

**212
PAGES**

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MOTOGP, WORLDSBK, OFF-ROAD // THE DYNAMIC DUOS WHO DOMINATED GRAND PRIX // WE TALK TO
THE BLOKE RESPONSIBLE FOR MOTOGP'S EPIC SPECTACLE // THE (ONE HELL OF A) YEAR THAT WAS!**



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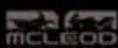
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Yearbook

After a year like no other we test the best – and name AMCN's Motorcycle of the Year



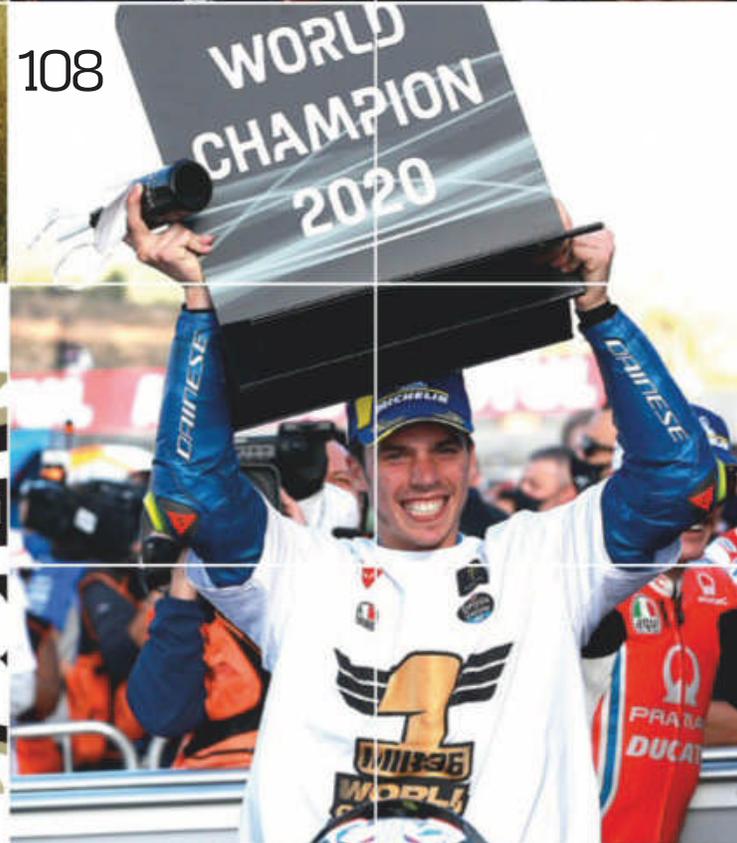
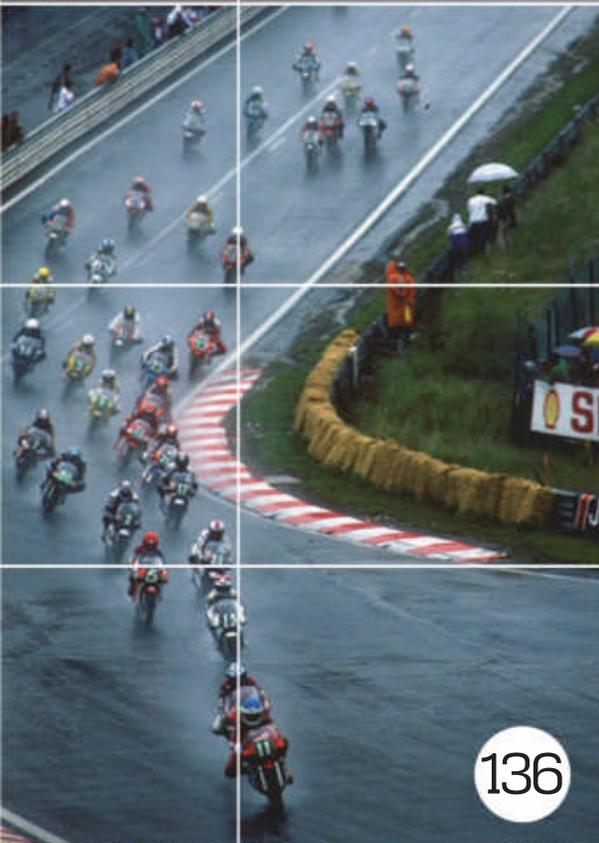
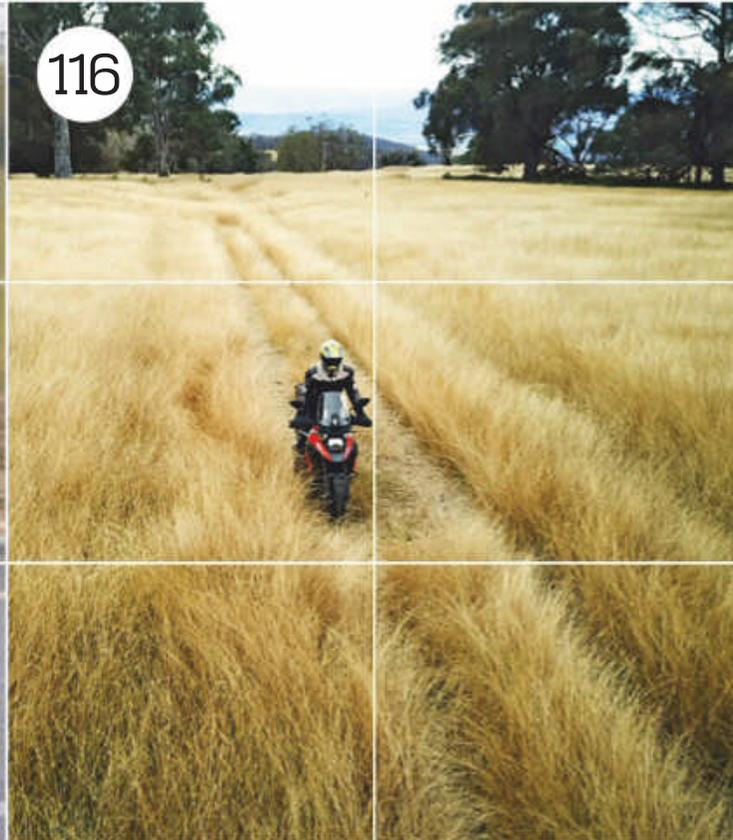
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2020, eh? See ya...

BUT STILL, DESPITE all the horrendous-ness, there were some positive unintended consequences during the world's crappiest year this century. One of the most memorable

MotoGP seasons ever, which on top of the every

year since 2013, is absolutely amazing. Some impressive new bikes have popped out, too, as you will see in our Motorcycle of the Year feature.

The hibernation inflicted on the world has bred some 'make-do' spirit, too, and I can't help but wonder if the progeny of smart engineers being locked up and bored might sprout some ideas that may never have come to fruition back when life was easier.

A feature of American motorcycle building folklore were the harsh winters, during which frustrated, snow-bound motorcycle riders would tinker and fettle their bikes ready to burst into the spring weather. Same went for European bike nuts.

Will a year of lockdowns, frustration and sheer cunning deliver us some silly creations that in more conservative times may never have made the cut?

We already have supercharged nakedbikes, 220-horsepower sportsbikes and V4-powered electronic suspension-equipped Adventure bikes – here's hoping it goes even more nuts than that!

Soak up the ending of 2020. It can, and will, only get better.

Sam

Some impressive new bikes have popped out in 2020, too

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the know

THE YEAR THAT WAS

THE HIGHS AND LOWS OF 2020

AUSTRALIAN
MOTOR
CYCLE
NEWS

AMCN HAS BEEN breaking motorcycle news since 1951, covering major developments in new models, industry politics and a complete wrap of sport. This year was one of the most challenging. Here's some of the highlights, as told by our correspondents from Australia and around the world



WORTH THE WAIT

Exclusive first rides on Yamaha's slow-birther Ténéré 700 and Triumph's Moto2-inspired Street Triple RS.
AMCN VOL 69 NO 13



SPORTS-TOURING HEAVEN

Plenty of lockdown reading with our Sports Touring issue. A five-bike shootout, lots of advice and the best routes around.

AMCN VOL 69 NO 19

OLD SCHOOL RULES

Our nine-way retro road shootout is an AMCN reader favourite and we also ride Aprilia's RS600, the forerunner of a new era of scaled-down Superbikes.

AMCN VOL 70 NO 11



BACK LIVE

Finally, WorldSBK fires up with Ducati's Scott Reading storming to the top of the points table ahead of Kawasaki champ Jonathan Rea.

AMCN VOL 70 NO 04

COVID COMES CALLING

The pandemic starts to hit and we investigate just how fast and hard it would hit. Just before the shutdowns a ripper Phillip Island WorldSBK round hosts three different winners with defending champ Jonathan Rea fourth in the points. Wayne Maxwell cleans up in ASBK on his Ducati V4.

AMCN VOL 69 NO 18



ALSO IN THIS ISSUE

2020 THROUGH THE LENSES



TAKING YOUR MULTI VITAMINS

Ducati's astonishing Multistrada V4 S

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A YEAR UNLIKE ANY OTHER

The best images from around the world

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WHAT A LIFE

We celebrate the amazing life and times of Aussie's first GP winner, Ken Kavanagh, who died just a few weeks earlier.

AMCN VOL 69 NO 14



UNLEASHED

A tiny window in Covid restrictions has us off on AMCN's annual Adventure. Meanwhile MotoGP starts a spectacular season after a break of 244 days.

AMCN VOL 70 NO 3



PRIZE FIGHTER

We flog Ducati's madass Streetfighter V4 S, which is sure to inspire more naked Superbikes.

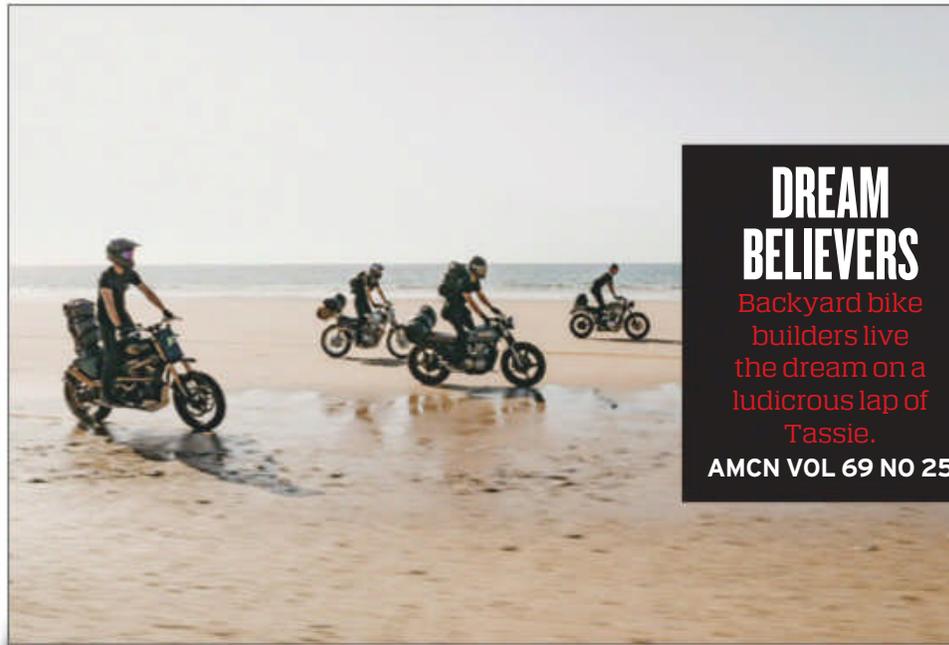
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CLASSIC SHOWDOWN

The Yanks come too damned close to taking the International Island Classic trophy off us on Australia Day.

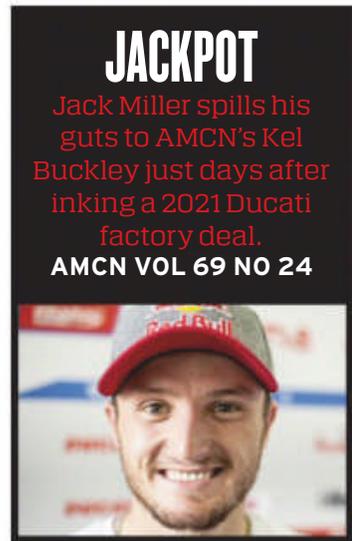
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DREAM BELIEVERS

Backyard bike builders live the dream on a ludicrous lap of Tassie.

AMCN VOL 69 NO 25



JACKPOT

Jack Miller spills his guts to AMCN's Kel Buckley just days after inking a 2021 Ducati factory deal.

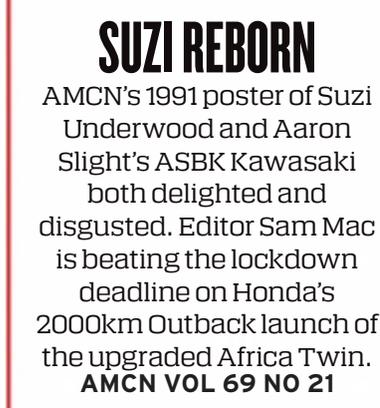
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'CRISIS, WHAT CRISIS?'



Motorcycle sales keep rising, with sales up 26.4 percent in nine months while the condensed MotoGP season reveals a raft of top talent after champ Marc Marquez quits the season to fix a nagging injury. Jonathan Rea bags his sixth WorldSBK crown while Josh Brookes wins his second BSB title. Just weeks earlier Remy Gardner scores a Moto2 factory KTM gig

AMCN VOL 70 NO 09



SUZI REBORN

AMCN's 1991 poster of Suzi Underwood and Aaron Slight's ASBK Kawasaki both delighted and disgusted. Editor Sam Mac is beating the lockdown deadline on Honda's 2000km Outback launch of the upgraded Africa Twin.

AMCN VOL 69 NO 21



MIRACULOUS

Joan Mir wins the MotoGP title with a round to spare, giving Suzuki its first championship in 20 years.

AMCN VOL 70 NO 11

MOTORCYCLE OF THE DECADE



MOTORCYCLE OF THE DECADE

The only magazine to think big, AMCN launches a hunt for the Motorcycle of the Decade, with lockdown readers quickly jumping on board. The winner is Aprilia's 2015 Tuono 1100 Factory naked Superbike, the ultimate backroads hotrod. Kawasaki's innovative H2 picks up the readers choice award

AMCN VOL 69 NO 22

CRYSTAL BALL

News editor Hamish Cooper and AMCN industry analyst Ben Purvis look at the year ahead



Middleweight magic

THE MARKETPLACE WILL

realign towards middleweight motorcycles. Half a Superbike engine and loaded with race-track-developed tech, Aprilia's RS660 is the show pony of this new era.

Major brands like Yamaha are refreshing their middleweight twins and triples, while Triumph has joined the fray, launching the Trident 660 and a lower-cost introduction to its Tiger 900 range, the Tiger 850.

This issue we focus on a flurry of upgrades and new models from other manufacturers cementing their place in the sub-1000cc market. The significance of this shift has already been recognised by racing authorities.

The UK's BSB is widening its Supersport class for 2021 to include twins and triples of varying capacities. WorldSBK is also considering a similar move.

Stay tuned for an interesting year. HC

Era of new tech

THE RADAR CRUISE control systems that debuted on the Ducati Multistrada V4 and BMW R 1250 RT will quickly spread as Bosch supplies the hardware to multiple manufacturers.

Euro5 implementation means several bikes are being dropped, such as Yamaha's YZF-R6 and Super Ténéré, particularly as other, non-European nations are increasingly aligning with the new rules. BP

COLUMNS

A GREAT TIME FOR AUSSIE RACING 173

By a bloke who should know, one D. Beattie

SPORT STARTS PAGE 176



CHASING DOWN WSBK'S GOAT

Gerloff challenges Rea in WorldSBK testing

2021



Kawasaki has raised the game with the ZX-10R and RR



ELEC-SPEC SUSPENSION FOR Z H2 SE

Kawasaki's naked, supercharged Z H2 hasn't been on sale for long but for 2021 the range is growing in the form of the Z H2 SE. This features semi-active suspension similar to the Showa 'Skyhook' kit that recently debuted on the 2021 Versys 1000 SE.



Ninja gets the chop on rivals

Clever design gives 17 percent more downforce

IT MIGHT LOOK like a praying mantis or a beast from the film *Predator* but the front end of Kawasaki's 2021 ZX-10R and ZX-10RR Superbikes is a piece of design brilliance.

Without resorting to overtly-visible winglets, the Ninja that's ruled WorldSBK racing for the last six years gets 17 percent more downforce for next season.

The new look, with shrunken, reverse-rake headlights, a smaller ram-air intake and separate aero panels on each side, also reduces drag. The side panels are reworked to move hot air away from the rider, the screen is taller and the tail gains new slots that allow air through, reducing drag further still.

Revised ergonomics puts more of the rider's weight over the front wheel while the homologation-special ZX-10RR gets a whole raft of updates including new camshafts, pistons, valve springs and intake funnels, increasing its ability to rev.

Both versions make the same peak power as before, but while the mainstream ZX-10R hits 149.3kW at 13,200rpm – 300rpm lower than before – the RR version's 150kW max comes at 14,000rpm instead of 13,500rpm for its predecessor.

Along with a higher rev limit – 14,700rpm instead of 14,200rpm – the RR's changes point towards a significant increase in potential power in racing form.



Chassis tweaks to the swingarm pivot point and a longer wheelbase length increase stability.

Electronic changes include a new 4.3-inch TFT dashboard and tweaked riding mode settings with cruise control standard. Your smartphone can now display call and email notifications on the dash while Kawasaki's Rideology app allows riding log details to be downloaded.

At the moment there's no word on a replacement for the ZX-10R SE, which uses Kawasaki's semi-active suspension system, but the ZX-10R isn't expected to reach dealers until May-June. The ZX-10RR is reaching production sooner but only 500 are being made worldwide. **BEN PURVIS**

BMW OPTS OUT OF NAKED POWER RACE

IF BMW WANTED to make a 200-horsepower supernaked to take on the Ducati Streetfighter V4 and MV Brutale 1000 it would be simplicity itself – but its 2021 S 1000 R has opted out.

Despite being a complete model update, gaining the chassis from the latest-generation S 1000 RR superbike and a new Euro5-compliant engine, the new S 1000 R has the same peak power and torque

figures as its predecessor.

However, that isn't bad news as, with 121kW at 11,000rpm and 114Nm at 9250rpm, it's far from a slouch. It is also lighter and accelerates faster. The engine is straight from the latest S 1000 XR, so it's based on the S 1000 RR's four but loses the superbike's ShiftCam variable-valve timing system.

While no more powerful, it's 5kg lighter than the old version



while the new beam frame contributes to an overall 6.5kg reduction in the bike's weight despite the extra components required to meet Euro5 regs. BMW claims a 0-200km/h time of 8secs flat, five percent faster than before.

Despite using the superbike chassis, the S 1000 R is more comfortable and better-handling than its predecessor. It's narrower where your knees go,

with a more front-biased riding position and bars that can be moved forwards 10mm thanks to reversible risers.

A 10mm longer wheelbase adds stability, while steering lock is five degrees tighter in each direction at 33 degrees to add low-speed manoeuvrability. It gets the S 1000 RR's swingarm, with underslung bracing, and a 45mm USD fork as standard, while electronic damping control is on the options list. A new 6.5-inch TFT display controls all electronic settings and allows smartphone integration including navigation.

Splash out on the optional M package with carbon-fibre wheels and you'll cut another 4.8kg in weight, while other add-ons include 'Riding Modes Pro' including a specific 'Power Wheelie' mode to control the height of wheelstands. **BP**



PANIGALE V4 SP FASTER AND CHEAPER THAN V4 R

PUTTING ASIDE MONEY-no-object versions like the Superleggera V4, Ducati's current range topper is the WorldSBK homologation special Panigale V4 R. However, if you want to go faster and spend less money, buy the new Panigale V4 SP. Ducati says it is actually faster on track than the V4 R in the hands of most riders, despite being cheaper, because it doesn't have its hands tied by racing regulations.

At the heart of the V4 SP is the same 157.5kW 1103cc engine that's used by the base and S Panigale models, rather than the V4 R's smaller, higher-revving 998cc (for WorldSBK homologation) version. That means it's got more mid-range thrust and roll-on performance.

Its distinctive look includes the bare alloy fuel tank used on the V4 R, as well as a blacked-out paint scheme based on the winter test colours used by Ducati's MotoGP and WSBK teams.

Suspension matches the V4 S's, with Öhlins NIX-30 fork and a TTX36 shock, featuring electronic damping control. Carbon-fibre wheels, a dry clutch, adjustable Rizoma footpegs, a lighter 520 chain and Ducati's GPS-based datalogging system are standard. Dry weight is 173kg.

The SP will sell for \$51,890 rideaway, some \$10k less than the V4 R. **BP**



The Panigale V4 SP offers bigger bangs for fewer bucks

Mid-size trend continues for 2021

Last issue we brought you a swag of Euro5-compliant models for 2021. The big reveal continues with a theme coming through that bigger isn't necessarily better, as **BEN PURVIS** and **HAMISH COOPER** explain

TRACER GETS → GT TREATMENT

YAMAHA WILL START 2021 with the all-new Tracer 9 Grand Tourer, marking a new era for the model launched five years ago. Aimed as an all-rounder, its lusty triple-cylinder engine and ease of use made it a sales winner in Australia.

The new name is part of Yamaha's revamp of its 2021 MT-09 range. The new Tracer 9 gets the same larger engine and new Deltabox chassis, along with new styling. Although available in two variants overseas, Yamaha Australia is only bringing in the specced-up GT version.

As on the MT-09, the three-cylinder engine gets a capacity hike from 847cc to 889cc, increasing power from 84.5kW to 87.5kW in the process and bringing it into line with Euro5 emissions limits.

New cases, a longer-stroke crank, new pistons, rods and a redesigned cylinder head with new camshafts, intake and exhaust ports mean there's little carried over from the previous engine, apart from its general design layout.

The frame is similarly new, a Deltabox beam design made of cast aluminium, and between

them the parts contribute to a 2kg weight reduction to 212kg wet. Despite its similarity to the new MT-09, the Tracer gets plenty of unique parts. Notably, the swingarm is 60mm longer, taking the wheelbase to 1500mm, and the engine mounts are thicker to add more rigidity to the chassis which uses the engine as a structural part.

The idea is to boost the Tracer 9's luggage-lugging ability, and a new 'floating stay' luggage system has been designed to hold the panniers when they're specified, improving high-speed stability. The Tracer 9 GT includes the panniers and a top case as standard, as well as an electronically-controlled semi-active suspension system, cornering lights and a two-way quickshifter.

Like the 2021 MT-09, both versions of the Tracer 9 get a six-axis IMU, cornering ABS, cornering traction control, slide control and front wheel lift control. Settings for these are shown on a Tracer-specific dashboard which is made up of two colour TFT screens.

To recap, Yamaha Australia will offer the MT09 and SP along with the Tracer 9 GT. It will also sell an upgraded MT-07 in LAMS and full-power versions. It has no plans to bring in the new Tracer 7 as most Aussies sidestep the smaller twins and go straight to the triples.

HC & BP



DUCATI'S ALL-ROUNDER GETS PANIGALE STYLING

FIRST LAUNCHED AS part of Ducati's 2017 model range, the SuperSport 950 is one of the last remaining models which needed to be updated to meet Euro5. And the wait has been worth it with a thorough going-over including a cleaner engine and new Panigale-inspired styling.

Its 937cc V-twin engine is shared with other models, including the Hypermotard and Multistrada



1. Yamaha's Tracer 9 Grand Tourer **2.** Ducati's updated SuperSport 950 with 'Panigale' styling **3.** BMW has dropped a bucket of tech into its G 310 R **4.** Honda's Rebel 1100 is a mash of Rebel 500 chassis and Africa Twin engine and (optional) DCT

950. These have already received Euro5 updates, so bringing the SuperSport into line wasn't a big task. The cleaner engine's performance is unchanged, with identical 81kW power and 93Nm torque figures. Overall kerb weight rises just 1kg to 210kg.

Chassis and suspension is unchanged but the styling has been heavily revised. While the upper nose panel is the same, the sides are new, as is the headlight, which takes on a more Panigale-inspired look. The side panels' air vents have been moved upwards, again giving a more Panigale-esque shape, and the bellypan is extended back, so the engine is more enclosed.

The result directs hot air escaping from the engine away from the rider to improve comfort. A longer seat, with revised padding and material, gives more space, and a small 4.3-inch colour TFT dashboard replaces the old grey-on-grey LCD.

Tech-wise, the SuperSport was already well endowed, with an IMU and cornering ABS and traction control. For 2021 there's a new wheelie control system and an IMU-assisted up/down quickshifter. **BP**

BMW UPDATES G 310 R

BMW'S NEW G 310 R will launch in Australia in Q1 2021 boasting a range of enhancements aimed at riders of all levels. The single cylinder G 310 R first debuted in 2015, giving BMW a toehold in the sub-500cc segment.

Key upgrades include Euro5



homologation with automatic idle boost, electromotive throttle controller and self-boosting anti-hopping clutch. There is a new LED headlight and LED indicators. Handlebar brake and clutch levers now have four-way adjustability. **HC**

REBEL 1100 AN AFRICA TWIN-POWERED BOBBER

NOT LONG AGO we revealed patents for an Africa Twin-powered Rebel bobber from Honda and now we have the 2021 the CMX1100, or Rebel 1100.

While it is Honda's first new large-capacity cruiser in years, the Rebel 1100 is much smaller and lighter than similar-capacity models from its rivals. But that



isn't a bad thing, as the chassis is based on the Rebel 500 meaning the smaller model becomes a stepping stone to the Rebel 1100.

This adopts a revised version of the Africa Twin's 1084cc parallel twin engine, with its compact UniCam cylinder head design and semi-dry sump. Retuned for midrange torque, power now peaks at 64kW and 7000rpm, with 98Nm at a lowly 4750rpm thanks to a 32 percent heavier flywheel.

As on the adventure bike, Honda's unique DCT (dual clutch transmission) gearbox is an option for more relaxed riding but adds 10kg. A simple, tubular steel chassis has straightforward suspension, with a 43mm fork and two remote-reservoir rear shocks. Front braking is a single 330mm front disc with monoblock four-pot caliper. Cast alloy wheels carry 130/70-18 rubber at the front and 180/65-16 at the rear.

With 35 degrees lean angle, the Rebel 1100 promises decent



manoeuvrability for a bobber, while the seat is a low 700mm. The pillion pad is removable and the options include headlight fairings, screens, soft luggage and alternative seats.

There's a simple LCD instrument panel and just three rider modes to choose from. You still get traction control and wheelie control, though, and all the lighting is LED.

Its 223kg wet weight is as much as 30kg less than some of its rivals and the Honda's simplicity also means it's a blank canvas for modifications. **BP**



Briefs YOUR QUICK FIX

463

The final tally of MotoGP races Alex Briggs has attended as mechanic since 1993. His insightful Twitter commentary will be missed as he leaves the paddock. Here's hoping his comedian wife Ellen continues her #whatsAlexdoing posts when he returns home.



"LIKE REPLACING GOLD WITH BRONZE"

Five-time world champ Jorge Lorenzo comments on losing his Yamaha test job to Cal Crutchlow. Cal responds: "It's no skin off my back. I'm happy. I have a family, I have friends and, you know, obviously he's just bored at home."

Remy on the rise

A pole position and race win sets Remy Gardner up for a potentially stellar 2021 Moto2 season as a factory KTM rider – with an option for MotoGP in 2022.

Track cash injection

The UK Government allocates \$11m to motorsport venues affected by Covid restrictions. Should Australia do similar?



Hot & Not

AMCN'S THERMOMETER



Roberts rejects

Talented American rider Joe Roberts has turned down an offer of an Aprilia factory MotoGP ride despite mentor John Hopkins advising otherwise.

H-D closes museum

The Covid surge in the US has forced the closure of Harley-Davidson's Museum in Milwaukee until at least 3 January.

LAMBO DIAVEL

Ducati and Lamborghini have teamed up to create a two-wheel homage to Lamborghini's most powerful sports car. As well as the same paint scheme as the 610kW (819hp) Sián FKP 37 hybrid, the Diavel 1260 boasts similar wheels, octagonal carbon-fibre exhaust exits, bright-red Brembo calipers and carbon bodywork. The 63 isn't commemorating Pecco Bagnaia's forgettable year with the firm; instead it's in recognition of how many examples of the car exist. Ducati will build 630 examples and they'll carry a \$48,600 (ride away) price tag.



BMW'S USES C WORD

The first product from BMW's proposed C range is this electric CE 04 scooter. From the so-called Concept range, technical details are sparse but BMW describes it as "a vehicle for every day in the city" intended for a 12km range. BMW stresses the CE 04 "is not a 'fun bike' which is taken for ride in the mountains in fine weather". It is planning a high-powered D range of battery-powered motorcycles for that.



SHANNONS STUNNER

A 1906 Zenith Bi-Car motorcycle offered in 'barn find' condition has fetched a stunning \$100,500 – twice its pre-sale estimate – at the Shannons Spring online auction. A unique design and not been seen in public since 1974, the Bi-Car features hub centre-steering and was Zenith's first motorcycle model. The cars and motorcycles auction had a 95 percent clearance.



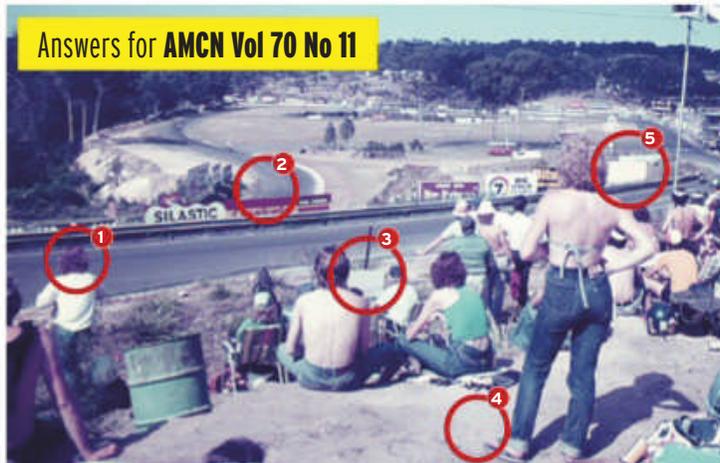
SUPER-FAST DEAL

MV Agusta's limited-edition Superverloce 75 Anniversario sells out within seconds after its internet launch. Just 75 will be built.

Mental Twisties

We need to apologise. We told you there were six differences in last issue's spot-the-difference quiz but the crayon-wielding artist stopped at five when he was making his supposed six changes to the image. It's a good thing he's a good designer, cos counting ain't his strength. In any case, **Mick Cork from Deagon in Queensland** takes home this issue's loot, even pointing out the sixth and final difference doesn't actually exist.

Answers for AMCN Vol 70 No 11



1. Spectator's hat removed
2. Rider on Track erased
3. Sign removed
4. No paper in front of left foot
5. Lettering removed from track sign



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HARLEY — DAVIDSON



Harley-Davidson is showing its Pan America Adventure bike to its European dealers

The ups and downs of Harley-D

H-D looks on track to ride this period out. Just

IT'S BEEN A big few weeks for Harley-Davidson as it continues its journey into a new future. The share price has jumped 25 percent, prompting Forbes financial magazine to say a "recovery is underway" and H-D is an "attractive investment" with the "likelihood of further upside in the coming months".

New CEO Jochen Zeitz is well into the reinvention of the 6000 employee-strong company that has an \$A8 billion annual turnover.

AMCN has already reported on a restructure of the model range that has axed some models popular in Australia along with the introduction next year of its Pan America adventure bike.

This large-capacity off-road tourer has been doing the rounds of European dealers



H-D's share price is booming



The Serial 1 eBicycle

and Zeitz is determined it will make an impact. However a recent influx of middleweight models in this segment is bringing a new focus and challenge for a newcomer.

Our industry analyst Ben

Purvis is cautious about putting too much emphasis on the share rebound.

"A lot of bike manufacturers and dealers have reported strong third quarter sales, but you have to remember that in many places bike sales came to a complete halt in the second quarter pandemic lockdown," he says. "Harley's third quarter net income was impressively high, but held-over sales along with cost cutting moves during the period, mean it could be hard to sustain that performance."

An indication of H-D's new vitality is a clever marketing campaign involving the retro-styled ebike called Serial 1, after the first H-D of 1903. A little bit old, a little bit new, it kinda sums up the whole shebang.

HAMISH COOPER



Trouble in India

LOCAL MEDIA IN India is reporting that dealers are considering legal action against H-D to get compensation for its withdrawal.

H-D spent a decade trying to establish a market there. Now just a month after withdrawing it has linked with Hero Motor Corp to develop models to be sold under the H-D brand name.

"It could go two ways. Unless H-D has a very firm grip on how the brand is used there's a risk that the name could appear on inappropriate bikes," says Purvis. "However, if handled well it will bring Harley to prominence in one of the world's biggest bike markets. Hero is the world's biggest bike firm by volume and has the production capacity to meet potential demand quickly."

Meanwhile the Milwaukee Business Journal has reported that H-D has just paid out over \$900K to settle a dispute with former long-servicing exec Michelle Kumbier, who once led H-D's export marketing strategies.



Black flag for V&H

JUST ONE EXAMPLE of H-D's determination to cut costs is, after 18 seasons, Vance & Hines are no longer running its drag racing and flat-track programs. An H-D spokesperson said the racing would now be done at a "grass roots approach" through support to individual dealers.



New Ducati Multistrada V4 Rule All Roads

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Displacement 1,158 cc (71 cu in) | **Power** 170 hp (125 kW) @ 10,500 rpm | **Torque** 12.7 kgm (125 Nm, 92 lb ft) @ 8,750 rpm | **Dry weight** 215 kg (474 lb)

Discover the MY21 Ducati Range at [ducati.com/au](https://www.ducati.com/au)



Scan here

Overseas model is shown and specifications may vary for the local model. The model in this image may feature accessories and merchandise that are not supplied as standard. Always wear protective motorcycle clothing when riding and obey local road regulations. Do not attempt to recreate the riding scene depicted in this image. Contact your Authorised Ducati Dealer for more information.



The year was **3** **001994**

1994 WAS THE 'Year of the Dog', according to the Chinese Zodiac and 'International Year of the Family' by the United Nations. Many people regard their dogs as part of the family so, same/same. Family was definitely on OJ Simpson's mind when he and a mate led Police on a slow speed chase in his white Ford Bronco because he didn't want to chat with the coppers about an alleged mishap with his missus. On a lighter note, Woodstock '94 kicked hoping to capture the energy of 1969 event on its 25th anniversary. Maybe the POTUS, Bill Clinton attended and felt the love, even though he didn't inhale. Brazilian Formula 1 legend Ayrton Senna died in the San Marino Grand prix, and, because you need useless trivia, Heather Whitestone was crowned as the first deaf Miss America.

RC45 V RC30

Honda's RC45 had just landed and we rode it in the company of the bike it was built to replace, the RC30. In a world first road test we put the two exotic Hondas up against each other. With the Winfield Honda Superbike team in tow with a couple of its race bikes, and Ken Wootton's standard RC30 on hand, it was the perfect scenario to check out the RC45's abilities. To top that off we also had the late, great Kirk McCarthy on hand to put both Hondas through their paces at the track. So what was the new RVF750 like in comparison? Refined! A more civilised and less rough-edged RC30, from the ergonomics and geometry to the power, which it has more of, but makes use of in a much smoother way.



NEWS

Lucky reader Rod Wadsworth took delivery of his brand-spanking new Rothmans-replica Honda VFR750 at the Winfield Triple Challenge at Eastern Creek. Rod made the trip from Tucki, NSW, to collect his new toy and swore that he'd never sell it. Still got it, Rod?



SPORT

After almost three weeks of gruelling competition, Cagiva Elephant-mounted Italian Edi Orioli won a confusion-riddled 1994 Paris-Dakar. The Rally was marred by tragedy with the death of Michael Sanson, trouble with political groups and an unfortunate route choice, one of which led competitors through a minefield. The event was extended to include a return journey back to Paris due to a number of special stages being cancelled, and more than half the two-wheeled competitors failed to make it to the finish.



AMCN Vol 43 No 18
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Editor Ken Wootton

Suzuki's GSX-R750 jagged the lion's share of the cover. Finding a '94 GSX-R750 in original purple, pink and orange livery is probably harder these days.

PICS OF THE ISSUE

1. This brush-cutter-powered, front-wheel-drive pushie featured a 21cc two-stroke powerplant (and wouldn't have been dangerous at all).
2. McCoy, Beattie and Schwantz all sported flash Fosters 'Come On Feel the Noise' Oz GP leather jackets. And an abundance of hair.



AD OF THE ERA

You reckon old mate has cut out the middleman and picked himself up a new DIY leather suit to wear while he's riding his new Triumph?



AT THE MOVIES

The Arnie movie *True Lies* was a huge box-office smash in '94. The comedy spy flick centres around Arnie's secret agent character who goes into melt down when he thinks that his wife, played by Jamie Lee Curtis, is having an affair. After earning US\$378,882,411 worldwide, it was 1994's third best-grossing movie.



ON THE WIRELESS

The highest selling single of 1994 was Wet Wet Wet's *Love is all around*. Unless you have a thing for tacky, bile-inducing love songs, the top-10 singles showed no mercy until Silverchair saved fans of rock and roll with *Tomorrow* in position nine.

Love is all around – Wet Wet Wet
I Swear – All-4-One
Always – Bon Jovi
It's Alright – East 17
The Sign – Ace of Base
The Power of Love – Céline Dion
I'll Make Love to You – Boyz to Men
Please Forgive Me – Bryan Adams
Tomorrow – Silverchair
All For Love – Bryan Adams, Rod Stewart and Sting



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The Power of Dreams

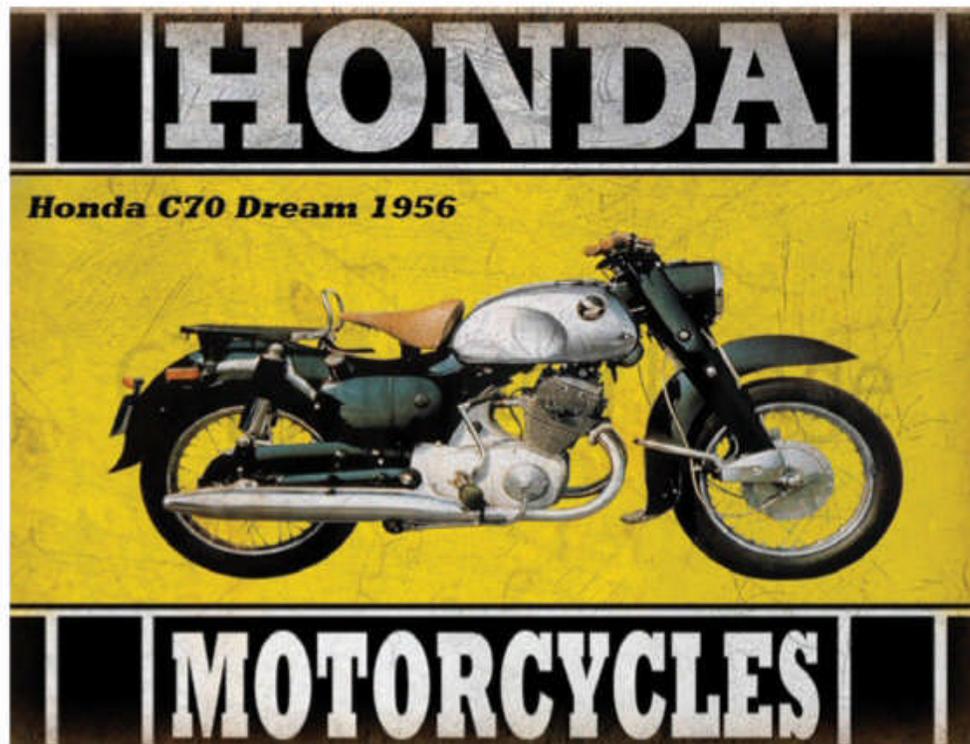
Veteran motorcycle scribe Lester Morris recalls the very first Honda to be sold Down Under

THE FIRST HONDA Dream hit the showroom floor in 1957 when B&W took on the Australian distributorship. Shortly after, our local Lions Club held the Ryde Motor Show as a fund raiser. Ryde Motorcycles' display included a 175cc four-stroke Moto Guzzi Lodola, a 200cc two-stroke Zundapp Bella, a new Tiger 110 Triumph, a 600cc OHV Norton, and a bright red 1958 C71 Honda Dream.

The Dream was allocated pride of place and I enjoyed the startled looks of the passing peasantry as I plied the electric starter then, as an encore, flicked blinkers on and off. Even though I had no idea of the price, there were people eager to put up a 10 pound holding deposit. The six Hondas for which I took these deposits were likely the first to be sold anywhere outside of Japan.

After the show, in order to examine the unusual, pressed metal, box-section frame, we removed the fuel tank, only to be horrified at the hand-beaten underside of the tank on which, under a thin coat of paint could be seen: C.C Wakefield CASTROL. Many people have since told me this is an urban myth, however I assure doubters I removed the tank myself and saw the underside with my own eyes.

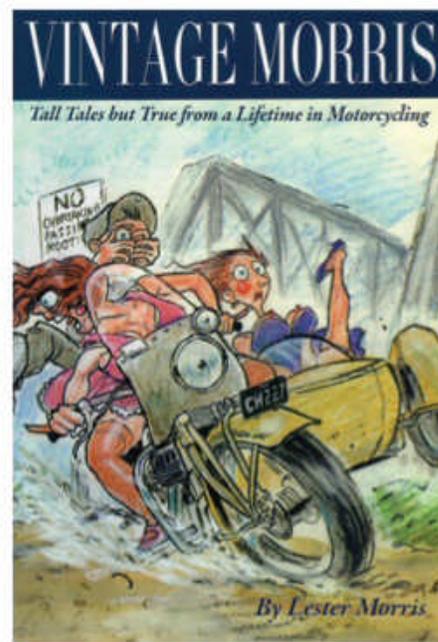
Was this an early prototype which had slipped un-noticed in that first shipment from the factory? Or could Honda be using crate-loads of old Castrol oil tins in the base of its well sculpted fuel tank? Certainly the welding on many frame pressings and pipe tube ends left a great



deal to be desired. Yet it has to be said those early Honda engines idled like Swiss watches; though some cynics suggested you could hear them wearing out by the sound of the overhead cam drive-chain and valve gear.

Head-on, the Honda Dream was pyramid shaped, the fat mufflers sweeping outboard of the ultra-wide crankcases, and the footrest hangers, rear brake pedal and centre-stand arm outboard of that. Adding to the appearance were tiny 16-inch wheels, which allowed minimal cornering clearance.

So you couldn't corner quickly but you could pull up to the gutter and use the left muffler as a prop stand. In fact, if the bike were cranked over a few degrees from the



vertical when riding, the mufflers would dig in to the road surface with great enthusiasm. To make matters worse, the springs contained within the leading-link forks on the front and oblong

shaped shocks on the rear, were bereft of any form of effective damping.

The so-called rotary gear-change was a trick in itself. You would push the pedal down from neutral to select first, down again for second, again for third and again for top. More often you'd hit a false neutral. Then, and this is the trickiest part of all, if in the confusion at apparently missing a gear, you pushed the pedal down again, you'd find first, lock the back wheel, spit sideways, snap at least one of the chain adjusters and end up over the handlebars!

This happened so many times that, if the rider of a brand-new Dream entered your spare parts department on tip-toe, eyes agleam with tears and bottom lip sucked in, you would reach under the counter and present him with two new rear chain adjusters. The ratio as, I remember, was two sets of chain adjusters to one crankshaft which, on the second occasion the rider sailed over the bars, would snap like a carrot.

Honda improved, the Hawk appearing just a few years later with a more acceptable semi-tubular frame, telescopic forks and twin-leading shoe brakes. The clutch had by then been moved to its rightful place on the gearbox main-shaft and the shocking rotary gear-change had disappeared.

The Honda Hawk was a first rate motorcycle, which proved beyond question Honda had learnt very quickly indeed. ■

The front springs and rear shocks were bereft of any form of effective damping

This is an edited extract from Lester's memoir *Vintage Morris*



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MAKE LIFE A RIDE



← Letter of the issue

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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

Hindsight win

Because it's currently taking two to three weeks to receive AMCN in the post, I've been going through my stash of back-copies (so no complaints).

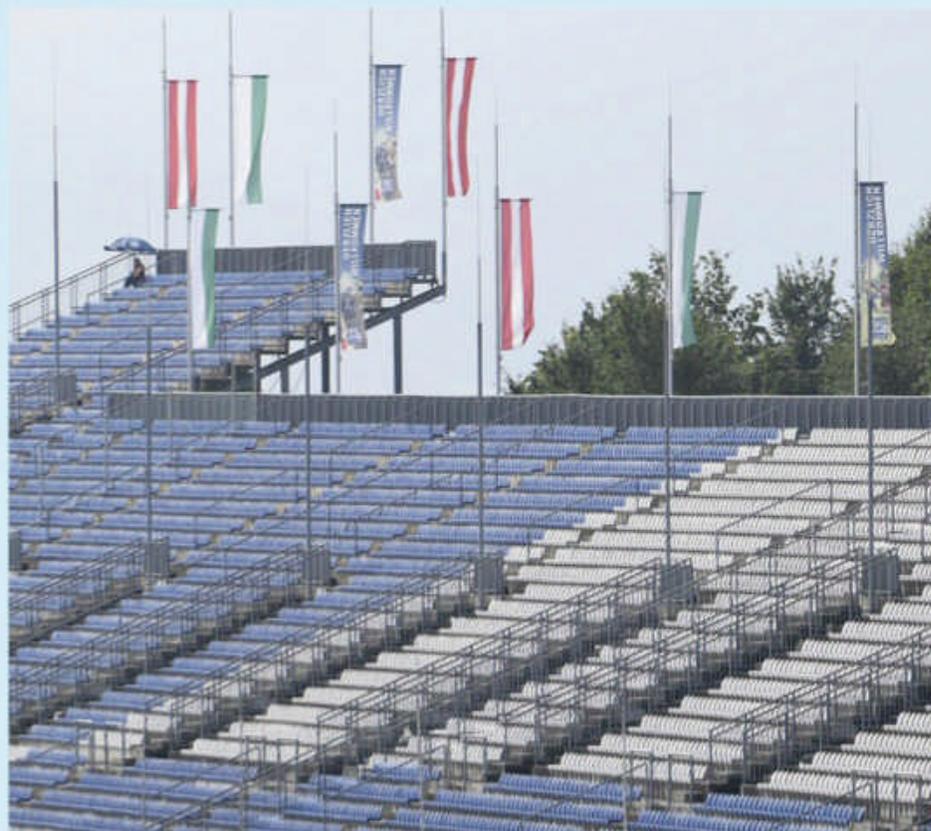
Michael Scott's article in AMCN Vol 68 No 23 made for an interesting second read. In considering the environmental footprint of racing, Michael noted: "Only by stopping racing altogether could we make a real difference. Or by running it in televised privacy, because in reality it's the crowds and their transport arrangements that make a bigger overall impact. That's clearly not on."

