight after the opening WorldSBK race the same afternoon at 4.15pm before the third and final race takes place at 1.30pm on Sunday.

KELLIE BUCKLEY

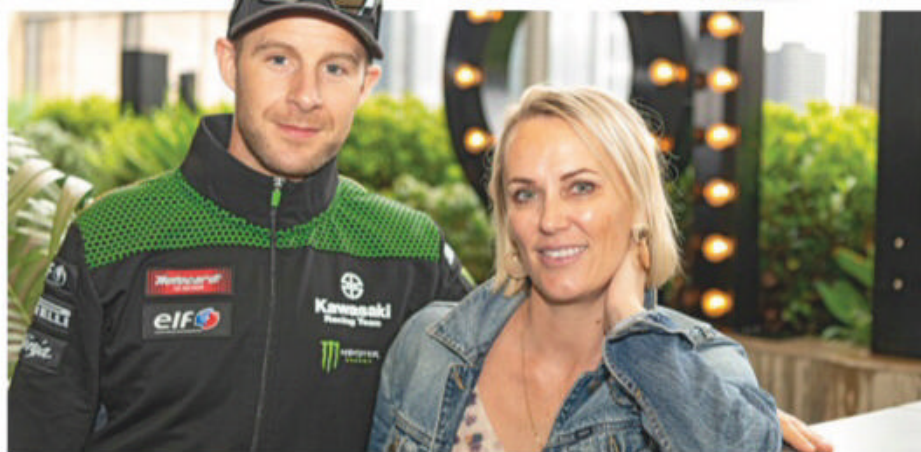
Stars dig deep for BlazeAid

IF YOU HAVE always wanted to include some of WorldSBK's best riders' gear to your pool room your chance has come, and you can help a good cause at the same time.

World champion Jonathan Rea leads the riders supporting BlazeAid, a charity auction to help out the victims of the recent Australian bushfires.

Rea has donated gloves and boots for the auction, with all funds raised going to BlazeAid, a volunteer-based organisation which works alongside rural families and individuals impacted by fires and floods.

The five-time champion has a special link with Australia and the fires that ravaged the country through the summer, and he and his wife Tatia have a property in Wandiligong, near Bright in Victoria.



"I'd spent every summer there, cycling around Mt Hotham, Falls Creek is nearby," he said. "Tatia's parents were asked to leave by the police, and we had a neighbour who stayed behind to fight for his property. It was horrible."

"The fire never came to our property but from afar, we didn't know what direction the wind

was coming from. We spent a few sleepless nights, checking the Vic Emergency app, and it was hard, we were in the same boat as everybody."

A racesuit from Scott Redding, a Chaz Davies helmet, Alvaro Bautista's boots and gloves from Toprak Razgatlioglu, and other items, are also available.

PHIL BRANAGAN

The auction ends on 3 March, 2020. To make bids, visit www.charitystars.com/collection/bushfires-action

briefs

Threes and twos

The machines of six Australian speedway sidecar teams have fallen victim to coronavirus!

No, they were not on the Diamond Princess cruise ship or quarantined near Darwin, but simply delayed being cleared by increasingly stringent Australian Quarantine protocols on their return from a trip to New Zealand.

It led to two scratchings and two others quickly preparing spare bikes for the New South Wales Sidecar Championship last Saturday at Tamworth and another missing a major meeting in Adelaide.

Riding a spare bike did not stop Darrin Treloar/Blake Cox winning another title, beating Brodie Cohen/Damian Egan, Brad Pitt/Nathan McFadden and Steve & Clarissa Saunders in the final.

Jackson Milner/Adam Niesche were the junior winners.

Meanwhile, over in Western Australia, the State Solo Championship at Pinjar Park was won by Dakota Ballantyne ahead of Steve Johnson, Daniel Winchester and Fraser Bowes. **PB**

Speedway

Hancock out, Crump in!

TWO MULTIPLE WORLD speedway champions have moved in opposite directions as American Greg Hancock announced his retirement while Jason Crump is returning to full-time competition.

Four-time world No.1 Hancock had a career spanning more than a quarter of a century, contesting the last two one-off World Finals before the Speedway Grand Prix series started in 1995 with the American contesting the first 177 rounds through to 2014 until he missed a round.

He did not race in the 2019 SGP season after his wife was diagnosed with breast cancer, but was allocated a wildcard berth for the 2020 season.