Some 12 months later,

not only was it on, but it has proven to be a great success. Global greenhouse gases have fallen and 15 rounds of racing at just nine circuits (not counting Qatar) has produced a brilliant season of action and drama. Hopefully "televised privacy" is not a permanent arrangement; but it just goes to show, never say never.

Brian Breakey
Perth, WA

Even Scotty would have doubted his own words would have come to fruition Brian, but that's what 2020 has been, with the odd good result – one of the most memorable MotoGP seasons ever. Sam



"Hopefully televised privacy is not permanent, but it just goes to show, never say never"



How high

Hi AMCN, I'm so glad you're still holding the fort, it's been a long, lonely time out here. Reading the *Summer Lovin'* quick spin on the Ducati Scrambler 1100 Pro (AMCN Vol 70 No 7). I'm looking with delight upon the Ducatis so nicely photographed, but trying to decipher their physical size – when we don't know the rider's height/physical dimensions – is really difficult. Along with your tester's name, could we please have their height, as well, for comparison?

Bloody terrific magazine, as always, from the Green Horror days through to today.

Michael Baldin
Terara, NSW

We do that for group tests, but good idea on doing it for single bike tests, too, Michael. Sam

And another thing

Need to get this off my chest and put to rest.

The XSR is an ugly motorcycle. Cheap and probably accomplished, but butt-ugly. It hasn't sold

Is Keanu's ARCH KRGT-1 as ugly as Bill reckons?



well, Kel, because it looks as though ol' mate knocked it up in the shed after a gallon of Shaoxing wine. There is no design symmetry; the lines from the swingarm to the frame to the tiny headlight, past the Great Tank Gape and holy bits – point to a bike that actually only looks worse in the flesh.

The only uglier bikes are

that thing the bloke who took the blue pill makes [I think he means the ARCH – Ed] or anything MV Augusta has built in the last decade.

Secondly, Cat-fart's [I think he means Cathcart's – Ed] obsession with front-hubbed single-sided hossa-wishbone butt-plugs has hopefully run its course – no one ever cared. Maybe it accommodates his weirdo, Norifumi Abe riding style.

Please let it go, because if I have to try and take a shit to him telling me once f***ing more that he could go deeper and harder up the inside, then I am going to give up shitting altogether, as he's putting an unnecessary strain on my sphincter.

Thirdly, please desist immediately from any further promotion of



NOW EVEN MORE PLACES TO READ AMCN

Your say

Chinese-made 'motorcycles'. If anyone wants a good cheap bike, get a secondhand one made in a democracy, fools. When you promote blatant copies of actual motorcycles subsidised by the CCP, you are tantamount co-conspirators to a murderous regime.

The day they release the Chairman Tesi Cat-fart XSR Replica, I s'pose you'll make it MOTY, commies.

Lastly, I don't think Marc Marquez is unwell at all. He's sitting out to beat the others for the next decade, while they all implode by crashing or having big sookies this year. He'll be able to rack-up enough points and choose which races to do next year. The racing has been fun, but it's not a championship in the sense that it will identify a champion unless they just give it to Marquez anyway. There are clearly no successors in line.

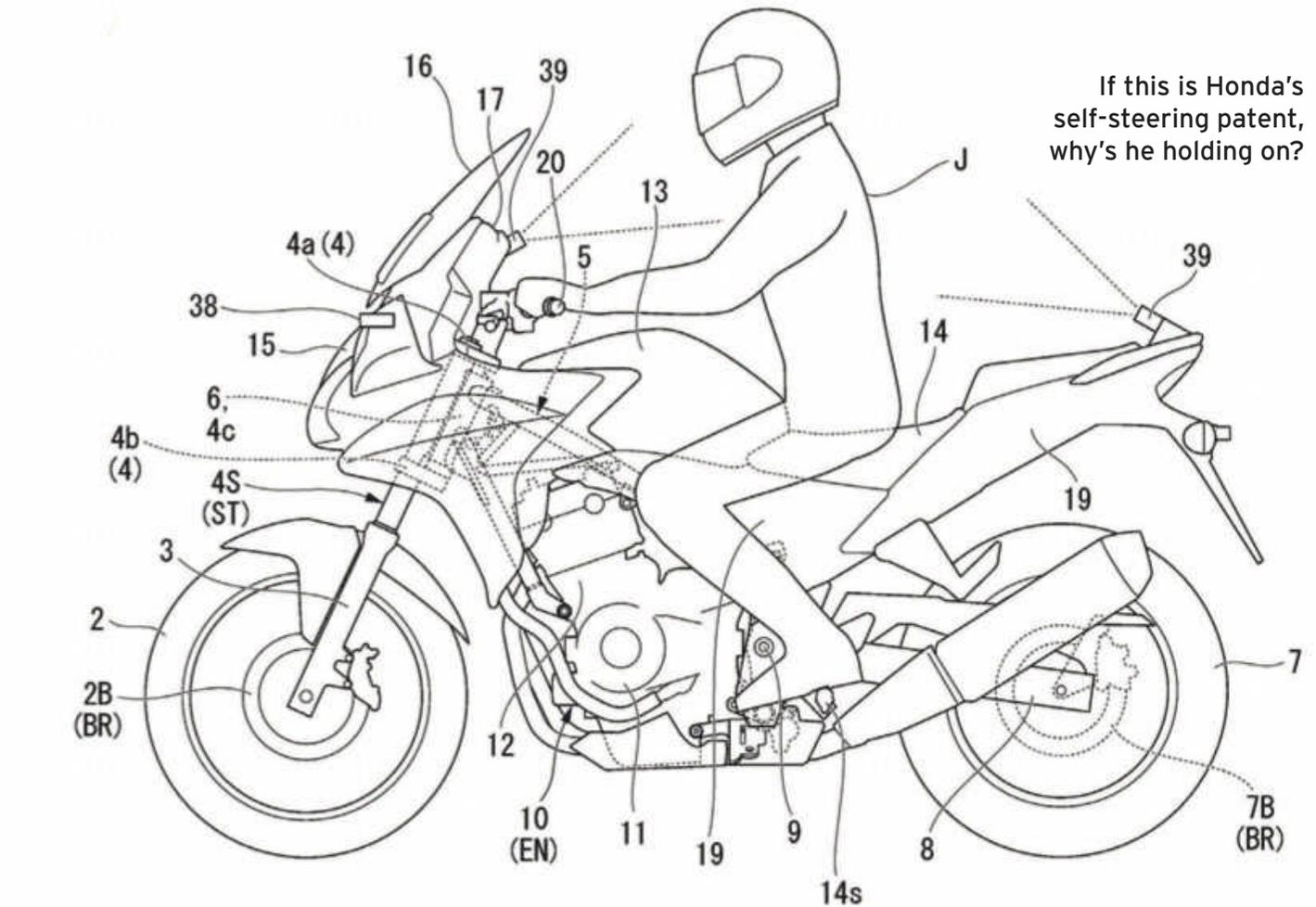
Keep Rossi for a few more years on a satellite team with a spare bike for guest riders of yore appointed by a reader-poll – Randy, Kevin, Mick, Kenny, Go-Show, et al, and the spare bike accumulates the points to run second to Marquez.

Gold, I know it, f***ing trademark that one, Fred.

I used to buy *Playboy* until I switched to your magazine 30 years ago – still a wanker no less.

Bill Duhig
Via email

Entertaining as always, Bill. I don't know where to start, so I will just finish. Sam



If this is Honda's self-steering patent, why's he holding on?

Coppin' it

Just received my latest edition. Wow, I couldn't believe the tirade of abuse Sam received from his new best friend, Brenton. I had to re-read the editorial to see what got up his nose so much and, quite frankly, the guy's got anger management issues.

You were very brave to publish such an offensive rant.

Like the more rational correspondent said later on: "AMCN has evolved into a very informative and interesting magazine."

I would venture that most of your readers agree with that and the great job you do every fortnight. Cheers and keep up the good work.

Phil Ridge
Via email

Part of having your name at the top of a long list of amazing people that give a pint of blood to make this magazine function every fortnight, is the odd piece of abuse from people like Brenton. We actually welcome it, as there is often some truth buried in the angst, that we have to take on board. And it means they care. Making all that pale into the shadows, are letters like yours Phil. It all works out! Thanks, though.
Sam

Wrong direction

I can understand adaptive cruise control being introduced on new models – the regular cruise control on my BMW Roadster is surprisingly useful in many

"Is Honda really serious about automatic steering for cruising?"

situations, so fair enough adding the adaptive part. But is Honda really serious about automatic steering for cruising multi-lane roads (AMCN Vol 70 No 10)?!

That would take away the final – and minor – concentration task required

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in such situations. Will Honda also provide Netflix access to keep the rider amused, or perhaps a comfy pillow so they can have a little nap?

You have to ask where motorcycling is going if there is a sector that would welcome this innovation.

Mark Heinrich
Yarralumla, ACT

Rider/driver distraction/coddling is such a hot topic. When you have a mode of transport which can offer up some horrendous consequences to a mistake, I understand why manufacturers would want to reduce that. For me, it's all about the rider, though. So while I welcome any attempt to make riding safer, I will always point to the mug in the helmet as the one most responsible for that outcome. Sam

If it is broke...

Here are a few words about buying broken bikes! In the quest for buying a bike, I've been summing up what

options there are. Do I buy new, demo, secondhand, or maybe even salvage? Would the last option be a viable one, or would I be getting myself into more trouble than it's worth?

After checking out some auction sites, there seems to be a variety of vehicles from 'statutory write-offs' to 'repairable write-offs, all with low bid prices. Some actually look okay in the pictures, but how would we really know what condition it's in and how much work is needed to make it roadworthy?

It seems tempting and one may think that a new indicator and 'bars may be the fix, but there may be something more sinister lurking below. For what might seem like a bargain could end up costing as much as a new bike! Any opinions?

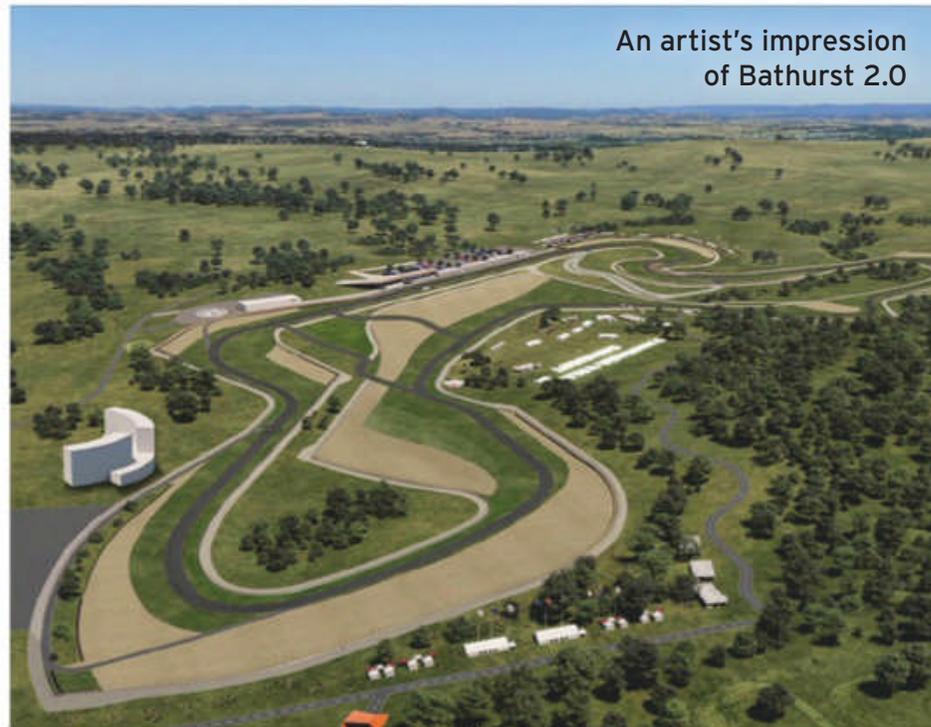
Nick Basiliou
Via email

How may tools do you have in your garage, Nick, do you know how to use them and how much time

↑
“What seems like a bargain could end up costing as much as a new bike!”



That should buff out, right?



An artist's impression of Bathurst 2.0

do you have? Fixing up a bike properly is entirely possible, but if you aren't set up to do so, it can cost a lot more when you need outside help to sort out what you can't fix. And it's rarely as straightforward as it appears... Sam

Circuit breaker

Can we have some updates on proposed racetracks and current facilities, like Marulan and Bathurst, that are undergoing improvements or construction, please?

There's been lots of updates about the proposed Townsville circuit, however New South Wales tracks have been completely absent. And some more features on racebikes past and present would be welcome! Keep up the great work.

Jimi Bevel
Via email

Bags testing said circuits... And good call, we will add it to the feature list. Sam

Drag us through

This New Year's Eve, I'll be doing a charity bike ride with a bit of a difference to raise funds for MS

Queensland.

I recently made a prediction about the outcome of the US Presidential election on my facebook page. It was very wrong and the forfeit was that I had to ride my bike down the Townsville Strand in a ball gown.

Seeing as I had to pay out, I said I would do it to raise money for a very worthy cause – I suffer from MS myself and am fortunate that I can still ride bikes and otherwise function normally. Not everyone is so lucky.

I'm now trying to raise awareness of the event and hopefully increase the amount of donations that are coming in. I am also being contacted by other bikers who are keen to participate! So this will almost certainly end up being a procession of drag bikes – just not the quarter mile kind...

If anyone's willing to support my ride, I'd be hugely appreciative. Search 'Joyce's Drag Bike Ride for Charity' and follow the links.

Stephen Joyce
Via email

socials

Facebook



Post of the issue

Aussie Moto2 ace Remy Gardner scored his maiden GP win in Portugal and AMCN readers partied like it's 1987



- Larry Vlade Dimitrovski**
Great work Remy, have a good break and a merry Xmas and be fresh for next season all the best to you

Like · Reply · 3 d
- Andrew Denny**
Awesome 🙌

Like · Reply · 3 d
- Carl Odell**
Congratulations Remy on a great result Hope they give you more recognition, you are a great rider
Number 🏆 for 2021

Like · Reply · 3 d
- Lindsay Hannington**
Excellent result Remy- like father like son!

Like · Reply · 3 d
- John Purcell**
What a day for Remy.....👍

Like · Reply · 3 d

↳ 3 replies
- Daphne Hill**
Well done,true grit,well deserved rest after such a crazy year,good luck for 2021.🏁🏁🏁

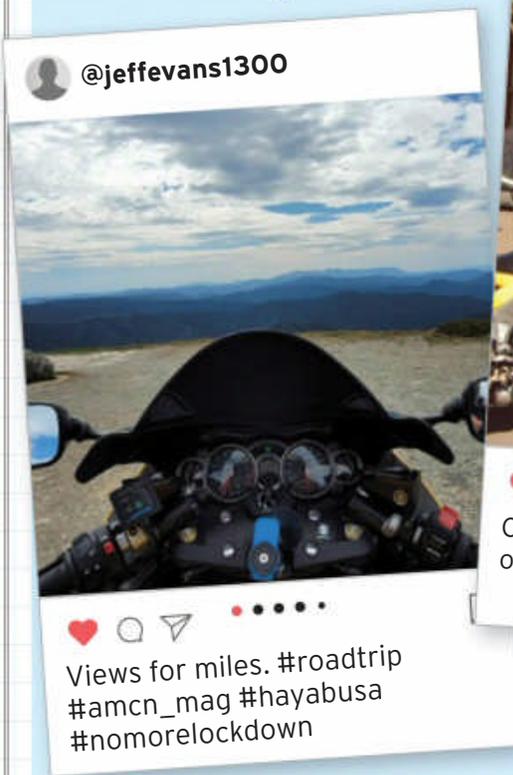
Like · Reply · 3 d
- A.J. Baird**
Sadly won't even make the news in Oz. 😞

Like · Reply · 3 d

↳ 3 replies
- Heath Buckley**
Congrats mate
Can't wait to see what 2021 has to offer you

Like · Reply · 2 d

Instagram



➔ **Don't Forget #amcn_mag**

Comment of the Issue

William Wallace likes his Kawasakis looking more old school than K's new breed "Who's doing their designs, Picasso? As a Kwak fan who's owned beautiful bikes like the ZX-7R, ZX-9R and ZX-12R, the trend towards brutish, misshapen Kawasakis is a bit sad"



Users post of the issue

Barbara Chaplin posted this great old image from among her father's photos. It might have been taken in Whyalla, can anyone assist?



Get it off yer chest!

Got something funny, new, old or wise to say or share? Do it! Head to www.facebook.com/aumotorcyclenews

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Kawasaki

Vulcan S

YOUR WAY



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LEARNER
APPROVED**

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ONLINE



VULCAN S SE



VULCAN S CAFE



VULCAN S

The Vulcan S is designed to transport riders into a sporty realm in edgy style. Blending an aggressive ride with a vintage styling and a powerful 649cc engine, this bike kicks any experience into high gear. Whether you're commuting to work or enjoying a day trip, the Vulcan S adds confidence-inspiring performance to every ride.

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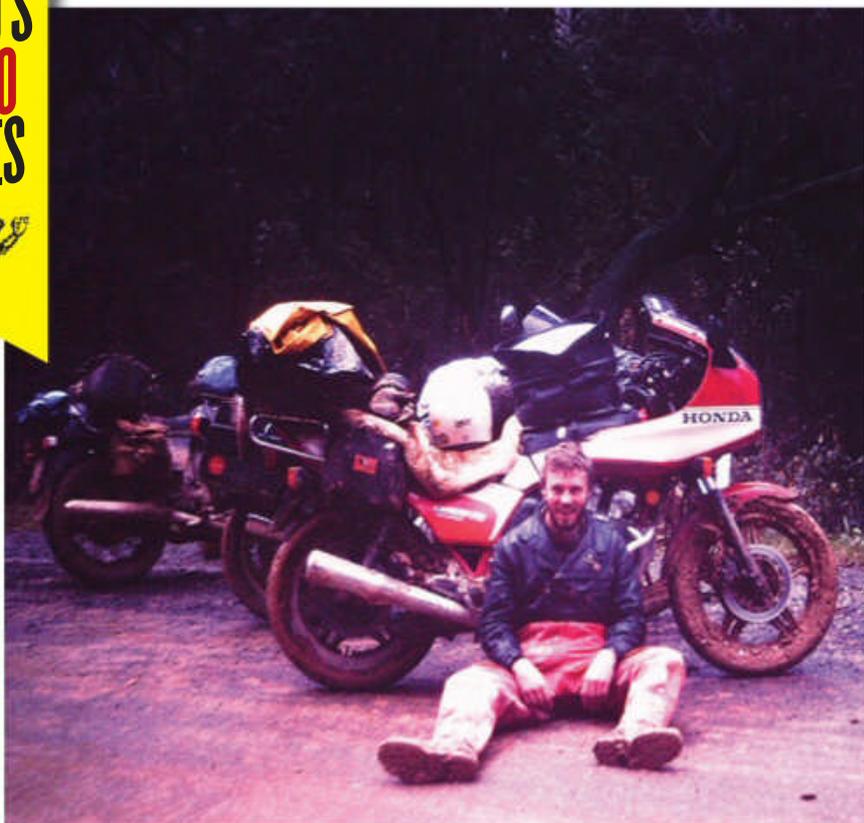
Kawasaki

reader rides

YOUR BIKES

*If it's a paddock basher, a for-lifer
or a brand-spankin' shiny new one,
we wanna see your bike!*

**FRED'S
2020
FAVES**



I KNOW FRED likes the old pictures and the recent Adventure Bike issue got me thinking. This picture was taken on a very muddy Alpine Rally in the early '80s and is a good example of just how far you can go on a road bike. Does anyone else remember that weekend? Sadly, I no longer have the roll-a-door but I do still have the same pillion. Surprising as I dropped her (and the bike) in the mud about seven times getting to that rally.

Mark White

I'M EMAILING ON behalf of my father, with the story of his first motorcycle and my first competitive outing with him at the 1955 Brisbane Telegraph Reliability trial. The bike was a 1937 350 Panther, a true British shitheap that became my first bike and caused me a few problems when I was caught riding it on the road.

Karl Malins



NOT REALLY MY first bike but the bike that I have owned the longest. I bought this bike in the beginning of January 1981 and still have it today. We have travelled over 300,000km together and it is still going strong. This photo was taken in 1984 in Cairns, just after our trip to the Cape York Peninsula along with four mates.

Jeff de Witte



NOT CARROT TOP Fred, but close to it. This is a 20-year-old me with my second bike, a 1973 Kawasaki H2 750 (my first was a 1972 Yamaha DT250). It was a mean, wicked, evil and nasty-handling bit of machinery, but I loved every minute of it – it was my first experience of 200km/h! Some 47 years later I am still riding, but on a far more sedate RE Continental GT 535, and the carrot top now has snow on the roof.

Chris Williams

Send Fred a photo of your bike, cos if he can't ride as much as he'd like to, he at least wants to be able to look at more bikes. Email your picture to comps@amcn.com.au and he'll choose his favourite.



FOR THE RIDE

THE TRIUMPH RIDE GUIDE

SAVE ON A SELECTION OF RIDEAWAY OFFERS

OUTGOING MY18 - MY19

STREET TRIPLE 765 S

\$13,590* RIDEAWAY

SAVE \$1,800*



OUTGOING MY18 - MY19

STREET TRIPLE 765 R

\$15,490* RIDEAWAY

SAVE \$1,800*



MY18 - MY19

BONNEVILLE BOBBER

\$18,690* RIDEAWAY

SAVE \$1,500*



MY18 - MY19

BOBBER BLACK

\$20,390* RIDEAWAY

SAVE \$1,500*



MY20

STREET SCRAMBLER 900

\$16,990* RIDEAWAY

SAVE \$1,000*



MY19 - MY20

SCRAMBLER 1200 XC

\$21,290* RIDEAWAY

SAVE \$1,000*



**Terms and conditions apply. Max sale price including registration, CTP stamp duty and per-delivery costs on selected models. Saving based on RRP of model and accessories. Offer only applies at participating Triumph Motorcycle Dealers. Offer ends 31/12/2020 or while stocks last. Consult your participating Triumph Motorcycle dealer for further details. Triumph Motorcycles Australia reserves the right to change or extend the offer.*



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mental twisties

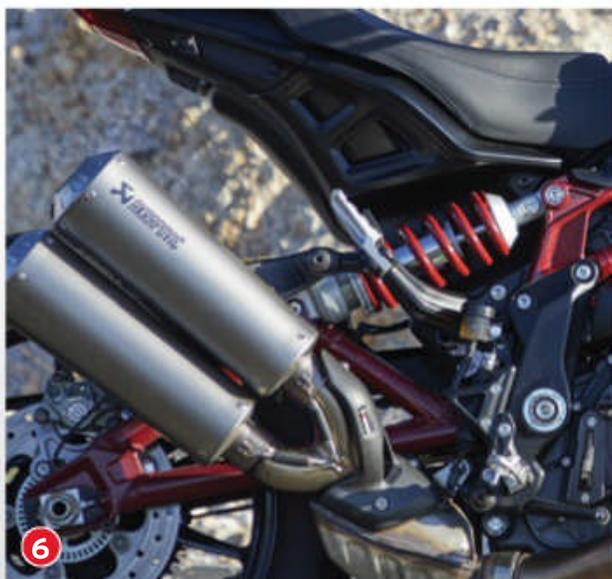
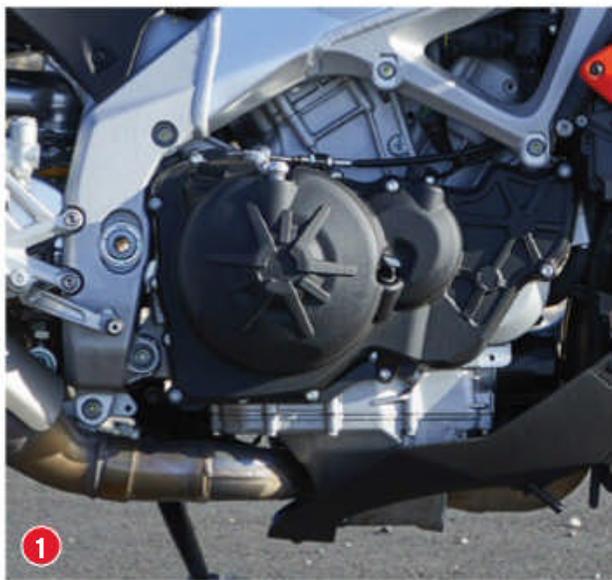
NAME THAT BIKE

How is your eye for bits of bikes? If you can name the motorcycles to which these parts are attached, we'd say it's pretty good. In fact, if you can out-do Fred, he'll cough up an AMCN neck sock to re-gift to Auntie Beryl in the in-laws' Secret Santa.



WIN!
AN AMCN NECK SOCK

EMAIL YOUR NUMBERED ANSWERS
TO AMCN@AMCN.COM.AU
FOR YOUR CHANCE TO WIN!



ANSWERS WILL BE REVEALED IN THE NEXT ISSUE

READY TO RACE

BRING ON 2021



Red Bull KTM complete breakthrough season with 3 wins, 2 Poles and 8 Podiums from 14 rounds in the premier class. Top that with Albert Arenas claiming the 2020 Moto3 World Championship, which is the fourth in the class for KTM. Congratulations to all riders and teams ... and bring on 2021.

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.

KTM



MICHELIN ROAD 5

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



* 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.

NEW

**#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.



MICHELIN

THE
UPRISING

This is high-speed adventure
touring on a superbike scale





1. The Multistrada V4 includes a lot of ground-breaking technology that takes Ducati to the top of the big-bore Adventure bike pile



Ducati's new Multistrada V4 for 2021 is completely different from the now discontinued V-twin Multistrada 1260 – it's a huge makeover and a big step forward over the previous model, itself an excellent bike.

Virtually nothing remains of the outgoing machine. There's a completely new V4 engine, a new, lighter chassis, new wheels, including a more off-road oriented 19-inch front. There is also class-leading technology never before seen in the motorcycle market, like rear and forward-facing radar, and a new stunning look and style.

This V4 represents a dramatic attempt to move away from the Multistrada 1290 V-twin, a class-leading adventure bike in its own right.

Can you imagine Claudio Domenicali, Ducati

MD, at the bike's original briefing? "Okay, we already produce a world class, market-leading adventure bike, but I want a new and vastly improved one, with a new chassis, new engine, new tech, new look – and I want more off-road ability with a 19-inch front wheel." A huge ask.

The new V4 is derived from the Panigale superbike with a counter-rotating crank, but very little of that superbike motor remains. The big talking point is the switch to conventional spring-operated valves, rather than desmodromic actuation which has been used on virtually every Ducati since the '70s. The main reason for this is to extend the service intervals to an industry-leading 60,000km, before the clearances need checking, as opposed to 30,000km on the desmo V-twin.

Compared to the V4 Panigale engine, capacity is up by 55cc from 1103cc to 1158cc, with a larger bore of 83mm, out from 81mm. Peak power of the conventional valve-operated engine is an impressive 125kW (168hp) at 10,500rpm and



AT A GLANCE

ENGINE

Conventional spring operated valves, the 1158cc V4 Granturismo engine delivers 125 kW and 125 Nm. Wide service intervals mean it's 60,000km before the valves need checking.

RADAR

A world first, front and rear radar detection, which allows the introduction of Adaptive Cruise Control and Blind Spot Detection (BSD). The system has been produced in partnership with Bosch.

RIDER AIDS

There's cornering ABS, wheelie control and traction control. The S model gets electronic suspension, cornering lights, daytime running lights, hold control and the quickshifter.

DASH

The base model gets a five-inch display, the S gains a joystick on the left bar and the screen increases in size to 6.5 inches. With the Ducati Connect system you can convert the dash to mirror your phone.

WHEELS

Both the stock and S model come with cast aluminium wheels, and Pirelli Scorpion Trail 2 rubber. Spoked wheels are also an option, on the S model only, which you specify when ordering your bike.



THE ADAPTIVE CRUISE IS CLEVER AND SIMPLE TO USE

125Nm of torque at 8750rpm. Compared to the old V-twin, that peak power figure is up by 7.5kW and, like the torque, higher up in the rev range. Peak torque, however, is down from 131Nm to 125.

Now, like me, you might be thinking the V4 must be heavier and larger than the twin, but it isn't. In fact, the new V4 engine is 1.2kg *lighter* than the previous twin-cylinder; 8.5cm shorter, 9.5cm lower and only 2cm wider. The V4 now sits higher in the chassis, which gives the new Multi 220mm of ground clearance, 46mm more than before.

But it's not just an adapted, conventional V4 engine, because the Multi has the very latest cutting-edge technology. For the first time on a production motorcycle, the Multistrada is equipped with Adaptive Cruise Control (ACC) as an optional extra, and Blind Spot Detection BSD, which is also an optional extra, made possible by front and rear radar detection.

This very clever and simple-to-use system has been designed in partnership with Bosch. If you're afraid of new tech, don't worry, it is intended only as an aid – you remain in control of the bike. In basic terms, you set the cruise control at any speed between 30km and 160km, and the adaptive system will control your speed, gently accelerating or decelerating dependant on the information gathered via the radar's detection.

The blind spot detection uses the rear radar, monitoring vehicles approaching from the rear, and illuminates an LED in the rear-view mirror as a warning. Both systems are similar to what you'll find in a modern-day car, but this is a first for a motorcycle.

As you'd expect, the new Multi V4 is laden with other advanced rider aids, including cornering ABS, lean-sensitive traction control, wheelie control, cornering headlights and hold control (both standard on the V4 S and optional on the base model) plus multiple rider modes, Sport, Touring, Urban and Enduro. Each mode changes the power, power characteristics, the eight-level traction control, cornering ABS and on the S model changes the base setting of the electronic Skyhook Marzocchi suspension (see boxout).

Relaying all this information is an all-new full-colour dash – five inch on the standard model and six-and-a-half inch on the S. Interestingly, Ducati has also added stability control while the adaptive cruise control is activated, so that means if the bike should encounter a weave, the IMU will detect this and automatically reduce the power to reduce it.

The chassis and dimensions are completely



new. For the first time on the over-litre, non-Enduro version Multistrada a 19-inch front-wheel is used, as opposed to the conventional 17-inch on previous models. The rear wheel also reduces in width. This is a major step for Ducati and a clear indication of the new bike's ability off the road. The second big change is the introduction of a new aluminium monocoque (like the Panigale) chassis with a new trellis sub-frame bolted to it. The chassis is also 4kg lighter than previously. Wheelbase is shorter and there's a more aggressive, sporty rake and trail – which I'm presuming have been introduced to compensate for the larger front wheel.

I told you this was a dramatic change for Ducati; so much more than just a Ducati Multistrada with a V4 bolted in. For me, extra touches really set a new benchmark and justify the price – every component has been cleverly re-designed or introduced. There is a neat little cubbyhole just behind the fuel cap, which comes with a USB charger and easily accommodates an iPhone. There are further 12-volt sockets upfront and under the seat plus new switchgear, which is backlit. The screen is 'one finger' adjustable – ever so easy – and the large full colour dash can be

IT'S MORE THAN JUST A DUCATI MULTISTRADA WITH A V4 BOLTED IN

repositioned on the move to stop glare.

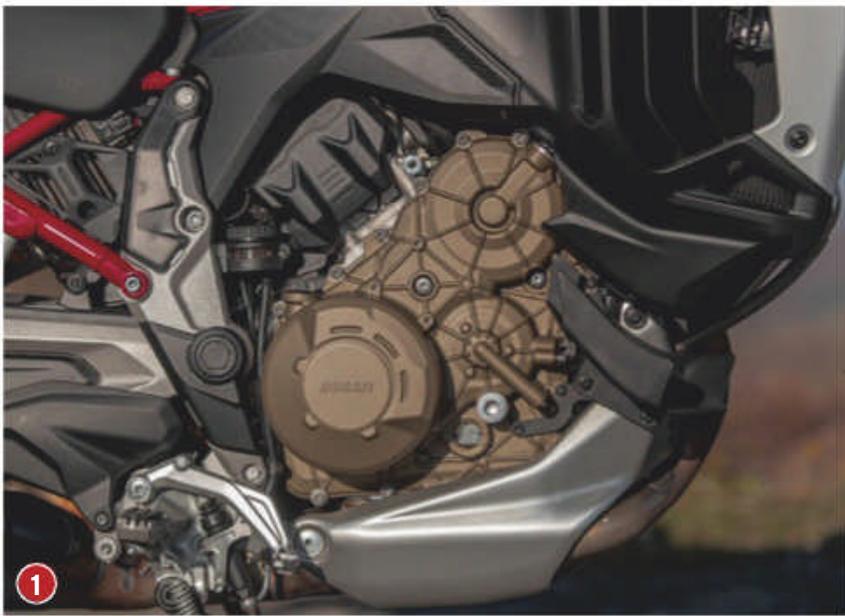
Ducati has thought about the heat generated by the V4, meaning the back two cylinders are switched off at idle to stop heat build-up, and there are additional, neat little gill-like vents on either side of the engine to deflect the heat from the rider. The seat's height range is slightly taller (up from 825mm-845mm on the old model to 840mm-860mm) but is thinner towards the 22-litre fuel tank, and is easily adjustable. The pillion gets increased comfort and even the option of a heated seat. The optional pannier system is 'floating' to allow slight lateral movement, which also increases stability.

Off-road fans won't be disappointed either. The mirrors are deliberately curved, which means they don't hit your forearms when you're standing, while the 'pegs' have been designed to allow you

1. The V4 swaps desmo valves for more conventional spring-operated ones

2. Switches will be familiar to owners of older models

3. Front 'gills' hide the sensors for the Adaptive Cruise Control



1



2



3



SPOT THE DIFFERENCE

Three variants are headed our way

MULTISTRADA V4

Weight 215kg, riding modes, cornering ABS, traction control, wheelie control, daytime running lights, 5-inch TFT clocks. Fully adjustable 50mm USD forks and rear shock. Twin 320mm discs, Brembo four-piston radial calipers, 265mm rear disc with Brembo twin-piston caliper. Available in accessories pack, Enduro, Touring, Urban, Performance and Functionality. Radar not available.

MULTISTRADA V4 FROM \$28,990 RIDE AWAY



MULTISTRADA V4 S

Weight 218kg. As above plus cornering lights, hill control, Skyhook suspension, quick-shifter, cruise control, backlit switchgear, 6.5-inch TFT display. Larger 330mm front discs with Brembo M50 Stylema caliper. Keyless ignition standard, choice of spoke or alloy wheels. Choice of Travel, Travel and Radar, Performance and Full trims, and choice of Enduro, Touring, Urban and Performance accessory packs.

MULTISTRADA V4 S - TRAVEL PACKAGE FROM \$35,990 RIDE AWAY

MULTISTRADA V4 S - TRAVEL + RADAR PACKAGE FROM \$37,590 RIDE AWAY

MULTISTRADA V4 S - PERFORMANCE PACKAGE FROM \$35,690 RIDE AWAY

MULTISTRADA V4 S - FULL PACKAGE FROM \$39,690 RIDE AWAY



MULTISTRADA V4 S SPORT

Weight 217kg, same as the S model, with Akrapovic carbon fibre and titanium silencer and a carbon front mudguard. Again, cast or spoked wheels, available in Performance or Full trim and accessory packs Enduro Touring or Urban.

MULTISTRADA V4 SPORT S - PERFORMANCE PACKAGE FROM \$36,790 RIDE AWAY
MULTISTRADA V4 SPORT S - FULL PACKAGE FROM \$40,690 RIDE AWAY



to wear bulky off-road boots and have an easy to remove rubber, which requires no tools, giving you plentiful grip off-road.

The detail is outstanding. The Ducati team has certainly been busy. Normally when I arrive to ride a new bike, I can immediately start to find fault, picking away at the details like a vulture on a carcass, but I'm struggling with the new Multistrada. Just when I think they haven't thought of this or that, it turns out they have.

Even the intake and exhaust are high up so you can ride through deep water, the standard 'bars have multiple-positions better equipped for off-road riding, there are even optional lower and higher seats and, obviously a huge list of accessories which includes carbon accessories, luggage options and an Akrapovic end can – Euro5 compliant, of course.

I could talk about design and build of this bike for pages to come, for the rest of the magazine in fact, but the proof is in the riding. Due to Covid restrictions, the exclusive V4 S test ride was out from the Ducati factory in Bologna, which suited the bike perfectly given the excellent roads not too far away from the factory in Northern Italy.

I'm only 170cm, therefore I decided to convert



The Multistrada 1260 Enduro will continue alongside the Multistrada V4 (pictured) in the 2021 line-up

OUT IN THE GRAVEL

Off the blacktop on the new Multistrada

DUCATI HAS MADE huge gains in the off-road capabilities of the new Multistrada V4, with the introduction of a larger 19-in front wheel and greater ground clearance than before, along with a specific Enduro riding mode and electronic suspension. To allow us to get a flavour of the new bike's off-road capabilities, Ducati provided a more off-road oriented model, with spoked wheels, crash protection and off-road biased Pirelli Scorpion Rally rubber.

In the specific Enduro mode, the Skyhook suspension is more accommodating to off-road riding, ABS is set to 1, there's no cornering ABS, no ABS on the rear and no rear wheel lift up prevention, while rider aids are also reduced. I went a little further and turned off the TC. We also re-positioned the standard 'bars a little higher and removed the rubber from the 'pegs for more grip.

The new Multi feels more at home off-road. The old model was really only good for groomed gravel roads, driveways or the pub carpark. Now the Ducati feels far more at home on the loose stuff. The slim seat allows you to move freely while standing, the high bars are more accommodating, the mirrors don't get in the way, and there is lots of peg room for bulky boots, you can even change the gear position to accommodate them.

The power is soft and isn't peaky and the new Multi finds grip, in fact you have to provoke a slide in order to show off to friends. The suspension is controlled, so even when the shock is on the upward stroke it's controlled and doesn't allow the rear to break free. I was worried there would be too much power, but in Enduro mode it's limited to 85kW, and this isn't the powerful tail-happy bike I thought it would be.

Despite its size and weight, I felt comfortable off the road. We only got a taste of what this bike can do, but first impressions are good and it is clearly ahead of the old model off-road. It will be interesting to see how it compares to the competition in tougher terrain.



AWAY FROM THE GADGETRY, COMFORT IS EXCELLENT



the standard seat to the lowest setting, 840mm, which is done in less than a minute. Then, with the key fob in my pocket, on with the ignition and that full-colour TFT dash comes alive.

A new back-lit toggle switch on the left 'bar enables me to scroll through the informative clocks with ease and choose my specific riding mode. I've not had the usual half-hour rider briefing and I've not read the manual – but already the clocks feel familiar and intuitive.

Leg over the plush but thoughtfully narrow seat, and I'm almost flat-footed on both sides. With blips of the throttle, the counter-rotating V4 comes alive and has a nice bark. The deactivated rear cylinders at idle are only just noticeable with a clinical ear. A light clutch, into first and we're away, and the clutch is now redundant as it's smooth, clutchless changes with the up-and-down



quickshifter from here.

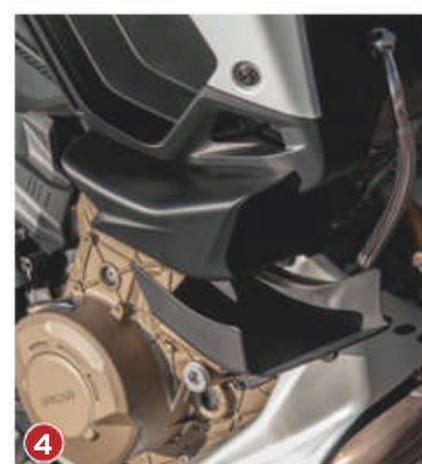
The fuelling is perfect, the engine is smooth, this angry V4 Panigale-derived engine has clearly been living in India for six months studying yoga and chilling out – there's no anger about it. At low revs around the city streets of Bologna in the dedicated Urban mode, it's easy, simple and user friendly. It doesn't have the top-heavy, intimidating feeling of some adventure bikes, either. Again, I'm only a small rider, but around town this feels more like a Multistrada 950, not an adventure bike with a 19-inch front wheel and a superbike engine.

Leaving Bologna behind and onto the freeway, I flick it into Touring mode. The acceleration onto the freeway is impressive, those 168 Italian horses want to run. Up to cruising speed and this is bliss. With the screen fully upright there is very little wind

noise. Even at 160km/h I'm visor-up, no problem.

My first realisation of the radar technology is when I'm riding in the middle lane and the left LED light above the mirror illuminates to warn me a vehicle is approaching from the left. Sure enough, a quick glance in the mirror and over my left shoulder reveals an aggressively driven Alfa Romeo. Wow. The Blind Spot Detection is spotting vehicles approaching from the rear, which I may have missed. Why hasn't this been done before? Those who distrust technology will be pleased to know you can deactivate the system and even change how far the radar projects backward – but I can't think why you would ever want to switch it off.

I want to try the Adaptive Cruise Control. I set the cruise control to 140km/h, release the throttle and we're set. A digital graphic on the bottom right



- 1.** The S model comes standard with keyless ignition
- 2.** Adjustable screen was a good fit for AMCN's 170cm Child
- 3.** You will want to be aware of the width of the panniers in traffic
- 4.** Ducati has paid particular attention to keeping heat away from the rider

MIR 36
WORLD CHAMPION
 2020 MotoGP
 Team SUZUKI
 100 Years of Excellence



36 Joan Mir



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- | | | | |
|----------------|----------------------|-------------|-------------------|
| 1962 | Ernst Degner | 1981 | Marco Lucchinelli |
| 1963-1964-1965 | Hugh Anderson | 1982 | Franco Uncini |
| 1966-1967-1968 | Hans-Georg Anscheidt | 1993 | Kevin Schwantz |
| 1970 | Dieter Braun | 2000 | Kenny Roberts Jr. |
| 1976-1977 | Barry Sheene | 2020 | Joan Mir |



A choice of bar and seat positions means the V4 is a good fit for everyone

THE SWITCHABLE BITS

Same names, this is what they do

THERE ARE FOUR modes to choose from, which can be changed on the fly: Sport, Touring, Urban and Enduro. Sport is full power, has a sporty ride, and deploys low levels of rider aids.

Touring is still full power but has a less direct throttle, with rider aids increased, ABS is on 3, which controls rear wheel lift, and on the S model suspension is set for comfort.

Urban sees power reduced to 85.75kw, suspension set to take on speed humps, and rider aids set higher.

Enduro power is reduced to 85.75kW, with off-road oriented suspension, rider aids reduced, and the ABS set to 1 for low grip surfaces, there's no rear lift detection, no cornering ABS and no ABS on the rear. Each mode can be altered and tailored, for example more or less TC from levels 1-8.

IT FEELS LIKE A BIKE WITH A 17-INCH FRONT WHEEL



and the only slight downside is that I noticed it struggles to detect other motorbikes, which are much narrower than cars/vans/trucks.

Away from the gadgetry, comfort is excellent. The Skyhook ride is forgiving and there is little vibration despite the V4 cruising along at 160km/h with ease. Sixth gear is tall, but at that speed I thought the revs would be a little lower, and in this respect, it will be interesting to see how it compares to the competition. Ducati has upped the fuel tank capacity to 22 litres to presumably compensate for the thirstier V4. Ducati claim 6.6L/100km and on the test I averaged around 7L/100km, though the pace was brisk. Thankfully the Multi V4 isn't going to be as thirsty as Ducati's other V4 models, as they drink faster than a drunk in happy hour after a two-month lockdown.

The quoted tank range should be 335km, with 300 a more realistic estimate, meaning you are going to start needing to look for fuel around 260 clicks. Is that enough for a big adventure tourer?

The mountain passes in northern Italy were calling and, despite excellent comfort and wind protection, I couldn't wait to flick into Sports mode and test the handling. Fitting a large 19-inch front tyre should noticeably slow the steering, but the rear is now a smaller 170-section, down from 190, the wheelbase is shorter and the rake and trail more aggressive, not forgetting a lighter chassis and engine. Overall weight is a little more than the V-twin depending on the model and spec, and the exhaust is now heavier, throttle bodies have doubled in number, there is more wiring and technology... But even so the best compliment I can bestow is that the new Multi handles and feels like a bike with a 17-inch front wheel.

The steering is excellent. It does not steer like

informs me the ACC is working, and I can increase or reduce the range of the radar. I'm slowly getting closer to a car in the middle lane, the radar detects this and reduces power to match the speed of the car in front. I now check my mirror, indicate left, pull out into the outside lane, and we accelerate back up to 140km/h, and I've not touched the throttle or brake in the process.

I try to trick the system by riding in the inside lane at 150km/h, approaching slow-moving trucks at speed. But, again, the radar detects the vehicle and the difference in vehicle speed, reduces the power and applies some gentle braking. I can then choose to follow the truck at a safe, radar-controlled distance or switch lanes and automatically accelerate.