This month Hancock has called it quits, to be replaced by German rider Martin Smolinski.

Hancock's four world championship wins came in 1997, 2011, 2014 and 2016 – the last three after he turned 40!

Just some of his SGP records included most appearances, most points, most heats, most heat wins and most final appearances.

Hancock was hugely popular all over the world and had a great affinity with Australia, where he chalked up a few 'firsts' after initially appearing in two International Speedway Masters series in Australia.

He won the first Australian GP in Sydney in 2002, and then the first New Zealand GP in 2012.

The 2016 Melbourne meeting was Hancock's last in Australia when he withdrew from the meeting after being excluded from a heat for allegedly allowing an opponent to pass him.

The news about Crump comes as a bigger shock to most fans. He was last involved in league racing in the UK in 2009 and retired from the SGP series at the end of 2012 with a record of three world titles among 10 years in the top three.

Since then Crump has been an occasional racer a few times a year, but at 44 he is headed back to the UK as part of the Premiership team Ipswich, where he will have two, obviously, younger countrymen in Cameron Heeps and Jake Allen among his teammates.

PETER BAKER



AORC

The two Dans dominate

DESPITE BOTH DAN Milner and Dan Sanders suffering crashes early in Round One of the 2020 Australian Off-Road Championship, they continued their battle for outright supremacy at Toowoomba, with Milner topping the timesheets at the end of both days.

With four special test podiums and outright third, off-road rookie – and Aussie motocross champ – Todd Waters showed great speed with two second places ahead of Josh Green.

A number of riders doubled up in Queensland. Korey McMahon won the juniors over rookie Blake Hollis in both rounds, while Jess Gardiner enjoyed a good start in her quest for a sixth championship with two wins. Lee Stephens started the defence of his Veterans Title, also taking two wins.

PETER WHITAKER

RESULTS AFTER 2 OF 12 ROUNDS

POS	RIDER	BIKE	TIME R1	TIME R2
1	DANIEL MILNER*	KTM	54m.39.52s	59m40.00s
2	DANIEL SANDERS*	HUSQ	55m.21.28s	60m14.40s
3	TODD WATERS	HUSQ	55m.27.30s	61m01.10s
4	JOSH GREEN	YAM	55m.36.37s	61m12.30s

*CLASS WINNERS

1. Evan Byles leads David Barker 2. Billy Van Eerde leads Harrison Voight in the Juniors 3. Chris Duffy leads Trent Binaisse 4. The Juniors fight it out 5. It got a bit wet... 6. Will Strugnell was the Superbikes standout 7. Hi to you too! 8. Max Stauffer is getting up to speed in Supersport 9. Nathan Spiteri's Suzuki gets some attention

State against state, mate against mate

Two clubs combine for an Australian first

■ REPORT **HAMISH COOPER** ■ PHOTOGRAPHY **CAMERON WHITE**

FIELDS OF MORE than 40 Superbikes and more than 30 Supersports made the first ever Victorian-South Australia state titles a blockbuster earlier this month. Victoria's Preston Motor Cycle Club and South Australia's CAFNIX, a joint venture between Cafe Racer Club and Phoenix Motorcycle Club to run South Australia's state road racing titles, took a huge risk to make this unique event happen.

The lure of a two-part series on world-class circuits, with the return round at Phillip Island in August, brought riders from as far away as Queensland and Tasmania.

Held soon after the first official ASBK test at Phillip

Island, the two-day meeting attracted riders keen to maintain the momentum of a new season.

Among them were several considered the future of road racing in Australia, such as Billy Van Eerde, 2018 Asia Talent Cup champion. Max Stauffer, who is stepping up from the SS300 and R3 Cup classes to Supersport, made his race debut on the newly-formed GTR MotoStars Yamaha R6 while Archie McDonald also rolled out his GTR MotoStars Yamaha R3 for the first time.

The big winners at the weekend were SA locals Will Strugnell and Ty Lynch. Reigning state champion Strugnell finished with two



The track lured riders from as far away as Queensland and Tasmania



CLUB ME!
Please send your club news to
amcn@amcn.com.au and
pop Club Sport in the subject line

briefs

Wacky weather

Rain and wind was good news for a state battling bushfires but challenging for riders. Fortunately the weather cleared for the main race day on the Sunday.