It's worth noting that the system is only working when you've selected cruise control; touch either brake or the throttle and it's automatically cancelled. The system is similar to those found on many cars but is very well adapted for two wheels,



There is variation in the dash display between different models

SPECS

ENGINE

Capacity 1158cc
Type 90-degree V-four,
DOHC, 16-valves
Bore & stroke 83 x 53.5mm
Compression ratio 14:1
Cooling Liquid
Fueling EFI
Transmission Six-speed, with
two-way Quickshift
Clutch Wet, anti-patter servo
Final drive Chain

PERFORMANCE

Power 125kW @ 10,500rpm
(claimed)
Torque 125Nm @ 8750rpm
(claimed)
Top speed Not Given
Fuel consumption 6.6L/100km
(claimed)

ELECTRONICS

Type Bosch
Rider aids 10.3ME cornering ABS,
Wheelie control, Traction Control,
Vehicle Hold Control, Skyhook
Suspension system, cruise control,
Ducati Connect
Rider modes Sport, Touring, Urban
and Enduro

CHASSIS

Frame material Aluminium
Frame type Monocoque
Rake 24.5°
Trail 102.5mm
Wheelbase 1567mm

SUSPENSION

Type Marzocchi, semi-
active Skyhook Suspension,
programmable and self-levelling
Front: 50mm USD fork, fully-
adjustable, 170mm travel
Rear: Monoshock, fully-adjustable,
180mm travel

WHEELS & BRAKES

Wheels Cast aluminium (spoked
available on V4 S by order)
Front: 19 x 3.0 **Rear:** 17 x 4.5
Tyres Pirelli Scorpion Trail II
Front: 120/70ZR19
Rear: 170/50ZR17
Brakes Brembo, ABS
Front: Twin 330mm disc,
four-piston Stylema M50 calipers
Rear: Single 265mm disc,
single-piston floating caliper

DIMENSIONS

Weight 218kg (dry, claimed),
243kg (kerb, claimed)
Seat height 840-860mm
Width Not given
Height Not given
Length Not given
Ground clearance 220mm
Fuel capacity 22L

SERVICING & WARRANTY

Servicing First: 1000km
Minor: 15,000km
Major: 60,000km
Warranty Two years,
unlimited km

BUSINESS END

Price From \$35,990 rideaway (base
model from \$28,990 rideaway)
Colour options Ducati Red/Black,
Aviator Grey
Contact
ducati.com.au

a 243kg (kerb, claimed) adventure bike with a 19-inch front tyre. Instead, it is accurate and relatively easy to throw around and change direction at speed. Excellent cornering ABS and Brembo Stylema brakes are always on hand if you should dive in a little too hot.

Ground clearance is impressive, even in fast cornering I didn't have any issues and the feedback and grip from the Pirelli Scorpion Trail 2 rubber, which has been designed in partnership with Ducati for this model, are spot on.

I personalised the Sport mode, reduced the TC and turned off the wheelie control. Grip in the dry is excellent and there's enough power for the odd effortless wheelie over crests and out of tight corners. Let's not forget there is some serious power, that V4 wants to run.

In Sports mode, the Skyhook suspension really comes into its own. I deliberately pushed hard on

uneven roads and the new Multi delivered.

The 50mm-diameter fork's control is impressive, but possibly more so is the rear, which stays planted and under control. You hit an undulation hard on the power and you can feel the rear compress and the tyre grip, but then it controls the rebound and – importantly – doesn't recoil too quickly reducing the push/grip to the rear Pirelli. There is 180mm of travel on the rear, 10mm more than before, but it's superbly controlled. A well ridden Multi would give a sportsbike a run for its money on the right road.

As the temperature dropped, it was (optional) heated grips on and time to head back to the factory via the freeway. Even after a full day in the saddle, comfort was still excellent. The wind protection and lack of wind noise meant I didn't even bother with earplugs.

In Touring mode, the suspension becomes

more compliant compared to Sport, and again the rear radar detection was spotting fast Italian drivers whizzing down the outside lane at speed, despite the fact I was cruising at 145km/h. Back into Bologna, now careful of the fitted panniers, Urban mode noticeably softens the suspension, gives more fluidity and reduces the power. This really is a bike for all occasions.

For 2021 the Multistrada is now more versatile than ever, it truly is four bikes in one: capable off-road, comfortable for touring, it can make you smile in the mountains and is relatively easy to live with and use around town. Adding a larger front wheel hasn't hindered the fun and has vastly improved its off-road capabilities.

As with all Ducatis, it's desirable and good looking and there's a huge list of trim and accessory packs, which means you can personalise the bike to fit the way and where you ride straight out of the showroom. Fuel consumption is higher than the competition and, for some, tank range may not be enough. It's not cheap, but service costs are low, and the price is, mostly, justified by the quality and technology.

I want to be able to really push the boundaries off-road, but as a first taste – it's hugely impressive. ■



 **DUCATI MULTISTRADA V4 S** 
Market leading rider aids, more off-road ability and that V4 power **PROS & CONS** Thirsty and expensive in full spec compared to the competition

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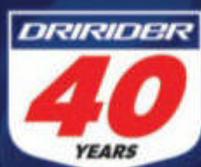


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TROPHY FIGHT

Eleven of 2020's most accomplished motorcycles in the year's most coveted race. This is AMCN's Motorcycle of the Year

■ WORDS AMCN TESTERS
■ PHOTOGRAPHY AMCN ARCHIVES







HOW WE DID THIS?

A 'special' year meant we needed a special way to decide our 2020 Motorcycle of the Year. Here's how we did it

OUR 2020 MOTORCYCLE

of the Year celebration couldn't be run like the usual all-in test, because not all bikes were available thanks to weird Covid-19 conditions. Could we leave out a bike like the Ducati Streetfighter V4 S because a test bike wasn't available in Australia? That didn't seem right, especially since we had all the information and expertise we needed in the testers who had ridden and tested these bikes in 2020.

The nomination criteria is a bit different, too – if AMCN tested the bike in 2020 prior to the Yearbook, it was eligible. If you saw it in these pages in 2020, we considered it for Motorcycle of the Year, and despite all the disruptions, narrowing down that huge list of AMCN-tested machinery wasn't easy. Once we did, it was time to hand the judgements to the AMCN test team, local and international, to decipher how a bike rode and where it fitted in the industry, to boil down a winner.

Covid-19 has disrupted supply, lock downs affected our local testing program and yet AMCN still tested and published the big hitters of 2020, so we tapped into our high-level test team to lay each bike against the all-important judging criteria.

Like every year, we compare oranges with apples by applying the same five criteria against the whole MOTY fleet. We do this when testing them individually, too, it's the best way to ascertain the



TESTING CRITERIA

Covid or no Covid, this bit doesn't change

→ **BUILD QUALITY** It's gotta be built well to earn this crown

→ **INNOVATION** Is it advancing development, or responding cleverly to the market?

→ **DESIGN BRIEF** Does it deliver to the rider what it promises it'll do on the tin?

→ **RELEVANCE OF FEATURES** Is it useful, or tech for tech's sake?

→ **VALUE FOR MONEY** Remembering that an expensive bike can still represent top value and vice versa

important aspects of a modern motorcycle, but in MOTY terms we also do this to compare a cruiser with an Adventure bike with a sportsbike and so on.

IF AMCN TESTED THE BIKE IN 2020, IT WAS ELIGIBLE

And what a fine fleet of nominees we took into battle. In no particular order, KTM's 890 Duke smacked us between the eyes from the moment we swung aboard, BMW's R 18 is a whole new take on cruisin' life, Honda joins the fray with a tricked-out Adventure bike in the 1100cc Africa Twin, the aforementioned Ducati V4 S simply couldn't be ignored and neither could the same marque's outrageous Superleggera V4.

MV Agusta's delectable

Rush and Superveloce mark an incredible year for the brand, while Kawasaki's Z H2 and BMW F 900 XR herald new found practicality and competency for the pair. As for Aprilia's radical RS660, a breath of fresh air among a sea of big horsepower releases. And Yamaha's Ténéré 700 took its legendary Adventure lineage to the next level in a new middleweight package.

An incredible fleet worthy of nomination. Congratulations to them all.

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THE JUDGES

The entirely motley crew charged with 2020's MOTY judging

2020'S MOTY test team is built from the experience and passion required to keep one in this game for so long – and the combined game has indeed been long! Sir Al, Kel and Sam have been testing bikes for AMCN for a combined 80 years!

Motorcycle of the Year testing is different to the usual shootout, focussing as it does on how well a bike hits each of those five judging points. So it is not just a seat-of-the-pants test; it's how the bike fits across a range of riding tasks and design criteria.

The riders below form the core of how you have digested your AMCN bike tests in recent years. Here's how they fit in, their experience and their riding preferences. ■



ALAN CATHCART

Age Ageless
Height 178cm
Weight 85kg
Riding experience Sir Al has just passed his 40-year anniversary testing bikes for AMCN, an astounding feat for any publication/journalist relationship, both in longevity and quality terms. His first MOTY judging role is well earned.



ADAM CHILD

Age 44
Height 172cm
Weight 81kg
Riding experience Adam's racing experience, combined with his journalism background, allow him to cut to the chase of what really makes a bike tick – not to mention riding the wheels off it while exploring those parameters and limits.



KEL BUCKLEY

Age 39
Height 162cm
Weight 64kg
Riding experience Veteran AMCN staffer, working through all the roles between staff writer and Editor, and even designing a surprising amount of things you read in AMCN, Kel has ridden everything, everywhere. And been booked most of those times.



PETE VORST

Age 45
Height 186cm
Weight 104kg
Riding experience It will be fun, they said. Pete joined AMCN almost two years ago and it's been a flurry of motorcycles ever since. His road-riding experience and long-seated passion for two wheels, not to mention a lifetime in the motorcycle industry, gives him a real-world view of which bike does what. And how.



SAM MACLACHLAN

Age 47
Height 178cm
Weight 84kg
Riding experience This bloke's been writing for AMCN since orange and purple was a fashionable choice for your high-waisted two-piece leathers. Obscenely knowledgeable, fast as hell and will argue all day long that the correct tyre pressure will make you faster than an extra few horsepower.



DAVID WATT

Age 36
Height 175cm
Weight 95kg
Riding experience High-level club racer Wattie burst onto the scene as AMCN's Get on the Cover Competition runner-up in 2012 – try doing a comp like that now with OH&S... A top rider, top bloke and excellent tester to have along on the road, he can ride anything really fast – then actually turn it into informative stories.



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WORDS ALAN CATHCART PHOTOGRAPHY MILAGRO & AMCN ARCHIVES

MID-SIZED MARVEL



This bike establishes a middleweight-twin line in the sand that no other manufacturer has yet

Ever since Aprilia displayed its RS660 concept bike at the 2018 Milan Show, the longed-for production version of this sexy-looking SuperTwin has been top of their wishlist for many riders. Now it's reached production, seemingly no different than that tantalising first taste of affordable performance combined with designer looks. Its specification and appearance, plus its compact build, herald this as the modern successor to the legendary RS250 ring-a-ding racer-with-lights, so sadly legislated out of existence in 2004.

Yet, at somewhere around the \$18,500 mark, the RS660 costs less than half the RSV4 Factory it's derived from, despite its parallel-twin motor being the World Superbike champion's V4 engine sliced in two. And in real world terms it's considerably more accessible, while arguably just as thrilling to ride. Even for more experienced riders, for whom the thrill of maxing out turn speed and optimising such a bike's handling capabilities, riding is much more of a buzz in real-world terms than simply opening the throttle wide and holding on tight.

The Aprilia RS660 is a considerable step up in performance and spec from anything else in today's increasingly significant 650-800cc twin-cylinder sector. But it also excels by offering relative newbies or older returnees the chance to expand their horizons in riding terms on a bike that's far from intimidating, simply enjoyable to be on.

The dynamic excellence of its engine performance and handling qualities are standout features, the RS660's single most distinctive element is its rational riding position and overall architecture. This is a twin that thinks it's a single thanks to its svelte, slim build, central mass and short 1370mm wheelbase. This translates into nimble handling and agile steering without sacrificing stability on fast turns, or under the excellent braking delivered by its radial Brembo package's twin 320mm discs.

The Aprilia twin has a balanced riding position that's also relatively spacious. You've no sense aboard its comfy 820mm-high seat that the RS660 is at all cramped. Instead, you feel you're sitting right in it, with the flat-set handlebars not excessively far away. This means that, thanks to how the seat narrows where it meets the fuel tank, it's easy for shorter riders to put both feet flat on the ground, and you don't have any excessive body weight bearing down on your wrists or forearms. It's a very cleverly concocted motorcycle that'll make riders of all statures feel completely at home. It's also a truly versatile model you can use for a daily commute before a weekend track day.

The trump card is its glorious engine. It starts to drive hard from just 2500rpm, with a totally linear pull to the five-figure limiter. At 4000rpm there's already 80 percent of the peak torque on offer. This makes the Aprilia improbably easy and satisfying to ride hard, using the stock two-way powershifter to hug the torque curve.

This bike will turn less experienced riders into pros because of its confidence inspiring ride qualities and the accessible nature of its performance. And the more experienced will simply end up asking themselves if they really need twice as much horsepower from almost double the cubes to get real-world satisfaction. **FULL TEST AMCN VOL 70 NO 10** →

THE APRILIA'S TRUMP CARD IS THE GLORIOUS ENGINE





\$18,500
Plus ORC



WHAT WE LIKED

Delightfully nostalgic and a sign of things to come all at once, it's one of the most satisfying rides of 2020

NOT SO MUCH

The vibrations over 8000rpm become uncomfortable and the rear shock would benefit from a progressive-rate link.



1. Novices will feel like experts in the twisty stuff
2. The influence of racing is evident and will be an obvious marketing angle
3. The hardware does not let any marketing hype get in the way; those brakes, for instance, are just fabulous



WORDS **ADAM CHILD** PHOTOGRAPHY **MARKUS JAHN & AMCN ARCHIVES**

BERLIN BOMBER



BMW returns to the cruiser market with a huge boxer; on looks alone it's onto a winner

Can you believe it? BMW hasn't made a true custom cruiser since Pierce Brosnan's James Bond rode a R 1200 C back in 1997 – yet with the new R 18 the German factory has hit the nail on the head first time around. Stunning to look at, cleverly engineered and clearly inspired by BMW's early R 32 and R 5 boxers from the 1920s and '30s, the R 18 works brilliantly. An enormous, 1802cc boxer engine is its magnificent centrepiece. Including gearbox and intake system, it weighs 110.8 unabashed kilograms, while each cylinder has a bore size of 107.1mm, or well over eight inches in old money. As you'd expect from a 1.8 litre air-cooled twin, peak power and torque chime in way down in the rev range, with its 67kW (91hp) peak arriving at just 4750rpm and incredible 158Nm of torque coming on like a tractor at just above at 3000rpm, barely above idle on a normal bike.

Visually, the engine is almost overwhelming, with two giant cylinder heads protruding on each side. Its torque delivery is effortless, the fuelling is excellent, and you can really feel the difference when you cycle through the available riding modes.

Just tickling the throttle delivers progressive acceleration – in fact, you don't really need to pass 3000rpm on the R 18, ever. Even on the motorway at 100km/h the big girl is only working at 2200rpm. At 120km/h, revs increase a little to 2500rpm, but it is still effortless and so smooth.

There is no getting away from the fact this a 345kg bike; add the rider and we're easily over the 400kg mark. But like many cruisers it carries all that bulk low, and unlike an American V-twin you can actually see the engine and think about all that weight before attempting to carve through a series of bends at speed.

That said, the relatively fundamental set up is impressive and produces an entertaining ride: the forks don't dive or collapse under breaking, while the shock is controlled and overall ride quality is smooth. Rather than steer positively into corners, the R 18 rolls in over its large front wheel and onto its side. Even when the pegs cause a rooster of sparks it doesn't feel like the BMW is on the limit – instead a brisk ride is rewarding and fun.

Trying to stop that weight is no easy task, mind, so while the front brake lever activates the front brake only, the rear is linked to the front, which gives the sensation of a strong rear brake. The BMW stoppers are tough, and even under heavy use didn't show any sign of fade. Importantly the linked system is very stable.

The R 18 is a 2020 model dressed for the 1920s and 1930s. Its dramatic boxer engine holds the design together whilst delivering decent, real-world performance and, for a big bike, it will go around corners beautifully, happily scraping its pegs all day long. The finishing touches like the exposed shaft drive are lovely. BMW could make serious inroads into the cruiser market with the R 18 in 2021.

FULL TEST VOL 70 NO 09 →



THERE IS NO GETTING AWAY FROM THE FACT THIS A 345KG BIKE





1

WHAT WE LIKED

Its elegant style backs up that astounding engine character and the handling is better than it has any right to be

NOT SO MUCH

The dash has limited data, the rider aids could be more sophisticated and there should be cruise control

\$31,690
Plus ORC



2



3

- 1. The single clock is tasteful to look at but we would trade it for two and a bit more info
- 2. The good folk of Berlin know how to make things to last
- 3. The first batch of R18s is bound to be a collector's item

WORDS **KEL BUCKLEY**

PHOTOGRAPHY **DANIEL KRAUS & AMCN ARCHIVES**

TWIN PEAKS



Practical, refined and tech savvy. This sub-\$20k tourer offers hard-to-beat value for money

The new-for-2020 F 900 XR is practicality epitomised. A sporty, comfortable and sophisticated do-it-all that has far more personality than its pretentious European accent might initially suggest. Using a bored-out version of the firm's torquey F 850 GS motor which increases capacity to 895cc, the 'middleweight' XR is a far more lively and engaging ride than any road-biased F-model that's preceded it.

Employing longer-stroke suspension than its naked R-model sibling, as well as more relaxed ergonomics and excellent wind protection, the XR is a convincing all-day affair let down only by the 15.5L fuel tank which may force you to stop more frequently than you'd like.

In terms of tech, there's plenty. There's a two-way quickshifter as standard fitment, switchable ride modes, ABS, traction control, a large, easy-to-read full-colour TFT dash with connectivity and LED lighting all around. Befitting of its all-day abilities also comes a keyless ignition, cruise control, heated grips and a two-level adjustable screen.

Despite starting from a very well-equipped base, there's a swag of extras you can configure to make the XR your perfect road-trip buddy, including electronic-actuated rear damping, plug-ins for more sophisticated electronics as well as countless hard parts. But leaving the choice up to you has allowed BMW to come in swinging, price wise, to the Australian market. Because at \$19,835 on the road, complete with a three-year unlimited-kilometre warranty, the XR represents great value.

Boasting the same torque output as the 850 GS whose design dictates strong and usable grunt, the F 900 XR's engine is strong and linear in its delivery. It sounds better than the agricultural German parallel-twins of the past and, combined with the feedback you're dealt through the non-adjustable front end, wills you to do it all a little faster and gives you the confidence to do just that.

It's ridiculously accessible in that BMW gives you seat options as well as suspension lowering kits which combine to give a full 105mm of variance in the seat height range (775mm through to 870mm), really clever forethought for such a practical machine.

Its 17-inch wheels seal its fate as a road-biased machine, but with 30mm or so more travel at both ends over it's R-model counterpart, it'll happily tackle good-quality gravel roads. And when the quality of the sealed roads reduce, thumb the (optional in Oz) damping button and the bike will adjust the rear shock's settings and smooth out the blemishes. Impressive for a sub-\$20K machine.

When you're buying a motorcycle in this price range, it's a head decision over a heart one. And when you actually stop and think about it, the F 900 XR is far more sophisticated than Yamaha's Tracer, more athletic than the nigh-on \$10K more-expensive S 1000 XR and way more practical than a KTM Duke. In fact, BMW's F 900 XR might just be the year's most underrated motorcycle.

FULL TEST AMCN VOL 69 NO 17 →



ITS 17-INCH WHEELS SEAL ITS FATE AS A ROAD-BIASED MACHINE



\$19,835
Ride-away

1

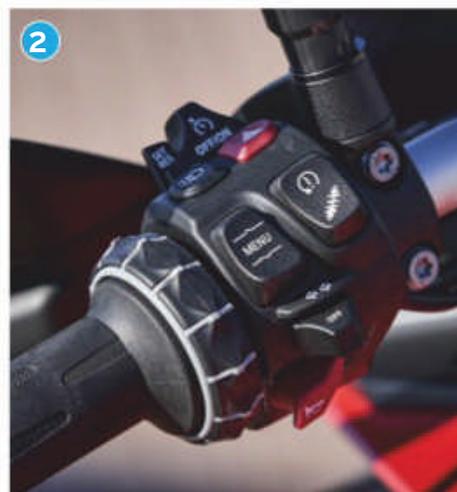


WHAT WE LIKED

Leaps and bounds ahead of its predecessors, this is German efficiency at its sports touring finest

NOT SO MUCH

A slightly bigger tank would mean more riding and less stopping to refill



2



1. The 900's suspension/wheel/tyre package definitely leans towards road, not off-road

2. BMW has got its switches sorted to an intuitive level

3. The bigger parallel twin is night and day superior to the older 800 version



3

■ WORDS **ADAM CHILD** ■ PHOTOGRAPHY **JOE DICK & AMCN ARCHIVES**

PRIZE FIGHTER



If your default buy has always been 'Superbike' Ducati's Streetfighter may change your mind

Take the ridiculously fast and highly acclaimed Ducati Panigale V4 S, remove its bodywork, add some super-aggressive styling and welcome the new Streetfighter V4 S. All 153kW and 178kg of it. This bike has so much grunt it needs upside-down biplane wings to control the power.

But there's more to it than muscle. At low speeds the fuelling is perfect. The gearbox flawless and the Panigale's engine heat is barely present. In fact, so smooth and easy to ride is the new Streetfighter that with its wings removed and a different badge stuck to the tank, this Italian could be Japanese.

Away from town, when it's time to poke the beast in the eye, it's a similar story. The revs start to build, but not alarmingly so; the power is progressive and smooth. However, at 7000rpm the Streetfighter wants to take off. Even when you short-shift at 10,000rpm, way before peak torque, which is at 11,500rpm, each gear delivers a massive vat of shove.

The Streetfighter limits torque in first and second gears, then adds more in third and fourth, before allowing full-fat drive in fifth and sixth. Even so, with its shorter gearing, the Streetfighter still accelerates even harder than the Panigale. The tachometer divides into three distinct zones: between 3000rpm and 6000rpm it's timid and easy to live with; from 6000rpm to 8000rpm it wants to party; and from 8000rpm it simply rocks.

FROM 8000RPM THE ENGINE SIMPLY ROCKS

On the road it's almost too fast, in fact I don't think I once revved it all the way to redline during my test ride, opting instead to maintain some sense of sanity by changing gear around 10,000rpm, way short of peak power at 12,750rpm. But show the Streetfighter a racetrack and it will deliver superbike levels of performance.

The EVO-2 electronic rider aids are incredible. You have traction, slide and wheelie control, plus engine braking and launch control. There is cornering ABS and a quickshifter while Öhlins Smart EC 2.0 controls the semi-active suspension. That sounds like a lot of potential electronic interference but none of the aids inhibit the fun; they enhance it by giving you the confidence to push a bit harder.

I was also expecting the V4 S to be wheelie prone, but it simply finds grip and propels you forward with arm-stretching acceleration. That's thanks in part to those wings but mainly due to those rider aids as well as the carefully rationed torque in the lower gears, a 19mm longer wheelbase than the Panigale and a counter-rotating crank – which also reduces understeer on faster corners.

The braking is outstanding, too, as Brembo Stylema M4.30 calipers bite down on 330mm discs with immense power. But again, like the engine's delivery, it's not an overwhelming experience, just a strong one. The Öhlins semi-active suspension, which delivers an assured ride on even the bumpiest surfaces, has to take some credit for the braking performance, too, as the front fork holds its composure and allows you to make the most out of the expensive stoppers.

Ducati's Streetfighter is so good it makes you seriously question why anyone would want a superbike, especially if you're mainly riding on the road. Ducati has made 205hp useable through a clever combination of chassis, power delivery, electronics and aerodynamic wings. You can hop on, ride around town and nip over to your mate's for a beer, or alternatively tear up some bends, or embarrass some superbikes on the track. **FULL TEST AMCN VOL 70 NO 01** →





\$33,900
Ride-away

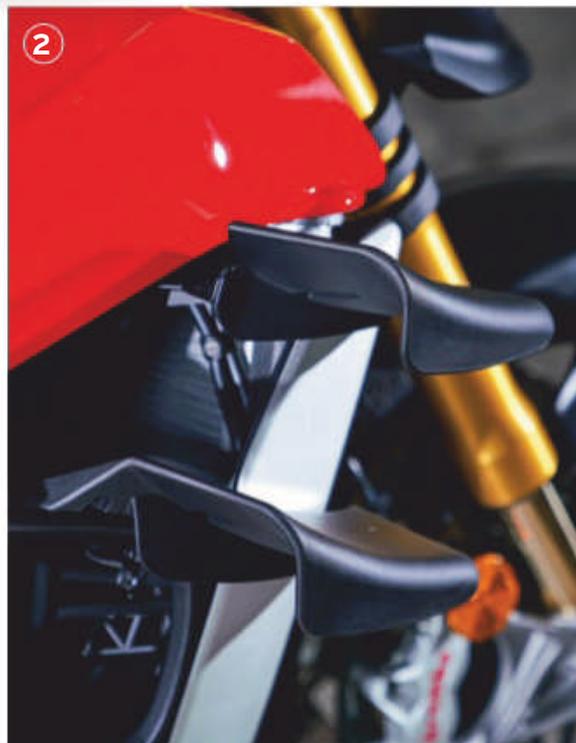
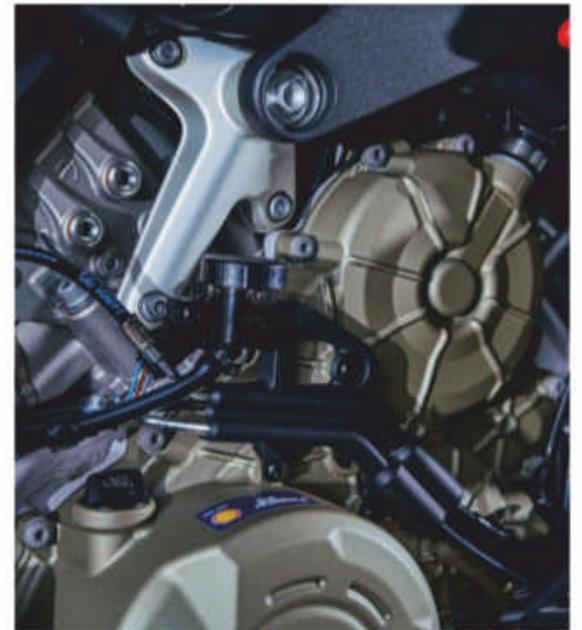


WHAT WE LIKED

The rider aids and electronics are top notch and it's just so easy to ride – until it turns into an animal

NOT SO MUCH

It's expensive and thirsty and, given how much it costs, lacks a little bling



1. We asked Chad not to torture the rubber. He did anyway
2. At first we thought, 'wings on a Streeter, why?' Now we know; because they work
3. Yes, it does look a bit Transformer-like. But in the flesh, it all works



■ WORDS **ADAM CHILD** ■ PHOTOGRAPHY **MILAGRO & AMCN ARCHIVES**

STUN GUN



Blurring the line between Sunday scratcher and full-blown factory-supported WorldSBK racer

Ducati's fastest, most powerful and most advanced production bike ever. Just read that again. Ducati's fastest, most powerful and most advanced production bike ever... This isn't hyperbole: the 2020 Superleggera V4 is a truly special motorcycle.

This showroom bike is lighter than Ducati's World Superbike-spec V4 while its huge bi-plane wings create more downforce than even the factory's current GP20 MotoGP machine. In the right hands, on the correct tyres, this roadbike could qualify for WorldSBK (and be ridden home from the track afterwards).

Let's talk numbers. Peak power is 167kW (224hp) in standard road trim, or 274kW (234hp) with the supplied race exhaust, which is only 10bhp or so short of Scott Redding's factory V4 R. Peak power is at 15,250rpm and peak torque at 11,750rpm but the frictionless V4 will rev even higher to 16,000rpm, while the rev limiter in sixth gear is at a giddy 16,500rpm.

Ducati engineers managed to shave 2.8kg from the standard Stradale engine, while the road-legal Akrapovic exhaust is 2.5kg lighter than the standard V4 item, and the full race system saves a whopping six kilograms from standard. It is also the world's only homologated bike with a carbon chassis which saves 1.2kg over the standard bike. Carbon wheels account for another 3.4kg saving. The swingarm has less rigidity and more flex and is 11mm longer while still making a saving of 900g. The subframe is 1.2kg lighter; the bodywork, you guessed it, is carbon too and 1.1kg lighter.

The list goes on: Öhlins suspension is lighter courtesy of a titanium rear spring and machined aluminium fork bottoms. The rear sprocket nuts are titanium, the sprocket itself is aluminium, the drive chain is even lighter, making a total saving in this area of 1.4kg. The detailing and dedication takes your breath away – even the suspension linkages and footpegs are machined to be lighter. Weight, 159kg dry, or 153kg with the race kit. These are almost barely incomprehensible figures.

We also need to talk wings. At 270km/h they produce 50kg of downforce, 20kg more than the current Panigale. At 300km/h that's up to 61kg, a colossal amount of downforce – enough to improve stability and reduce wheelies, thus allowing better acceleration, braking and corner entry.

Everyone knew this Superleggera was going to be fast, but the handling and braking is so far ahead of the game. Ducati already produces one of the finest-handling and stopping production bikes on the market in the Ducati V4 Panigale R, yet this is something else again. And it gets the full portfolio of high-end electronic goodies. Of course.

Yes, it's priced at \$150K and Ducati is only making 500 of them. And, sadly, some will never be ridden in anger, but beyond these negatives, there are no faults. This is a genuine superbike for the road, a machine capable of lapping within a whisker of a topflight factory race bike and, incredibly, being ridden on the road. **FULL TEST AMCN VOL 70 NO 04** →





\$150,000
Plus ORC

1. No pretence here; those bad boys are *racing wings*
2. Or here; the dash is as much track data logger as roadbike instruments
3. Top shelf Öhlins suspension is simply other-worldly and make the impossible seem relatively simple



WHAT WE LIKED

WorldSBK levels of usable power and amazing handling. And the thing is stunning and is eye-waveringly exclusive.

NOT SO MUCH

There's not a lot not to like about this bike except the fact most of us will never get to experience it



WORDS **SAM MACLACHLAN**

PHOTOGRAPHY **DAMIEN AHENHURST & AMCN ARCHIVES**

AFRICA CALLING



Fancy saddling up and chasing new horizons? Honda has the bike for you

I'd done it again, Adventure biking's cardinal sin – arrived at something I didn't see, just a little too fast. Shit. Except, on Honda's new Africa Twin Adventure Sport, deep in Australia's heart on what would turn out to be the last local bike launch before Covid hamstrung us, it wasn't shit. It was, instead, a chance for this bike's main strength – stability – to shine through and carry me through and over the mess I'd made for myself. This is a design brief element the Honda nails: an Adventure bike that makes life easy during and beyond a mistake on some trail flotsam is worth its weight in gold.

That stability comes at the price of outright agility, it is less sporty feeling than the KTM Super Adventure R, but the bike is still manoeuvrable enough to navigate tight 4WD tracks and pop over erosion mounds with some life to it. It's not as 'fun' as some others, like BMW's R 1250 GS, but the reasons for that are proven forgivable when that stability saves your butt. Do you want to laugh your head off, or simply keep it all together? The latter makes the Honda for you.

Its electronic package is excellent, too, offering traction control that actually enhances the ride off road, flash cornering ABS, rear lift control it doesn't really need (a 226kg claimed kerb weight doesn't make it a surprise stoppie machine), and good, easy-to-select ride modes.

Adventure bikes have been rapidly progressing in recent years, so the innovation points are hard to pick up when it comes to MOTY scoring. The Honda hasn't introduced anything miraculous to Adventure riding, except perhaps in sticking to a 75kW engine, rather than take the maximum power output closer to some of its competitors. This makes for a tractable bike, that has less potential to scare the pants off the rider. It's still more than enough power off-road.

It's a Honda, so the build quality is right up there and that parallel-twin engine feels like it will wander indefinitely with you, it's so solid.

That reliability is part of the price, at \$23,499 the Honda is ballpark for the other big bikes, the electronic suspension (ES) version is \$26,499, putting it right among the non-electronic suspension KTM 1290 Super Adventure R (\$26,995 plus on-road costs) and similarly equipped BMW R 1250 GS Adventure Rallye (\$25,465 ride away), making the non ES version the pick for us.

Honda backed its new Africa Twin so much, it took it off-road for days in some of Australia's harshest conditions, in summer and all. Four days riding in 40-plus conditions, and then again with the AMCN crew for our post-lockdown (we thought!) Adventure bike comparo, but this time in ice and sleet, made it clear the 2020 Africa Twin Adventure Sport is a Motorcycle of the Year contender and a quality Adventure bike. **FULL TEST AMCN VOL 69 NO 21** →



IT'S A TRACTABLE BIKE, THAT HAS LESS POTENTIAL TO SCARE THE PANTS OFF THE RIDER



\$23,499
Plus ORC

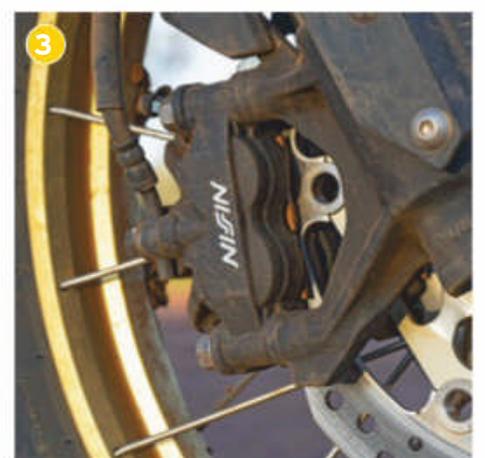


WHAT WE LIKED

Class-leading stability and the sensible, torquey engine suits long range off-road exploring

NOT SO MUCH

Not as fun as its rivals and not being able to turn off the ABS is a miss for a bike capable of taking you anywhere



1. Honda has made the Africa Twin a fully usable, accessible cross-country ride
2. There's a lot going on on the switchblock but it quickly makes sense
3. Brakes are well up to stopping the big twin on road or in the desert

FULLY CHARGED

Kawasaki's beautifully executed solution to a modern-day conundrum

WORDS **ADAM CHILD**
 PHOTOGRAPHY **FABIO GRASSO AND INCITE IMAGES**



A supercharged nakedbike with 147kW (197hp) and over 135Nm of torque! Kawasaki was always gonna be on to a winner with the Z H2. In fact, that peak figure is just shy of Kawasaki's benchmark superbike, the ZX-10R. Not bad for a naked.

While every other major manufacturer seems to increase capacity in search of extra power, Kawasaki has opted for a different and highly addictive alternative, a supercharger. Kawasaki's first supercharged bike, the H2 (and H2R) launched in Qatar back in 2015, was a colossal 150kW statement of intent. That was followed by the H2 SX, a sublimely refined hyper-tourer that brought the supercharged concept into mainstream use.

Unsurprisingly, the Z H2 uses the SX's 69mm diameter 'balanced' supercharger impeller to help deliver a huge vat of midrange torque and low to mid-range power. Don't be fooled; it hasn't added too much water to a quality Scottish malt – the Z H2 will double the length of your arms with a half-twist of the throttle.

But there is a flip side. Flick into one of the softer rider modes and the throttle response is smooth and unthreatening. Even a relatively new rider could jump on the Z H2, ride to the shops and back, and never feel intimidated. The original H2 was a little sharp on the throttle, but that has been ironed out with the Z H2.

Its weight is noticeable, you can't throw it around like a conventional lightweight naked, but it's not bad. On the road, even at a brisk pace, there are few complaints, while the Pirelli Rosso 3 tyres gave great feedback at knee-down levels of lean. On the track, ground clearance can be an issue and the rear shock will give up the fight if pushed for a Superpole lap, but in Kawasaki's defence they've always called the Z H2 a road bike.

There are four rider modes – Sport, Road, Rain and a specific Rider mode which lets you pick and mix the rider aids and settings to your personal taste. You can even turn off the traction control if you're brave enough. In addition to the conventional aids, the Z H2 has launch control, cruise control, cornering ABS, and an up-and-down quickshifter. It's all so hugely impressive.

Like a ZX-14 or Suzuki Hayabusa, the Z H2 is almost impossible to ride slowly and legally, it's so much fun. It has bucketloads of torque, but you can't help but dance on the quick-shifter to get the supercharger spinning and 'chirping' again, which results in eyeball-popping acceleration. Crack the throttle in second gear and 160km/h passes all too easily. You have been warned.

A brilliant roadbike backed up by excellent rider aids which can make the power as usable and unthreatening as you like. It's not a track focused bike, but was never designed to be. Build up your arm and neck muscles, hand over your licence to the local constabulary and enjoy it.

FULL TEST AMCN VOL 69 NO 20 →

THE Z H2 IS ALMOST IMPOSSIBLE TO RIDE SLOWLY AND LEGALLY





WHAT WE LIKED

Sophisticated rider aids make that awesome supercharged power really usable. And we love its individual looks and styling

NOT SO MUCH

It's on the heavy side, it chews through fuel and rear tyres and it's really, really easy to speed

\$23,000
Plus ORC



1. Those front Brembo calipers might just be the hardest-working in the entire motorcycle kingdom
2. You cannot mistake the Z for anything but a Kawasaki
3. Supercharged fours have been fairly rare; how long before other makes follow suit?

FLICK KNIFE



Just when you thought KTM's middleweight naked couldn't get any better...

WORDS **PETE VORST**

PHOTOGRAPHY **INCITE IMAGES & AMCN ARCHIVES**

I'd heard good things about KTM's 790 Duke but never really factored it into my list of cool bikes, because the coolest bikes have massive horsepower and look like rolling works of art. Once I rode it, it went from 'not on the radar' to 'jostling for a podium' on my list of favourite bikes. The 890 Duke R is less of a step up in performance than it is another flight of stairs all together. Any short comings the 790 had, and they were few, vanished with the addition of an 890 R badge and an orange frame.

The 890 Duke R will strip the bank account of \$19,195 ride away, four grand more than the 790. That coin gets you an extra 91 cubes, a bunch of engine upgrades that includes lumpier cams and bigger valves – the more potent LC8 powerplant now produces a claimed 89kW of power and 99Nm of torque in a package that weighs three kilograms less than the 790. The 890 fills the horsepower gap between the 790 and its fire-breathing 1290 sibling with a healthy injection of usable power and torque right across the rev range.

Once you're slotted into the 835mm seat, the 890 feels like a motard. It's small and light and the wide, flat handlebar puts you in a comfortably aggressive stance that encourages your elbows up and your head down. And if you're not hooning with your mates or pulling first- and second-gear power wheelies, the 890 would make an epic commuter. Its combination of a low 166kg (dry) weight, narrow measurements, brilliant slow-speed stability and manoeuvrability makes it the perfect creative traffic-management tool.

The parallel twin's extra performance is a welcome addition, but it's the suspension and brake upgrades that start to blur the performance lines between nakedbike and full-on sportsbike. The 790's frame is carried over, which is a feedback master, but now there's a deck of adjustable WP APEX suspension hanging off either end that gives track-level performance in a chassis package that is so flickable, so predictable and so precise that it's amusing.

Brembo Stylema monobloc calipers adorn the front end and grip a set of 320mm rotors with aluminium carriers, and a Brembo rear caliper squeezes a 240mm rear disc. The braking package brings Superbike levels of stopping performance to the category and shaves off 1.8 kilograms of un-sprung mass in the process.

There's a suite of electronics from cornering ABS and traction control, as well as three switchable ride modes all at your fingertips via the easy-to-read TFT dash.

The 790 had one purpose in life – to put a grin on your face by being one of the fastest point A to point B weapons you can get. For 2020, the 890 builds on that and KTM's 890 Duke R is one of the most entertaining bikes you can legally ride on the road. That's not surprising, KTM doesn't award its bikes with an orange frame and R badge unless they're a serious step up the performance ladder.

The 890 Duke R isn't a tourer, a polite gentleman's ride or an Uber eats runabout – though it'd do it all – it's designed to be outrageously fun and blindingly fast and in that regard it's near perfect. **FULL TEST AMCN VOL 70 NO 12** →

ONCE I RODE IT, IT WAS ON MY LIST OF FAVOURITE BIKES



\$19,195
Ride-away



1



WHAT WE LIKED

The extra power is spot on to complement the top spec suspension, feedback-laden chassis and superbike-grade brakes

NOT SO MUCH

Engine lacks aural and tactile character, no OE quickshifter, and orange wheels are really hard to keep clean



2

1. For a middleweight the 890 is not all *that* cheap, but the Kato is good enough to make you rethink your bike needs

2. The LC8 twin has been around for 20 years but it's still got plenty of life in it

3. Triangular switches. Simple!



3

■ WORDS **ALAN CATHCART** ■ PHOTOGRAPHY **CRISTINA PERTILE & AMCN ARCHIVES**



POWER SURGE

When it comes to nakedbike credibility, the Rush doesn't just own the streets – it tears them up

IT'S AN ENTICING COMBINATION OF MATCHLESS PERFORMANCE BY NAKEDBIKE STANDARDS

The limited-edition 300-off MV Agusta Rush 1000 proves just how true the old cliché is that nothing succeeds like excess. It got the name because a top-level planning meeting of key executives convened in MV Agusta HQ eight weeks before the 2019 EICMA Milan Show to finalise the launch of the Brutale 1000 RR, which degenerated into a what-if discussion on how they could customise that very same bike into a two-wheeled version of a top-fuel dragster. They all liked the result so much they decided to build it, so from there to get the prototype ready for the Show was a big, well, rush!

So as a remodelled version of the \$52K Brutale 1000 RR, the Rush is a still more extreme version of a model which already leads the field in stylistic extravagance. At \$56,390 and available only in a single decidedly sinister-looking colour scheme, it's also the most expensive street-legal nakedbike money can currently buy, replete with carbon fibre, magnesium castings and undeniable allure. Just standing still it looks ready for the dragstrip and every traffic light you encounter becomes a staging area for a standing quarter.

But how exceptional is that performance, really? Well, how does a homologated top speed of 302km/h sound? That's thanks to the 153kW (205hp) produced at 13,000rpm by the Rush's heavily revised version of MV's previous F4 Superbike inline-four motor – yet with 115Nm of torque delivered at just 9300rpm, so a near-4000rpm span between peak torque and peak power, it's a pretty rideable motorcycle, too, with the high 13.6:1 compression ratio a key element in obtaining the radically enhanced acceleration it offers – another play on the Rush name. Ho, ho...

The result is an accomplished piece of two-wheeled design theatre complete with its own trademark quad exhaust delivering a haunting howl at high speed, with Euro 4 compliant silencing only – well, all 300 bikes were built and sold within the necessary time frame, so it matters naught.

Flexible and forgiving low down, the Rush is perfectly happy to be short-shifted at around 6000rpm in everyday riding, when it's a pussycat. But show it a stretch of open road and it just rockets away from a standing start, though you must hold on tight as the MV lunges forward like a guided missile.

MV boss Timur Sardarov's objective of delivering a high level of performance that's satisfying but not scary has well and truly been achieved. The two-way powershifter is brilliantly set up, as befits the company with a longer experience of fitting this to their roadbikes than anyone else. But you do feel a step in the power delivery at 9500rpm, when it seems the acceleration kicks in even harder. This is unbelievably exhilarating to experience – yet all achieved with minimal vibration at any revs, thanks to the effective gear-driven counterbalancer installed.

Dripping with desirability, the Rush 1000 is an enticing combination of matchless performance by nakedbike standards, coupled with peerless handling and arresting good looks that come stamped with the MV Agusta trademark. **FULL TEST AMCN VOL 70 NO 11** →





\$56,390
Ride-away



WHAT WE LIKED

The styling is totally non-derivative – nothing else on the street looks like the Rush. And the bike is very, very fast

NOT SO MUCH

Price, passenger pad, protection and practicality are the only real downsides – but easy to live with if you have the cash



THEN IS NOW

MV Agusta's trade slogan is Motorcycle Art and the Superveloce 800 epitomises that motto with its million-dollar looks

WORDS ALAN CATHCART
PHOTOGRAPHY MILGARO



The seductive, striking MV Agusta Superveloce 800 is a literally unique blend of old and new, retro and avant-garde. There's nothing else quite like it in the marketplace, and though it's not cheap at \$32,990 ride away, it comes with a three-year unlimited mileage warranty (and two years' roadside assist) for a bike that's sure to get you noticed anywhere you go.

Based on MV's three-cylinder F3 800 platform, the Superveloce design has clean, exquisite lines combining classic references from Ago's '60s GP racer with modern styling. Build quality is stellar – it looks like it was handmade by an artisan, rather than on a production line, as it indeed was.

Climbing aboard reveals a subtly more welcoming, even comfortable riding position than its F3 Supersport sister's more extreme stance. Somewhat unexpectedly, there's not as much weight on your wrists and shoulders, making this a genuine all-day ride. It's also more accessible in the way it delivers its performance. Though the two-way powershifter works really well, you don't need to use the gearbox too hard, because MV engineers have retuned the motor for greater flexibility. So there's good top gear roll-on from as low as 5000rpm, making the Superveloce a really easy ride in everyday conditions.

But get the engine revving to the glorious sound of that iconic triple exhaust, and the Superveloce pulls really strongly from 7000rpm upwards, where there's already 72Nm of torque available. So at just halfway to redline you're already coming right up onto the fat part of the curve. It's a really rewarding, forgiving engine that'll lift the front wheel under power alone.

With its sticky but skinny 180-section rear Pirelli and relatively nimble steering geometry, the Superveloce eagerly flicks from side to side through a series of third-gear bends – it's a very agile-handling package. Using Sport mode with reduced engine braking and a more fluid throttle response will help you go with the flow in faster turns, where the MV holds rock solid to the chosen line.

The Superveloce is a motorcycle that rewards a clean, precise style of riding. It doesn't ask you to hang off it and drag your knee on the ground, or to use those brakes and the torquey motor to point and squirt it between bends. It likes you to mould yourself to it, and use your body weight more subtly to change direction, aided by the composite frame's pinpoint steering. While not exactly a Manx Norton, the Superveloce rewards a more traditional, conservative style of riding – and it's consequently all the more relaxing and rewarding a ride.

While entirely living up to its heritage, it's also fun to ride, and rewarding to do so. This is a clever bike, both stylistically and dynamically, and it's very unlikely anyone who buys one will be disappointed by the experience of owning and riding it. **FULL TEST AMCN VOL 70 NO 06** →



A MOTORCYCLE THAT REWARDS A CLEAN, PRECISE STYLE OF RIDING





\$32,990
Ride-away

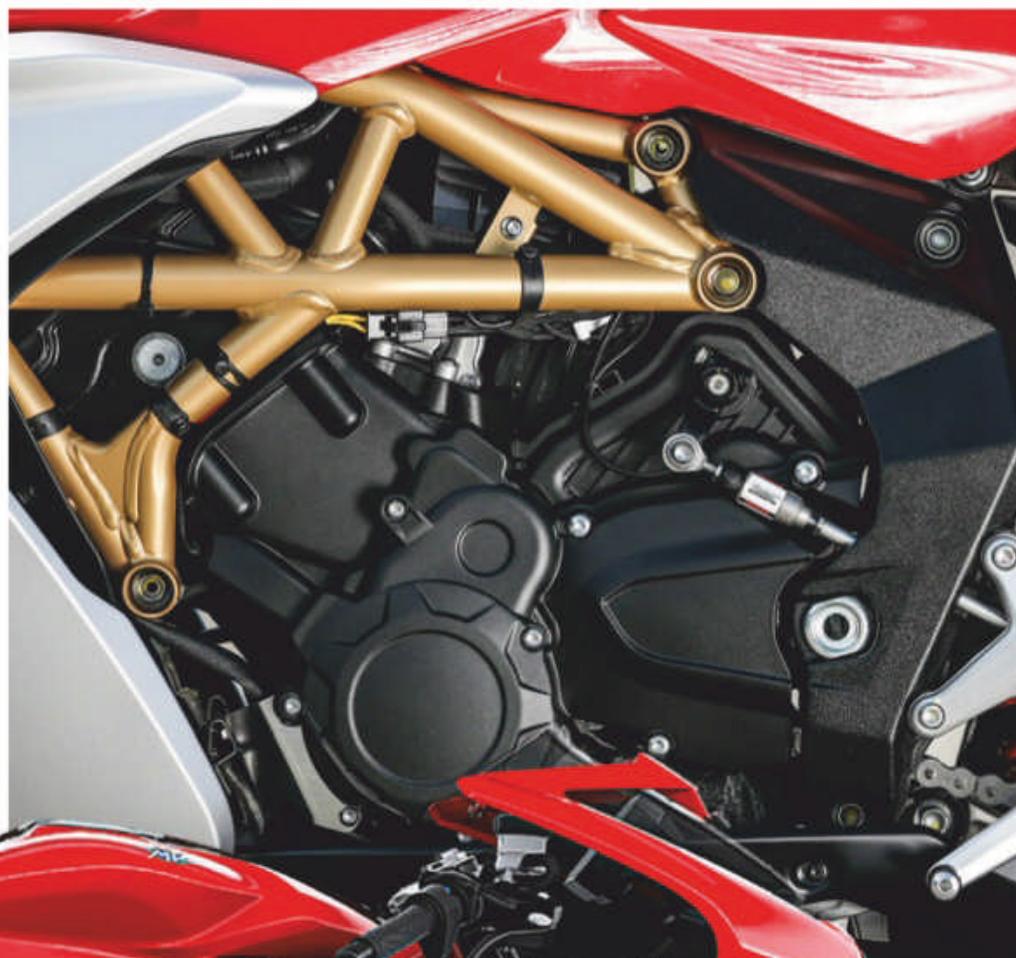


WHAT WE LIKED

It's downright meaty for a middleweight triple, delivering extra performance, and enjoyment, over the already impressive F3

NOT SO MUCH

It's on the heavy side, it chews through fuel and rear tyres and it's really, really easy to speed



1. We keep saying it but... MV Agusta has got the styling vs engineering equation just right

2. You can chuck the heritage vs innovation argument in there as well

3. Three pipes. It's just like yours, Giacomo!

WORDS DAVID WATT

PHOTOGRAPHY IKAPTURE & AMCN ARCHIVE

PLAIN SAILER



Yamaha cut tech and the luxuries to create a remarkably simple modern-day adventure bike

Yamaha whet would-be T7 owners' appetites with snippets of information drip fed slowly over three long and arduous years. The firm had promised so much from a relatively basic package and it had to deliver.

Designed and developed in house at Yamaha Italy by the same crew responsible for the WR450 Dakar contenders, it is easy to see where the Ténéré gets its form. Built with quality components like KYB suspension and Brembo brakes to go the distance.

Almost unheard of in the current adventure bike segment, the crew decided to cut back on tech – now that's innovation. We don't need traction control, active suspension, tubeless wheels or even an adjustable windscreen. Heated grips? Nope. Ride modes? No. Heated seat? Hell no.

What about lots of luggage tie-down points? Yes. GPS mounting provisions and a power supply? Lock it in. It's a refreshing approach to a segment where competent riders don't need the bike to do its thinking for them. They just want a capable steed to personalise and ride free. After you've pulled over to disable the ABS, that is.

Without loading the bike up with unnecessary equipment, Yamaha was able to keep the price relatively low at \$17,250 ride away. But some luxuries

were inevitably cut to keep the price down. The suspension, for example, could do with full adjustments and it's a bit on the soft side considering a high percentage of owners will add luggage and accessories which will all add to the bike's weight. **Whichever** way you look at it, you still get a lot of bike for the money. Buyers can then paint their own blank canvas with quality and numerous genuine accessories.

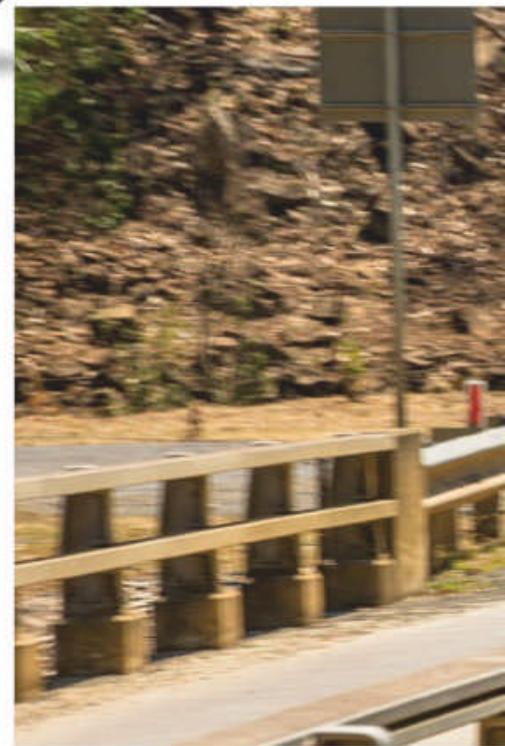
The tried-and-tested MT-07 engine was picked to power the new Ténéré resulting in a smooth and predictable power delivery. Because it's a roadbike engine, it has long service intervals and feels like it'll go forever if looked after properly. The engine is compact, light and has the critical components hidden from harm's way – a small but important factor of a successful adventure contender.

It only takes a short ride to get your head around the T7; it doesn't fall into corners like a sportsbike, its wide bars and rear-weight bias give a real dirtbike feeling. The riding position is really natural and there is plenty of room to move around. Full days of exploring can be accomplished with comfort.

Dirt roads are the Ténéré's happy place and the experience is pure and rewarding. Sliding the rear end into corners and then power sliding out the other end, and repeating that one corner after another without hitting the limits of the T7 is a pleasure.

Yamaha aimed to produce a middleweight, competitively priced and capable adventure weapon for all skill levels and, amid a sea of tech-savvy competitors, it hit the nail on the head. **FULL TEST AMCN VOL 69 NO 13** →

DIRT ROADS ARE THE TÉNÉRÉ'S HAPPY PLACE



\$17,149
Ride-away



1

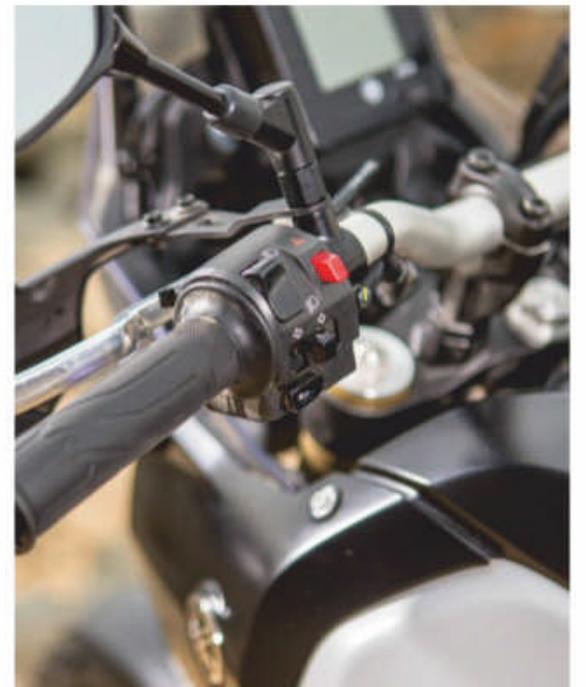


WHAT WE LIKED

Uncomplicated simplicity in an otherwise expensive world of electro-gadgetry and a really usable, ego-less power plant

NOT SO MUCH

Some adjustability in the suspension is a must for a 2020 adventure machine, and a bit more on-road prowess might convince a few more buyers



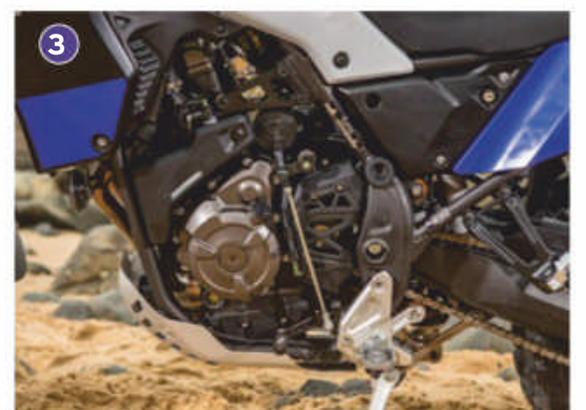
2



1. It may have taken a while but Yamaha has delivered an off-roader purists will love

2. Don't look for any PS5 influences in the dash. It's all workmanlike, and it all works

3. Traditional vertical twin is living its best life in the Ténéré



3

SPORTS

APRILIA RS660

ENGINE

Capacity 659cc

Type Parallel-twin, DOHC, four valves per cylinder

Bore & stroke 81 x 63.93mm

Compression ratio 13.5:1

Cooling Liquid

Fueling EFI, 2 x 48mm throttle bodies

Transmission Six-speed

Clutch Wet, multi-plate, slipper

Final drive Chain

PERFORMANCE

Power 73.5kW @

10,500rpm (claimed)

Torque 67Nm @ 8500rpm (claimed)

Top speed 230km/h (est)

Fuel consumption 4.1L/100km (measured)

ELECTRONICS

Type Not given

Rider aids Traction Control (ATC), Wheelie Control (AWC), Engine brake (AEB), Engine map (AEM), cruise control (ACC) up and down quickshifter.

Rider modes

Road: Commute, Dynamic and Individual.

Track: Challenge and Track Attack

CHASSIS

Frame material Aluminium

Frame type Twin spar

Rake 24.1°

Trail 104.6mm

Wheelbase 1370mm

SUSPENSION

Type Kayaba

Front: 41mm USD fork, fully-adjustable, 120mm travel

Rear: Monoshock, rebound and preload adjustable, 130mm travel

WHEELS & BRAKES

Wheels Cast aluminium

Front: 17 x 3.5 Rear: 17 x 6.0

Tyres Pirelli RossoCorsa II

Front: 120/70ZR17

Rear: 180/55ZR17

Brakes Brembo, ABS

Front: Twin 330mm disc, four-piston radial calipers

Rear: Single 220mm disc, twin-piston caliper

DIMENSIONS

Weight 169kg

(dry, claimed)

Seat height 820mm

Width Not given

Height Not given

Length Not given

Ground clearance

Not given

Fuel capacity 15L

SERVICING & WARRANTY

Servicing First: 1000km

Minor: TBC

Major: TBC

Warranty Two years, unlimited km

BUSINESS END

Price ~\$18,500 (plus on-road costs)

Colour options

Acid Gold, Apex Black and Lava Red

Contact aprilia.com/au_EN

BMW R 18

ENGINE

Capacity 1802cc

Type Horizontally opposed twin, OHV, eight-valves

Bore & stroke 107.1 x 100mm

Compression ratio 9.6:1

Cooling Air/oil

Fueling EFI, twin 48mm throttle bodies

Transmission

Six-speed

Clutch Wet, multi-plate, slipper

Final drive Shaft

PERFORMANCE

Power 67kW @

4750rpm (claimed)

Torque 158Nm @

3000rpm (claimed)

Top speed 180km/h (claimed)

Fuel consumption

5.6L/100km (claimed)

ELECTRONICS

Type Bosch ECU

Rider aids Traction control, ABS

Rider modes Rock, Roll and Rain,

CHASSIS

Frame material

Tubular steel

Frame type Twin loop

Rake 32.7°

Trail 150mm

Wheelbase 1731mm

SUSPENSION

Type BMW

Front: 49mm fork, non-adjustable, 120mm travel

Rear: cantilever shock, non-adjustable, 90mm travel

WHEELS & BRAKES

Wheels Wire spoked

Front: 19 x 3.5 Rear: 16 x 5.0

Tyres Bridgestone

Battlecruise

Front: 120/70B19

Rear: 180/65B16

Brakes BMW ABS

Front: Twin 300mm disc,

four-piston caliper

Rear: Single 300mm disc,

twin-piston caliper

DIMENSIONS

Weight 345kg

(wet, claimed)

Seat height 690mm

Width 964mm

Height Not given

Length 2440

Ground clearance

Not given

Fuel capacity 16L

SERVICING & WARRANTY

Servicing First: 1000km

Minor: 10,000km

Major: 20,000km

Warranty Three years, unlimited km

BUSINESS END

Price \$31,690 (plus on-road costs)

Colour options First Edition

Contact bmw-motorrad.com.au

BMW F 900 XR

ENGINE

Capacity 895cc

Type parallel-twin cylinder, DOHC, four valves per cylinder

Bore & stroke 86x77mm

Compression ratio 13.1:1

Cooling Liquid

Fueling Fuel injection

Transmission Six-speed

Clutch Wet multiplate

Final drive Chain

PERFORMANCE

Power 77kW @ 8500rpm (claimed)

Torque 92Nm @ 6500rpm (claimed)

Top speed 245km/h (est)

Fuel consumption

4.2L/100km (measured)

ELECTRONICS

Type Bosch ECU

Rider aids Traction control, ABS, ESC, cruise control, quickshifter

Rider modes Road and Sport

CHASSIS

Frame material Steel

Frame type Bridge

Rake 29.5°

Trail 105.2mm

Wheelbase 1521mm

SUSPENSION

Type ZF

Front: USD 43mm fork, 170mm travel

Rear: Monoshock link suspension, adjustable spring preload and rebound damping, 172mm travel

WHEELS & BRAKES

Wheels Cast aluminium

Front: 3.5x17

Rear: 5.5x17

Tyres Michelin Road 5

Front: 120/70ZR17 (58W)

Rear: 180/55ZR17 (73W)

Brakes Brembo, ABS

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

Rear: single 265mm disc, single-piston caliper

DIMENSIONS

Weight 219kg

(wet, claimed)

Seat height 825mm

Width 860mm

Height Not given

Length 2160mm

Ground clearance

Not given

Fuel capacity 15.5L

SERVICING & WARRANTY

Servicing First: 1000km

Minor: 10,000km

Major: 20,000km

Warranty Three years, unlimited km

BUSINESS END

Price \$19,835 (ride away)

Colour options Galvanic Gold/Silver, Racing Red

Contact bmw-motorrad.com.au

DUCATI STREETFIGHTER V4 S

ENGINE

Capacity 1103cc

Type 90° V4, DOHC, four valves per cylinder

Bore & stroke 81 x 53.5mm

Compression ratio 14.0:1

Cooling Liquid

Fueling EFI, twin injectors per cylinder, elliptical throttle bodies

Transmission Six-speed

Clutch Wet, multi-plate, slipper-type

Final drive Chain

PERFORMANCE

Power 153kW @ 12750rpm (claimed)

Torque 123Nm @ 11,500rpm (claimed)

Top speed 290km/h (est)

Fuel consumption

6.4L/100km (measured)

ELECTRONICS

Type Not given

Rider aids Riding Modes, Power Modes, Cornering ABS EVO, Ducati Traction Control (DTC) EVO 2, Ducati Wheelie Control (DWC) EVO, Ducati Slide Control (DSC), Engine Brake Control (EBC) EVO, Auto tyre calibration

CHASSIS

Frame material Aluminium

Frame type Front frame

Rake 24.5°

Trail 100mm

Wheelbase 1488mm

SUSPENSION

Type Öhlins SmartEC 2.0

Front: NIX30 43mm USD fork, electronically adjustable compression, rebound and spring preload, 120mm travel

Rear: TTX36 monoshock, electronically adjustable preload, compression and rebound, 130mm travel

WHEELS & BRAKES

Wheels Forged aluminium

Front: 17 x 3.5 Rear: 17 x 6.0

Tyres Pirelli Diablo Rosso Corsa 2

Front: 120/70ZR15

Rear: 200/60ZR17

Brakes Brembo, ABS

Front: Twin 330mm discs, four piston Stylema caliper

Rear: Single 245mm disc, dual-piston caliper

DIMENSIONS

Weight 199kg

(kerb, claimed)

Seat height 845mm

Width 833mm

Height 1138mm

Length 2127mm

Ground clearance 120mm

Fuel capacity 16L

SERVICING & WARRANTY

Servicing First: 1000km

Minor: 12,000km

Major: 24,000km

Warranty Two years, unlimited km

BUSINESS END

Price \$33,900 (ride away)

Colour options Dark Stealth, Ducati Red

Contact Ducati.com/au/en

DUCATI SUPERLEGGERA

ENGINE

Capacity 998cc

Type 90° V4 Stradale, 16 valves desmodromic timing

Bore & stroke 81 x 48.4mm

Compression ratio 14.0:1

Cooling Liquid

Fueling EFI, two injectors per cylinder

Transmission Six-speed

Clutch Dry, multi-plate, slipper

Final drive Chain

PERFORMANCE

Power 165kW @ 15,250rpm (standard, claimed)

Torque 174kW @ 15,500rpm (race exhaust, claimed)

Torque 116Nm @ 11,750rpm (standard, claimed)

Torque 119Nm @ 11,750rpm (race exhaust, claimed)

Top speed 300km/h (est)

Fuel consumption

8.5L/100km (measured)

ELECTRONICS

Type Bosch

Rider aids ABS cornering EVO, traction control EVO 2, slide control, wheelie control EVO, power launch, quick shift up/down EVO 2, engine brake control EVO

Rider modes Race A, Race B and Sport

CHASSIS

Frame material Carbon-fibre

Frame type Front frame

Rake 24.5°

Trail 100mm

Wheelbase 1480mm

SUSPENSION

Type Öhlins

Front: 43mm USD NIX30 fork, fully-adjustable, 120mm travel

Rear: TTX36 twin-tube monoshock with GP valve and titanium spring, fully-adjustable, 130mm travel

WHEELS & BRAKES

Wheels Carbon-fibre

Front: 17 x 3.5 Rear: 17 x 6.0

Tyres Pirelli Diablo Supercorsa SP

Front: 120/70ZR17

Rear: 200/60ZR17

Brakes Brembo, ABS

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

Rear: Single 245mm disc, twin-piston caliper

DIMENSIONS

Weight 159kg (dry, claimed)

Seat height 835mm

Width Not given

Height Not given

Length Not given

Ground clearance

Not given

HONDA AFRICA TWIN AS

ENGINE

Capacity 1084cc
Type Parallel twin, SOHC, four valves per cylinder
Bore & stroke 92 x 81.5mm
Compression ratio 10.1:1
Cooling Liquid
Fueling PGM-FI
Transmission Six-speed
Clutch Wet, multi-plate, slipper
Final drive Chain

PERFORMANCE
Power 75kW @ 7500rpm (claimed)
Torque 105Nm @ 6250rpm (claimed)
Top speed 240km/h (claimed)
Fuel consumption 5.1L/100km (measured)

ELECTRONICS

Type Bosch
Rider aids Cornering ABS, Traction Control, Wheelie Control, Lift Control, Cruise Control,
Ride Modes Tour, Urban, Gravel, Off Road and two customisable

CHASSIS

Frame material Steel
Frame type Semi double-cradle
Rake 27.5 degrees
Trail 113mm
Wheelbase 1575mm

SUSPENSION

Type Showa
Front 45mm telescopic fork, adjustable preload and damping, 230mm travel stroke (ES: electronically fully adjustable)
Rear: Monoshock, preload and rebound adjustable, 230mm travel. (ES: electric control monoshock with compression and rebound damping, 220mm travel)

WHEELS & BRAKES

Wheels Wire spoke, aluminium
Front: 21 x 2.15 **Rear:** 18 x 4.0
Tyres Michelin Anakee Wild
Front: 90/90-21 **Rear:** 150/70R18
Brakes Nissin, ABS
Front: Twin 310mm discs, four-piston calipers
Rear: Single 256mm disc, dual-piston caliper

DIMENSIONS

Weight 226kg (kerb, claimed)
AS: 238kg (248kg with DCT)
AS with just ES: 240kg
Seat height 850-870mm
Width 960mm
Height 1620mm
Length 2330mm
Ground clearance 250mm
Fuel capacity 24.8L

SERVICING & WARRANTY

Servicing First: 1000km
Minor: 12,000km
Major: 24,000km
Warranty Two years, unlimited km

BUSINESS END

Price \$23,499
With ES \$26,499 (plus on-road costs)
Colour options Grand Prix Red, Matte Ballistic Black, Pearl Glare White
Contact honda.com.au

KAWASAKI Z H2

ENGINE

Capacity 998cc
Type Supercharged inline four cylinder, DOHC, four valves per cylinder
Bore & stroke 76.0 x 55.0mm
Compression ratio 11.2:1
Cooling Liquid
Fueling Mitsubishi EFI, 4 x 40mm throttle bodies
Transmission Six-speed
Clutch Wet, multi-plate, slipper-type
Final drive Chain

PERFORMANCE
Power 147.1kW @ 11,000rpm (claimed)
Torque 137Nm @ 8500rpm (claimed)
Top speed 299km/h (claimed)
Fuel consumption 6.5L/100km (measured)

ELECTRONICS

Type Bosch
Rider aids Cornering ABS and traction control, launch control, cruise control, and quickshifter
Ride modes Track, Sport, Rain and Rider

CHASSIS

Frame material Steel
Frame type Trellis
Rake 24.9 degrees
Trail 104mm
Wheelbase 1455mm

SUSPENSION

Type Showa
Front: 43mm USD fork, fully adjustable, 120mm travel
Rear: Monoshock, adjustable preload and rebound, 134mm travel

WHEELS & BRAKES

Wheels Cast aluminium
Front: 17 x 3.5
Rear: 17 x 6.0
Tyres Pirelli Diablo Rosso 3
Front: 120/70ZR17
Rear: 190/55ZR17
Brakes Brembo/Nissin
Front: Twin 290mm discs, four piston caliper
Rear: Single 226mm disc, dual-piston caliper

DIMENSIONS

Weight 239kg (kerb, claimed)
Seat height 830mm
Width 810mm
Height 1130mm
Length 2085mm
Ground clearance 140mm
Fuel capacity 19L

SERVICING & WARRANTY

Servicing First: 1000km
Minor: 12,000km
Major: 24,000km
Warranty Two years, unlimited km

BUSINESS END

Price \$23,000 (plus on-road costs)
Colour Metallic Spark Black with Metallic Graphite Gray and Mirror Coated Spark Black
Contact kawasaki.com.au

KTM 890 DUKE R

ENGINE

Capacity 890cc
Type Parallel twin, DOHC, four valves per cylinder
Bore & stroke 90.7 x 68.8mm
Compression ratio 13.5:1
Cooling Liquid
Fueling EFI
Transmission Six-speed
Clutch Wet, multi-plate
Final drive Chain

PERFORMANCE
Power 89kW @ 9250rpm (claimed)
Torque 99Nm @ 7750rpm (claimed)
Top speed 250km/h (estimated)
Fuel consumption 4.8L/100km (measured)

ELECTRONICS

Type Bosch,
Rider aids Cornering ABS, cornering traction control, wheelie control

Ride modes

Rain, Street, and Sport

CHASSIS

Frame material Chro-Moly Steel
Frame type Trellis
Rake 24.3°
Trail 99.7mm
Wheelbase 1482mm

SUSPENSION

Type WP
Front: 43mm USD fork, fully adjustable, 140mm travel
Rear: Monoshock, fully adjustable, 150mm travel

WHEELS & BRAKES

Wheels Cast aluminium
Front: 17 x 3.5
Rear: 17 x 5.5
Tyres Michelin Power Cup 2

Front: 120/70ZR17
Rear: 180/55ZR17

Brakes Brembo, ABS
Front: Twin 320mm disc, four piston radial mount calipers

Rear: Single 240mm disc, single-piston caliper

DIMENSIONS

Weight 166kg (dry, claimed)
Seat height 834mm
Width Not given
Height Not given
Length Not given
Ground clearance 206mm
Fuel capacity 14L

SERVICING & WARRANTY

Servicing First: 1000km
Minor: 15,000km
Major: 30,000km
Warranty Two years, unlimited km

BUSINESS END

Price \$19,195 (ride away)
Colour White
Contact ktm.com/en-au

MV AGUSTA RUSH 1000

ENGINE

Capacity 998cc
Type Inline four, DOHC, four valves per cylinder
Bore & stroke 79mm x 50.9mm
Compression ratio 13.65:1
Cooling Liquid
Fueling EFI, Mikuni throttle bodies
Transmission Six-speed
Clutch Wet, multiplate, slipper type
Final drive Chain

PERFORMANCE
Power 153kW @ 13,000rpm (claimed)
Torque 116.5Nm @ 11,000rpm (claimed)
Top speed Over 300km/h
Fuel consumption 6.7L/100km (claimed)

ELECTRONICS

Type Magneti Marelli
Rider aids ABS, traction control, wheelie control
Ride modes Sport, Race, Rain and Custom

CHASSIS

Frame material CroMoly steel
Frame type Trellis
Rake 24°
Trail 97mm
Wheelbase 1432mm

SUSPENSION

Type Öhlins SmartEC 2.0
Front: 43mm NIX USD fork, electronically adjustable compression and rebound, manually adjustable preload, 120mm travel
Rear: TTX36 monoshock, electronically adjustable preload, compression and rebound, 120mm travel

WHEELS & BRAKES

Wheels Forged aluminium
Front: 3.50 x 17
Rear: 6.0 x 17

Tyres Pirelli Supercorsa
Front: 120/70 ZR 17
Rear: 200/55 ZR 17

Brakes Brembo, ABS
Front: Dual 320mm discs, radial four-piston

Rear: Single 220mm disc, dual-piston caliper

Stylema calipers
Rear: Single 220mm disc, dual-piston caliper

DIMENSIONS

Weight 186kg (dry, claimed)
Seat height 845mm
Width 1031mm
Height Not given
Length Not given
Ground clearance Not given
Fuel capacity 16L

SERVICING & WARRANTY

Servicing First: 1000km
Minor: 15,000km
Major: 30,000km
Warranty Two-year, unlimited km

BUSINESS END

Price \$56,390 (ride away)
Colour options Rush
Contact mvagusta.com.au

MV AGUSTA SUPERVELOCE

ENGINE

Capacity 798cc
Type Inline triple, DOHC, four valves per cylinder
Bore & stroke 79 x 54.3mm
Compression ratio 13.3:1
Cooling Liquid
Fueling EFI, 3 x 50mm Mikuni throttle bodies
Transmission Six-speed
Clutch Wet, multi-plate, slipper type
Final drive Chain

PERFORMANCE
Power 108kW @ 13,000rpm (claimed)
Torque 88Nm @ 9750rpm (claimed)
Top speed 240km/h (claimed)
Fuel consumption 6.4L/100km (claimed)

ELECTRONICS

Type Eldor ECU
Rider aids Traction control, Bosch 9 ABS with Race mode and RWL, quickshifter
Rider modes Race, Sport, Rain and Custom

CHASSIS

Frame material Tubular-steel
Frame type Trellis
Rake 24.5°
Trail 99mm
Wheelbase 1380mm

SUSPENSION

Type Marzocchi/Sachs
Front: 43mm USD fork, fully-adjustable, 125mm travel
Rear: Monoshock, fully-adjustable, 123mm travel

WHEELS & BRAKES

Wheels Cast aluminium
Front: 17 x 3.5
Rear: 17 x 5.5
Tyres Pirelli Diablo Rosso Corsa II
Front: 120/70ZR17
Rear: 180/55ZR17
Brakes Brembo, ABS
Front: Twin 320mm disc, four-piston Monobloc calipers
Rear: Single 220mm disc, twin-piston caliper

DIMENSIONS

Weight 173kg (dry, claimed)
Seat height 830mm
Width 730mm
Height Not given
Length 2030mm
Ground clearance 120mm
Fuel capacity 16.5L

SERVICING & WARRANTY

Servicing First: 1000km
Minor: 15,000km
Major: 30,000km
Warranty Three years, unlimited km, with two-years roadside assist

BUSINESS END

Price \$32,990 (ride away)
Colour options Red and silver, red and charcoal, white and charcoal
Contact mvagusta.com.au

YAMAHA TENERE 700

ENGINE

Capacity 689cc
Type Parallel twin, DOHC, four valves per cylinder
Bore & stroke 80 x 68.6mm
Compression ratio 11.5:1
Cooling Liquid
Fueling EFI
Transmission Six-speed
Clutch Wet, multi-plate, slipper
Final drive Chain

PERFORMANCE
Power 54kW @ 9000rpm (claimed)
Torque 68Nm @ 6500rpm (claimed)
Top speed 185km/h (est)
Fuel consumption 4.6L/100km (measured)

ELECTRONICS

Type TCI
Rider aids ABS (switchable)
Ride modes Not applicable

CHASSIS

Frame material Tubular steel
Frame type Double cradle
Rake 27°
Trail 104mm
Wheelbase 1590mm

SUSPENSION

Type KYB
Front: 43mm USD fork, adjustable compression and rebound, 210mm travel
Rear: Linkage type monoshock, fully adjustable, 200mm travel

WHEELS & BRAKES

Wheels Cast aluminium
Front: 21 x 2.5
Rear: 18 x 3.5
Tyres Pirelli Scorpion Rally
Front: 90/90R21
Rear: 150/70R18
Brakes Brembo, ABS
Front: Twin 282mm discs, twin-piston calipers
Rear: Single 245mm disc, single-piston caliper

DIMENSIONS

Weight 204kg (wet, claimed)
Seat height 880mm
Width 915mm
Height 1455mm
Length 2365mm
Ground clearance 240mm
Fuel capacity 16L

SERVICING & WARRANTY

Servicing First: 1000km
Minor: 10,000km
Major: 40,000km
Warranty Two years, unlimited km

BUSINESS END

Price \$17,149 (ride away)
Colour options Ceramic Ice, Matte Black or Intensity white
Contact yamaha-motor.com.au

SCORECARD

After fights, blues and bloody noses...



APRILIA
RS660
DESIGN BRIEF
9/10

RELEVANCE OF
FEATURES
10/10

VALUE FOR MONEY
9/10

BUILD QUALITY
9/10

INNOVATION
10/10

BMW
R 18
DESIGN BRIEF
9/10

RELEVANCE OF
FEATURES
9/10

VALUE FOR MONEY
8/10

BUILD QUALITY
9/10

INNOVATION
8/10

BMW
F 900 XR
DESIGN BRIEF
8/10

RELEVANCE OF
FEATURES
8/10

VALUE FOR MONEY
8/10

BUILD QUALITY
9/10

INNOVATION
6/10

DUCATI
STREETFIGHTER S
DESIGN BRIEF
9/10

RELEVANCE OF
FEATURES
8/10

VALUE FOR MONEY
7/10

BUILD QUALITY
9/10

INNOVATION
7/10

DUCATI
SUPERLEGGERA
DESIGN BRIEF
9/10

RELEVANCE OF
FEATURES
9/10

VALUE FOR MONEY
6/10

BUILD QUALITY
9/10

INNOVATION
8/10



HONDA
AFRICA TWIN
DESIGN BRIEF
8/10

RELEVANCE OF
FEATURES
7/10

VALUE FOR MONEY
8/10

BUILD QUALITY
8/10

INNOVATION
6/10

KAWASAKI
Z H2
DESIGN BRIEF
7/10

RELEVANCE OF
FEATURES
7/10

VALUE FOR MONEY
9/10

BUILD QUALITY
8/10

INNOVATION
9/10

KTM
890 DUKE R
DESIGN BRIEF
10/10

RELEVANCE OF
FEATURES
9/10

VALUE FOR MONEY
9/10

BUILD QUALITY
8/10

INNOVATION
5/10

MV AGUSTA
RUSH 1000
DESIGN BRIEF
8/10

RELEVANCE OF
FEATURES
9/10

VALUE FOR MONEY
9/10

BUILD QUALITY
8/10

INNOVATION
8/10

MV AGUSTA
SUPERVELOCE
DESIGN BRIEF
8/10

RELEVANCE OF
FEATURES
7/10

VALUE FOR MONEY
7/10

BUILD QUALITY
8/10

INNOVATION
8/10

YAMAHA
TENERE 700
DESIGN BRIEF
8/10

RELEVANCE OF
FEATURES
8/10

VALUE FOR MONEY
8/10

BUILD QUALITY
8/10

INNOVATION
5/10

STAY COOL

KEEP PROTECTED

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AND THE WINNER IS...



Here's a bike punching well and truly above its weight

IS THERE A chance sportsbikes have dropped down the sales charts over recent years because their sheer horsepower has made them too serious to be fun? Not to mention on the upper scale of the price chart?

Sure, there are lesser horsepower sportsbikes, such as the 600cc Supersports options, but peaky (and dirty) engines and dedicated ride positions have destined those to diehard-only status. Which is where our 2020 Motorcycle of the Year comes in.

Aprilia's RS660 offers new riders a linear engine to learn how to max out corner speed on, without the threat of a licence-busting burst of peaky power to upset their day, and wallet, packaged in an agro-looking, but rider-friendly machine.

Harking back to Aprilia's GP-winning lineage, it carves a new but important

segment in the market as a fun and usable mid-sized sportsbike, complete with half a superbike engine that's lost none of its character and adorned with top-spec running gear and sophisticated electronics. But the really clever bit is who it's attracting; young, old, new and experienced.

IT'S A FUN AND USABLE MID-SIZE SPORTS BIKE

An enviable trait.

Across all five judging criteria, this bike holds its head high, and it had

to against this mob of road rockets. BMW's R 18 threatened for the crown with its refreshing take on cruiser life, the Superleggera is one of the most intense Superbikes to wear a number plate and KTM's 890 Duke is a bike AMCN staffer Pete Vorst simply won't stop talking about.



The RS660 is innovative in its winding back of sportsbike ideals, yet still something people want – and

worldwide reaction to this bike's announcement in 2018 has never wavered. It's so good to see the bike come to fruition as everything we wanted it to be, few corners cut, yet likely to be priced under \$19k when it finally lands on Aussie shores.

It's accessible to a wide range of riders, in its rideability and price, and the promise it offers is boundless. A single-make race series with this thing is a delectable thought too, just quietly.

In the weirdest of years, Aprilia has delivered a lust-worthy bike whose concept alone is innovative, while keeping it within the boundaries of a broad spectrum of willing road riders. The 2020 MOTY contenders bristle with ability, but Aprilia's crotch rocket is the AMCN Motorcycle Of The Year. What an outstanding machine. ■



Your 2020 AMCN MOTY: Aprilia's RS 660

ROCKIN'

The much anticipated BMW R 18 touches down in Australia. How does it stack up on Aussie roads?

ROLLER

■ TEST **DAVID WATT** ■ PHOTOGRAPHY **INCITE IMAGES**



BMW R 18 FIRST EDITION

In November 2019, BMW released details of its biggest motorcycle engine yet.

An 1802cc air-cooled, overhead-valved thing of beauty. At the time BMW left out details of the bike that would be blessed with this thunderous heart. Then, five months later when the world was all of a sudden a very different

place, details of the R 18 dropped; a throwback to the iconic 1936 BMW R 5. Ridden at the not-quite world launch by Sir Al, (AMCN Vol 70 No 09), the R 18 First Edition is now rolling on Australian soil.

The instant-classic First Edition rolls out to Australian roads on black and chrome spoked wheels, black steel-tube frame, rigid-style rear suspension, white pin-striping, chrome accents, fish tail pipes and dual seats. BMW has turned the style dial up to maximum and made sure every detail has been attended to.

The unmistakably BMW Boxer engine dominates the motorcycle. A work of art in its own right, it is the heart and soul of the R 18. Measuring in at 1802cc, the classic-styled air- and oil-cooled OHV engine sports a 107mm bore and 100mm stroke, making it very lumpy and keeping the sound very familiar to the rest of the Boxer family. A six-speed gearbox is mounted to the back end of the engine with an exposed drive shaft – a doff of the cap to the R 5 – and keeps the engine simple and modular for a clean and tidy blank canvas to build many different configurations of R 18.

Without the need for add-ons like a bulky airbox or radiators, the engine is proudly on show like any centrepiece should be. Make no mistake this engine is huge, at almost one metre wide, the engine is as wide as the handlebars! In a possibly strategic move, you need to hold the clutch in to start the R 18. Luckily, because when the big boxer fires

BACKING UP

The reverse gear is controlled by the stop/start switch

REAR END

Looks like a hardtail, but there is a capable shock hidden under there

FOOTPEGS

Are like angle grinders (see p89). Could do with more clearance



1. The R 18 is not too nostalgic; the switches are conventional, not 'BMW traditional'
2. There are a lot of bores and strokes inside those two caves
3. If forward controls are your thing, it's hard to see them appearing on the R 18 without major surgery



BRIGHT IDEA

The LED active headlight is lean-angle sensitive and turns with you

WHEELS

Black and chrome. Goes like ice-cream and sprinkles.

into life, the lateral torque almost rips the handlebars from your hands. Giving the R 18 a rev at the lights can almost throw you off balance as it rocks side to side. Thankfully, it all smooths out once you get rolling.

The engine and gearbox unit alone tips the scales at 110.8kg (dry). The block sits low in the frame and the offset cylinders extend out wide past your feet, leaving little room for anyone with large feet or chunky boots to operate the rear brake.

Power is delivered low in the rev range for a purposeful thrust in any gear. And while its 67kW at 4750rpm is hardly groundbreaking, the 158Nm of torque at 3000rpm is more than any petrol-powered Harley-Davidson can currently muster. There is 150Nm of torque available at just 2000rpm which makes thundering around low in the revs a breeze. Fuel consumption is pretty decent, I managed 280km before hitting reserve while out on the fun back roads, so 300km-plus before reserve would be easily achievable on the highways.

The big boxer is pretty quiet with the massive twin fishtail pipes, it makes a reasonable rumble that's textbook BMW boxer – take a peep at the optional pipes if a bit more noise is your thing. I was initially concerned about the heat produced from the massive cylinders protruding out the sides right above my feet. But while commuting in Sydney traffic there isn't any discomfort. If

I WAS INITIALLY CONCERNED ABOUT THE HEAT



BMW R 18 FIRST EDITION

anything, the air-cooled unit is better than a water-cooled engine as there's no radiator fan kicking in and blowing warm air at you.

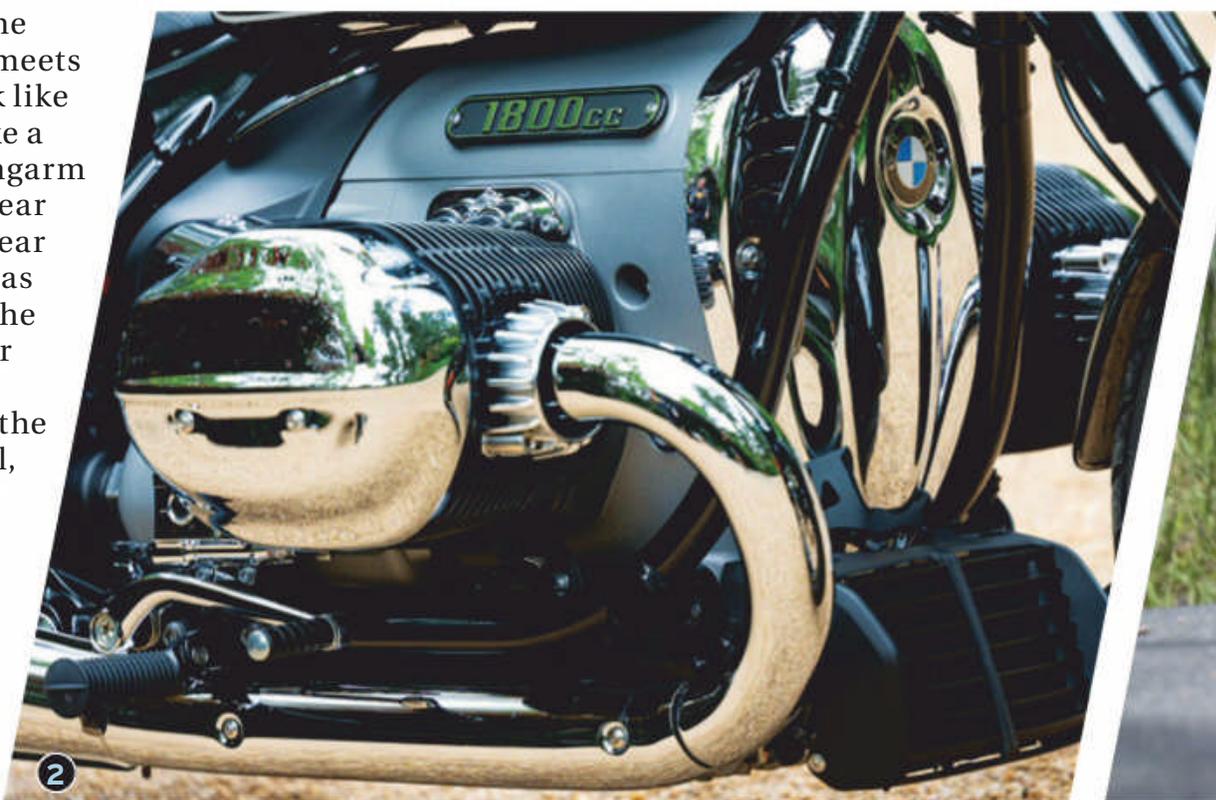
The gearbox is super slick for such a chunky engine – no clunks or hard shifts whatsoever. It's so smooth engaging gear, I was double checking I was actually in gear before moving off. The typical BMW boxer dry clutch is hydraulically actuated and light enough at the hand. It does however get a bit warm and lose a bit of bite if you are doing a lot of low-speed manoeuvring, something I've never experienced with a wet clutch. The anti-hopping feature works flawlessly if you're too aggressive on a down shift, although the lateral torque of the engine will give you a friendly twist to the side as a reminder to keep things smooth.

The classic twin-loop, steel-tube frame looks ultra simple but is not as basic as meets the eye. Styled directly off the R 5 to look like a rigid rear end, the rear section looks like a part of a rigid frame but is actually a swingarm which wraps right down and around the rear hub leaving the drive shaft exposed. The rear shock is hidden away under the seat, and has a preload adjuster accessible from behind the right-hand side cover. With a 13mm spanner (though curiously missing from the toolkit), you can make adjustments easily but not on the fly. With only 90mm of rear suspension travel, you need the preload set just right or you are in for a brutal ride on our average Australian back roads. Our test bike didn't have pillion footrests fitted, but if you were to ride two-up, you would want to make a quick adjustment of the preload.

Up front is a non-adjustable conventional fork with black covers to keep with the classic R 5 look. The R 18 is a long sled at 1731mm, but



1



2

it is very well balanced. I was doing feet up u-turns in no time with that big boxer engine hanging low in the frame. The handling is far better than I expected, you never have to wrestle it into a corner. The R 18 is perhaps too easy to turn as it tips into corners willingly only to have the foot rests ground out almost immediately. To have a bit of a dip in the twisties you really need to get your weight to the inside to keep the pegs off the ground. Luckily the beautiful exhausts and engine cases are kept out of harm's way by the somewhat sacrificial footrests.

The Brembo developed brakes have a tough ask; they've 345kg of bike to bring to a halt plus they need to look good. They perform very

1. The clever single gauge keeps its traditional looks but there is no fuel gauge

2. That is one *grossen moteur*...

3. Footpegs come with scrapers but they are not going to last long

**YOU NEVER
HAVE TO
WRESTLE
IT INTO A
CORNER**



3





THE INSPIRATION

BMW DREW ITS inspiration from the 1936 BMW R 5. A groundbreaking model by Rudolf Schleicher who designed the bike with a double-cradle frame from racing motorcycles and telescopic forks. The R 5 also boasted a foot-operated gear lever, a first for BMW. It was a 500cc OHV boxer twin with 24hp powering it to a top speed of 135km/h. Styling cues were carried straight over to the R 18 like the engine appearance, frame design, exposed drive shaft, fuel tank shape, headlight and dash cluster. If you choose the optional bobber rear end from BMW you can fit the springer seat and make your R 18 look even more like the original R 5.



1. There is certainly no mistaking where the big Beemer comes from
2. Pillion facilities are rudimentary; expect a full-dresser touring version to be more accommodating



1 well, the rear brake feels quite strong with the assistance of the BMW linked braking system activating the front for extra power. The twin solid-mounted calipers up front are exceptional and offer plenty of bite when needed. Braided brake lines are standard fitment. The whole braking system is a work of art. The chrome master cylinders and chrome levers are just gorgeous. The attention to detail on the R 18 is exemplary.

The 1936 R 5 didn't have tech. But it did have a basic speedo and some warning lights. Thankfully BMW has learnt a thing or two about tech over the years. While still running just a single analogue gauge showing your speed, the small monochrome digital display crams a lot of information in to it. There are trip meters, digital tacho, fuel consumption, average speed, time, date, gear position, service indicator, ride mode and heated grip status. The only glaring omission I find is the lack of a fuel gauge. When you hit reserve, a warning comes up on the dash and it starts to count how far you have travelled since hitting reserve so you can try and beat your best score.