Man of vision

"I think this is the future of the sport, where clubs need to collaborate across borders and find innovative ways of keeping the grass roots series alive," said CAFNIX president Roy Ankan. "I think as volunteers we are doing important work here as this is the only avenue for aspiring riders and hobbyists to race affordably at world class circuits, which we are very lucky to have between our states. We will look to build on this."

Recipe for success

Pirelli and Motul are the naming right sponsors for the Victorian titles while the SA championship has Unitech Building Services and SA Motorcycles, which donated a Kawasaki KLX150 for the winning state, calculated from the top five Superbike and Supersport results over the two rounds. Behind these big names are a host of other sponsors in a key supporting role.

Billy on the boil

"Good times at The Bend. Had a blast," said Billy Van Eerde on social media. "My next trip I'll be heading over to Spain for the winter camp with the Junior Talent Team. Can't wait for the 2020 season to start." The young Aussie lives with Jack Miller in his European base of Andorra.



firsts and a third on his Lee's Spot On Motorcycles Suzuki GSX-R1000 Superbike. He backed that up with three wins in the Pre-Modern class on a 2005 GSX-R1000.

Strugnell, fellow South Aussies Evan Byles (Kawasaki ZX-10R, a win, second and third) and David Barker (Kawasaki ZX-10R, two seconds and a third) locked out the Superbike podium in the three races.

Victorians Nathan Spiteri (Suzuki GSX-R1000, a fifth and two fourths) and veteran Steve Tozer (Honda CBR1000 RR, a fourth and two fifths) remain close enough in the

The big winners at The Bend were SA locals Will Strugnell and Ty Lynch

points for the return round at Phillip Island to be a cracker.

Strugnell, Barker and Byles used their local knowledge and racecraft over 10 laps to fill the podium again for the Steve Martin feature race.

Ty Lynch, who finished eighth in last year's ASBK Supersport 600 class, tuned up for a new season with three wins on his R6. This year Lynch is running with support from Metcher Motorsports and Jed Metcher finished second to Lynch in the final race after overcoming technical issues earlier in the meeting.

Max Stauffer was a big surprise in the Supersport class, finishing second overall

1. Darren Hainsbury leads Trent Binaisse
2. Ty Lynch; look, then...
3. ... wheelie
4. William Sharrock attacks Turn 1
5. Steve Tozer (#12) came back from a troubled Qualifying
6. Stauffer
7. David Barker's Kawasaki
8. That's a huge grid



to Lynch and winning the 10-lap Reece Bancell feature race by nearly 23 seconds.

Close racing for the Juniors on their Honda NSF250s saw Billy Van Eerde take two wins from three races with fellow Queenslander Harrison Voight the victor in the second race with Senna Agius of NSW taking two second placings.

Cody Travers, Kurt Sushames, Jason Spencer, Mitchell Hawksley and Joshua Rees helped form a strong team from Tasmania. Travers finished eighth overall in the Superbike class and Spencer sixth in Supersport.

The return leg of this event is at Phillip Island in August.



1. Among the mostly-new Juniors, Oscar O'Donovan (#17) was the rider to beat **2.** Cody Travers came out on top in Superbikes **3.** John Parnell spills off his Yamaha YZF-R6



Cubs join Tigers on the prowl

REPORT & PHOTOGRAPHY **KEN YOUNG**

THE OPENING ROUND of the 2020 Tasmanian Road Race Series promoted by the Sports Rider Club of Tasmania at Baskerville heralded new changes for 2020. The first was the title becoming a Series rather than a Championship. The two clubs promoting racing in Tassie, Sports Riders Club of Tasmania and the Tasmanian Motor Cycle Club, could not reach agreement with Motorcycling Tasmania on new fee structures for the championship, so as was required by MT, it was called a series. Good news came with the addition of a 10th class to the series, however. Tassie Juniors started with five riders entered and four of them having their first ever race. After almost 12 months racing a 300 Ninja in Production Lites, Oscar O'Donovan had replaced it with a 1994 Moriwaki MH80R and easily won three of the

four races. An issue saw him pit in one race but he returned to finish fifth. That let Oliver Skinner on a KTM SX85 motocrosser fitted with road tyres take the overall win. The success of the class can be judged by the fact that the other three riders, Chad Wyllie, Tom Turner and Harley Phipps, all on YZF-R15s and finishing in that order, all took around five seconds off their qualifying times by the end of the day. It is known that two more riders are licensed and almost ready to go. With the top two riders from the Super Sports class, Jason Spencer (CBR1000RR) and Jason Wyllie (Ducati Panigale V4) moving to the Superbike class, it looked like Mitch Hawksley (CBR600RR) should dominate. Having just returned from round one of the Victorian Championships where he won the Race Your Mates race and the rider raffle of a lap timer.