The left-hand switch block lets you cycle traction control on the fly, cycle the menu and change ride modes between Rock, Roll and Rain. Rock is the lively mode, giving full power and crisp throttle response. Roll mode is more of an urban setting, you still get full power but the throttle response is

DRESSING IT UP

BMW HAS ALREADY announced the second model in what will be a multi-tiered R 18 range. As well as the First Edition, the R 18 Classic now joins the big-bore cruiser party and adds running boards, leather panniers and a dual seat for that, well, classic cruiser appeal.

But if neither of those options are your bag, there's an enormous variety of genuine accessories you can add to the enormously versatile base platform. Versatile in the fact that the rear subframe can be easily removed if you're going for the bobber look and, when it comes to different bars – and there are plenty to choose from – they can be switched out without having to fiddle too much with wiring and hardware. It's clever forethought, the kind of planning that BMW is very good at anyway and which should help the brand forge a furrow in the American cruiser scene.

dulled right down. Finally the Rain mode cuts the throttle response back further and limits power output. It really puts the R 18 in to a snooze.

The right-hand switch block controls the heated grips, and the keyless engine start/stop. The cool little details keep flowing through with a key fob shaped like the R 18's fuel tank. Reverse gear is also controlled through the start-stop switch after engaging the lever down by your left foot. While the engine is running and in neutral, lock the lever in and hit the starter switch and an electric motor will propel you gently backwards. This is one of the bonus features of the First Edition model; not sure if it would be a necessity but I'd swap it any day of the week for cruise control. The R 18 gets LED lighting all round, lean-angle sensitive active headlight with automatic switching daytime running light.

At 175cm, I'm hardly looking for more

THE ONLY GLARING OMISSION I FIND IS THE LACK OF FUEL A GAUGE

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RS660

A NEW ERA BEGINS

Aprilia Parallel Twin Engine <<

660 CC Engine Size <<

Cornering ABS <<

Full LED Light Assembly <<

TFT Instrument Cluster <<

Latest Generation APRC Package <<

Upside-down Fork with <<
Ø 41 MM Adjustable Stanchions



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ACID GOLD

APEX BLACK

RSV4 1100 FACTORY

217 SHADES
OF FUN

- > 217 HP 1100 CC ENGINE
- > TITANIUM AKRAPOVIČ EXHAUST
- > BREMBO STYLEMA BRAKE CALIPERS
- > ELECTRONIC SUSPENSION MANAGEMENT
SMART EC 2.0 WITH OBTI INTERFACE

RSV4 1000 RR

FROM THE RACETRACK
TO THE ROAD

- > TFT DASHBOARD
- > QUICK SHIFT WITH DOWN SHIFT
- > CORNERING ABS
- > BREMBO BRAKING SYSTEM
- > ADJUSTABLE FRAME

TUONO V4 1100 FACTORY

PURE
ADRENALINE

- > ÖHLINS NIX FORK Ø 43MM
- > ÖHLINS TTX MONOSHOCK
- > ÖHLINS STEERING DAMPER
- > ELEC. SUSPENSION MANAGEMENT
SMART EC 2.0 WITH OBTI INTERFACE

TUONO V4 1100 RR

POWER AND EXCITEMENT
WITHOUT COMPROMISE

- > TFT DASHBOARD
- > QUICK SHIFT WITH DOWN SHIFT
- > 4TH GENERATION APRC
- > CORNERING ABS
- > BREMBO BRAKING SYSTEM



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legroom on a bike, but the seating position is very neutral and very natural.

The 'bars are wide just below shoulder height making it a natural reach, hitting full lock was a bit of a stretch for me. The seat feels comfortable at first, but as the day wears on it wears on you. Partly due to the firm rear suspension and the shape of the seat doesn't allow much wriggle room forwards and backwards. I personally would be perusing the BMW website for one of the many optional seats. The foot peg placement has your legs at 90 degrees to keep them behind the cylinders. There are optional running boards from BMW but forward controls would be out of the question.

The First edition is priced at \$31,690 (plus on-road costs) putting it right in the vicinity of Indian's Vintage and Harley-Davidson's Road King. BMW has taken aim at the lucrative American market and I think the R 18 will find its place. It's a capable highway cruiser with style, character and a thumping engine.

There is loads of genuine parts to choose from to make it your own and there will be a swag more R 18 models to choose from in the near future. ■



SPECS

ENGINE

Capacity 1802cc
Type Horizontally opposed twin, OHV, eight-valves
Bore & stroke 107.1 x 100mm
Compression ratio 9.6:1
Cooling Air/oil
Fueling EFI, twin 48mm throttle bodies
Transmission Six-speed
Clutch Dry, single-plate
Final drive Shaft

PERFORMANCE

Power 67kW @ 4750rpm (claimed)
Torque 158Nm @ 3000rpm (claimed)
Top speed 180km/h (claimed)
Fuel consumption 5.6L/100km (claimed)

ELECTRONICS

Type Bosch ECU
Rider aids Traction control, ABS
Rider modes Rock, Roll and Rain,

CHASSIS

Frame material Tubular steel
Frame type Twin loop
Rake 32.7°
Trail 150mm
Wheelbase 1731mm

SUSPENSION

Type BMW
Front: 49mm fork, non-adjustable, 120mm travel
Rear: cantilever shock, non-adjustable, 90mm travel

WHEELS & BRAKES

Wheels Wire spoked
Front: 19 x 3.5 **Rear:** 16 x 5.0
Tyres Bridgestone Battlecruise
Front: 120/70B19
Rear: 180/65B16
Brakes BMW ABS
Front: Twin 300mm disc, four-piston caliper
Rear: Single 300mm disc, twin-piston caliper

DIMENSIONS

Weight 345kg (wet, claimed)
Seat height 690mm
Width 964mm
Height Not given
Length 2440
Ground clearance Not given
Fuel capacity 16L

SERVICING & WARRANTY

Servicing First: 1000km
Minor: 10,000
Major: 20,000km
Warranty Three years, unlimited km

BUSINESS END

Price \$31,690 (plus on-road costs)
Colour options First Edition
Contact
bmw-motorrad.com.au

ATTENTION TO DETAIL ON THE R 18 IS EXEMPLARY



BMW R 18 FIRST EDITION



That thumping engine, it has style for days and the first edition will be a future classic

PROS & CONS

Could do with more rear suspension travel, a fuel gauge and a bit more ground clearance



You may think you need the biggest baddest nakedbike to get your adrenaline hit, but KTM's 890 Duke R will convince you otherwise

BALANCE





OF POWER

■ TEST **PETE VORST**
■ PHOTOGRAPHY **INCITE IMAGES**

I rode KTM's 790 Duke in Spain on the launch of Metzeler's M9 RR round black things earlier this year and, despite being released in 2017 and hearing how much fun the parallel-twin 790 was, I was a KTM Duke virgin when I took to the Ascari circuit. At the same event, I sampled all sorts of razor-sharp weaponry from Suzuki's current GSX-R1000, BMW S1000R and RR, Kawasaki's ZX-6R and even KTM's big-mumma 1290 Super Duke R – all before I threw a leg over the 790. But when I did, I fell instantly and insanely in love with it.



1. Those clever Austrians have jammed more CCs, horses and torques into an engine that weighs the same as the 790
2. Adjustable WP Apex suspension offers compression and rebound adjustment
3. But there is no preload adjustment on the fork, which would be handy for all Vorst-sized riders
4. Easy-to-use switches are similar to those on the 790 R

I don't know if I was faster around the Ascari circuit on the 790, but I *felt* faster, I seemed to round up other riders quicker and its loose, seat-of-the-pants nature made for a spectacular 'back it in, slap ya knee on the deck, shove it up the inside' lap. Despite always wanting the biggest crankiest high-capacity monster I could get, the 790 was the first bike that ever got me thinking I didn't.

It wasn't perfect, but spend a bit of cash on the suspension and the engine and it'd be the best Sunday carving tool this side of the evening roast.

But KTM beat me to it – my orange dream arrived in the form of the 890 Duke R.

Thanks to KTM's way of doing things the 890 isn't just a bored-out version of the 790. Not merely gifted a capacity increase, it's lighter and gets flash new adjustable WP APEX springy bits at both ends, all the things that were on my orange Christmas wish list – and more.

Just like the 790 does, the 890 feels very

motard when you throw a leg over it, it's tall, skinny through the waist and feels light, which at 166kg (dry), it is. Three kilos lighter than the 790 is a pretty substantial drop. The one-piece handlebar is low and wide and puts the TFT dash just beyond your hooter. The footpegs are higher and set back further than the 790's and the seat is 9mm taller at 834mm. For my 186cm frame, it's quite comfy and if you've spent time on the 790 Duke it feels more aggressive while still being really familiar.

Much of the basic architecture of the 790 powerplant remains the same, but there's an extensive list of modifications aimed at increasing power, smoothing delivery and improving usability, all while reducing weight. There's the capacity increase garnered by the increase in bore and stroke measurements, hotter cams, larger valves and new thinner cases to offset an increase in crank size and weight. That new crank smoothes the power delivery and increases torque.



BOUNCE POLES

An adjustable WP APEX fork and rear shock are the biggest improvement over the 790's rudimentary setup which only offered rear preload adjustment

I WAS FRAMED

The frame is carried over from the 790 Duke and that's a good thing as it's a ripper. It's copped a coat of orange like all good R-models do

TRICK PICKS

The 890 gets Brembo's Stylema Monoblocs up front and grip bigger 320mm rotors. Despite the bigger discs, the whole braking package is lighter than the 790's

QUICKIE SHIFT

KTM's two-way quickshifter was fitted to our test bike, it works well but is still an optional extra, which at this price point is almost unforgivable



CUBED UP

Bigger bore and stroke, hotter cams, bigger valves and higher compression have given the 890 a healthy increase in power and torque over the 790



THE MOTOR IS LIKE A PERFECTLY BALANCED FISHER & PAYKEL

Power has increased from 77kW to 89kW, while torque has grown to 99Nm, 12Nm up on the 790. The 890 fires into life with far more refinement than we're used to from an aggressive Austrian nakedbike, and that doesn't change no matter how hard you whip it – it's like a perfectly balanced Fisher & Paykel spin cycle. There's no one particular place that you feel the engine improvements effects once you're rolling, it's a significant improvement in power and torque right across the rev range.

You can feel the extra torque as it pulls hard from as low down as 2000rpm which is especially good for sling shotting out of slow turns, and short-shifting your way from mountain corner to mountain corner. Yet the LC8c mill is making solid usable power almost all the way up to its 10,500rpm redline; it's a fiery little powerplant that never seems to quit.

But best of all it's fun with a good measure of versatility up its sleeve, and whether you're up it for the rent through the twisties, meandering through traffic or buzzing down the highway, it's happy and willing to rock at a moment's notice at any rpm.

There's no significant hit in any particular area and, with no real vibes combined with its ultra-refined feel, it almost lacks a little character. Especially compared to something

1. Our man PV never did meet a Michelin tyre he didn't try to do this to...

2. TFT dash will be familiar to any recent Kato owners

3. Brembo Stylema monobloc calipers hang on to bigger 320mm rotors for outstanding braking power



POWER STRUGGLES

IS IT AS powerful as its big brother the 1290 Super Duke R? No, of course not, but it's no bloody slouch either. We're so obsessed with mega power figures these days that most of us won't – or can't – ever use because of certain laws that mean we'll go to jail if we do, or we don't have the talent, or the bravery, required.

The 890's power figure might seem underwhelming to the 2020 supernaked fanatic but its 89kW (121hp) would have been formidable figures not that long ago. See?



BIKE	POWER	DRY WEIGHT
1993 Honda CBR900RR	89.7kW @ 10,500rpm	185kg
1998 Yamaha YZF-R1	109.5kW @ 10,000rpm	177kg
2001 Suzuki GSX-R1000	118kW @ 10,750	170kg
2020 KTM 890 Duke R	89kW @ 9250rpm	166kg



ARGUABLY THE SINGLE BIGGEST IMPROVEMENT OVER THE 790 IS THE SUSPENSION

through to the rider and allowed you to feel like you were comfortably riding on the edge with room to move. KTM has gone with the 'if it aint broke' mantra and retained the same frame for the 890. The new seating position throws more weight over the front wheel, which only increases the amount of feel sent back to the rider, inspiring even more confidence to push harder. KTM has also chucked a set of very sticky and almost-slick Michelin Power Cup 2 tyres at the 890 which keep you glued to the road and the feedback high. They do get pretty hairy in the wet, but you know KTM – always 'ready to race'.

Arguably the single biggest and most important improvement over the 790 is the suspension. The 43mm WP Apex fork offers compression and rebound adjustment, although no preload which, for a heavy gent like me who would have benefitted from a touch more preload in the front, was disappointing.

Further aft, the rear offers high- and low-speed compression, rebound and hydraulic preload adjustment.

Between the frame, trick new suspension, sportier ride position and a higher rider height means that you can get the 890 to turn just by looking at it. The 790 was easy to flick from side-to-side but the 890 is ridiculous. Whether tipping in, changing direction when cranked over, flipping the 890 into a turn is stupidly easy.

It's a happy union between flick-ability and stability until you get into some really fast corners – think fourth gear pinned-type stuff –

like Yamaha's MT-09, for example, which despite offering lesser power and torque – 84.6kW and 87.5Nm – the triple cylinder Yamaha is a more engaging engine to play with.

The six-speed box is a sweet unit for the most part although like so many KTMs, finding neutral at standstill is just plain painful sometimes. The Duke we tested was fitted with the optional – really KTM, optional? At this price point? – quickshifter. At \$19,195 ride away and as we head into 2021, you'd expect a quickshifter. Especially with likes of Triumph's similarly priced Street Triple, BMW's F 900 R and even Yamaha's budget-conscious MT-09SP all brandishing one as standard. The two-way unit works flawlessly when you're up it but lacks the finesse of quickshifters from other marques like BMW and Ducati that are silky smooth at any speed.

The cornerstone of the 790 Duke was its frame which pumped maximum feedback

3





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THE FRONT BRAKES ARE AS CLOSE TO PERFECT AS A ROADBIKE GETS

when it starts to feel slightly less planted.

On the main jet or not, the WP suspension was no less effective, soaking up snotty roads with aplomb, returning a smooth, controlled and comfortable ride no matter what. Unless you're *really* heavy or *really* fast, they've got more ability and adjustability than most of us know what to do with.

The KTM-branded J.Juan calipers of the 790 have been replaced with yummy Brembo Stylema Monobloc affairs and MCS master cylinders, with a front rotor diameter increase up from 300mm to 320mm. They're as good as anything available today on a production bike. I rode the 890 on the same day that I also rode a Ducati Panigale V4 S, which has stunningly good brakes, and jumping from the V4 S to the Duke required zero adjustment to riding technique or braking markers, two fingers is adequate and I'd describe the front as close to perfect as a roadbike gets.

The rear single-piston Brembo grips a lone 240mm rear disc and has plenty of power but it lacks a little feel. I regard lane splitting to be a sport worthy of inclusion in the Olympics, I take it very seriously and a good rear brake is

The 890 R is so good on twisting roads it may cause shoppers to rethink their big bike desires



SEMI-CLAD RIVALS



YAMAHA MT-09 SP

\$15,999 ride away



BMW F 900 R

\$16,645 ride away



TRIUMPH STREET TRIPLE RS

\$19,800 ride away



DUCATI MONSTER 821

\$18,300 ride away

SPECS

ENGINE

Capacity 890cc

Type Parallel twin, DOHC, 8 valves

Bore & stroke 90.7 x 68.8mm

Compression ratio 13.5:1

Cooling Liquid

Fueling Bosch EFI with RBW

Transmission Six-speed

Clutch Wet, multi-plate, slipper

Final drive Chain

PERFORMANCE

Power 89kW @ 9250rpm

Torque 99Nm @ 7750rpm (claimed)

Top speed 250km/h (est)

Fuel consumption 4.8L/100km (measured)

ELECTRONICS

Type Bosch

Rider aids Cornering ABS, cornering traction control, wheelie control

Ride modes Rain, Street, and Sport

CHASSIS

Frame material Chromium-Molybdenum-Steel

Frame type Ladder

Rake 24.3 degrees

Trail 99.7mm

Wheelbase 1482mm

SUSPENSION

Type WP

Front: 43mm USD fork, adjustable compression and rebound damping, 140mm travel

Rear: Monoshock, fully adjustable, 150mm travel

WHEELS & BRAKES

Wheels Cast aluminium

Front: 17 x 3.5 **Rear:** 17 x 5.5

Tyres Michelin Power Cup 2

Front: 120/70ZR17

Rear: 180/55ZR17

Brakes Brembo, ABS

Front: Twin 320mm disc,

four piston radial mount calipers

Rear: Single 240mm disc,

single-piston caliper

DIMENSIONS

Weight 166kg (dry, claimed)

Seat height 834mm

Width Not given

Height Not given

Length Not given

Ground clearance 206mm

Fuel capacity 14L

SERVICING & WARRANTY

Servicing First: 1000km

Minor: 15,000km

Major: 30,000km

Warranty Two years, unlimited km

BUSINESS END

Price \$19,195 (ride away)

Colour White

Contact ktm.com/en-au



Bars and seat are ideally placed to make a middleweight fit a variety of riders

THE DESIGN TEAM SHOULD RECEIVE A PAT ON THE BACK

all important in the lane splitting game, so for that reason alone, I'd like a little more feedback from the bum brake.

There's the familiar 4.3-inch brightly coloured TFT dash that runs on most smaller Katos these days, it's easy to read and transitions from day to night mode automatically. The settings menu is easy enough to use, but could be slightly more intuitive. Backlit buttons are a nice touch and flicking through the menu day or night is a pretty painless affair.

There are three ride modes to choose from (Rain, Street and Sport). You get full power with both Street and Sport mode, but Sport gives quicker throttle response and allows for some wheel spin. They're nice to have and traction control comes in handy when things are slick – especially with those Michelins. But for most of the time, the 890's engine is so smooth, and the fuelling is so lovely that it all feels a bit superfluous to the needs in all but extreme conditions.

But the 890's ability to inspire confidence and encourage you to hit the next turn a little



quicker or exit with just a bit more throttle, you can find yourself in what I previously referred to as extreme conditions. At this point, the six-axis IMU talks the lean-angle sensitive cornering ABS and traction control systems into letting you live if it turns out you're not the cornering genius you might think you are.

KTM's objective in designing the 890 was to take all the good elements of the 790 and sharpen it up. Did they do it? Abso-bloody-lutely. And the design team should have received a bit fat goal-achieved pat on the back for its work.

But what's it for? It's for shenanigans! And that's why I love it, I am still quite immature; ask my missus. If the idea of two wheel shenanigans resonates with you and you want a bike that corners as well as it goes, stops and wheelies then I reckon KTM has damn-near produced the perfect bike. I used to long for a 1290 Super Duke R, now I'm not so sure. ■



KTM 890 DUKE R



Terrific engine, light weight, outstanding front brakes. Everything the 790 R was, plus a bit more

PROS & CONS

For 19 gorillas, give us a Powershifter as standard, please. Dull-ish rear brake, menu not that intuitive

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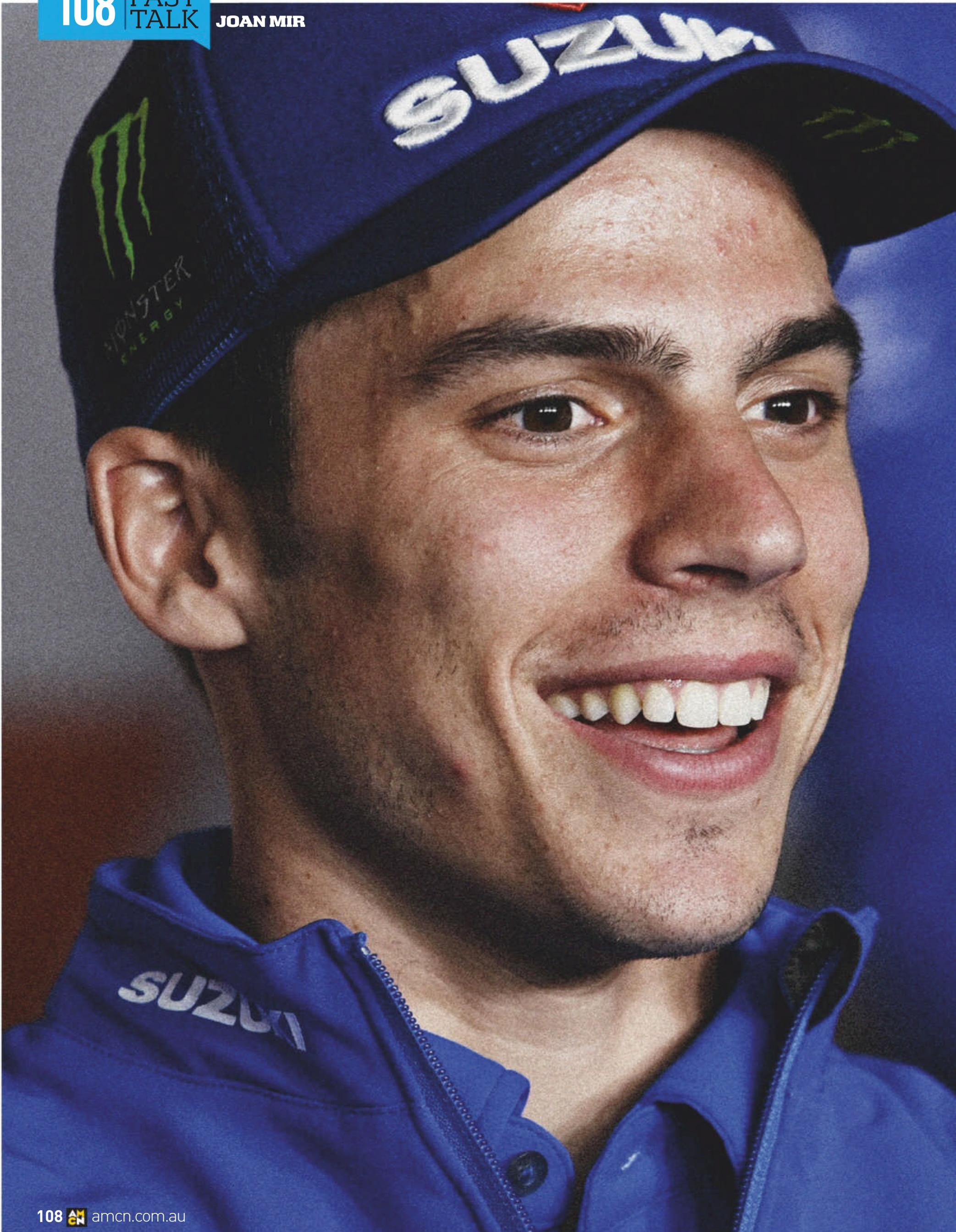
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* Comparison with the Battlax A41





CROWN PRINCE

Joan Mir's rise to claim motorcycle racing's ultimate prize has been exponential and inspiring. This is how he did it

■ WORDS **NEIL MORRISON**
■ PHOTOGRAPHY **GOLD&GOOSE**

Some may call it luck. Others may say it was guesswork. But Joan Mir had a plan. "Everybody will be a bit in 'attack mode'," he said back in May of the heavily revised calendar for 2020. "Maybe there will be some difficult situations from the experienced riders, some mistakes and we can take profit from this." Impressive foresight for a 23-year old. This wasn't the last time the Majorcan's calculations were on the money.

Even when placed alongside the most surprising seasons in the last 40 years, 2020 is a standout entry. With 14 races in 19 weeks the schedule was condensed, intense and punishing like no other. The reigning champion disappeared from sight after round two, leaving the championship devoid of its reference.

Joan Mir



“Now everyone believes they can be champion,” Miguel Oliveira said of the general shift in mindset.

And Michelin’s new rear slick revised set-up and riding style, skewing results and startling Honda and Ducati, winners of 46 of the 55 races across 2017, '18 and '19.

From this Mir emerged as the exceptional name. His speed and talent have long been obvious since he racked up 10 victories in the lightweight class on his way to the Moto3 title in 2017. But his ability to piece together a campaign of relentless consistency and manage the situation at this level was reminiscent of a young Eddie Lawson two years into his grand prix apprenticeship, 36 years before.

“We found out how strong mentally Joan is this season,” said Suzuki team boss Davide Brivio. “He was always very relaxed (but) always focused on the race.”

Not only was Mir the most consistent name in 2020; he was also the smartest.

The achievement caps a remarkable six-year rise for the Majorcan, which, even by modern standards, has been stratospheric. The 2020 season was only Mir’s fifth year competing on the world stage. Valentino Rossi, for example, claimed that first premier-class crown in his sixth. So, too, did Marquez. Wherever he’s been, Mir has oozed talent, his knack of adapting to new machinery hastening his climb to the top.

“I rode an Ioda (in the Junior Moto3 World Championship),” he said. “Then KTM and Honda (in Moto3), then Kalex (in Moto2). This is what accelerated the process to adapt. All my life I was never with two bikes the same until now.”

And to think he so nearly missed the cut when a lack of backing threatened to derail his dreams.

Joan Mir Mayrata grew up in his native Palma de Mallorca. Father Juan ran a skate shop while mother Ana worked in fashion. It was a comfortable upbringing, but his family didn’t have the means to bankroll his career. He didn’t begin competing on two wheels until he was 10.

“I started my career when I could,” he said in conversation with *AMCN*. “It’s easier when you



1. Mir was too consistent over the whole season
2. And the Suzuki was too fast
3. Mir and the rest of MotoGP’s winners are waiting for the Return of The King in 2021

3





JUST A NORMAL GUY

MIR IS ENGAGING, alert and polite in conversation. There is no real ego there. And he has the intelligence to maintain perspective on events. “Pressure? Pressure is what is happening with COVID-19 or with people who can’t pay rent,” he said in Valencia.

“He’s one of the most normal people,” noted Pete Benson, Mir’s crew chief in Moto2. “He’s like Franky (Morbidelli, the man Mir replaced) – very easy to get along with. He has a broad knowledge of life and also a good balance. As much as he wants to win races, he also has another side to him, where he has good fun and enjoys himself. He’s just an everyday kind of guy with a special talent.”

Sanchez added, “He’s not extravagant. Away from the track he trains. He relaxes with his girlfriend Alejandra (Lopez), watching TV, series on Netflix or on HBO. He’s not so focussed on his phone or social media.

He hangs out with Tito Rabat and every day they go training together and that’s it.”



dependent on new personal manager Paco Sanchez cobbling together a deal out of nothing.

“He had a contract with the Leopard Junior team,” Sanchez said. “But in February or March the team said they had no money and he didn’t have a project. So he came to my office to explain the situation. I started talking with everybody, in Moto2, Moto3 and World Supersport.”

For breaking its contract, Leopard paid Sanchez a small sum, enough to buy a bike – “one Ioda bike from 2012 and in return we’d paint the bike in Leopard’s colours. I said to Joan, ‘This is our only opportunity.’”

He won his first Moto3 race. Then he grabbed the attention of the watching world. The second round at Le Mans coincided with that year’s French Grand Prix. Sanchez spent days imploring Moto3 team bosses to watch his new hotshot. Then: “the bike broke in practice so he only did one lap at a circuit he never rode before. A disaster! But in the race he went from the back row and arrived to the leader. Then he crashed. When we reviewed the race, Joan told me, ‘I didn’t have the chance to learn the circuit, the only solution was when I saw the rider in front braking, I counted ‘1-2-3’ then braked.’ With this tactic he overtook everyone. The problem was when he got in front, he didn’t know what to do!”

Not to worry. That performance caught the attention of Christian Lundberg, team principle of Leopard Racing. Mir made his world championship debut as a replacement rider aboard a Honda six months later. Then came the full-time call-up in 2016, a year in which he scored one victory and two podiums on his way to becoming Rookie of the Year aboard a KTM. Even as a 19-year old, he had total conviction in his own ability.

“He never had a good feeling with KTM from the beginning,” said Lundberg. “He asked us to change to Honda. If not, he would have left



have a good budget and you go to a team as a 13-year old. You pay and then you start. But in my case we were not able to do that.”

A year in the riding school of Chicho Lorenzo – father of five-time champ Jorge – paved the way for spells in Spain’s Cuna de Campeones and the Red Bull Rookies Cup.

“We started in the promotional cups and I was racing in the Red Bull Rookies for two years because I was so small.”

At the start of 2015 his deal to ride in the Moto3 Junior World Championship with Leopard Racing’s junior team fell through at the 11th hour. Unable to pay the exorbitant fee (normally in the region of \$150,000–\$300,000) for a competitive seat in that class, he was



“WHEN I SAW THE RIDER IN FRONT BRAKING, I COUNTED ‘1-2-3’ THEN BRAKED”

the team. We made a big effort. We had to buy everything new again.”

Was Lundberg sure to follow his rider’s desire?

“Absolutely,” he said. “I was convinced from the first time I saw him on one of my bikes. Immediately!”

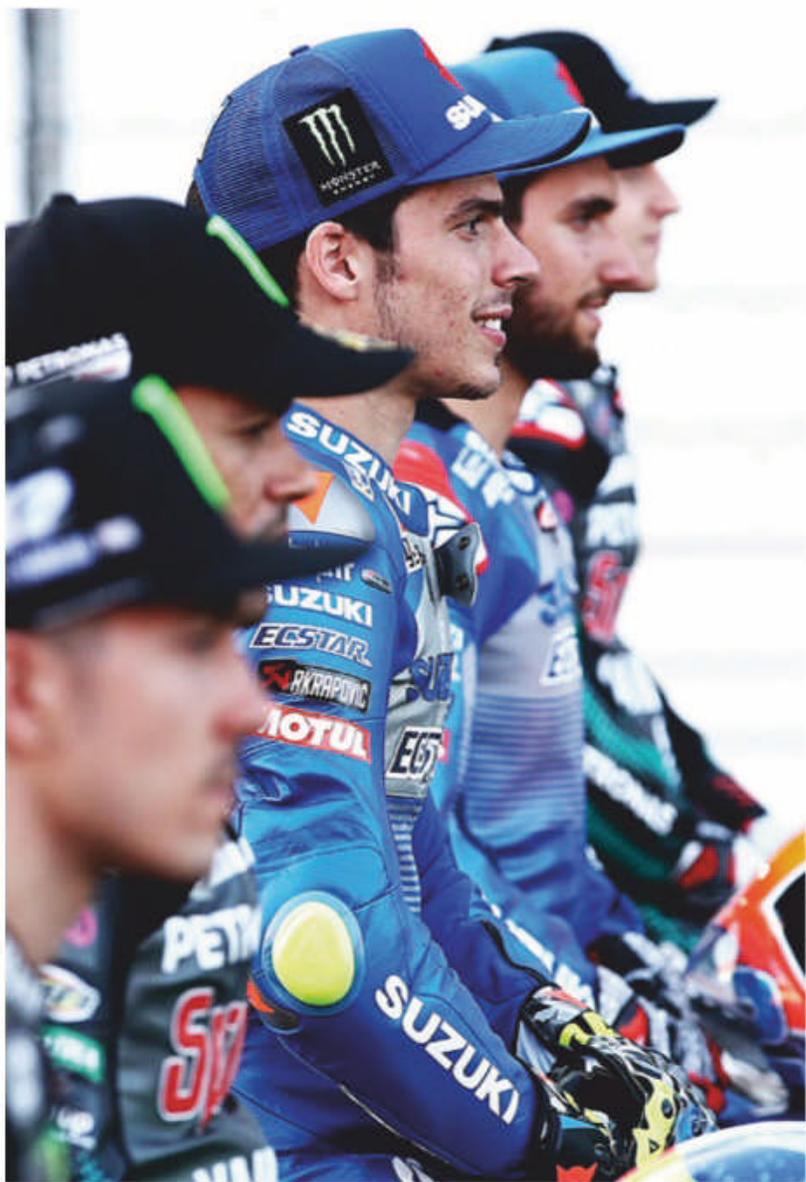
It was an inspired move. Mir crushed the opposition in 2017, winning the Moto3 title with two races to spare and bagging 10 wins along the way – the highest tally in the lightweight class since a certain Italian by the name of Valentino in 1997. He did so by barely adjusting set-up through the year, relying instead on adapting himself to the bike’s behaviour.

“Once I find the way to ride the bike fast then I don’t want to touch anything,” he said of finding that sweet spot. “When you’re strong I prefer not to touch the bike and I put in the rest. This is the right thing to win championships.”

The aim was always to reach MotoGP as soon as possible. In early 2018 a fightback from 19th to fourth in his third showing for Marc VDS in Moto2 put three MotoGP factories – Honda, Suzuki and Ducati – on red alert to secure his signature for the following year. He was prepared to sacrifice a realistic shot at the Moto2 title to step up to the premier-class at the first opportunity.

In the end, the pull of Brivio’s team, its ability to foster young talent and the potential of its much-improved GSX-RR won out.

“He believed in the project and thought he could be champion one day with Suzuki,” explained Sanchez. “If you do that, you’re a



TRAINING THE BRAIN

Even when he was closing in on the MotoGP crown, Mir rarely looked flustered. His first – and only – win of the season at the European GP came in a weekend of events which would have caused lesser men to come unstuck. When asked the key to maintaining serenity, he quipped, “Chamomile!” Even those close to him found this startling. “I couldn’t understand,” said Sanchez. “He was fighting for a championship, a one-off opportunity and he was so calm.”

Aside from herbal teas, what was his secret? “He has a lot of self-belief,” according to Sanchez. “He trains so hard every day and that gives him a lot of confidence. Every day he’s training like he’s competing. It’s not a party. When you do that every day, you have calm.”

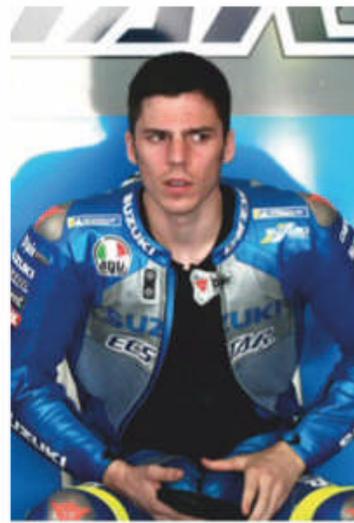
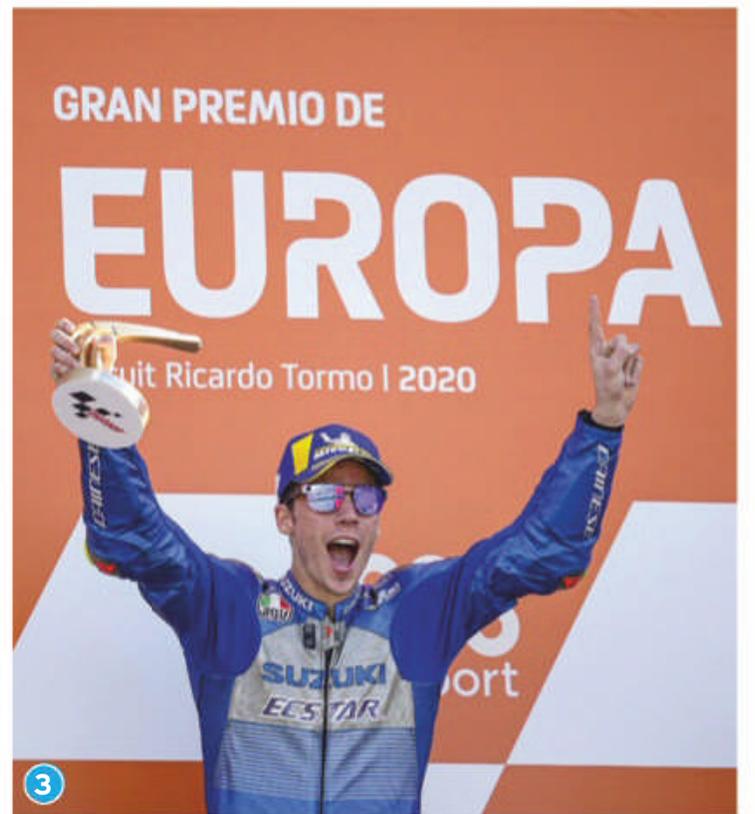
Lundberg agreed. “He has a really good training programme. When he’s training on the bike in Palma, he tries the same that Marquez does – always trying to save the front closing, to save the high-side. He’s pushing his bikes – supermotos, motocross, every bike – on the limit. This helps. His way of training is with this goal; to manage really complicated situations on the bike. This helps for sure.”

This is also a factor in why he can manage stressful situations mid-late race. Lundberg again: “It’s his brain. He can switch the brain and also ride. Not so many can ride on the limit with the brain switched on. He’s able to do this. It’s like multi-tasking. For other riders, when they’re on the limit, they can do nothing else. But he was really focussed on the last laps.”



“WHEN YOU’RE STRONG I PREFER NOT TO TOUCH THE BIKE AND I PUT IN THE REST”





1. The best rider rode the best bike over the year
2. Mir is in fine company on the MotoGP trophy
3. His win in Valencia was a big breakthrough



legend, like Kevin Schwantz or Barry Sheene. When you go to Honda's factory team, your obligation is to win. Suzuki hadn't won any title in 20 years and there wasn't this pressure."

From his first outing on a GSX-RR, Mir's one great strength stood out to his new crew.

"We did a private test at Motegi [at the end of 2018]," said Mir's current crew chief Frankie Carchedi. "It's always difficult to compare or analyse anything because he was the only one there. But at turn 11, the downhill right, he was braking later than we were doing in qualifying the year before. We thought, 'We've either got someone very special or the track conditions have changed a lot!'"

Very special, indeed. Mir's ability on the brakes is akin to a man whose feats he was seeking to replicate: Suzuki's '93 champion Schwantz.

But perfecting the rest took a little longer to master. His fortunes during an injury-hit rookie campaign were mixed. Mir finished just five seconds off the victor in his first race in Qatar. But there were the falls that come with finding the limit when building experience.

"When you arrive in MotoGP you want to demonstrate to everyone so fast. This is a mistake," he said. "I was fast in my first race in MotoGP and fighting for a podium but then the crashes started. Bam, bam, bam! This was the problem.

"It was better to start more carefully and build [yourself up]. This is what happened last year. I crashed, scored no points but in Barcelona I got



“I ALWAYS SAY, EITHER GO HOME AND FORGET THIS STORY, OR IT MAKES YOU STRONGER”

a sixth position. Then it was smoother, calmer until the injury in Brno.”

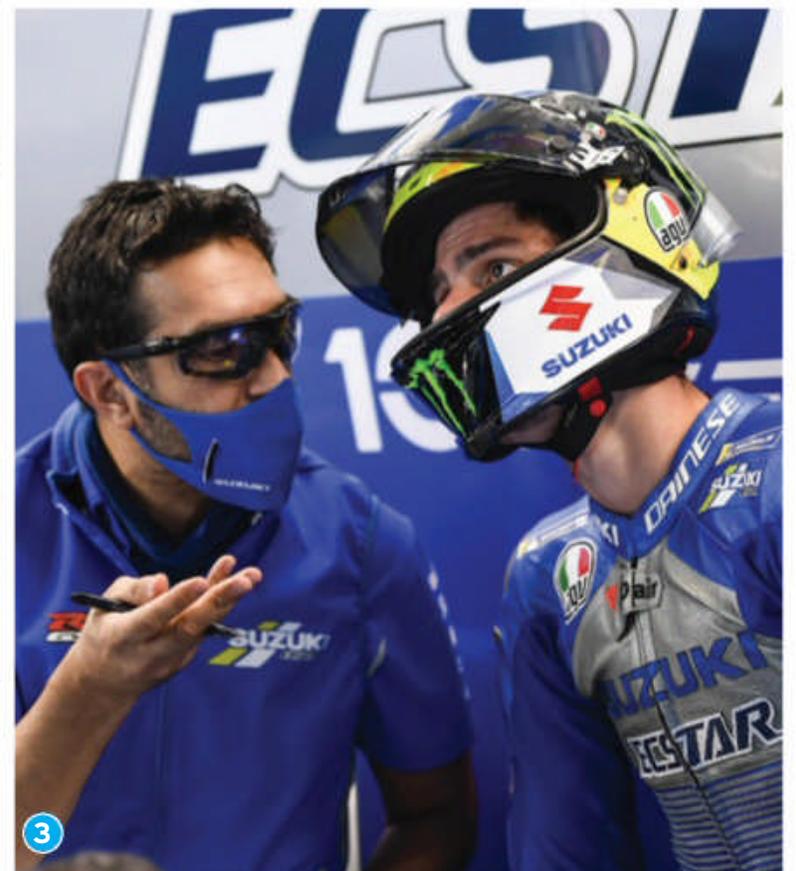
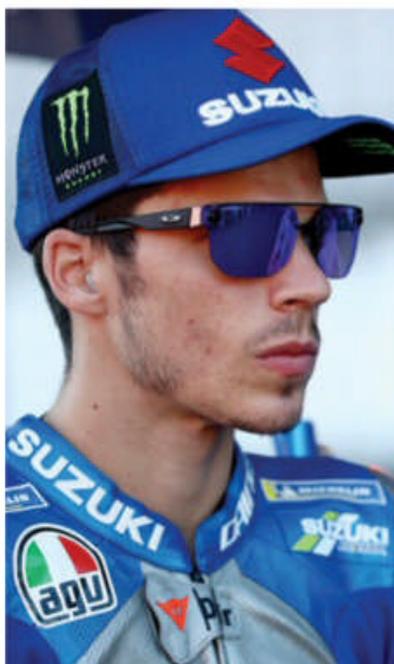
That came at just the wrong moment. Mir was among the fastest names at a test the day after the Czech Grand Prix when a technical issue forced him to dismount at over 200km/h on the run to turn one. A contusion to his lung forced him out of two races and seriously hampered his fitness for the remaining seven.

“(But) I always say this moment makes you (either) go home and forget this story, or it makes you stronger,” he later reflected.

After recovering fitness, a near perfect preseason saw him smooth out his style and gain further understanding of the GSX-RR. How did he do it?

“Just thinking about it,” Mir said nonchalantly. “Laps, laps and laps made me stay calmer.”

His cause was helped by Suzuki working on acceleration and top speed, previous weaknesses. Its agility and tyre management were unparalleled. Toward the end of the year Franco Morbidelli began labelling those final laps “the Suzuki zone,” such was Mir’s prowess as the grip went away. There’s ample evidence to



1. The title was sealed with a conservative ride in Valencia
2. How much more is there to come from the Suzuki GSX-RR?
3. Mir and crew chief Frankie Carchedi have gelled seamlessly

say it was this year’s most balanced bike.

And that calm was needed after a shaky start. Mir crashed out of the Spanish Grand Prix and, thanks to a poor start, was taken out of race three at Brno. Leaving the Czech Republic in August, he was 14th overall, 48 points behind Fabio Quartararo.

“I remember him doing the warm-up behind Brad (Binder) for 12 laps,” recalled Carchedi of that weekend. “He actually came in and went, ‘Brad’s fast! I could stay with him.’ After the race he thought it was great Brad won. From a psychological point of view, he knew he had that speed as well. He never doubts himself, that’s for sure.”

This success came ahead of schedule.

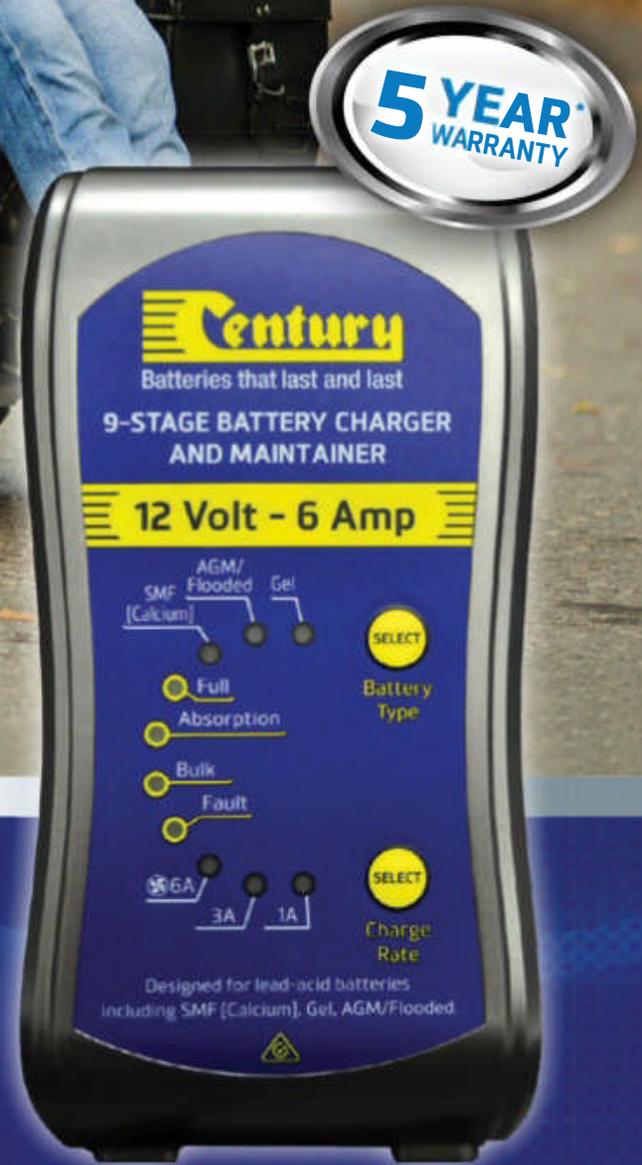
“We were always working towards year three (in MotoGP),” said Carchedi.

And at 23 years of age, Mir is far from the finished article. “He’s at maybe 85 percent of his full potential.” With five first-time winners in the premier class in 2020, there was a clear changing of the guard. Of all the young names, it’s Mir that is best equipped to build on this unlikely success. ■

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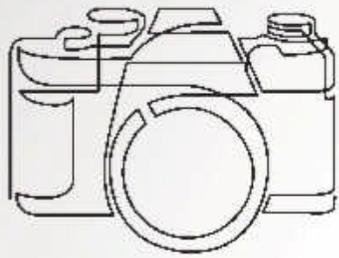


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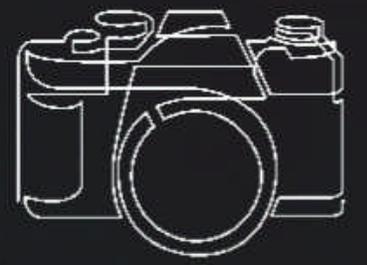
■ WORDS **SAM MACLACHLAN**
■ PHOTOGRAPHY **AMCN ARCHIVES**

It was a crap year in some ways, but there's always a silver lining, right? In this case, that lining was the time we did spend on bikes, many of which will be memorable. Drought, fire, Covid-19 – none of it stopped us riding for long, but made us even more grateful to be on two wheels

► We snuck our Adventure Test between a general travel lock down and Victoria's much longer one – it was memorable for so many reasons! 📷 *Josh Evans*









▲ The Dakar took a different route this year, run entirely in Saudi Arabia. But sand is sand and between Shubaytah and Harad, Aussie rider Colin Wilson and his Husky found plenty

📷 *Charly López/A.S.O*

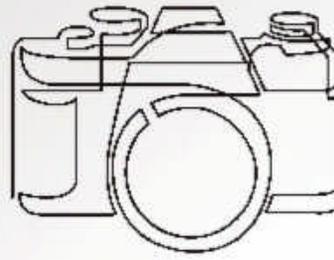
▶ It was the humerus fracture heard around the world when Marc Marquez crashed at the MotoGP opener at Jerez. But he'll be back next week, right? Next month? Maybe... next season.

📷 *MotoGP.com*

◀ Ducati's new Streetfighter V4 S was one of the most exciting new bikes of the year, a fact proved when it won our Nakedbike comparison

📷 *Fabio Grasso*





▶ Our 10-bike Adventure test single-handedly broke the drought and bushfire curse we were attacked by as the year began – it flogged down. Then Coronavirus hit...

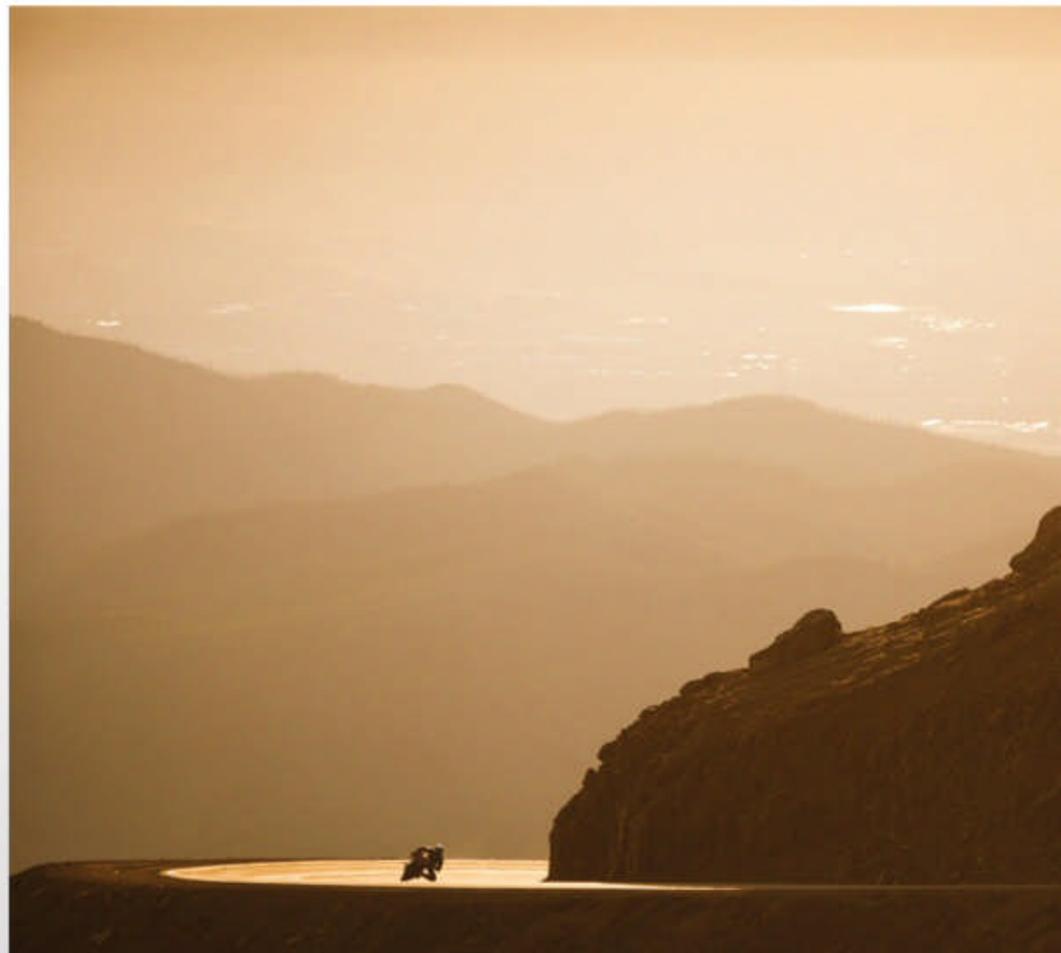
📷 *Josh Evans*

◀ Yep, we let tester and road racer Gareth Jones take motocrosser Todd Waters through the Gold Coast Hinterland on a pair of Husqvarna 701s and... this happened

📷 *Matty McFerran*

◀ It's good to keep moving on, but don't forget to look back. We did that with Nicky Hayden, here seen celebrating his 2005 MotoGP win at Laguna Seca

📷 *Gold&Goose*





▶ Neither rain, nor other Bahraini elements, could stop Adam Child from having to be dragged away from Ducati's Panigale V4 S. It's that good

📷 *Milagro*

▶ We tested Rennie Scaysbrook's Pikes Peak winning Aprilia this year, reason enough to run this shot again!

📷 *Larry Chen*



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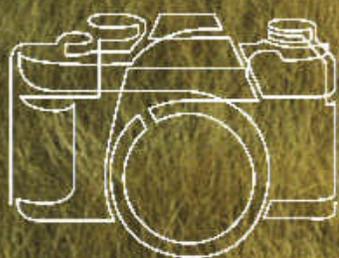
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▲ We needed a drone to get above the grass in western NSW and show off Suzuki's new V-Strom. Covid was a presence, but the drought was broken. You can't win them all

📷 *Sam Maclachlan*



◀ The stories of motorcyclists trapped in far off countries were rife during the pandemic, though if you are going to be stuck, this isn't a bad way – here Pavel Kunc and friend rest while stuck in Morocco

📷 *Pavel Kunc*



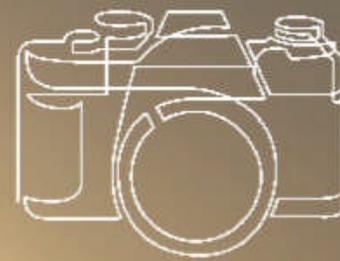
▶ Things happen quickly on a Kawasaki Z H2, a Supercharged naked for the ages. Those leaves were sucked off the branch by the thing

📷 *Mark Watson*

◀ Fabio Quartararo banked two wins and 50 points in the opening MotoGP rounds at Jerez. And then, Yamaha's valve problem and the rise of Suzuki happened. It's been downhill ever since

📷 *Gold&Goose*





▶ Honda's new Africa Twin even looked a bit Africa here – except this was taken a stone's throw from the Devil's Marbles in the NT

📷 *Damien Ashenhurst*

▼ Troy Corser can do things on an 80-year-old BMW R 57 Kompressor that would shame bikes half its age. So of course, Sir Al took it for a ride

📷 *Kel Edge*



▲ A strange year for oh-so many reasons. Here's a world championship race designed to delight and entertain. Yet there's no spectators, no atmosphere and buggar all support crew.

📷 *Gold&Goose*

◀ Our drought-breaking Adventure Touring test. If AMCN staffer Pete Vorst was on a bike test, it rained. Every time. Here's photographic proof of just how much rain... Strapz was stoked.

📷 *Mark Watson*

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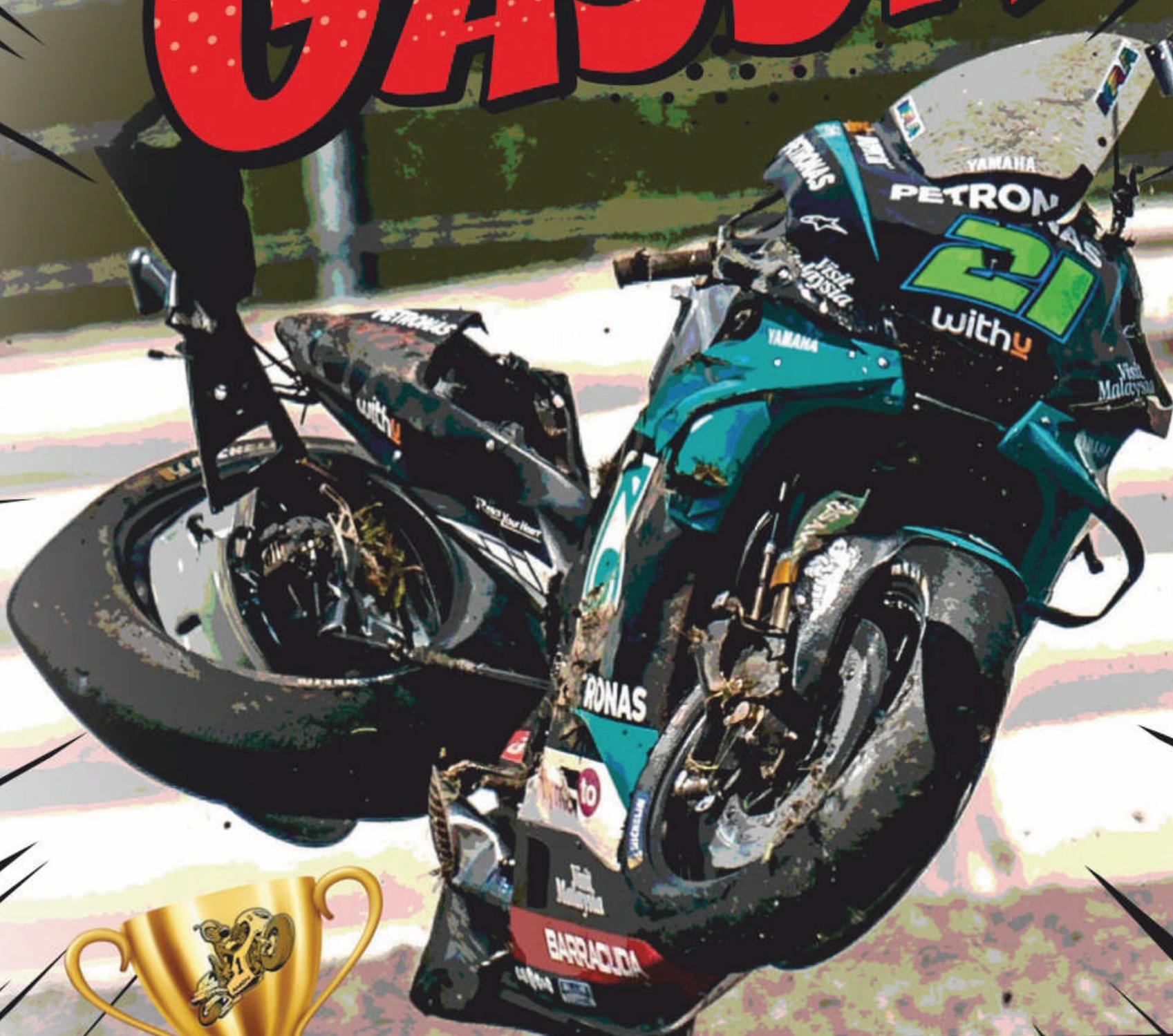


08
BIG
PAGES

70
12 DEC
2020

GONG NONGS // THE COVETED GASSIT AWARDS

THE GASSITS



A YEAR TO FORGET IN MANY WAYS, 2020 HAS SERVED US A PLATTER OF UNPLEASANTRIES. BUT AMID THE SMOKY HAZE OF BUSHFIRES AND THE PPE OF A GLOBAL PANDEMIC, ALL WALKS OF MOTORCYCLING LIFE HAVE GIVEN IT THE BERRIES IN A BID TO LAND A COVETED GASSIT AWARD. ABSURD AND IDIOTIC, SERIOUS AND SPECTACULAR, AMCN'S ANNUAL GASSIT AWARDS TAKE UP WHERE THE OSCARS LEFT OFF

WORDS KELLIE BUCKLEY PHOTOGRAPHY AMCN ARCHIVES

SPECTACULAR!

THE GASSIT AWARDS

SAVE OF THE YEAR

In the absence of Marc Marquez, jaw-dropping saves have been few and far between but the save of the year goes to Marc Marquez.

The opening round of the MotoGP World Championship was just five laps old. The reigning champ had just picked Maverick Vinales's pocket for the lead and was desperate to put some air between himself and his countryman. It was turn four when his front tyre screamed no more, and turn four where he left a 40m-long skid mark as he mustered every one of his cat-like reflexes to not only keep his RC213V from washing away from underneath him, but get the thing back to something resembling upright before barreling into the gravel at a hell of a speed and opening the gas to flat track his 270hp-machine out of the kitty litter, rejoining his first and last race of 2020 in last place.

SPECIAL MENTION to Lewis Hamilton who, even though he may not have *actually* saved Valentino Rossi's YZR-M1 from crashing, no one actually saw it. So did it even happen? If anything, he may have saved a bit of face.



CRASH OF THE YEAR

Not that we need to remind anyone, but that horrifying crash during the Austrian Grand Prix was a heady mix of terror, speed and luck. How everyone walked away from that crash, we will never know.

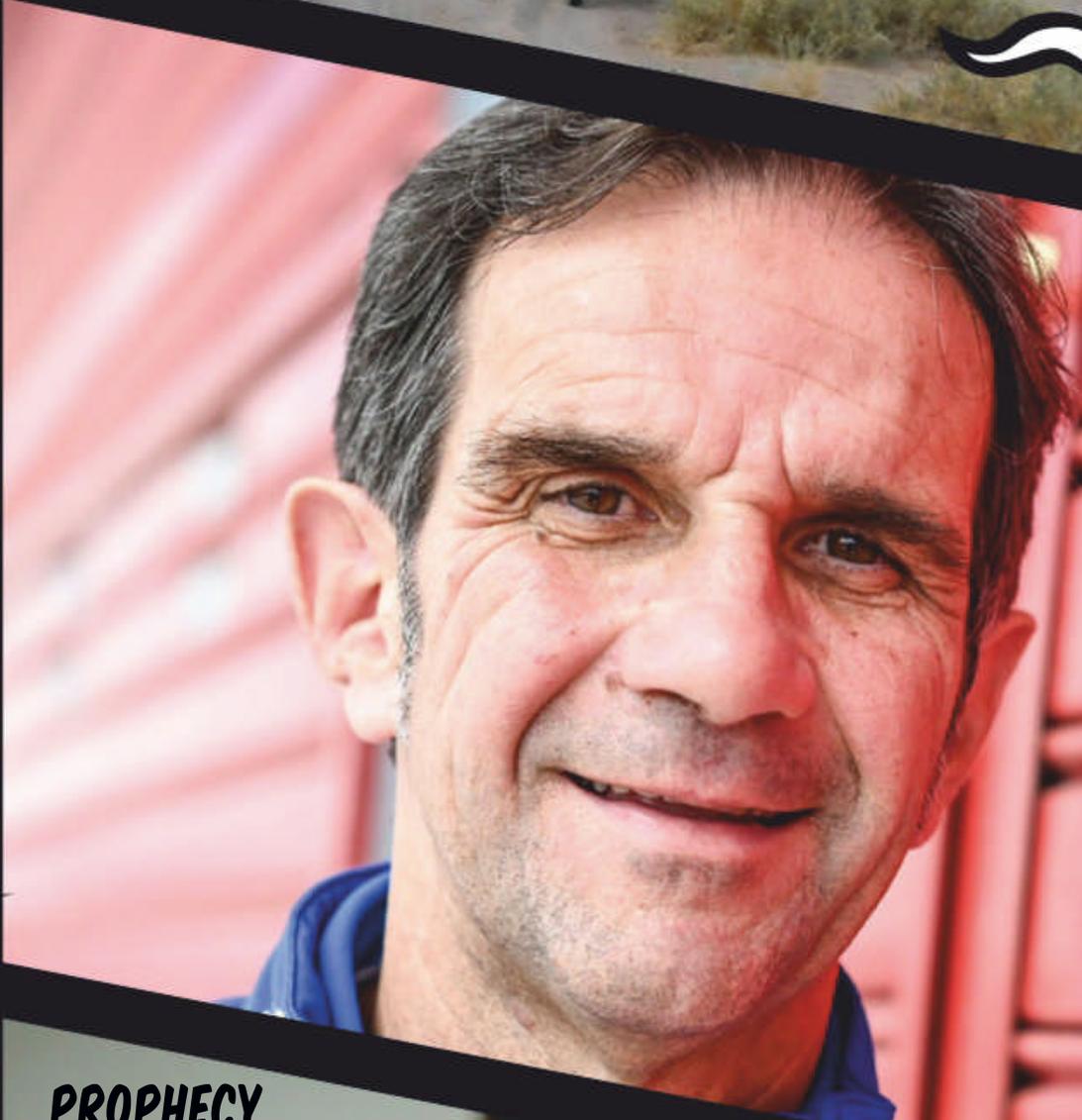
SPECIAL MENTION to AMCN Art Director Paul Andrews who spectacularly threw a Royal Enfield Himalayan into the scenery on his way to this year's 2020 Adventure Comparo. Paul managed to free himself from underneath the up-side down motorcycle resting quaintly on its aluminium panniers while the crew devised a plan on how to get the Enfield back on its wheels. To the bike's credit, after 10 or 15 minutes of being inverted, it fired into life with the first thumb of the starter and continued all the way to the bush hut in the Snowies and all the way home again how ever many days later. Which is more than can be said for Paul.





RIDE OF THE YEAR

It was the longest day of the Dakar Rally, 741km. Just before the 500km mark, Toby Price came across Paulo Goncalves who had crashed at a particularly fast section of the stage. He stopped, called for help and spent an hour and a half assisting the medics, holding drip bags and redirecting competitors all the while hoping like hell they'd save his friend and rival's life. Tragically, they were unsuccessful, and Price helped carry his friend and rival's body to the helicopter before pulling on his helmet and his race face to ride another 250km through the Saudi Arabian desert, flat out.



VISIONARY OF THE YEAR

Davide Brivio. Because when teams and factories were all scrambling to get their hands on Fabio Quartararo's signature for the 2021 season, the likeable and professional paddock stalwart stayed the course. "We are here to win the championship, the GSX-RR is a very good bike and we have a good organisation," he said. "So we are trying to create our own top riders with young guys that put everything together. We are only talking to Alex and Joan, our intention is to try and stay with these guys for 2021. Joan will take more time [to come to a contract agreement], but we are happy with him. Joan is very promising, a lot of potential ... he is a great racer."

PROPHECY OF THE YEAR

It was way back in June when KTM's head honcho Stefan Pierer predicted something. When asked by Sir AI if the growth of the midsize market would suck business out of the firm's higher-end large-capacity segment and this was his reply.

"Post-corona, there is not the demand [for large-capacity bikes] ... and that will go on for however long it takes to resolve this crisis, which we expect to be *by the end of 2021 at the earliest*. Bloody hell, we hope he's wrong. But he rarely is.



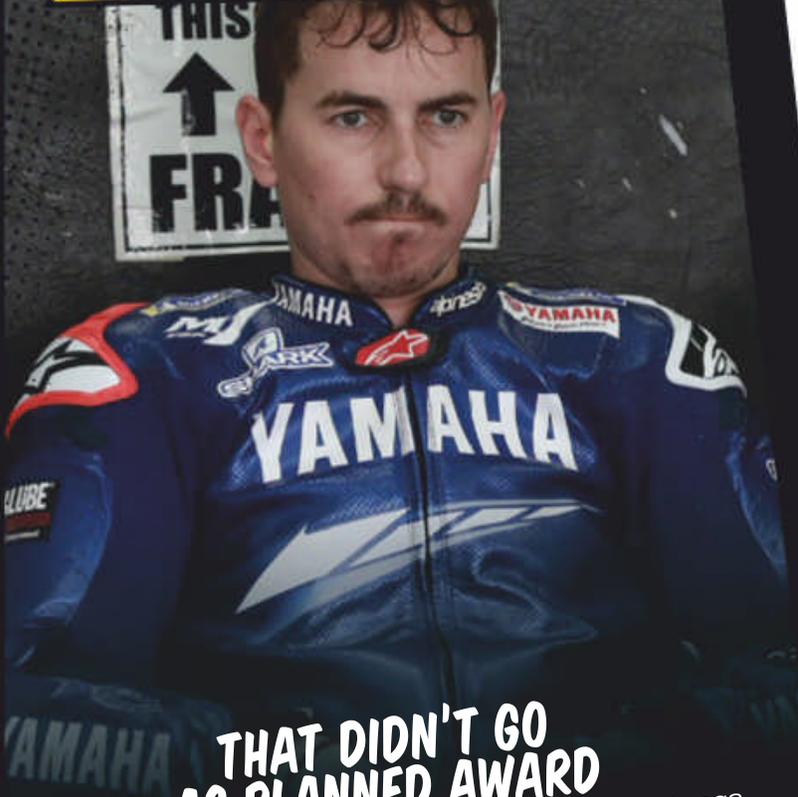
BLUNDER OF THE YEAR

That time when we thought we were so clever by turning the opening spread of the feature on 10 Underrated Bikes into a find-a-word. We were so proud of our mid-covid creativity, so proud of giving something else to our readers to help pass the time in lockdown. And then the letters started pouring in. We left the G off Husaberg. Twits.

THE (un)LOVED ONES

Some perfect bikes on paper just didn't translate to the buying public's hearts. Here's 10 underrated motorcycles from the last 25 years

THE GASSIT AWARDS



THAT DIDN'T GO AS PLANNED AWARD

He had so much speed, so much experience, 44 race wins on the YZR-M1 and the partnership just had so much promise. But when official Yamaha test rider Jorge Lorenzo wobbled around the Portimao Circuit on a one-year-old M1, he was quickly booted out the door to make way for Cal Crutchlow – who managed a total of zero race wins on the Yamaha prototype.



AWARD OF THE YEAR

When AMCN announced Aprilia's 2015 Tuono 1100 Factory received the highly acclaimed Motorcycle of the Decade Award. The bike represented the Noale Factory's perfectly executed answer to the question a performance-hungry market was asking. The Readers Choice Award went to Kawasaki's 2014 Ninja H2.



NEW TECH OF THE YEAR

Ride height adjusters. What started as a device to mechanically squat the rear end of a MotoGP bike to achieve optimal drive off the start line, quickly evolved into a race-long tactic. In a series where the top 20 riders can be separated by less than a second, riders with the technology fitted can squat the rear on the exit of a corner maximising traction and reducing wheelies, activated by a bar-mounted lever.

SPECIAL MENTION to BMW's wireless charging pad that sits on the ground on which you rest your sidestand that has been fitted with a charge-receiver coil makes so much good, innovative and hands-free sense.



WOW!

HANG-ON-A-SECOND AWARD

Goes to Marc Marquez and his injury. How can a bloke go from being cleared to race five days after breaking his humerus in the opening round to not returning for the entire season? And that bit about opening a window; that was also weird. Whatever the hell's going on – and we may never really understand – we hope it gets sorted quick, cos we need to see than man racing motorcycles again.

SPECIAL MENTION goes to the BMW with production ape-hangers. Hang on, what? The firm's long-awaited R 18 cruiser comes standard with a 19-inch front wheel and rather conventional how-do-you-do swept-back 'bars, but dive into the genuine accessories catalogue and you'll find a raft of things you'd never imagine you would from the once-stuffy German brand. Bobber rear fenders, tractor-style seats, Vance & Hines pipes and even bloody ape-hangers!



ABOUT TIME AWARD

Goes to China's motorcycle manufacturing industry. Once known for inexpensive slapped-together low-capacity knock-offs, 2020 saw China take the steps required to see it mature into a key player in the large-capacity, high-performance sector. CFMoto unveiled the CF1250 luxury tourer and MT800, Benelli threw its own luxu-tourer into the mix with the 1200GT and 600GT and even Zongshen popped its head over the parapet with the ZS850.

POW!

MAN OF THE YEAR

Take a bow Jonathan Rea. Oozing with self-belief, the well-grounded and hard-working family man ticks nearly every box in this category. His fifth world title last year took a special level of commitment to claw back the lead Alvaro Bautista gained with nine consecutive wins to open the season. And when former MotoGP rider Scott Redding lobbied on the season, brimming with confidence off the back of his BSB title winning year to take six consecutive podiums, Rea must have thought he'd be asked to do it all again. He opened his campaign in Australia with a crash in the opening race, but picked himself up and dusted himself off to score 17 podiums in 24 races to celebrate an unprecedented sixth consecutive world title.



THE GASSIT AWARDS

QUOTE OF THE YEAR

There's a three-way dead heat for this gong:

"I'VE ALWAYS HAD A DESIRE TO GET FAT INSTEAD OF BEING A SLAVE TO THE RACING DIET. SO I'LL HAVE A YEAR DOING THAT AND THEN I'LL PROBABLY LOOK AT MYSELF IN THE MIRROR AND BE DISGUSTED"

- Cal Crutchlow

"THERE'S NO FEELING LIKE IT, JUST GET THE MULLET FLAPPING IN THE BREEZE... IT MAKES YOU FEEL FREE"

- Toby Price

"THE DECISION TO PRINT THE SUSIE POSTER REALLY IS A SHOCKER. YES, WE DO LIVE IN EXTRAORDINARY TIMES BUT THE NAME OF THE GAME IS SOLIDARITY, NOT DIVISIVENESS"

- Peter Dyer, Barwon Heads, Vic

"HE HAD TO LEAVE HONDA AS A LOSER. IF HE CAME BACK AND WON ONLY ONE RACE, HE COULD RETIRE WITH A CLEAR CONSCIOUS"

- Who needs enemies when you've got a dad who says exactly what he thinks, eh, Jorge Lorenzo?!



TWIT OF THE YEAR

The plaudits go to Andrea Iannone who, after testing positive for the body building steroid Drostanolone, plucked an excuse out of the air that he'd heard had worked for athletes in the past, but failed to put in any effort to at least try and back up his story. The bloke couldn't even produce a receipt for the so-called contaminated meal through which he allegedly consumed the prohibited substance. The disciplinary court's report read: 'The panel cannot comprehend why an athlete assisted by a team of professionals, and knowing his career was at stake, did not at least try to secure a duplicate of potential evidence.'

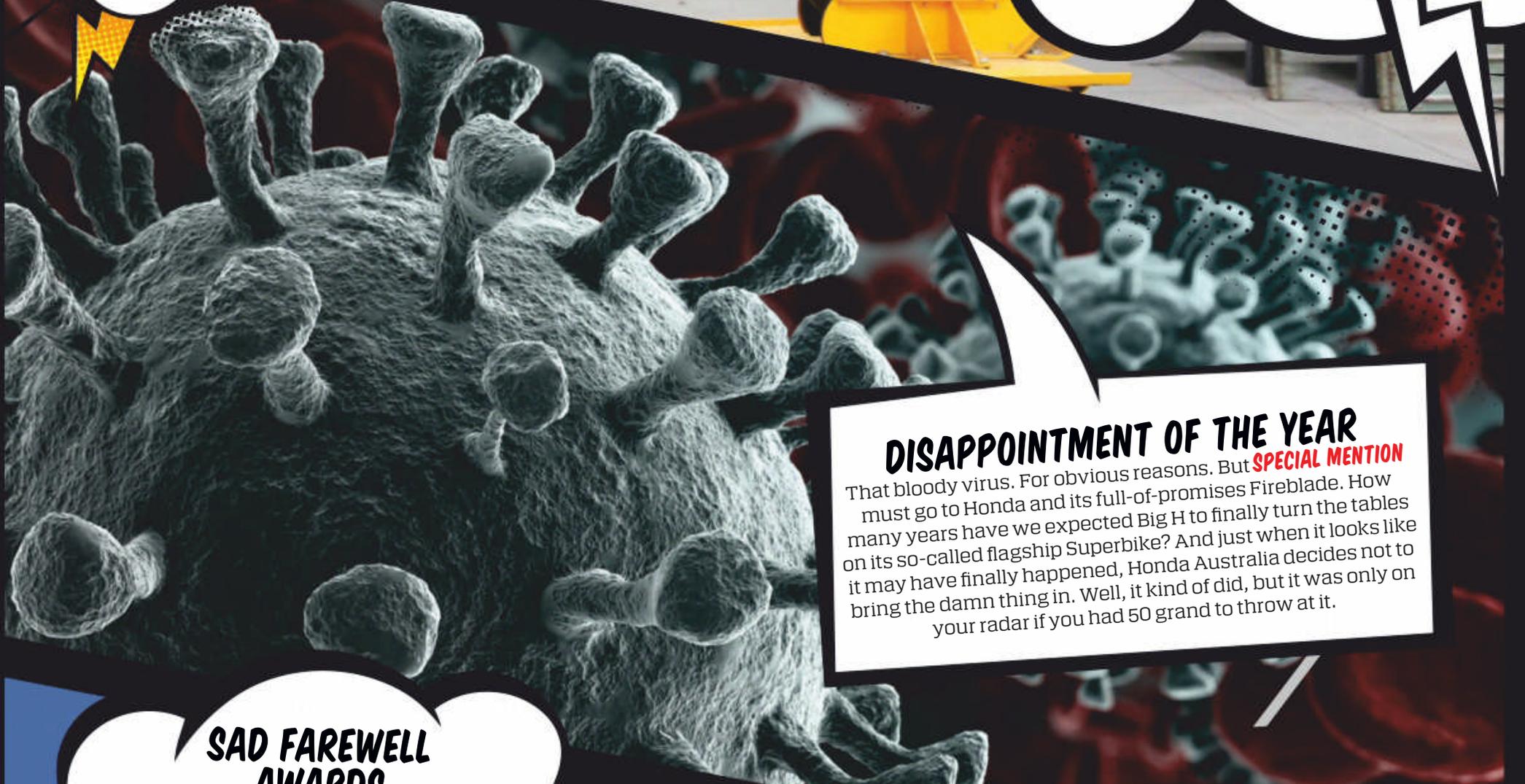


ZAP!

WEALTH FOR TOIL AWARDS

Is awarded to Dennis Savic, the self-believing entrepreneur who turned his dream of launching an Australian electric motorcycle company in a reality. Savic Motorcycles began production this year of its innovative C-Series motorcycle.

SPECIAL MENTION goes to the fiercely determined Australian squad at this year's Island Classic who defended its coveted International Challenge trophy from the strongest American team yet. And a **SHOUT OUT** to Max Whale, the talented Aussie who finished second overall in the American Flat Track Singles series despite, well, America.



DISAPPOINTMENT OF THE YEAR

That bloody virus. For obvious reasons. But **SPECIAL MENTION** must go to Honda and its full-of-promises Fireblade. How many years have we expected Big H to finally turn the tables on its so-called flagship Superbike? And just when it looks like it may have finally happened, Honda Australia decides not to bring the damn thing in. Well, it kind of did, but it was only on your radar if you had 50 grand to throw at it.

SAD FAREWELL AWARDS

Staintune exhausts, one of this country's most recognisable – if not mispronounced – motorcycle accessory brands closed its doors for the final time after 30 years. 'Fess up, were you one of those people who believed it was called Stay-in-tune?

We also take a moment to remember Compass Expeditions, the Victorian-based tour company, which shut down after 13 years of running two-wheel tours and expeditions around the world.



GAMBLE OF THE YEAR

When Johann Zarco clutched at premier-class straws and inked a one-year deal to ride alongside Tito Rabat in the Avintia Ducati squad. Since then, new management in the form of former GP rider Ruben Xaus and new funding in the form of Esponsorama support turned the also-ran squad into a competitive one. And for 2021, the 30-year-old Frenchman has found himself in a pretty coveted Pramac seat with some decent factory support – and a seat normally reserved for young up-and-comers.

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- Soft neck collar





THE INFLUENCER

When you sit down to watch a MotoGP race you need to thank Mike Trimby more than anyone else for the spectacle

■ WORDS **MAT OXLEY**

■ PHOTOGRAPHY **GOLD&GOOSE AND BBC**

Former racer Mike Trimby has worked in the MotoGP paddock since the early 1980s and is largely responsible for the four cornerstones of the spectacle that we all know and love: improving circuit safety, putting the races on TV, organising the teams and making sure everyone gets paid.

Trimby started out as a revolutionary – going after the cigar-chomping, blazer-wearing racing establishment who treated the riders like performing animals. The first battles he fought was for better safety, better paddock conditions and better money.

“The old promoters and the FIM treated us like shit,” recalls ‘King’ Kenny Roberts, a 500cc GP winner from 1978 to 1983.

“It was just wrong, they had us by the balls. Some of the tracks were so dangerous it was stupid. And you’d have to tickle the promoters’ balls to get 500 bucks more. The whole thing was like a mafia deal.”



MIKE TRIMBY

In 1982 Roberts, Barry Sheene, Franco Uncini and other top riders hired Trimby to fight for their rights, because they were too busy racing to waste time arguing with the old-boys network of the Fédération Internationale de Motocyclisme (FIM), the sport's governing body and the promoters.

The priorities of the old crooks running the show was to keep prize money low and spend nothing on the circuits. If riders died, so be it.

"The throttle works both ways," was their mantra. In other words, if you die it's your fault, not ours.

The death toll was horrific. During the 1950s, 29 riders died at grands prix, roughly one death every other event. The 1960s claimed 25 lives, the 1970s took 24. No wonder the riders had had enough.

"At the 1982 French GP the riders went on strike, because of track safety and paddock facilities," says Trimby, 71. "Someone told them they needed to be represented properly, so I got summoned. Some of the riders knew me from when I was racing, so they said, 'We haven't got any better ideas, so let's go with Mike.'"

Trimby has been a motorcycle fanatic since he was a kid, when his dad took him on the pillion of his 197cc James to watch scrambles, trials and road-races. He started racing Aermacchi singles in the late 1960s, moved up to Yamaha TD and TZ twins and then a TZ750 and endurance racing, from the Macau GP to the Bol d'Or and Suzuka Eight Hours.

"The top riders agreed to pay me three percent of their prize money, which wasn't much, but that wasn't a huge problem because I was making my money by running a road-racing show in London and helping with the Macau GP. I started at the Yugoslavian GP in July 1982. Uncini was the riders' representative, so he told the FIM: don't talk to us anymore, speak to Mr Trimby. The president of the FIM jury said, 'No way!', and threw me out of the meeting.

"That wasn't an auspicious start but I just kept bashing away. I embarked on various campaigns – the main thing was safety, because safety was horrendous."

During August 1982 GP racing suffered a very dark day at Silverstone, when Norman Brown and Peter Huber lost their lives in the 500cc race. The man supposed to be in charge was Vernon Cooper, chairman of the ACU, British bike racing's governing body

"Cooper was totally incompetent and a nasty piece of work," Trimby adds. "I stood with him that afternoon because I knew he'd screw up anyway, not because I'd anticipated the awful accident. He didn't know what the hell was going on, because he had no communication with the marshals, so when Roberts came past the start/finish waving his fist, that was the first time Cooper knew that something was wrong. It was a nightmare."



1. At Macau in 1978 Mike Trimby, left with beer, finished third behind Sadao Asami and Steve Parrish

2. A year later, he raced a TZ750 there

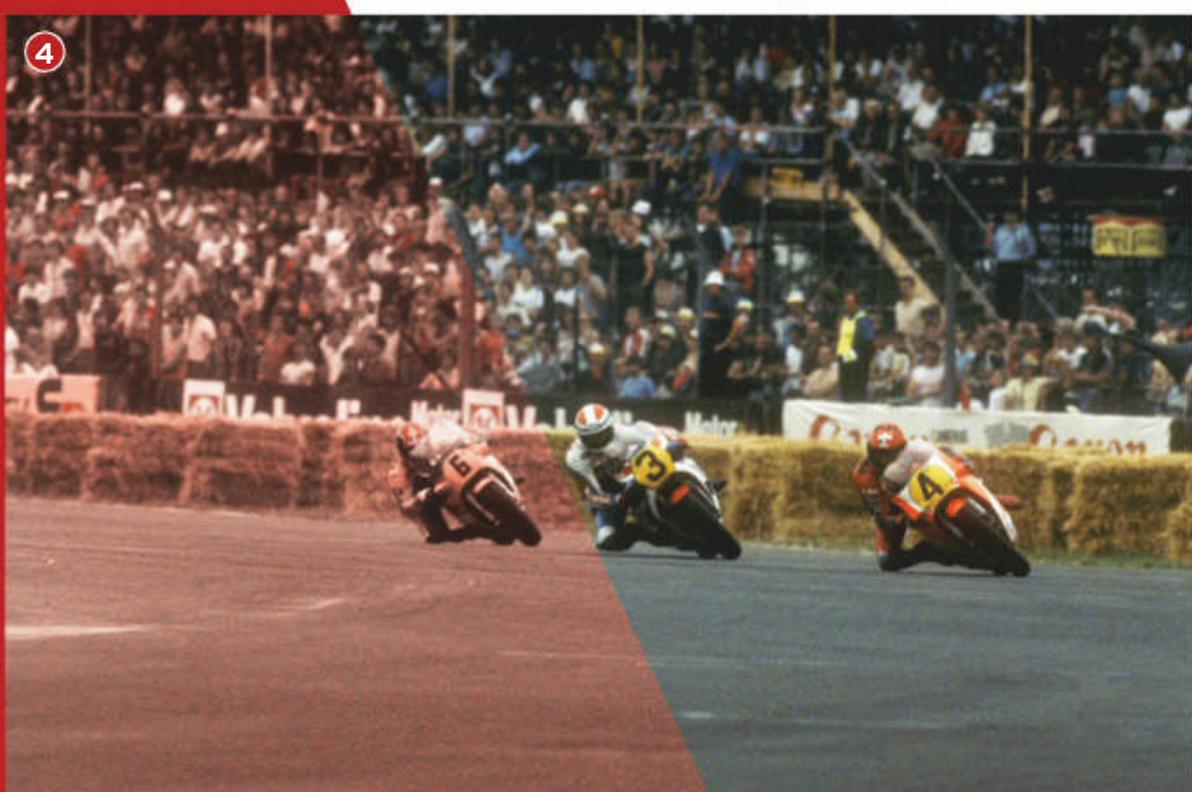
3. Christian Sarron, left, was one of Trimby's strongest supporters

4. Haybales; better than catch-fencing but still not great

5. BBC journalist Roger Cook investigated the lack of safety in racing and brought down the much disliked ACU Chairman Vernon Cooper



“THE THROTTLE WORKS BOTH WAYS,” WAS THEIR MANTRA. IN OTHER WORDS, IF YOU DIE IT’S YOUR FAULT, NOT OURS



Trimby and Roberts set BBC investigative journalist Roger Cook onto Cooper. The highlight of Cook’s *Checkpoint* documentary *Uneasy Rider* had him door-stepping Cooper at his home, where his Jaguar – with personalised reg plate – stood on the gravel drive. Mrs Cooper assured Cook that her husband was out and called the police. Minutes later Cooper escaped in his Jag, scattering gravel in all directions.

Eight months after the Silverstone tragedy two more riders perished, at the 1983 French GP. During practice Iwao Ishokawa was hit by another rider, whose brakes had failed. There was no medical helicopter, so Ishokawa was transported by ambulance, which got lost. By the time the Japanese arrived at hospital, several hours after the accident, he was dead.

Three days later Swiss star Michel Frutschi died during the 500 race, when he crashed and hit a wooden pole, dug into the ground to hold up lines of catch-fencing, put there to improve safety. At

MIKE TRIMBY

the time his girlfriend was pregnant with their first child.

“After that, catch-fencing poles were our main campaign. We’d arrive at a track, ask the organisers to rip out the catch-fencing and replace it with rows of haybales. The idea was that when a rider crashed he’d gradually demolish the haybales, which slowed him down without killing him.

“When we went to Mugello we told them we wanted the catch fences taken out and replaced by haybales. The promoter took me to the start line, where there was a big truck piled up with ‘bales. He said, ‘There you are, go and put them out!’ So we did – us and the riders.

“Getting rid of catch-fencing definitely saved lives. After that it was just bashing away until we got some movement on general circuit safety.”

Inevitably Trimby’s successes made him a marked man among the racing establishment, who were terrified of any change to the status quo.

But he had the riders on his side and they were increasingly militant, determined to overthrow the system which had been robbing them and killing them for decades.

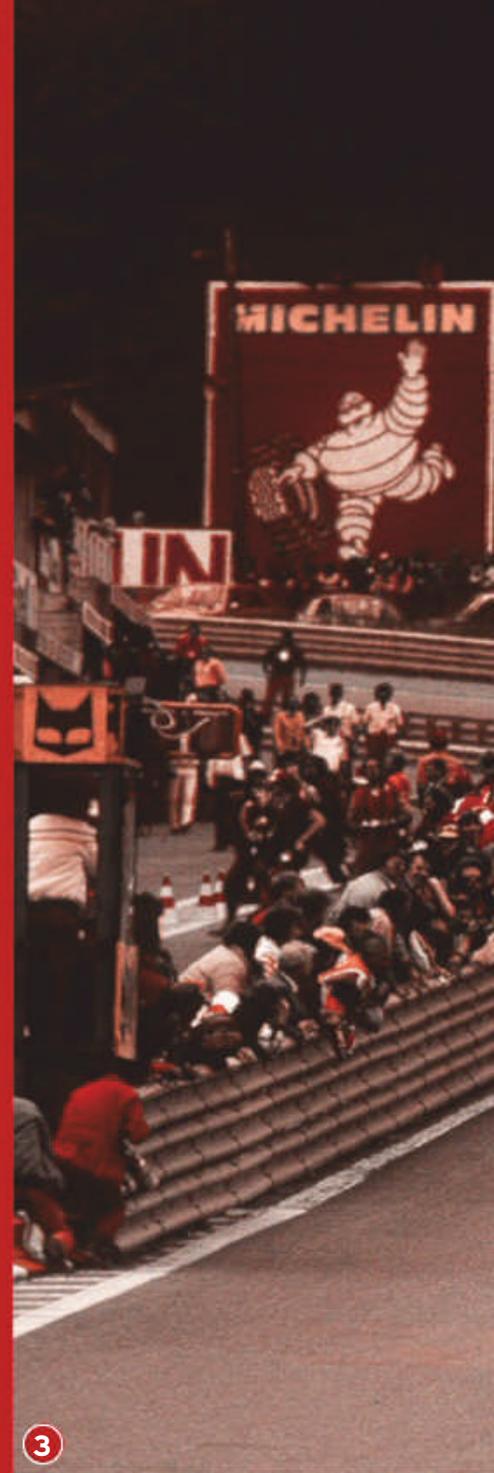
“People like Roberts were brilliant. One year I went to Jarama and they wouldn’t let me in, because they knew what I was up to, so Kenny said, ‘If Trimby doesn’t come in, we don’t come in’. He was always there, supporting me up front, arguing.

“Kenny, Randy Mamola, Christian Sarron and Freddie Spencer were the same – together we made a difference.”

Haybales saved lives but couldn’t make every track safe; for example,



Mike Trimby (centre) discusses the state of the track at Spa in Belgium this year with Erv Kanemoto, Rob McElnea and Franco Uncini. Trimby has been elected by the riders to represent them in their prize money negotiations.





1. From the earliest days of IRTA Trimby had his eye on improving safety
2. Spain's Jarama circuit was one of the danger tracks that is no longer used
3. Spa in Belgium used to draw a huge crowd but when the promoters did not improve safety the FIM cancelled the race



**HE HAD THE RIDERS
ON HIS SIDE AND THEY
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AND KILLING THEM
FOR DECADES**

Belgium's epic Spa-Francorchamps. This was Trimby's next focus: to fix the most dangerous circuits. Over the decades Spa had claimed many lives and in July 1984 it killed British 500 privateer Kevin Wretton, who crashed at the lethal 240km/h Blanchimont corner.

"At that time the FIM had its first road-racing chief who was somewhat sympathetic to the riders' cause. Luigi Brenni wrote out a homologation requirement for Spa after Wretton's death, requiring the barriers at Blanchimont to be moved back so many metres before we went to race there in 1987.

"At Assen in 1987, the weekend before Spa, we heard rumours that they hadn't moved the barriers, so Randy and I got in a car and drove to Spa. There was lots of work going on – putting up grandstands and so on – but nothing had been done to that corner, so we took photos, drove back to Assen and showed them to Brenni, who convened a meeting and cancelled the Spa GP.

"That sent shockwaves through the business, because at last we had some clout, which made other organisers sit up and take notice."

The FIM reacted quickly. They dismissed Brenni and installed Joe Zegwaard, who knew which side his bread was buttered.

"Zegwaard was an obnoxious prick. Not long after Brenni cancelled the race at Spa I went to another FIM meeting, where Zegwaard threw me out. These people would sit around and discuss

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everything, from the tracks to the calendar, with no consideration whatsoever for the people taking part.

“Despite everything I enjoyed it tremendously. It wasn’t just safety, we were also banging on about money. At that time the main motive was to get better for money for the people at the back of the grid, because the top guys were already well paid, but the ones who were filling the grid were getting peanuts. So we put in this demand to double their money. We didn’t get it but we got an extra 30 percent, which was a big help.”

Then Trimby started working on the paddock, because conditions at some circuits were medieval, with repulsive toilets and inadequate running water and electricity.

“The toilets at Nogaro were so bad that we used to jump on our paddock bikes every morning and ride into town to get a coffee and use the toilet.

“Back then the biggest race didn’t happen on Sunday afternoon, it happened between one grand prix and the next, because if you didn’t get a



MIKE TRIMBY

ECCLESTONE'S ULTIMATE AIM WAS TO FULLY TAKE OVER BIKE GPs AND TURN THEM INTO A TWO-WHEELED F1

1. Formula 1 czar Bernie Ecclestone was instrumental in getting GP racing's TV rights sorted out, before Dorna bought him out
2. Tech3 boss Hervé Poncharal, left, is a key man in IRTA's and Trimby's influence
3. Trimby is often at the centre of many aspects of the sport

decent place in the paddock you'd have no water and no electricity. You'd have to do things like run cables through the windows of the toilets and adapt the light fitting to get some sort of a power supply.