He did win all four races but had to work very hard to keep Jonathan Hughes (Triumph Daytona) and John Parnell (YZF-R6) behind. The Superbike class saw Brett Simmonds fronting on the ex-ASBK Honda CBR1000RR to win all four races. Behind him it was a matter of who had the newest rear tyre as to who filled the minor placings. Both Jasons managed a third each for the day. Overall Simmonds won from Cody Travers (Suzuki GSXR-R), Spencer, Scott Honeychurch (Kawasaki ZX10-R), Wyllie and Brad Hughes (Honda CBR1000RR). This is a very spectacular class now with almost all riders on the back wheel over the rise on the back straight even in a strong cross wind.

ROUND TWO OF THE SERIES WILL BE HELD AT SYMONS PLAINS ON 8 MARCH



Jonathon Rea

The GOAT of the WorldSBK Championship opens up on this year, last year and those **MotoGP** regrets

Your comeback to win the 2019 title was one of the great stories. Did you surprise yourself?

I did, actually.

When Ducati and Alvaro Bautista won 11 races in a row, what you said was going to happen did happen.

Yes, it did. But I think it was more about the *manner* in which I was beaten at the start of the year. You can always say we have the 'winning mentality'; you can always convince yourself that things are going to get better.

But the reality was, we were getting beaten by 15 seconds –

or 10 seconds. It got a bit better in Europe but he was showing no signs of weakness. For a guy who was new to Superbikes, he was not crashing, he was dominating races.

Then I won two races at Imola – one got cancelled – we went to Jerez, he made some mistakes. So the season got away [from him], he was throwing points away and we were steadily collecting them and making the most of it.

Did you consciously try to do anything to get inside his head?

Not a thing. We did a face-to-face at Laguna – before the races started, we sat at the

last corner and he looked like he was beat. He had a triple DNF that weekend; he fell off in the two races and he pulled out of the third after a lap or something. I can't remember. I went there with my press officer and I said, 'This is going to be a bit awkward, isn't it?'

And he was beat. He was saying things like, "I am the favourite" [meaning Rea]. How can he say that? Was it a defence mechanism? I came away from that thinking, "he's quite fragile". It really surprised me, because even on my hardest days, I thought, "It doesn't matter, I'll turn up at the next race and it'll be fine". But he seemed to be beaten.

This year there is a brand new Honda and a revised Ducati, but on paper the Kawasaki is a so-called old bike, despite the fact that there is a newer version of it. Is that actually an advantage for you?

I think the advantage we have is, we have the same crew of people around me. We understand when things are bad, and we know how to maintain momentum. We make good decisions when it matters; my crew chief is second to none on that. The support network I have, the human performance management and coaches, it is a team that is second to none.

I am 100 percent sure that this



Main. Rea is used to Victorian weather

1. ... and winning titles
2. Fitter and more relaxed than ever
3. The Kawasaki star is looking for an historic sixth straight title
4. Can he do it?



is the best team in the world – MotoGP and F1 included. The rider is an athlete as well, and I am in very good hands.

Everyone – the mechanics, the engineers – are worried about my wellbeing. I am constantly doing physiology tests, blood tests, to be working at our peak and get everything right. They do not just throw the budget at the bike; in previous teams, it didn't matter if I went partying on Friday, so long as I came back and won. They didn't give a shit.

This team is focussed as much on the rider as anything. It's new to me, and something I have embraced. Even at 33, just two weeks ago I got my physiology tests and I am in the best shape I have ever been in. That's cool. There's no lying against that the cold hard facts of what your blood tells you. It's always a balance and we are cutting edge on that.

I am 100 percent sure that this is the best team in the world – MotoGP and F1 included

You raced a Repsol MotoGP bike for HRC subbing for an injured Casey Stoner for two races in 2012. Is that the great what-if moment of your career?