“We also started organising the paddock because I realised the place was an unexploded bomb. At Imola one year I was in the paddock in my motorhome, with my gas water boiler, with its naked flame, going 10 to the dozen, right next to Suzuki's tent, where they were washing down bikes with petrol. I thought, 'this is a bomb waiting to go off'. After that we moved all the motorhomes away from the working area into a living area.”

In 1986 Trimby, along with several other paddock movers and shakers, formed the International Roadracing Team Association (IRTA), to oversee GP racing's next steps into the modern world.

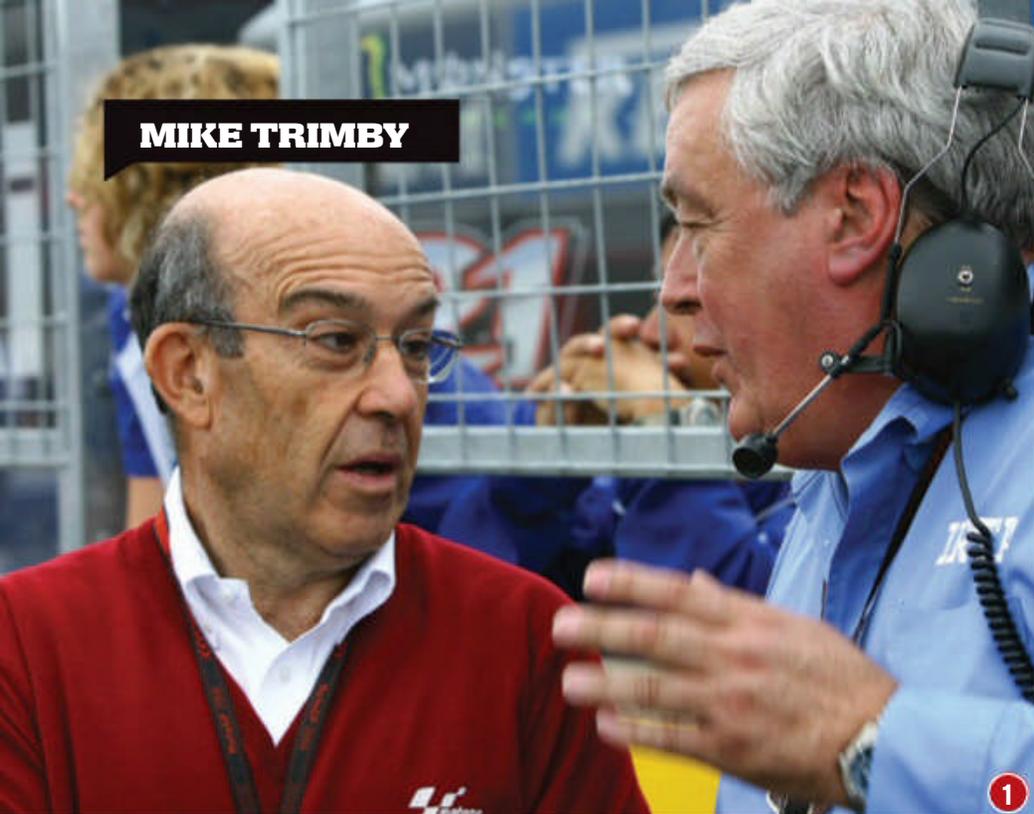


“I'd come to the realisation that there wasn't much more I could do as an individual on safety and money. The only way we could do it was by getting the teams together.

“One of our main objectives was sorting out TV coverage, because television was crucial to the development of the sport. At that time each individual race organiser owned its own TV rights, which many didn't sell. So it was impossible for any broadcaster to put the whole series on TV. So we persuaded the FIM to take the TV rights back from the organisers and centralise them.

“We hired [Formula 1 mogul] Bernie Ecclestone to take over the TV rights, because if we

MIKE TRIMBY



I THINK THAT CARMELO'S SINGLE BIGGEST ACHIEVEMENT IN SORTING OUT MOTOGP WAS GETTING THE SINGLE ECU APPROVED

hadn't used him, he would've scuppered us. The money Bernie paid us was split between the FIM, IRTA and the organisers. We spent IRTA's share on on-bike cameras, so the first on-bike cameras were paid for by us, to improve the TV show."

Ecclestone's ultimate aim was to fully take over bike GPs and turn them into a two-wheeled F1. He established a new company – Two Wheel Promotions – and went to work.

"This was the big battle..." says Trimby.

At the start of the 1992 season there were four different bodies involved in bike grands prix. The FIM still owned the championship, but had sold the commercial rights to TWP, which delegated organisational and financial duties to IRTA, while a new company – Dorna – arrived on the scene to buy the TV rights.

"One of the reasons Bernie got his deal done was that he persuaded his big mate Max Mosley [FIA president] to change the statutes of the FIA, so they could sanction any form of motorsport, not just four wheels. That rattled the cages of the FIM and helped secure the deal. That was the sort of power Bernie had.

"Then Bernie played everyone off against everyone, as was his skill. Within 12 months he had hypnotised Dorna into buying out Bernie's interest for \$50 million. Bernie cashed in big time and Dorna almost went out of business.

"He also stitched us up on a few things, but by the end of 1993 he was gone. Thank God he sold to Dorna, because they've been brilliant partners."

IRTA is now responsible for numerous areas of MotoGP: as well as working with Dorna to contract the teams they also organise the paddock and the grid and look after facilities for out-of-Europe races, as well as supplying race director Mike Webb, FIM chief steward Freddie Spencer and technical director Danny Aldridge to the series.

During the past three decades Dorna – now led by Carmelo Ezpeleta – have made huge changes to MotoGP, most importantly switching from two-strokes to four-strokes.

In recent years Dorna has worked to minimise the performance gap between the front and back of the grids. This has been achieved by rewriting



the technical regulations in all classes: MotoGP, Moto2 and Moto3. The two smaller categories go furthest, with sealed engines distributed randomly to riders, so that no one has a significant horsepower advantage.

"We've made it possible for everyone to be competitive, not only by having equal engines, but by taking away the situation where Aprilia were basically selling championships. In the days of 250s a bike cost around 100,000 Euros, but if you wanted to win races you had pay a million Euros for the best Aprilia. And if you wanted the latest exhaust it was another 100,000, so a rich team could buy the championship. That can't happen anymore – now it's down to the organisation of the team and the quality of the rider.

"I also supported Dorna in levelling the playing field in MotoGP, particularly by reducing the level of electronics, because it's no good having Honda, Yamaha and Ducati running around at the front if the rest of the pack is nowhere. I think that Carmelo's single biggest achievement in sorting out MotoGP was getting the single ECU approved."

MotoGP isn't perfect and never will be, but from technical, commercial and safety points of view, it's never been in a better place. And that's thanks to this guy. ■



1. Dorna's Carmelo Ezpeleta, left, has brought financial stability to GP racing

2. There's always a meeting going on about something...

come up and feel alive. 7

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TWO

WORDS MAT OXLEY

INTO

PHOTOGRAPHY TAKANAO TSUBOUCHI, GOLD&GOOSE,
ARCHIVE A HERL, MUTSCHLER ARCHIVE

ONE



Behind every great motorcycle racer there's a great mentor, crew chief or team boss who knows how to get the best out of his rider. Here are bike racing's 10 greatest winning partnerships

When top motorcycle racers take to the track they do so alone, but they do not win alone. Their performance is inextricably linked to their machine, their team and, more often than not, to a guru that works like their second brain.

These relationships are so close they can be almost familial – rider and advisor are like brothers that know each other so well they know what each other's thinking without even talking. It takes a special chemistry.

More often than not these mentors, coaches, team bosses and crew chiefs are former racers who've been there and done that, so they know what their rider is going through and they know what they can do to help.

The significance of these relationships is such that the 10 partnerships featured here have won more than 50 world championships between them.

1 KENNY ROBERTS AND WAYNE RAINEY

1990/1991/1992
500cc world championships

'KING' KENNY ROBERTS and Wayne Rainey worked together for more than a decade, from the moment Rainey started road racing Kawasaki superbikes in 1982 to the day his career ended at Misano in 1993. They were arguably the most formidable duo in racing.

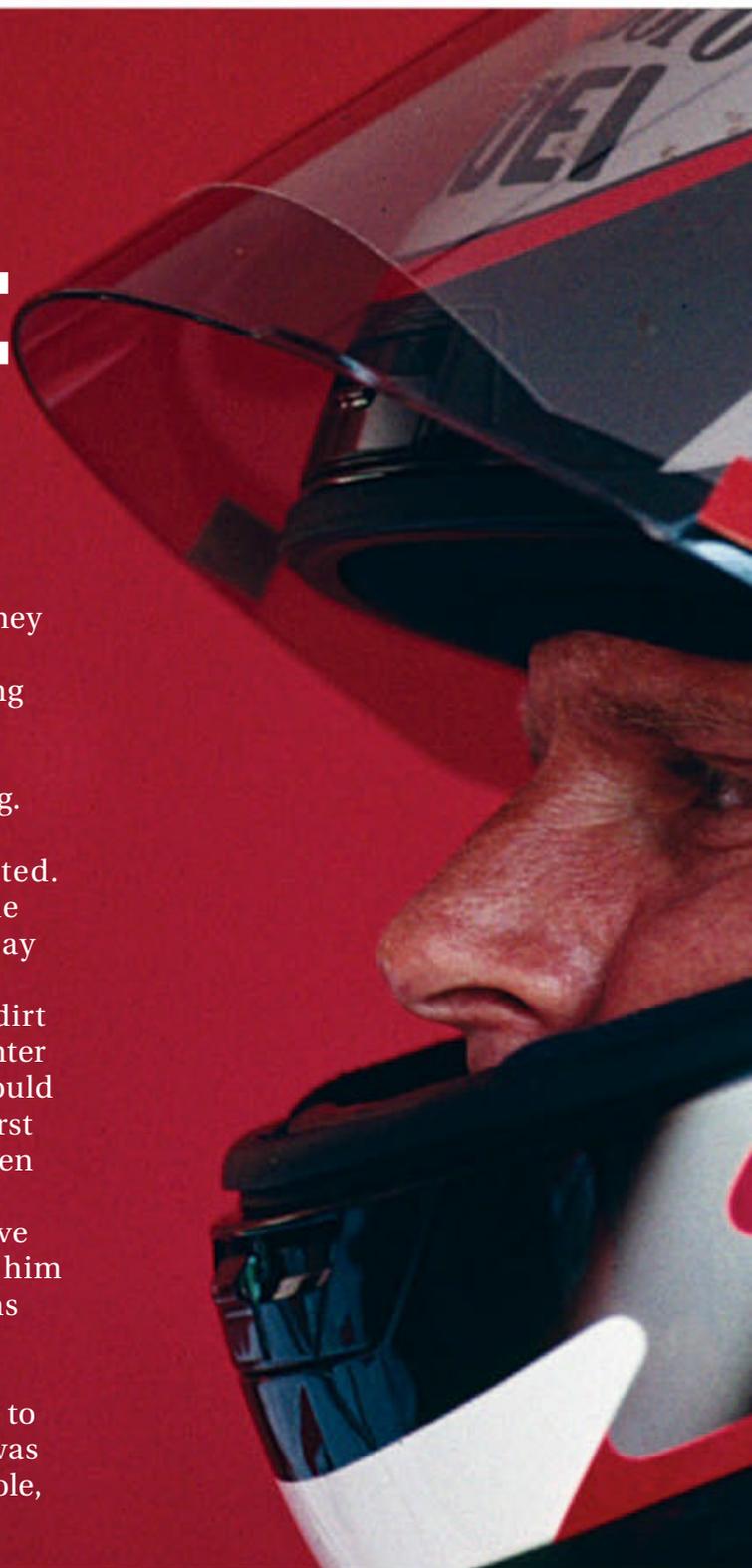
"Me and Wayne just clicked," says Roberts. "It was almost like we were related. I knew what he was going to say before he said it and he knew what I was going to say before I said it."

Roberts started out coaching the young dirt tracker in the ways of road racing. Each winter Rainey moved to Roberts' ranch, so they could ride and train together. Rainey raced his first GP season with Roberts in 1984 on 250s, then returned in 1988 on 500s.

Roberts worked tirelessly in pitlane to give him the best machinery and then watched him out on track, advising him how to cut tenths and hundredths from his lap times.

He helped him psychologically too.

"When Wayne was down, I was someone to talk to and lift him back up. And when he was too high, I was somebody to say, 'Hey asshole, just back her down a bit!'"



2 JEREMY BURGESS AND MICK DOOHAN

1994/1995/1996/1997/1998
500cc world championships

JEREMY BURGESS RACED with some success in Australia before travelling to Europe to spin spanners for the factory Suzuki 500 team. He later worked as a mechanic at HRC, with Ron Haslam and Freddie Spencer. He got his first crew chief job with Wayne Gardner, whom he guided to the 1987 500cc world title. At the end of 1988 HRC assigned him to its latest



King Kenny and Wayne Rainey redefined the way teams operated



Burgess and Rossi won titles with Honda and Yamaha, but not Ducati

JEREMY BURGESS AND VALENTINO ROSSI

**2001 500cc world championship
2002/2003/2004/2005/2008/2009
MotoGP world championships**

BURGESS CONCLUDED THE greatest crew chief career of all time by adding seven world titles with Valentino Rossi to the five he had won with Doohan. The Burgess/Rossi relationship was very different, because of their age difference and

because Rossi went racing in such a different way.

“We had to do a complete mind switch because we’d gone from working for the grandfather, and thinking like that, to getting on with the mentality of a 21-year-old,” said Burgess after his first year with Rossi. “For me, approaching 50, that was very enlightening and part of it was getting some enjoyment out of the way Valentino sees life.

“Valentino is incredible in every way. He’s a pleasure to work with, he’s good fun, he trusts us and he’s similar to Mick in that the dialogue about the motorcycle is good and he always tries out on the track.”

Rossi’s switch to Yamaha in 2004, when Burgess helped him turn the troubled YZR-M1 into a winner almost overnight, made JB MotoGP’s first superstar engineer.

“Like Jeremy always says, the bike is a tool,” said Rossi. “So we work to get the best out of the tool.”

hope, Mick Doohan.

The Burgess/Doohan relationship was based on mutual trust and respect, rather than great friendship. They were there to do a job, not cruise around the world playing with motorbikes.

“Mick was intense to work with but I’m intense too,” says Burgess. “I didn’t come 12,000 miles just to participate.”

The pair are typical no-nonsense Aussies, so they didn’t always agree.

“Mick was always right, even when he was wrong,” adds Burgess.

The Burgess/Doohan way of working was always pragmatic, according to Burgess’ favoured KISS principle: Keep It Simple, Stupid.

“Logic is a word I use a lot – just listen to the rider and react to the problems,” says Burgess. “And Mick was a guy who was only interested in one result. He was absolutely crushing to his opposition.”



Doohan and Burgess made a five title winning combination



4

JOE CRAIG AND GEOFF DUKE

**1951 500cc world championship,
1950/1951 350cc world championships**

JOE CRAIG STARTED racing Nortons in the 1920s and was the factory's race department chief until its demise in the 1950s. He enjoyed his greatest successes with Geoff Duke, both at the Isle of Man and in world championship GPs.

The pair didn't have the kind of close working relationship enjoyed by more modern partnerships because that wasn't how it was done in those days.

Not only that, riders were treated as just another member of the working group, not the star of the show.

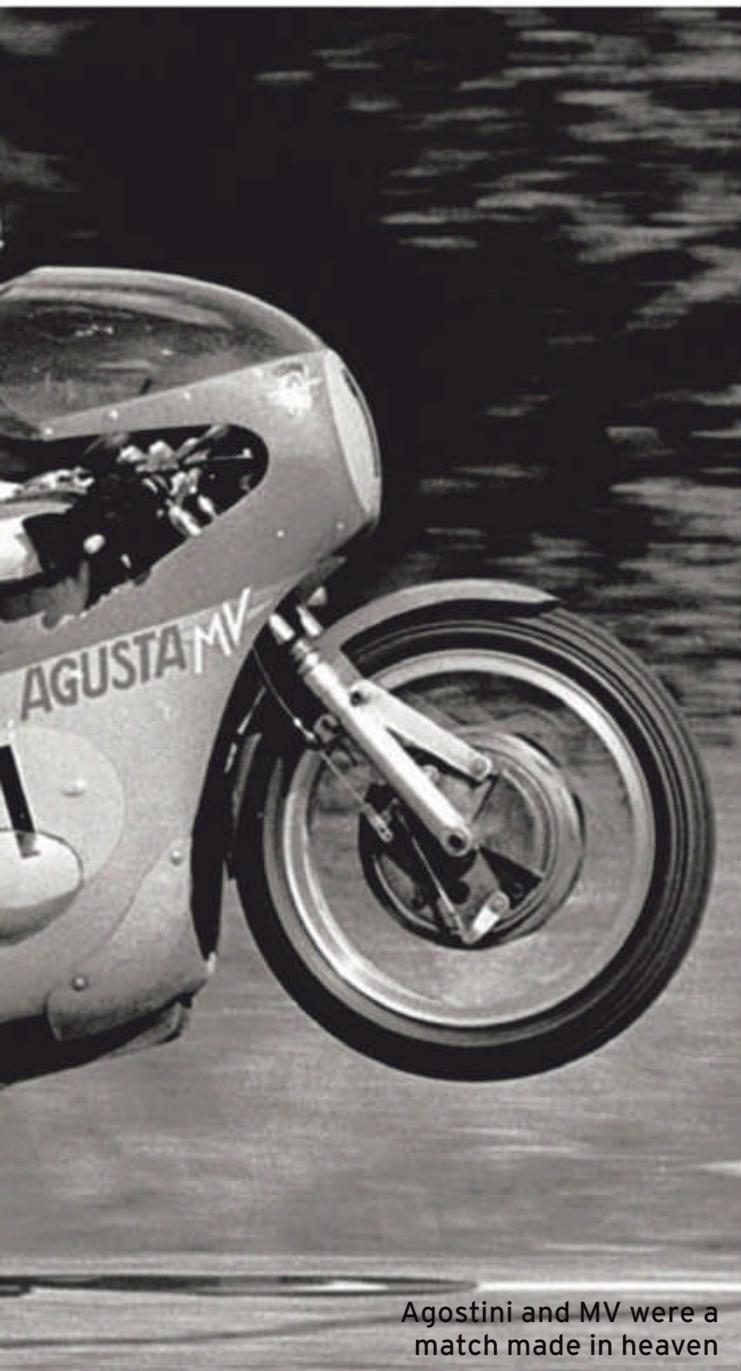
At least Craig listened to Duke, unlike many engineers of the day, who considered the opinions of riders next to worthless.

"I was often called into Craig's office to be included in technical discussions," said Duke. "I found Craig to be an attentive listener whenever I suggested modifications or ideas which I'd come up with."

Craig was a gruff character who always said what he meant – a big advantage in racing.

"Joe knew exactly what he wanted," said Tim Hunt, another Norton factory rider. "I remember him complaining to the Lucas rep about their magnetos. He said there were three good things about Lucas magnetos: the box they came in, the paper the package was wrapped in and the string it was tied with."





Agostini and MV were a match made in heaven

ARTURO MAGNI AND GIACOMO AGOSTINI

1966/1967/1968/1969/1970/1971/1972 500cc world championships, 1968/1969/1970/1971/1972/1973 350cc world championships

ARTURO MAGNI RAN the MV Agusta racing department from 1953 until the factory quit racing, so he worked with many world champions, not only Giacomo Agostini. He rated Ago for his “extraordinary sensitivity and mechanical intuition”.

Magni was MV’s guru – he organised the team, looked after the riders, developed the bikes and worked on them too. His hands-on dedication was crucial to Ago’s dominance.

Magni joined MV from Gilera with engineer Piero Remor whose first MV engine was a rehash of his Gilera 500 design, only worse. The machine featured bizarre details like two gear levers – left foot for upshifts, right foot for downshifts.

Magni used his technical expertise, his racetrack knowhow and the trust placed in him by Count Agusta to forge great racebikes out of Remor’s fantasies. His masterpiece was MV’s 500 triple, which he created for and with Agostini in 1966.

“The motorcycle is a triangle: the handlebars, the saddle and the footrests,” said Magni. “Ago was able to come up with the ideal dimensions of the triangle at first sight.”

Agostini won all seven of his MV 500 titles with the triple. “The three-cylinder fitted me like a tailor had stitched it onto me,” he said.



ERV KANEMOTO AND FREDDIE SPENCER

1983/1985 500cc world championships, 1985 250cc world championship

ERV KANEMOTO AND Freddie Spencer first got together in the States, racing Yamaha TZ250s and TZ750s, but that partnership ended when Spencer joined Honda’s superbike team. They were reunited when HRC chose Spencer to lead its first two-stroke GP effort in 1982.

Kanemoto was a perfectionist who sometimes worked so hard he made himself ill. And he fettled Spencer’s bikes in his own workshops, because he didn’t want HRC to see what he was up to. Racing was 100 percent his life, just like Spencer, whose skills were otherworldly, a bit like Marc Marquez now.

“Freddie had a tremendous amount of natural ability, he rode by feel and instinct,” explains Kanemoto. “When most riders go tyre testing they make a lot of laps to get up to speed to feel and understand the tyre, then they start pushing. Freddie would push from the first lap on a tyre that no one had ever run before. You’d see these giant slides and he’d just rely on himself to get out of it.”

When they successfully attacked the 500cc and 250cc championships in 1985 they worked so hard they burned themselves out.

“We’d be at tracks for six or seven days, doing 200 laps a day, testing 300 tyres, trying to develop two brand-new bikes,” says Spencer. “And there was no datalogging – we were the telemetry, we were the feedback.”



Together Spencer and Kanemoto went from unknowns to world beaters

MICHIHIKO AIKA AND MIKE HAILWOOD

1961/1966/1967 250cc world championships, 1966/1967 350cc world championships

MICHIHIKO AIKA WAS to Mike Hailwood what Arturo Magni was to Giacomo Agostini. Aika was one of the architects of Honda's astonishing 1960s GP successes. He didn't only run the factory team, he was also chief engineer and mechanic – one moment he was on the phone to Tokyo, the next he was rebuilding engines in pitlane.

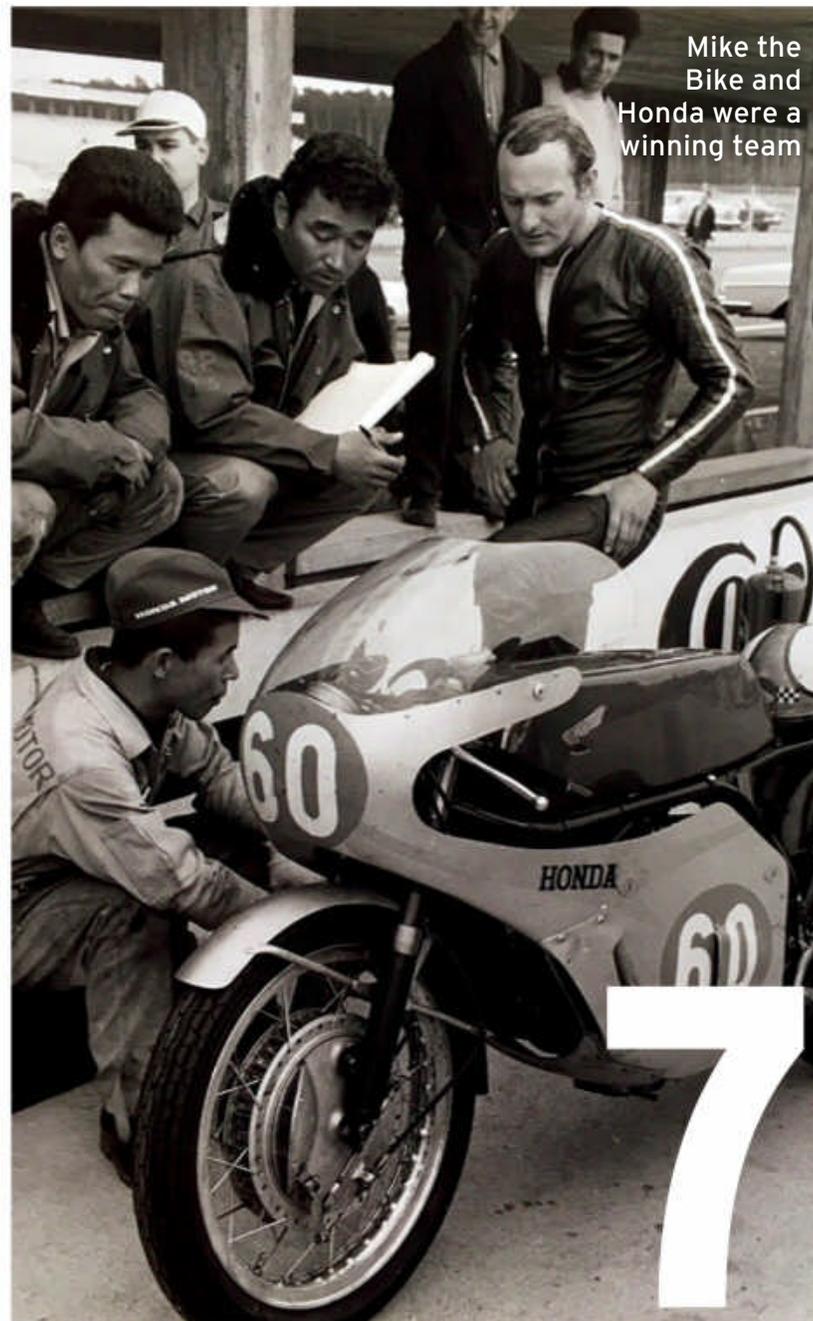


When Honda signed Hailwood the company knew it had hired the world's most talented motorcycle racer, who was famed for his ability to ride just about anything. But even Hailwood had his limits.

The first time the British youngster raced Honda's fabled 250 six he complained that the bike had "loads of power" but "bloody awful" handling. The six had failed to win the 1965 250 title in the hands of Jim Redman but succeeded in 1966 and 1967 with Hailwood

"Performance-wise, Hailwood was our best rider," said Aika. "It was a great time but also very tough. We had 30 machines – six bikes each for the 500, 350, 250, 125 and 50 classes, but only 12 mechanics!"

Aika's biggest disappointment was Honda's decision to quit GPs at the end of 1967 – he had wanted to fight MV for the 1968 500cc world title with Hailwood and a six-cylinder 500.



Mike the Bike and Honda were a winning team

7

Roberts and Carruthers out-thought and out-raced the Europeans



KEL CARRUTHERS AND KENNY ROBERTS

1978/1979/1980 500cc world championships

AUSSIE KEL CARRUTHERS won the 1969 250cc world title on a Benelli four-stroke but he's best known for what he did with Yamaha two-strokes. First he raced the bikes, then he worked for Yamaha US and Japan.

When wild young dirt-tracker Kenny Roberts joined Yamaha it was Carruthers' job to teach him how to roadrace. In 1978 the pair went to Europe together and won three consecutive 500 titles – showing the Europeans how to play their own game.

"The good thing about Kenny was that he'd bitch about the bikes, but when I told him, 'Hey, Kenny, this is the best we can do, now it's up to you', he'd give it 100 percent every time."

Carruthers wasn't only vital to Roberts as mechanic and mentor, he also helped him navigate Europe in the days before mobile phones, the internet and frictionless borders.

"In 1978 when we arrived at Hockenheim it was dark and the only thing I knew about Germany was the war," Roberts recalls. "At seven the next morning there was this screaming noise: 'Achtung fahrerlager! Achtung fahrerlager'. I said, 'Oh fuck, we're in the wrong goddam place and they're going to shoot us'. I was beating on Kel's motorhome door and he said, 'That means attention paddock', now go back to bed'."

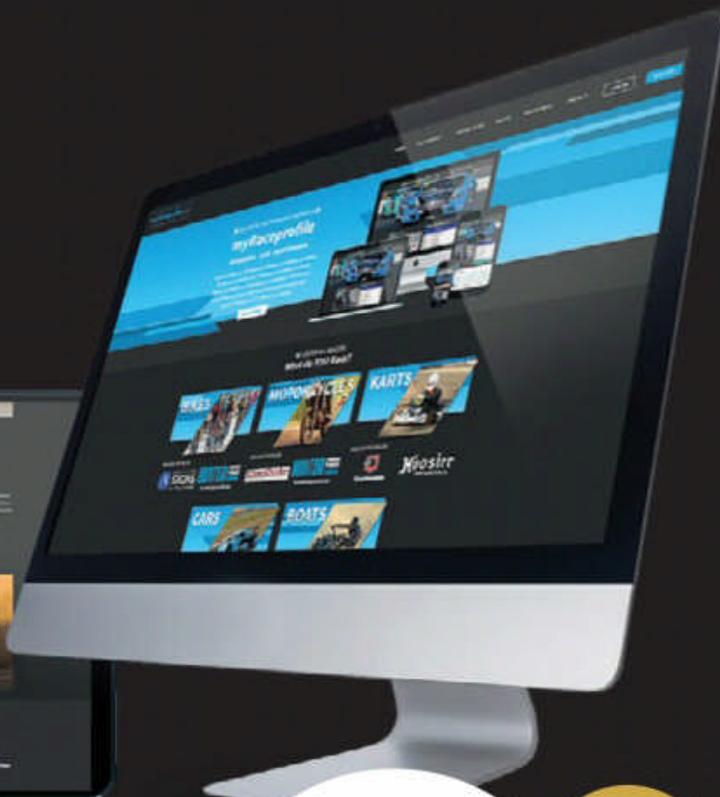
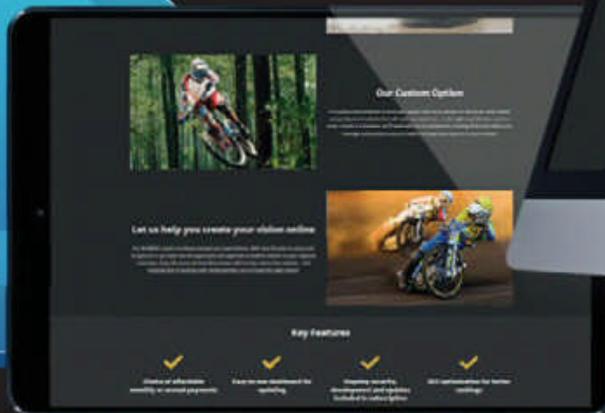
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SANTI HERNANDEZ AND MARC MARQUEZ

2012 Moto2 world championship

2013/2014/2016/2017/2018/2019 MotoGP world championships

SANTI HERNANDEZ STARTED out as a suspension technician, working with Alex Crivillé, Valentino Rossi and others. In 2011 he became Marc Marquez's crew chief. The pair have forged a super-strong bond that goes beyond tyre choices, suspension settings and torque maps.

Marquez is very keen on keeping the same family of technicians around him, an important part of his success.

"Santi and the team are such a big help – at lunchtime and at dinnertime they always help me forget the pressure," he says. "If Santi sees I am nervous because the pressure is so much he tells me, 'You are not the same Marc, you must enjoy yourself!'. So I always try to enjoy myself with Santi and my team – this is important for all of us."

Hernandez knows that Marquez's talent goes way beyond riding.

"One of the most amazing things about Marc is that when he comes into the pits I never know if the bike is working well or badly!" he says. "He always uses the same procedure: he sits in his chair, checks his notes and doesn't show any positive or negative feelings while you are waiting for him to speak. This is important because it makes sure the technicians don't get nervous or feel too much pressure."

9

Marquez and Hernandez have won seven titles together



With a new Kawasaki can Rea and Riba make it seven titles in 2021?



PERE RIBA AND JONATHAN REA

2015/2016/2017/2018/2019/2020 World Superbike championships

FORMER GP AND World Supersport rider Pere Riba was already at Kawasaki when Jonathan Rea joined the factory in 2015. Since then each of them has refused offers to join other teams because they want to keep working together.



The successes the two have enjoyed together have made World Superbike history: six consecutive titles (in other words, never beaten) and 99 race wins.

This suggests that they have the perfect man/machine/crew chief equation, based on understanding, friendship, hard work and a shared hunger for success that never seems to leave them.

"Working with Jonathan is a dream – he's very intelligent and he knows how to get the best out of the bike," says Riba.

"I am his chief mechanic but in fact I see my job as more of a manager – trying to get the best out of everyone in the box, not just the rider.

Riba isn't afraid to tell Rea that he needs to change his ways if they encounter a problem. This kind of thing is vital in racing, because there's rarely time for sweet-talking diplomacy.

"Pere sometimes tells me I'm not riding the bike properly," says Rea. "So he'll change some settings, because he knows that I'll understand that the bike requests to be ridden in a certain way and then I'll ride that way." ■



10

HONDA GOLD WING LUXURY 2008



Wingin' it

This is the ultimate touring machine. If you want comfort and unparalleled style, the Gold Wing is the only one for you

THIS IS ONE of the very few motorcycles that every rider worth their salt needs to ride before they hang up the helmet. The legendary Honda Gold Wing is the epitome of touring comfort – ask anyone who has even a passing interest in motorcycles and they'll doubtless tell you the same.

The Gold Wing started its tenure as the grand master of touring back in 1975 with the introduction of the GL1000 – a horizontally opposed four-cylinder engine in a touring chassis that was light years ahead of the competition of the time in terms of comfort and performance.

Over the years the 'Wing grew to 1100cc in 1980, 1200cc in 1984, but in 1988 the 'Wing grew to 1500cc and six cylinders, which essentially set it on the path to what we have today.

The 'Wing is modelled on the philosophy of 'having your cake and eating it too'. Accessories that have featured on 'Wing models over years include an on board air-compressor, cruise control, CB radio, air-assisted suspension, electronic suspension, massive sound systems – and that's just the start. It has always charged a premium for the purchase, but the only way you're ever going to get even half the extras you get on a 'Wing anywhere else is if you buy a car.

In 2000 Honda released the GL1800 that formed the basis for the 2008 Luxury Edition which came complete with Honda's motorcycle airbag system. The airbag was first brought to the US market place in 2006 and was the first of its kind on a production motorcycle. The airbag resided under the plastic cover behind the steering head with

1 Luggage capacity means that you'll be able to take the kitchen sink* with you [*sinks sold separately]

2 Seat is fully adjustable for both rider and passenger and there are a lot of aftermarket options

3 The 1832cc fuel-injected flat-six has been in production since 2001 and is considered bulletproof

4 There is an airbag in there, and stereo, cruise, sat-nav, even a plug for a CB radio (ask your grandparents)

PRICE GUIDE

NEW PRICE
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SECONDHAND
\$12,750 – \$14,750

WHAT TO LOOK FOR

THE GOLD WING'S QUALITY of finish is second to none. Paint is beautifully thick and luminous, and the body panels all seem to line up almost perfectly. The list of options that come with a Luxury 'Wing are as large as the engine, so obvious checks to electronic systems like the Sat-Nav, cruise control, electronic preload, stereo and CB radio need to be carried out because inoperative units of any of these options can prove quite expensive. If the rear is set too soft the 'Wing can easily bottom out on large bumps so check around the exhaust and general undercarriage for marks and wear. The sheer weight on the 'Wing at times can mean the chassis bearings can cop a hammering, so checking swingarm/steering head bearings is on the list, too.

SERVICE HISTORY

THE 2008 HONDA Gold Wing Luxury had its first service at 1000km with a general checkover plus an engine oil and filter change. At 6000km the crankcase breather was cleaned as well as brake pad and disc wear inspection, but no oil and filter change. The 12,000km service saw new engine oil and filter fitted, as well as inspection of all fuel lines and components, cooling system, reverse gear, brake system, and electronic system. The 18,000km service was a repeat of the 6000km with the air filter getting replaced, plus new brake and clutch fluid. 24,000km was a repeat of the 12,000km procedure but the major at 36,000km included a new air filter, engine oil, filter and coolant, new final drive oil, brake and clutch fluid, plus a full checkover.



WHAT YOU GAIN

REALLY, THERE IS absolutely no need to go searching for aftermarket parts for a Gold Wing Luxury. It has everything from a stereo, Sat-Nav, more storage space than many car boots, cruise control, heated grips, heated seats, CB radio, electronic suspension, reverse gear, foot-warming vents, remote locking panniers – the list just keeps going. It would be nice to have a bigger tank size than 25L though, as 220km is about all you'll get if you're doing anything above low speed touring.

The legendary Honda Gold Wing is the epitome of touring comfort, class and style

four sensors – two behind the fork legs on each side – triggering the airbag on a frontal collision. The sensors send a signal to the ECU upon impact, with the airbag inflating with nitrogen gas in just 0.06sec.

The fitment of the airbag system meant the controls for the stereo, CB radio and intercom were moved to the left fairing panel, while the standard-fitment Sat-Nav system controls were fitted to the right fairing panel, just in front of the rider's knees.

Powering the Luxury 'Wing of 2008 was the standard six-cylinder 1832cc, SOHC, liquid-cooled behemoth of an engine that produces more low-down torque than anything this side of a 350 cubic-inch Chev. It's possible to punt around all day below 2000rpm, only shifting out of sixth gear when it's absolutely necessary. Give the engine a good stab and charge through the gears and it won't blur

your vision like you'd expect for an 1800cc motorcycle, but the accompanying symphony of induction, compression and exhaust can make you think you're riding a two-wheeled turbo Toyota Supra.

There's no denying one thing however – its size. With two riders on board (really what the 'Wing is designed for) and 147L of storage space packed to the rafters you're looking at a good 600kg of weight rolling on those 18in front and 16in rear wheels, but despite this inescapable fact, the 'Wing is surprisingly agile.

The upright riding position and ultra comfy heated seat and grips belie the fact that the 'Wing can be hustled along at a fair clip, but it won't put up with a messy riding style – let everything flow and the 'Wing will transport you to touring nirvana as you crank up the super-loud sound system and watch people in cars stare at you as you 'Wing on by. ■

Do stuff

SAND BLASTING ↓

Stripping off

Surface stripping is a suitable, cost-effective treatment for a range of parts, from plastic panels to steel frames. Perhaps the most effective for motorcycle work is plastic-media blasting. This is how it works

Start here



▲ **STEP 1** Parts like this need to be stripped of all old paint and surface rust before being refinished with paint or other coatings.



▲ **STEP 2** Plastic media consists of small plastic beads applied at force to the surface to be stripped. They are softer than most other compounds used in blasting and are applied at a much lower pressure. As a result, they don't cause panel buckling or other damage sometimes associated with other stripping methods.



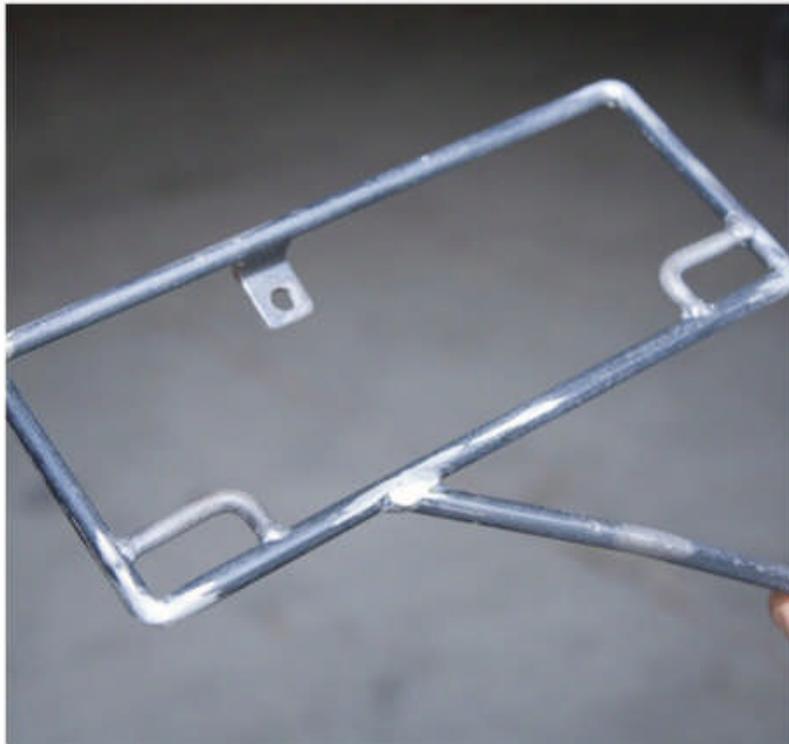
▲ **STEP 3** The part is placed in a sealed blasting room. The process is dry and environmentally friendly (all residue is bagged and recycled).



▲ **STEP 4** The plastic media is applied to the surface at about 15 psi. Although making short work of old paint and other materials, the relatively low pressure and lack of heat buildup ensures construction materials such as carbon fibre and plastic motorcycle panels can be stripped with confidence.

THANKS

To George at Austec Dry Stripping. Give him a buzz on (02) 9755 2044



◀ **STEP 5** The plastic media has removed all old paint, bits of rubber and so on. However, the original steel coating is still intact.



◀ **STEP 6** Garnet – basically machined-down granite – is also used for blasting. It's harder than plastic beads, and applied at a slightly higher pressure.



▲ **STEP 7** The pannier racks are now placed in the garnet blasting room where they are whipped, particularly in areas where surface rust is evident.



▲ **STEP 9** Most parts are finished with a metal prep coat to prevent stripped surfaces from rusting.

AND ANOTHER THING!

Surface stripping actually comes in a number of different forms, including blasting with sand, glass beads and even bicarb of soda.

▶ **STEP 8** The part on the left has been plastic-media blasted only. The part on the right has also been garnet blasted. You can see the garnet compound's more aggressive nature.



◀ **STEP 10** These stripped pannier rails won't be prepped as they're heading out to be powder coated; the prep coat would interfere with that process.

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4 Overland concepts

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Arai's Concept-X helmet combines retro lines with modern performance. It is now available in a limited-edition Overland graphic that features a hand-made peripherally belted e-Complex laminate shell, multi-stage air channel EPS liner, and a removable, washable liner with an Emergency Release System.