I don't really think like that but sometimes I feel a bit sad that it didn't work out and that nothing came off the back of it. It was what, eight years ago, I was 24-25, and a wildcard, effectively. A seventh and eight I got, with virtually no testing, and nothing flat-out until the weekend. The first time I rode the thing in anger was in qualifying.

I was made to feel that it was

just, "go out and fill a grid spot and don't crash it."

So you feel you did a better job than you got credit for at the time?

A little bit. But I was just pissed off with Honda and HRC because in the Superbike program Ten Kate had done an incredible job. They flattered the CBR and they always had my back. Honda Europe, with all their resources, were behind it. With the SBK program they [Honda] were not involved since... 2002.

So part of me felt a bit hard done by because you have the

biggest engineering company in the world and they don't give a shit about Superbike. You are on your arse every weekend, and then they want to pick you up and put you on a MotoGP bike – "this is my chance". And then, you are suddenly cast off.

There was a part of me that felt that I had great bike in the SBK with Honda. What was it, 14 race wins? I was always the guy that people talked about as having potential.

It has done me well. I got well paid there and I got some great opportunities to ride a bike, for a start. Not everyone can say they rode a Repsol Honda! I won an Eight Hour for Honda. It's not bad. It put me in a position to go to Kawi, I had the experience to do that.

I can't complain – but I am just a bit sad that nothing happened off the back of it.

I was ready to take that step. Who knows? ■



FUN, FRIENDSHIP AND FELLOWSHIP IN RETIREMENT

**What are you waiting for?
Come and join PROBUS!**

What is PROBUS?

Probus provides you with the opportunity to meet with fellow retirees on a regular basis, listen to interesting speakers and join together in activities, all in the company of new friends.

There are over 1,700 Probus Clubs with more than 125,000 Probus Club members all over Australia and New Zealand. You can join a mixed Probus Club or Clubs for Ladies or Men – the choice is yours.

Membership is open to any member of the community who is retired or semi-retired and is looking for fun, friendship and fellowship.

Great reasons to join PROBUS

- Enjoy new friendships with retirees in your community
- Listen to interesting guest speakers
- Attend monthly meetings in your local area

- Participate in a wide range of activities with fellow Club members
- Travel locally or around the world
- Get access to exclusive Probus Travel Insurance plans (Terms & Conditions apply)
- Stay in the loop with *Active Retirees* publications
- Develop new interests and stay active

How do I join PROBUS?

Find your local Probus Club by visiting the Probus website at probussouthpacific.org and select a location that is suitable for you. Once you have selected the Club you are interested in, we will provide you with further information about how you can join that Club.

Alternatively, you can contact one of our friendly team members who will find a Club that suits you.

Join thousands of Probus Club members across Australia and New Zealand and enhance your retirement – become a Probus member today!

**There are over
1,700 Probus
Clubs with more
than 125,000
Probus Club
members across
Australia and
New Zealand. You
can join a mixed
Probus Club or
Clubs for Ladies
or Men – the
choice is yours.**

CONTACT US

probussouthpacific.org
admin@probussouthpacific.org

1300 630 488

Where are they now?

Jordan Szoke – another in a generation of racers that just can't let go

“The Harley VR1000 was awesome. It handled beautifully”

JORDAN SZOKE IS one of Alan Cathcart's favourite riders. Sir Al loves the Canadian's passion, professionalism and longevity that so many of his cohort seem to be enjoying, not forgetting his success in disparate disciplines.

Szoke, 41, has won 13 Canadian Superbike Championships and 23 Canadian championships in his 24-year career. That includes four Canadian Trials Championships in 2009-10, '12 and '13. He was also a member of Team Canada in the Trials De Nations for 12 years running. Oh, he's also won a national mountain bike championship. If it's got two wheels, Jordan can master it.

“My dad was a trials rider and club rider, so I've been around racing since the day I was born,” he reveals. “I began riding when I was two and started out on mini trials bike, a TY80. I started ice racing when I was six, then I slowly started riding CB350 and CB450s.

“After getting a road licence, I used to ride to school a lot. I had a [Yamaha] DT200, that was my first street bike. I don't do a whole lot of street riding these days, but every year I do a big trip with a friend of mine from Blackfoot, Alberta. I also do day rides. I have a Yamaha TDR250 and an Aermachhi/Harley, and I'm riding with Kawasaki now, so I grab a couple of their bikes as well.”

Like a lot of us, at school Jordan had his head buried in motorcycle magazines rather than textbooks.

“School didn't go well for me. I wasn't a good student. I ended up leaving when I was 16 to focus on my racing. It was the best thing I ever did. I could focus and not get into any trouble. I got into



Szoke looks like being a regular at the PI Classic every year

training and got my life in order. I ended up winning the Canadian Superbike Championship when I was 18, 19 when I was also riding in America with Ferracci and Ducati. I ended up down in the US in 2001-03. I rode for Kawasaki, and Harley in their last year, and Corona Suzuki for two years.”

Asked about the Harley VR1000 Superbike, Jordan says, “It was awesome, it handled beautifully. The thing with the Harley, aside from a little bit of reliability and being down on power, was the aerodynamics. Take turn one at Laguna Seca. The [Kawasaki] ZX-7R with Eric Bostrom could go over that flat-out, but we'd have to roll off because it would lift because the bodywork just wasn't right. It was homologated that way, and it was going to be expensive to change it so we were stuck

with it. And the aerodynamics effected the top end.”

Although he never rode one, 500s are Jordan's favourite all-time bikes and he got to spend quality time with one of the class's most successful exponents, Mick Doohan.

“How can you not like Doohan?” Jordan shrugs.

“I got to spend a bunch of time in Japan with Doohan, helicoptered around the city with him. He's just a great guy, so talented and determined. You feel a little bit sorry for [Alex] Criville when you meet Doohan!”

A humble Jordan takes pride in his finest achievement.

“From '06 to '09 when racing in Canada was so strong, it was pretty cool to be dominant. Pascal Picotte and Steve Crevier were all back in Canada, so to win in that era is special.”

To commemorate the key

milestones and inspirations in his life, he has annotated those special moments with ink.

“All my tattoos have something to do with racing. One is of Valencia when I got to ride the Kawasaki MotoGP bike, there's the Ferris wheel from

Suzuka; we got on the podium twice there.

“A bunch of your Aussie mates were part of that, starting with Krusty Ferguson and I, then Paul Young, and then Goey, the crazy bugger! Anthony's a great guy, it breaks my heart what's happened to him. Such a waste of talent. Fergusson's a riot, and Paul Young is a great guy. It was awesome to be his teammate and talk to him about 500s. It was cool. The tattoos tell my story, my Japanese dragon, then there's a wolf here. That's for my son, his name is Wolfgang.”

Szoke is part of a generation of riders who started racing professionally way back in the mid-1990s, but is finding it difficult to give it all up in his 40s because he is still fast, fit and motivated.

“I would like to win one more Superbike championship, to win a championship in four different decades,” he says.

“I won't really retire. I'll do races like the Island Classic and Daytona. I'm still with Kawasaki, Mopar Express Lane is my title sponsor. I manage the team, build the bikes with the crew – we do it all, and we have a beautiful race shop. It's a lot of work and a big undertaking, but unfortunately, we're still not making money out of it.”

DARRYL FLACK



Australian Motorcycle News road test photographs are posed for by skilled, professional riders under controlled circumstances. Attempting to imitate their actions may be dangerous. Australian Motorcycle News supports and endorses rider training and wearing protective riding gear. Especially if you think it's a great idea to pedal to your Valentine's Day dinner, fresh air and exercise on a warm summer's evening can only be good things. It was all going to plan, until the bartender bought out the Tawny Port anyway. 'No!' she said, 'But it's on the house!' he said. It all started with good intentions. And it ended in nine screws and a metal plate embedded in a wrist... Next time, try an Uber?



FOR THE RIDE

ADVENTURE TRANSFORMED



NEW
TIGER
900 RALLY

NEW
TIGER
900 RALLY PRO

THE NEW BENCHMARK FOR MAXIMUM OFF-ROAD ADVENTURE.

Versatile and agile, with a premium specification, the new Tiger 900 Rally range delivers even more incredible off-road capability, with even higher power and performance, and a new dominant adventure-focused stance for maximum off-road adventure riding and all-road comfort and style.

The Tiger 900 Rally and higher specification Rally Pro both feature a new lightweight adventure chassis, advanced technology and premium equipment, plus a higher capacity 900cc triple engine, delivering 10% extra torque than the previous generation and higher overall power (95PS peak) across the entire rev range.

Find out more, visit triumphmotorcycles.com.au