5 Bar talk

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6 Head games

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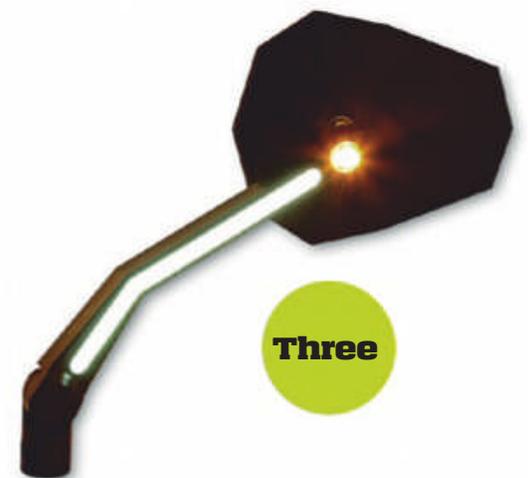
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One



Two



Three





Four



Five



Six



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A-Z OF NEW BIKE PRICES * Claimed / ** Measured

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Aprilia aprilia.com.au							
* indicates ride-away price							
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
2020 RSV4 1100 Factory	\$38,690*	1078, V4	160*	122*	199w*	68/22	x
2020 RS660	\$19,000	659, P-twin	73.5*	67*	169d*	70 / 10	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 1100 Factory	\$27,190	1078, V4	129*	121*	180d*	70/05	x

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Benelli benelli.com.au							
All prices are ride away							
2020 Leoncino	\$9390	500, P-twin	35*	46*	207k*	67 / 11	✓
2020 Leoncino Trail	\$9890	500, P-twin	35*	46*	207k*	68 / 08	✓
2020 TnT 135	\$4390	135, Single	9.5*	10.8*	124w*	69 / 15	✓
2020 TRK 502	\$9390	500, P-twin	35*	45*	235w*	68 / 07	✓
2020 TRK 502 X	\$9890	500, P-twin	35*	45*	235w*	68 / 03	✓
2020 502 C	\$9990	500, P-twin	35*	45*	235w*	59 / 07	✓
2020 752 S	\$12,990	754, P-twin	56*	67*	220d*	70/07	x

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Beta betamotor.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	✓

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
BMW bmwmotorrad.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	70 / 03	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
2020 F 900 R	\$16,645	895, P-twin	77*	92*	211w*	69/18	x
2020 F 900 XR	\$19,835	895, P-twin	77*	92*	219w*	69/18	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 18	\$31,690	1802, Boxer	67*	158*	345w*	70 / 12	x
R 18 Classic	TBA	1802, Boxer	67*	158*	TBC*	NT	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

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
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
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*	239w*	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
2020 S 1000 XR	\$27,975	999, Four	121*	114*	226w*	69/18	x
S 1000 XR HP	\$23,675	999, Four	121*	114*	228w*	66 / 22	x

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
BRP au.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

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
CFMoto mojomotorcycles.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	✓
2020 1250TR-G	\$TBA	1279, V-twin	105*	120*	300d*	NT	x

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
Ducati ducati.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	998, V4	162*	112*	193k*	68 / 13	x
Panigale Superleggera V4	\$150,000	998, V4	165*	116*	159d*	70/04	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*</			

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
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*	70/05	x
2020 Scrambler Sixty2	\$13,850	399, V-twin	30.1*	34.3*	183w*	65 / 24	✓
2020 Scrambler Icon	\$14,900	803, V-twin	55*	68*	170d*	64 / 14	x
2020 Scrambler 1100 Sport Pro	\$22,990	1079, V-twin	63*	88*	206w*	70/07	x
2020 Scrambler Full Throttle	\$17,540	803, V-twin	55*	68*	170d*	64 / 14	x
2020 Scrambler Cafe Racer	\$19,100	803, V-twin	55*	68*	188w*	66 / 24	x
2020 Scrambler Desert Sled	\$19,290	803, V-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
2020 LiveWire	\$49,995	Elec, 15.5kWh	78*	116*	251w*	70/06	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

2020 CB125E	\$2699	124, Single	10*	10.1	137w*	66 / 06	✓
2020 CB300R	\$6649	286, Single	23*	27*	145k*	NT	✓
2020 CB500F	\$8949	471, P-twin	35*	43*	192w*	62 / 17	✓
2020 CBR500R	\$9449	471, P-twin	34.4**	42.4*	194w*	62 / 21	✓
2021 CB500X	\$9349	471, P-twin	34.4**	42.4*	197w*	66/05	✓
2020 CBR600RR	\$TBA	599, Four	NG*	NG*	194k*	NT	x
2020 CB650R	\$10,849	649, Four	35*	NG	215w**	NT	✓
2020 CBR1000R	\$18,299	998, Four	107*	104*	211k*	68/10	x
2020 CBR1000RR-R SP	\$49,999	999, Four	160*	113*	201k*	NT	x
2020 CMX	\$8599	471, P-twin	NG	NG	187.8k*	67 / 03	✓
2020 CMX S	\$8999	471, P-twin	NG	NG	187.8k*	NT	✓
2020 CRF250L	\$6699	249, Single	17*	NG	147w*	NT	✓
2020 CRF250R Rally	\$8049	249, Single	17*	NG	157k*	NT	✓
2020 CRF250F	\$7199	249, Single	17*	NG	114k*	NT	✓
2020 Africa Twin	\$20,699	998, P-twin	75*	105*	238w*	69 / 10	x
2020 Africa Twin Adv. Sport	\$24,349	998, P-twin	75*	105*	238w*	69 / 10	x
2020 Africa Twin Adv. Sport DCT	\$25,349	998, P-twin	75*	105*	250w*	69 / 10	x
2020 Africa Twin Adv. Sp DCT ES	\$27,499	998, P-twin	75*	105*	250w*	70 / 03	x
2020 Goldwing DCT	\$38,899	1832, Six	88*	167*	421w*	61 / 16	x
2020 Goldwing Tour	\$45,449	1832, Six	88*	167*	421w*	61 / 16	x
2020 Goldwing Tour Prem DCT	\$46,549	1832, Six	88*	167*	421w*	61 / 16	x
2020 Grom	\$4249	124, Single	7.2*	10.9	104k*	69 / 15	✓
2020 Monkey	\$6249	124, Single	7.2*	10.9	101.7w*	68 / 11	✓
2020 MW110 Benly	\$3749	108, Single	NG	NG	108k*	NT	✓
NSC110 Dio	\$3149	110, Single	NG	NG	102w*	NT	✓
2020 C125 Super Cub	\$6249	124, Single	NG	NG	112k*	NT	✓
2021 CT125	\$6999	124, Single	NG	NG	120w*	NT	✓
2020 SH150	\$5549	153, Single	NG	NG	137k*	NT	✓
2020 Forza 300	\$8799	279, Single	NG	NG	192w*	63 / 07	✓
2020 ADV150	\$5799	149, Single	NG	NG	133k*	NT	✓
2020 PCX150	\$5299	153, Single	NG	NG	130w*	NT	✓

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
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Husqvarna

husqvarnamotorcycles.com.au

401 Vitpilen	\$6,595	373, Single 4T	32*	27.3*	150d*	70 / 10	✓
401 Svartpilen	\$6,595	373, Single 4T	32*	27.3*	150d*	NT	✓
701 Vitpilen	\$8,795	692, Single 4T	55*	73*	157d*	69 / 04	x
701 Svartpilen	\$9,295	692, Single 4T	55*	73*	157d*	NT	x
701 Enduro	\$15,495	692, Single 4T	55*	73*	147d*	NT	x
701 Supermoto	\$16,925	692, Single 4T	55*	73*	147d*	70/07	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	1818, V-twin	NG	161*	357w*	63 / 03	x
Chief Dark Horse	\$30,995	1818, V-twin	NG	161*	356w*	65 / 02	x
Chief Vintage	\$32,995	1818, V-twin	NG	161*	388w*	66 / 22	x
Chieftain Dark Horse	\$38,995	1890, V-twin	NG	161*	377w*	NT	x
Chieftain Limited	\$38,995	1890, V-twin	NG	161*	391w*	70/08	x
Chieftain Elite	\$49,995	1890, 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	1890, V-twin	NG	161*	428w*	NT	x
Roadmaster Dark Horse	\$41,995	1890, 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	1818, V-twin	NG*	161*	391w*	65 / 25	x
Springfield Dark Horse	\$36,995	1890, V-twin	NG*	161*	391w*	NT	x

Kawasaki

kawasaki.com.au

KLX650	\$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 Black	\$6699	399, P-twin	36*	28*	168w*	62 / 07	✓
2020 Ninja 400 SE or KRT	\$6949	399, P-twin	36*	28*	168w*	NT	✓
2020 Ninja 650	\$10,699	649, P-twin	53*	64*	211w*	NT	x
2020 Ninja 650L	\$10,699	649, P-twin	37.8*	59*	192k*	66 / 20	✓
2020 Ninja 650L KRT Edition	\$10,999	649, P-twin	37.8*	59*	192k*	66 / 20	✓
Ninja 1000	\$16,399	1043, Four	104.5*	111*	231k*	67 / 05	x
2020 Ninja 1000 SX	\$16,999	1043, Four	104.5*	111*	235k*	NT	x
2020 Ninja H2 SX SE	\$33,000	998, Four	147.2*	158*	237w*	68/03	x
2020 Ninja H2 Carbon	\$41,900	998, Four	147.2*	158*	237w*	64 / 19	x
Ninja H2 R	\$65,400	998, Four	228*	165*	216w*	64 / 25	x
Ninja ZX-6R	\$14,999	636, Four	96.4*	71*	194w*	62 / 12	x
Ninja ZX-6R KRT replica	\$13,999	636, Four	96.4*	71*	194w*	62 / 12	x
Ninja ZX-10R ABS	\$20,999	998, Four	147.1*	113.5*	206w*	66 / 12	x
Ninja ZX-10R SE	\$26,999	998, Four	147.1*	113.5*	206w*	66 / 12	x
Ninja ZX-10R KRT replica	\$23,900	998, Four	147.1*	113.5*	206w*	66 / 12	x
Ninja ZX-10RR	\$35,500	998, Four	150.8*	115.7*	206w*	66 / 07	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	\$6599	296, P-twin	29*	26*	175w*	67 / 12	✓
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	✓



2 HONDA CBR250RR This applies to any of the inline four-cylinder 250cc superbikes of days gone by. Sure, the current parallel-twin CB300R will offer you things like switchable engine maps, ABS and a digital dash, but the high-revving grey imports of the 1990s stir something within red-blooded motorcyclists and represent an era long since passed. Replicas of their much-bigger superbikes of the era, they boasted a twin-spar aluminium frame, a twin-disc front end and true superbike styling. They had a great power-to-weight ratio and will have a similar, if not better, resale value.

buyersguide

A-Z OF NEW BIKE PRICES * Claimed / ** Measured

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
2020 Z400	\$6,499	399, P-twin	33.4*	38*	168w*	68 / 23	✓
2020 Z650L (LAMS)	\$10,499	649, P-twin	37.8*	59*	186k*	66 / 16	✓
2020 Z900	\$12,699	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	\$16,499	948, Four	92.2*	98.6*	210w*	66 / 22	x
2020 Z1000	\$15,999	1043, Four	104.5*	111*	221w*	63 / 15	x
2020 Z H2	\$23,000	998, Four	147.1*	137*	239w*	70/05	x

KTM

ktm.com.au

2019 1090 Adventure R	\$22,995	1050, V-twin	92*	109*	207d*	66 / 24	x
2020 1290 Super Adventure S	\$27,295	1301, V-twin	118*	140*	217d*	66 / 24	x
2019 1290 Super Adventure R	\$26,995	1301, V-twin	118*	140*	217d*	70 / 03	x
2020 1290 Super Duke GT	\$29,695	1301, V-twin	127*	144*	205d*	65 / 22	x
2020 1290 Super Duke R	\$26,195	1301, V-twin	130*	141*	195d*	70/05	x
2020 RC390	\$5995	373, Single	32*	37*	149d*	66 / 21	✓
2020 200 Duke	\$3675	373, Single	32*	37*	149d*	66 / 21	✓
2020 390 Duke	\$5995	373, Single	32*	37*	149d*	66 / 21	✓
2020 390 Adventure	\$7995	373, Single	32*	37*	158d*	69 / 19	✓
2020 690 SMC R	\$16,895	690, Single	51.5*	NG	149.5d*	64 / 20	x
2020 790 Duke	\$13,595	790, P-Twin	78.2*	64*	169*	67 / 25	x
2020 690 Enduro R	\$16,495	690, Single	NG	NG	139d*	NT	x
2020 790 Adventure	\$16,695	799, P-Twin	70*	88*	NG	69 / 02	x
2020 790 Adventure R	\$21,595	799, P-Twin	70*	88*	NG	70 / 03	x
2020 250 EXC-F	\$13,395	249, Single	NG	NG	101.9d*	NT	✓
2020 300 EXC TPI	\$14,695	293, Single	NG	NG	102d*	NT	✓
2020 250 EXC-F	\$13,395	250, Single	NG	NG	109d*	NT	✓
2020 350 EXC-F	\$14,295	349, Single	NG	NG	111d*	NT	✓
2020 450 EXC-F	\$14,695	449, Single	NG	NG	111d*	NT	✓
2020 500 EXC-F	\$15,195	510, Single	NG	NG	111d*	NT	✓

Kymco

kymco.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	✓

Lambretta

lambrettaaustralia.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	✓

Moto Guzzi

motoguzzi.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*	70 / 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 Agusta

mvagusta.com.au

All prices are ride away							
2020 Dragster 800 RR	\$29,990	798, Triple	103*	87*	172d*	63 / 18	x
2020 Dragster 800 RR Rosso	\$25,990	798, Triple	103*	87*	172d*	63 / 18	x
2020 Dragster 800 RR America	\$29,990	798, Triple	103*	87*	172d*	NT	x
2020 Dragster 800 RR Pirelli	\$31,490	798, Triple	103*	87*	172d*	NT	x
2020 Dragster 800 RC	\$34,990	798, Triple	103*	87*	172d*	NT	x

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
2020 Superveloce 800	\$32,990	798, Triple	108*	88*	173d*	70/06	x
2020 Brutale 800 Rosso	\$24,390	798, Triple	81*	83*	172d*	NT	x
2020 Brutale 800 RR	\$28,590	798, Triple	103*	87*	172d*	68/08	x
Brutale 800 RR Pirelli	\$TBA	798, Triple	103*	87*	172d*	NT	x
Brutale 800 RC	\$TBA	798, Triple	110*	87*	167d*	NT	x
Brutale 800 RR America	\$TBA	798, Triple	103*	87*	172d*	NT	x
Brutale 800 RR Lewis Hamilton	\$TBA	798, Triple	103*	87*	172d*	NT	x
2020 Brutale 1000 R	\$52,190	998, Four	131**	105**	186d**	70/05	x
2020 Rush 1000	\$60,890	998, Four	153*	116*	175d*	NT	x
2020 F3 675	\$TBA	675, Triple	94*	71*	173d*	67 / 16	x
F3 675 RC	\$TBA	675, Triple	94*	71*	173d*	62 / 05	x
2020 F3 800	\$26,990	798, Triple	108*	88*	173d*	NT	x
2020 F3 800 RC	\$33,590	798, Triple	108*	88*	173d*	NT	x
F4	\$TBA	998, Four	144*	111*	191d*	61 / 25	x
F4 RR	\$TBA	998, Four	148*	111*	190d*	63 / 01	x
F4 RC	\$TBA	998, Four	158*	115*	183d*	66 / 22	x
F4 Claudio	\$TBA	998, Four	158*	115*	183d*	61 / 25	x
2020 Turismo Veloce Rosso	\$27,590	798, Triple	81*	80*	191d*	67 / 10	x
2020 Turismo Veloce Lusso	\$32,590	798, Triple	81*	80*	191d*	65 / 10	x
2020 Turismo Veloce Lusso SCS	\$36,890	798, Triple	81*	80*	192d*	68 / 02	x
2020 Turismo Veloce RC SCS	\$38,390	798, Triple	81*	80*	192d*	67 / 10	x

Peugeot

peugeotmotorcycles.com.au

All prices are ride away							
2020 Kisbee 50 2T	\$2990	50, Single	2.9*	NG	90d*	NT	✓
2020 Tweet 125	\$4290	124, Single	NG	NG	NG	NT	✓
2020 Tweet 125 Pro	\$4390	124, Single	NG	NG	NG	NT	✓
2020 Django 50	\$3990	50, Single	3*	4*	116w*	NT	✓
2020 Django 150	\$5290	150, Single	7.5*	9.2*	140w*	69 / 01	✓
2020 Belleville 200 RS	\$5590	169, Single	8.6*	12.2*	126d*	69 / 14	✓
2020 Metropolis 400	\$14,790	339, Single	26*	38*	256d*	NT	✓

Piaggio

piaggio.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 Enfield

royalenfield.com.au

2020 Bullet 500	\$8690	499, Single	20*	41*	187w*	66 / 17	✓
2020 Classic 350	\$6490	346, Single	NG	NG	187w*	67 / 02	✓
2020 Bullet 500 Trials	\$9190	499, Single	20*	41*	192w*	69/25	✓
2020 Classic 500	\$8990	499, Single	NG	NG	187w*	68/05	✓
2020 Classic 500 Chrome	\$9190	499, Single	20*	41*	187w*	65 / 17	✓
2020 Interceptor 650 Classic	\$9790	648, P-twin	35*	52*	202w*	68/09	✓
2020 Interceptor 650 Custom	\$9990	648, P-twin	35*	52*	202w*	68 / 09	✓
2020 Interceptor 650 Chrome	\$10,290	648, P-twin	35*	52*	202w*	68 / 09	✓
2020 Continental GT	\$9690	535, Single	21.4*	44*	187w*	69 / 01	✓
2020 Conti GT 650 Classic	\$9990	648, P-twin	35*	52*	202w*	68 / 09	✓
2020 Conti GT 650 Custom	\$10,190	648, P-twin	35*	52*	202w*	68 / 09	✓
2020 Conti GT 650 Chrome	\$10,490	648, P-twin	35*	52*	202w*	68 / 09	✓
2020 Himalayan (Euro4)	\$7490	411, Single	18*	32*	182k*	70 / 03	✓

Sherco

sherco.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	✓

Suzuki

suzukimotorcycles.com.au

2020 Address 110	\$2820	113, Single	NG	NG	97w*	65 / 02	✓
2020 Boulevard S40	\$7990	652, Single					

MODEL	PRICE SAUD	ENGINE CC, TYPE	POWER KW	TORQUE NM	WEIGHT KG	TESTED VOL / NO.	LAMS
2020 DR-Z400SM	\$9390	398, Single	29.4*	N/A	146w*	NT	✓
2020 DR650	\$8290	644, Single	32*	N/A	166w*	70/04	✓
2020 GSX-R125	\$4490	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-S125	\$3490	124.4, Single	NG	NG	134w*	NT	✓
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	\$9190	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
2020 V-Strom 1050	\$16,490	1037, V-twin	79*	100*	233w*	NT	x
2020 V-Strom 1050 XT	\$18,990	1037, V-twin	79*	100*	247w*	70 / 03	x

Super Soco

supersoco.com.au

TC - Cafe Racer	\$4990	Electric	3*	150*	NG*	NT	✓
TC - Max	\$6990	Electric	5*	180*	150d*	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	\$8290	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

sym scooters.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 from	\$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 from	\$17,900	1200, P-twin	59*	105*	224d*	65 / 20	x
2020 Rocket 3 R	\$27,990	2458, Triple	123*	221*	291d*	69 / 18	x
2020 Rocket 3 GT	\$28,990	2458, Triple	123*	221*	294d*	69 / 18	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*	70 / 10	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 XR	\$18,550	800, Triple	70*	79*	216w*	64 / 23	x

MODEL	PRICE SAUD	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*	70 / 03	x
Tiger 900 Rally Pro	\$22,550	888, Triple	70*	87*	201d*	NT	x
Tiger 1200 XR	\$24,300	1200, Triple	104*	122*	244d*	67 / 14	x
Tiger 1200 XC	\$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 Gear Up 2WD	\$27,990	749, Twin	31*	56.9*	332d*	70 / 10	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	124, 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*	70/05	✓
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	115w*	69 / 18	✓
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*	70 / 03	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



4 SUZUKI GSX-R750

First released in 1985, the GSX-R750 is the only fully-faired four-cylinder 750cc sportsbike left on the market. The good news for the would-be midsize sportsbike owners is the bike in its current iteration, internally named L series, is the longest series produced in its 31-year history. So what that means is that if you purchased a low-kilometre 2011 GSX-R750 L1, you're more or less buying a 2016 GSX-R750 L6 model. Many will argue an even earlier model would be money better spent, but in terms of major updates, not a lot separates the 2011 model from the 2021 machine.



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Dust Up

PETER WHITAKER



A will and a way

FORTY YEARS AGO, a couple of acquaintances returned to Sydney from Far North Queensland boasting of an off-road ride to Cooktown along the Cairns Regional Electricity Board (CREB) Track. In a classic case of 'anything you can do we can do better', a ride to Cape York was on the agenda, motorcycles were acquired and brightly-coloured crash helmets were put on display in the office for weeks prior to departure.

It seems ridiculous now, but back then obtaining a motorcycle endorsement on a car licence required no more than a visit to the Motor Registry where, if you could remain upright in the queue for 90 minutes without becoming enraged, you were deemed competent to ride.

On 'the trip to the tip' no one got seriously injured, the bikes survived the one-way journey before being shipped back to Cairns, where planning immediately commenced for a follow-up adventure. A ride from Adelaide to Uluru. Many of the bikes did not survive the corrugations, but we did and The Ride became an annual event.

Cross the Tanami? You betcha. Ride the Highlands of New Guinea? Why not? Traverse the Pilbara for a beer or two in Marble Bar? No problem. And, in between the most remote Aussie destinations, we rode in Mexico, Honduras, China and Chile. This year, for our 40th anniversary ride, we'd planned a 3000km loop through Diamantina Country.

Planning was well advanced when Covid first hit. It soon became evident our two Victorian mates were in an impossible position and that travel restrictions had snookered us all to some degree. Residents adjacent to the NSW/Queensland border had greater freedoms than other mates in either state, yet it was allowable to travel over 2000km from Tweed Heads in the far northeast of NSW to Menindee Lakes in the far southwest. Provided travel was within designated postcodes the Queenslanders could return home without quarantine restrictions.

And so 'the Bubble Ride' was conceived. And my brand-new

Suzuki DR650 would get its maiden run.

With a support vehicle for refuels, finding a suitable route was no problem; though it did result in one 650km, 10-hour day over some fairly rugged tracks. In such conditions camping is always an option, but not if I can find an alternative with beer on tap. Yet even in larger towns such as Bourke, many pubs were closed, some motels had accommodation but no meals, and finding a sit-down eatery of any kind was impossible. And often it was clear that seven unknown single adult males were as welcome as the plague they were undoubtedly spreading across the outback.

Both the Warrego Hotel and the pub at Wanaaring had closed since our last adventure through the region.

Worse still, the Royal Mail Hotel at Hungerford was 'protected' by a very vigilant Police presence at the border gate. Widening the search, I lucked in when I spoke to Bruce at Comerook Station. The detour added over 200km to our ride, but a few coldies and a hearty meal from the camp kitchen were just rewards. For any dirtshifter passing through, talk directly to Bruce about your requirements.

Even in the best of times accommodation can be difficult to book in the far west. On the Darling River two of the best farm stays with 'shearers quarters' are Rose Isle and Trilby (both accessible on roadbikes if you can handle a little gravel). It's always worth the effort to contact the owners who welcome your business.

The final night of our ride was spent at River Glen Farm Stay just off the New England Highway near Glen Innes. Five-star accommodation, five-star home-cooked meals and five-star hosts. One-up, two-up or in a small group, check this venue out if ever you're in the vicinity.

Finally I'd like to thank Darryl at Silver City Motorcycles for squeezing in a pit-stop oil change for my DR650. And apologise for my mate's irrational behaviour over his very sick Husaberg 570. There was no need to spread the stress.

Next year? We're heading to Western Australia. One way or another. ■

Cross the Tanami? You betcha. Ride the Highlands of New Guinea? Why not?



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DARYL BEATTIE



Change for the better

WHAT A FANTASTIC way to finish a crazy year of MotoGP. Jack Miller ends up second in the Portugal race and helps Ducati win the Manufacturers title. Remy Gardner sets pole, then wins the Moto2 race. Both these Aussies have a huge 2021 coming up and they will walk into their respective factory teams with shoulders pushed back and chests puffed out.

Confidence is king in all forms of sport. Even in golf, where you can have a disastrous 17 holes then hit par on the 18th and suddenly feel like you can conquer the world!

In Jack's case, his seventh-place finish in the points table certainly doesn't reflect a year in which he has battled bad luck and a degree of inconsistency. Fortunately he's come good at just the right time.

His overtake on Franco Morbidelli was simply beautiful to watch. Not only did he execute it perfectly, he dived inside again to put himself a couple of corners ahead of a guy he knows reacts quickly and aggressively when overtaken.

The final round was a classic example of confidence displayed in so many ways. Miguel Oliveira's pole then his total race dominance on his home track. As he said later, he was living the dream.

A similar situation for Gardner, who took his second pole of the season and backed that up with his first Moto2 win to finish sixth in the championship. I think Remy's path ahead with KTM has already been mapped out by guys like Oliveira and Brad Binder. Bearing in mind that there are several riders who may only be around in MotoGP for another year, you see that Remy has got the chance of a lifetime. His career could easily align with a vacant MotoGP rider slot sooner rather than later if he takes his chances.

We've all come a long way since the delayed start of season 2020. When this virus hit I was not a big fan of the season being condensed and run with double-headers to get a reasonable number of races in. I thought the season should

have been cancelled because the health of everyone involved was most important. In hindsight, I was wrong and what a championship it was, with nine different winners and all brands getting on the front row and filling out the podiums, most even winning!

Once Marc Marquez was out the whole pecking order changed. No one took charge of the championship until the final few rounds. Even the double-headers worked with a different winner in each race.

MotoGP is excelling now because of the foresight years ago from Dorna, who persuaded Honda and Yamaha to encourage the development of smaller rivals, such as Suzuki and KTM.

Imagine something like that happening in F1? So hats off to Dorna.

There's a lot of talk about Honda and the Marquez influence. Of course Honda is going to listen to its champion, but this year the input has come from riders like Alex Marquez and Stefan Bradl. Obviously they don't have the freak ability of Marquez but, who knows, he may end up with a better bike from this new input.

On a more personal note it's been a tough year and many of us have had to adapt and make some big changes in our lives and businesses. Those of us in the tourism industry [Beattie runs DB Adventures] are planning ahead with tour dates even though it's going to be a while before we find out how 2021 will pan out.

When I last wrote for AMCN (Vol 69 No 21) I was on my way back home from the Honda Africa Twin launch and could see the Covid changes slowly creeping across the country.

However, as motorcyclists we are lucky. That \$2k we were going to spend on a Bali holiday we can spend riding off and seeing what we have close to home.

Get out there over summer. Go and spend some money to keep country towns and our tourist industry ticking over. And stay safe. ■

Imagine something like that happening in F1?



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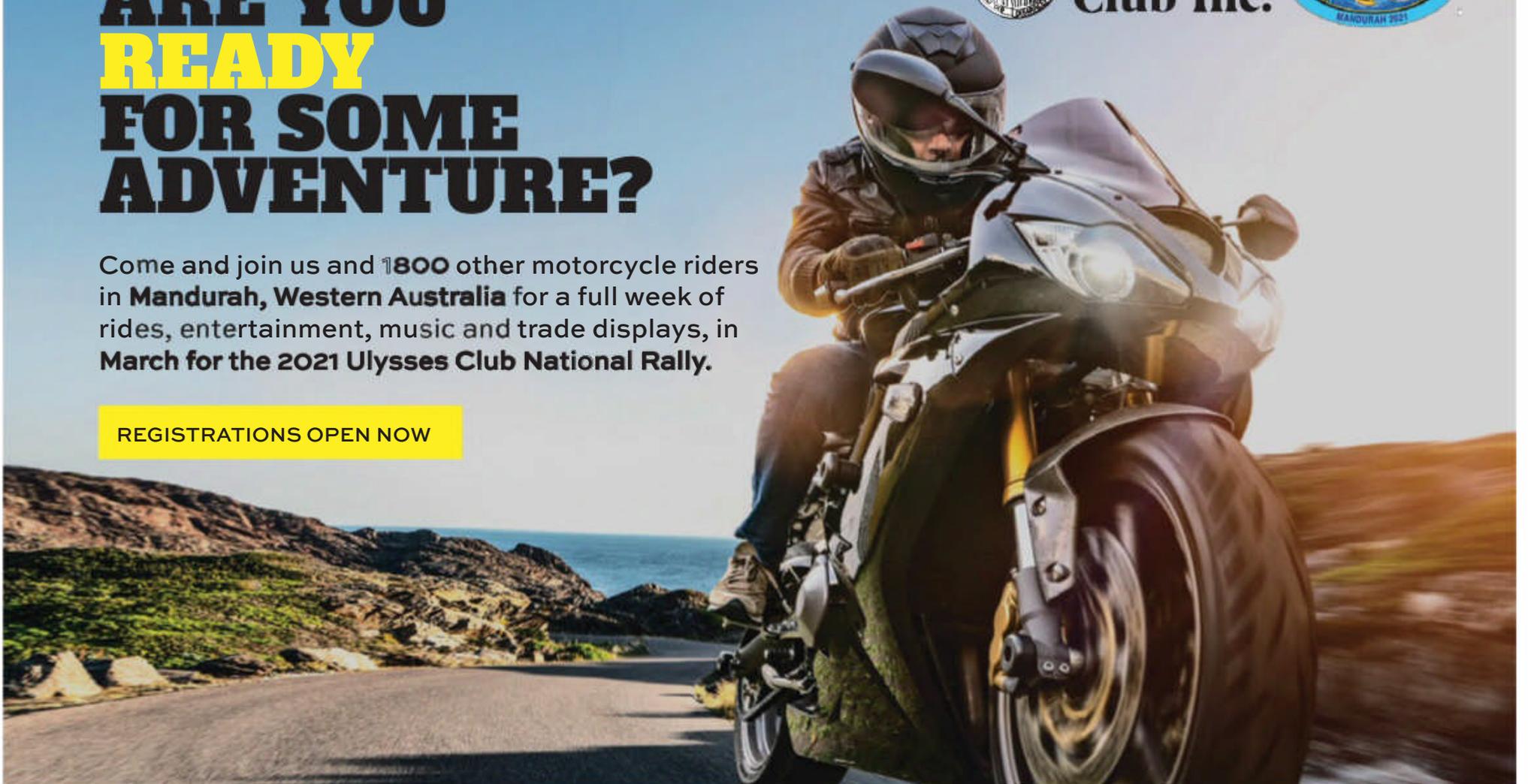
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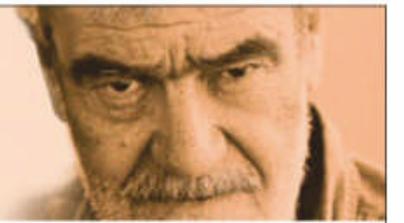
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In Pit Lane

MICHAEL SCOTT



Once, and for all

WELL, WE MADE IT. No thanks to Covid-19. A kind of full GP season, that overcame threats of further cancellations all the way to the hastily replanned November conclusion.

And – maybe thanks to Covid-19 – it was a season of rare fascination. The year the big beasts bit the dust.

Literally for Marc Marquez, who took Honda down with him after his horrible Jerez crash. No one would wish it on him, but boy, wasn't it compelling without him?

The unexpected came in battalions, and the preconceptions did a big face-plant. Yamaha didn't need a big crash or bad luck. It managed it internally.

Its latest factory bike more often hampered than helped Valentino Rossi and Maverick Viñales; and while it looked for a while as though Fabio Quartararo was going to become a Big Beast in spite of being hampered by a 2020 YZR-M1, that didn't last, as he too was ambushed by the bike's inconstancy.

It was left to Franco Morbidelli, the lowliest rider condemned by his junior status to a year-old bike to finish top Yamaha and title runner-up. By the same tortured morale-sapping logic that kept Rossi on the top tier past his best-before date, the sorcerer's apprentice is condemned to spend next year on the same old bike again. Maybe the same unintended consequences will prevail for him: I hope his pay grade matches his achievements.

Ducati was content with shooting its top rider Andrea Dovizioso where it hurt, in the braking zone. Luckily it had the ever-improving Jack Miller to take up the burden. Unluckily, when he wasn't getting knocked off, his bike kept stopping.

It was left to underdog Suzuki to pick up the pieces, which it did with modest sufficiency. When spectacular is not good enough, then good enough will reap its own rewards.

It was all so close, and so unexpected. There were other underdogs on top. KTM came out guns blazing and young riders holding the triggers. Brad Binder's rookie win was a revelation.

Taka Nakagami was another, like Morbidelli on a year-old

bike, but left to carry the load after big Marquez disappeared, little Marquez was finding his feet and old-boy Cal Crutchlow was injured.

Also out of the shadows, the feared ex-outcast Johann Zarco.

Only Aprilia failed to ride the trend. It was the worst-hit virus victims, with Andrea Iannone absent on a drugs rap, and the scope to test and develop a brand-new engine severely Covid-restricted.

It didn't work for everyone, but still eight of 14 MotoGP races were won by independent-team riders; Portimao's thriller had no factory riders on the podium – a first since 2004.

A couple of takeaways will doubtless be ignored in future; that back-to-back races at the same track can be brilliant, for all the groundhog-day complaints. Slow learners get a second chance, for one thing. Can we have two-in-a-row at Phillip Island, Silverstone and CotA in 2021, please, to make up for the ones that got missed?

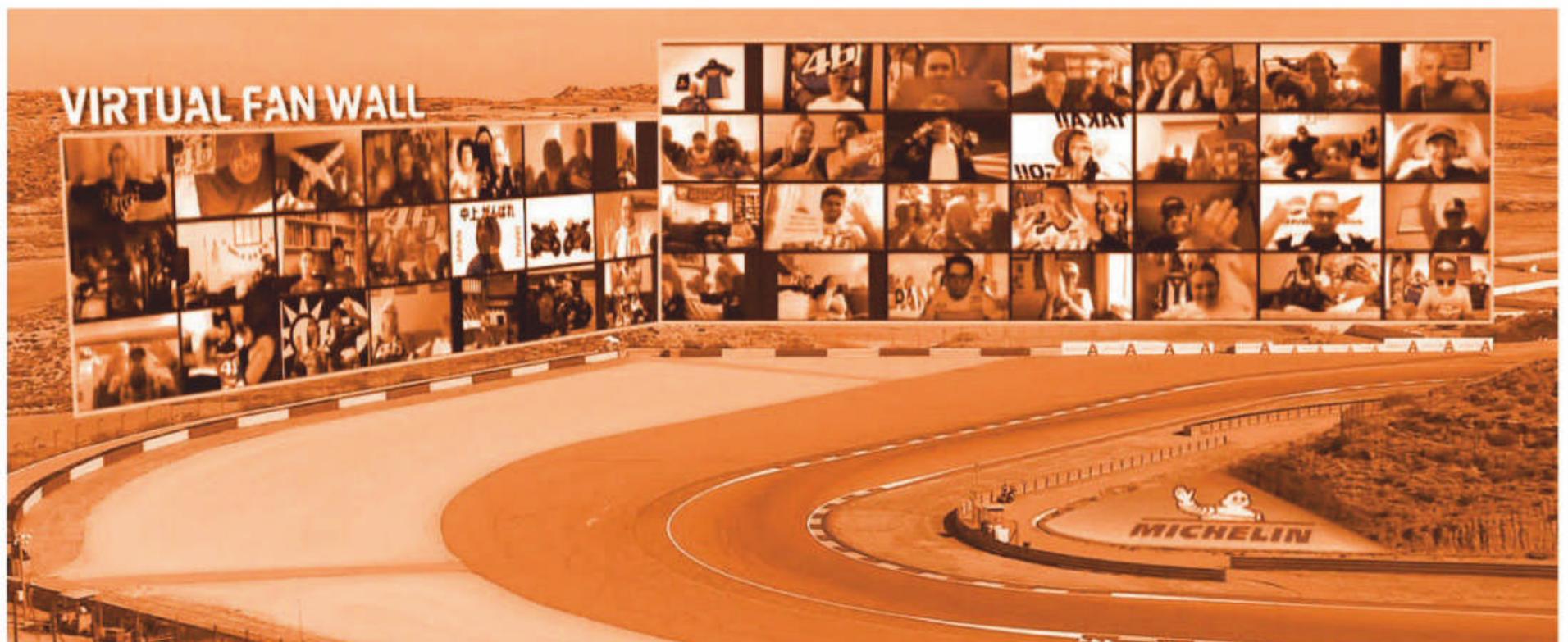
Secondly – who needs spectators? Apart, obviously, from race promoters. Everyone else got on just fine, even if they said otherwise. Dorna made a lot of cheesy fan-pleasing video clips with riders reading from scripts that “we do it for you”. Drivel. They do it for themselves, because they are obsessed, and because they are driven by overweening talent, and because they love racing. The fans are just there to share it. Or not.

Thirdly (and by the way): Portimao winner Miguel Oliveira is not a dentist, no matter how often commentators say so. He suspended his ‘apprenticeship’ to go racing, and a good move, too, he's brilliant at it.

Finally, massive congratulations especially to Dorna, for making it happen when it looked (more than once) as though everything was lost.

They did it for fans. Or was it perhaps for their wallets? Who cares? The important and wonderful thing was that they did it at all. ■

Two-
in-a-row at
Phillip Island,
Silverstone and
CotA in '21,
please?



Round 14 Algarve International Circuit, Portugal, 20-22 November 2020 MotoGP World Championship



Independents' Day

Miguel Oliveira ended the season with a runaway win on home soil

■ REPORT NEIL MORRISON ■ PHOTOGRAPHY GOLD&GOOSE

RACING ON A new circuit is always fun but no one had quite as much fun at the Algarve International Circuit as Miguel Oliveira. Not since Turkey's fabulous Istanbul Park in 2005 had grand prix racing come to a new venue as jaw-dropping and thrilling to the naked eye.

Riders raved about the swoops, the undulations and the blind crests.

"It's an unbelievable track," beamed new MotoGP World Champion Joan Mir (Ecstar Suzuki).

"I don't understand why we don't come here every year," said Moto2 race winner Jorge

Martin (Ajo KTM), speaking for everyone in the paddock.

Well, nearly everyone. Hometown hero Oliveira set aside his odious promotional duties and put his Tech 3 KTM and home knowledge to good use, producing a performance as dominant as anything witnessed in the premier class all year.

The grandstands may have been empty and the paddock quiet, but the local fans watching from home had plenty to celebrate as, from pole position, Oliveira won the start and was simply never seen again.

In keeping with this

craziest of years, there were strange sights wherever you looked. First there was a satellite team lockout of the podium, a first in more than a decade. Suzuki, the pick of the class in 2020, had its worst weekend of the year. That allowed Ducati – a factory whose dysfunctional tendencies have been clear for all to see recently – to nab the Constructor's Championship at the flag. Not for the first time in the past 19 weeks, we were left to ask, 'How did that happen?'

It wasn't just the fatigue at the intensity of the recent schedule (this was the

ninth race in 11 weekends). Emotions were running high as Andrea Dovizioso (Ducati Team) and Cal Crutchlow (LCR Honda) ended their stints in the paddock. Proof if needed that there was a clear changing of the guard after young pups Oliveira, Jack Miller (Pramac Racing) and Franco Morbidelli (Petronas SRT Yamaha) stole the show. But even the Australian and Italian had nothing for Oliveira.

After the government went back on its initial decision to admit a limited audience to the first Portuguese Grand Prix in eight years, hundreds

Main. Miguel Oliveira pulled a 'Stoner' on home soil and was simply untouchable **1**. Jack Miller and Cal Crutchlow did one more 'Bro Stoppie' before the Brit's well-deserved race retirement **2**. New world champion Joan Mir had his worst weekend of the season, qualifying... nowhere and stopping early

of fans escorted him to the track on Thursday. Further motivation. From there Oliveira was untouchable. He snatched pole position at the death on Saturday and there were no signs of race day nerves a day later as he raced into an early lead and eased comfortably clear of the rest.

"He just did an unbelievable job in working well," said Morbidelli after. "He set up the bike well. He just was the best rider this weekend."

Few would disagree. Oliveira put his stamp all over affairs from turn one. From there he was edging clear of Morbidelli and Miller, daring them to come with him.

"I didn't want to look at the board for the first three laps," he said of that devastating early blitz. "I just wanted to be able to do my pace and my lines and try to see if anyone would go for a lunge on the inside. I start and already in my second lap was a 1m 40.0s and I thought that that would be a good reference to see how much further I could go."

He was 1.3s ahead of Morbidelli by lap two, 3.2s ahead by lap seven. From there the damage was done.

"I got to the last 10 laps with the gap to manage."

Aside from an early lunge at turn five, Miller settled in behind Morbidelli as the pair renewed their Valencia



rivalry in the scrap for second while behind them, chaos reigned. Crutchlow was fourth, ahead of Stefan Bradl (Repsol Honda), enjoying his best weekend of the year, Pol Espargaro (Red Bull KTM), Alex Rins (Ecstar Suzuki) and Fabio Quartararo (Petronas SRT Yamaha).

Mir's early charge from a woeful qualifying position of

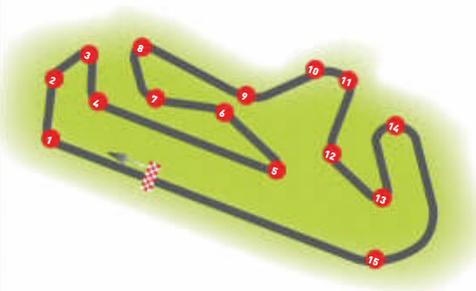
20th gained him five places by turn three. But it came at a cost. First he tagged Francesco Bagnaia (Pramac Ducati), dislocating the Italian's shoulder and forcing him out.

A lap later at turn three he tagged the back of Johann Zarco's Avintia Ducati, forcing him from 12th to 20th.

Track Attack

MotoGP

Algarve International Circuit, Portugal



Circuit length

5.077km

Race distance

MotoGP 114.800km

Moto2 105.616km

Moto3 96.432km

Nothing Lite about 2020

The 2020 MotoGP season will be remembered for lots of reasons but maybe it should go down as The Year of the Satellite Team. Yes, factory riders finished first, third, fourth, fifth and sixth in the final points but satellite team riders took victory in eight of the 14 races. Petronas Yamaha SRT won six races to the Yamaha factory team's one and Tech3 won twice to the KTM factory team's single win. As if to underline how strong the satellite teams were Portimao featured an all-satellite podium of Miguel Oliveira, Jack Miller and Franky Morbidelli. In fact that has not happened since Qatar 2004, when Movistar Honda scored a 1-2 with Sete Gibernau and Colin Edwards, ahead of Ruben Xaus's D'Antin Ducati

Round 14 Finishing positions



POS	RIDER	NAT	BIKE	TIME
1	M OLIVEIRA	POR	KTM	41m48.163s
2	J MILLER	AUS	DUC	+3.193s
3	F MORBIDELLI	ITA	YAM	+3.298s
4	P ESPARGARO	SPA	KTM	+12.626s
5	T NAKAGAMI	JPN	HON	+13.318s
6	A DOVIZIOSO	ITA	DUC	+15.578s
7	S BRADL	GER	HON	+15.738s
8	A ESPARGARO	SPA	APR	+16.034s
9	A MARQUEZ	SPA	HON	+18.325s
10	J ZARCO	FRA	DUC	+18.596s
11	M VIÑALES	SPA	YAM	+18.685s
12	V ROSSI	ITA	YAM	+18.946s
13	C CRUTCHLOW	GBR	HON	+19.159s
14	F QUARTARARO	FRA	YAM	+24.376s
15	A RINS	SPA	SUZ	+27.776s
16	D PETRUCCI	ITA	DUC	+34.266s
17	M KALLIO	FIN	KTM	+48.410s
18	T RABAT	SPA	DUC	+48.411s

DNF L SAVADORI (ITA, APR), J MIR (SPA, SUZ), B BINDER (RSA, KTM), F BAGNAIA (ITA, DUC).

POLE POSITION

OLIVEIRA 1m38.892s

FASTEST LAP (ESTABLISHES RECORD)

OLIVEIRA 1m39.855s

STANDINGS AFTER 14 OF 14 ROUNDS

1 MIR 171, 2 MORBIDELLI 158, 3 A RINS 139, 4 DOVIZIOSO 135, 5 P ESPARGARO 135, 6 VIÑALES 132, 7 MILLER 132, 8 QUARTARARO 127, 9 OLIVEIRA 125, 10 NAKAGAMI 116, 11 BINDER 87, 12 PETRUCCI 78, 13 ZARCO 77, 14 MARQUEZ 74, 15 ROSSI 66.

AUSSIE, AUSSIE, ER, AUSSIE!



Jack Miller
MotoGP
2nd

"I'm thinking of what could have been this season. I finished seven points off of third with four DNFs, one I crashed. For sure, a little ticked off about that. I've never in my whole career ever been in a team for more than two years. When I arrived here I was a bit of a question mark, let's say. I feel like we've proved a few people wrong and closed a few mouths along the way. Hopefully we can just keep that ball rolling."



Remy Gardner
Moto2
1st

"I've had some tough times over the last few years. The win has always alluded us. But I worked on myself really hard last winter. The team has done an amazing job this year to give me a competitive package. I came to a track I absolutely love. I'm still on cloud nine and it needs to sink in. Extremely happy. A great way to end the season and I hope this is a glimpse of what's to come next year."



1



2



3

An electronics issue then forced an early retirement. And Suzuki's misery was compounded by Rins's tyre choice; he was one of only four men to go with Michelin's asymmetric hard rear compound, which caused

"I've got a clear visual of the back of his head when I close my eyes"

— Miller

him to drop to a lowly 15th. Suzuki's dreams of a first victory in the Constructors' Championship since 1982 were gone.

Saturday's FP4 suggested Espargaro's KTM had the pace to go with Oliveira. But in his farewell appearance for the Austrian factory, the Catalan repeatedly ran off line in the race's first half, limiting him to fourth.

An almighty tussle ensued behind, as Dovizioso, Bradl, Crutchlow and Zarco were joined by Takaaki Nakagami (LCR Honda), who was making his now customary mid-race charge from 10th to join in.

From the third lap it had become clear there was no touching Oliveira, however. He eventually came home 3.1s clear for a second premier class win of the year. This one



4

was totally at odds with the last-gasp smash-and-grab of Styria.

"(The first win) was a lot of adrenaline. But here there was no battle," he said. "I started first and finish first. It was about managing the emotion throughout the race. To be able to do it is nice."

So attention switched to the

tussle for second. Having held second for so long, Morbidelli was well placed. But Miller was keen to avenge the defeat in the previous week's Valencian GP.

"It felt like last weekend all over again. Deja vu!" said the Australian of his late hunt. "I think I followed him 60 laps in a row including last weekend



OMEN OF THE WEEKEND

Of the top four riders in the race only one is not changing teams for 2021. Franco Morbidelli is staying on 2019 machinery next season and, despite his success, isn't overly happy. Is he worth 50 cents each way* as a sneaky bet for 2021 world champ? *Gamble Responsibly



CAR OF THE WEEKEND

The back half of Fabio Quartararo's season was crap, but there was a silver lining. With four poles the Frenchman picked up the BMW Pole Award, a shiny new BMW M2, worth \$110,000. Marc Marquez has won the last seven...



1. Alex Rins was 15th and Suzuki missed out on the Manufacturers' title **2.** Pol Espargaro was strong again and P4 in the race gave him P5 in the points **3.** The Franky and Jack Show is becoming the best attraction in motorcycle racing **4.** Valentino Rossi bid an emotional farewell to Yamaha Racing with an otherwise low-key showing **5.** Oliveira took win #2... **6.** ... and are more coming with the works KTM team? **7.** Call us biased but doesn't Miller look every inch the man to lead Ducati Corse in 2021?



and this weekend. I've got a clear visual of the back of his head when I close my eyes."

But the outcome here was different. Again Miller attacked on the final lap. This time he carried greater clarity and purpose, however, moving under at turn 13, three corners from the flag for second place, his fourth podium of the year, in his send off for Pramac Ducati. Those 20 points were enough to secure a first Constructors' title for the Bologna factory since 2007.

"A massive honour for me," said Miller. "No victory (for Ducati) just yet but we're getting there."

Securing second in the championship was a huge consolation and Morbidelli was magnanimous.

"He didn't give me the chance to retaliate," he conceded. "He was stronger than me and clever."

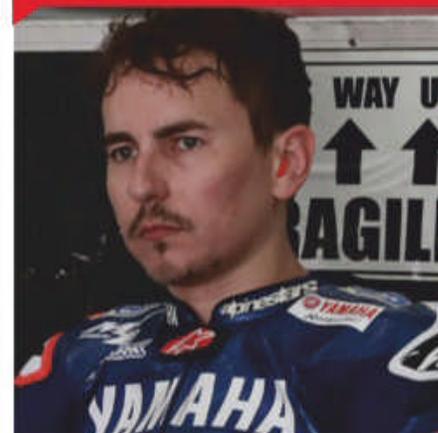
Espargaro capped a brilliant year for KTM with an excellent fourth, his seventh top four in 10 races – enough to jump to fifth in the final standings. Nakagami came through the mayhem for fifth, while Dovizioso managed his race brilliantly in sixth, enough to ensure fourth place in the standings. Bradl and Aleix Espargaro (Gresini Aprilia)

were just behind and Alex Marquez (Repsol Honda) and Zarco completed the top 10.

It was yet another disaster for the 2020 Yamaha M1s. The Monster Energy Yamahas of Maverick Viñales and Valentino Rossi were 11th and 12th, just ahead of the man Yamaha hopes can sort those bikes out, Crutchlow. Quartararo battled arm pump in the closing laps as he fell to 14th.

In the final points Mir (171) won out, 13 points ahead of Morbidelli (158), Rins (139), Dovizioso (135), Espargaro (135), Viñales (132) and Miller (132).

In brief



Merry Christmas Mr Lorenzo

As he nears the end of his career as a full-time MotoGP rider, Cal Crutchlow managed to land a few verbal blows on Jorge Lorenzo, the man he is replacing as Yamaha's test rider in 2021. Lorenzo had described Yamaha's decision to employ the Briton to lead its European test team in his place as "like replacing gold with bronze" when answering fans' questions on Twitter.

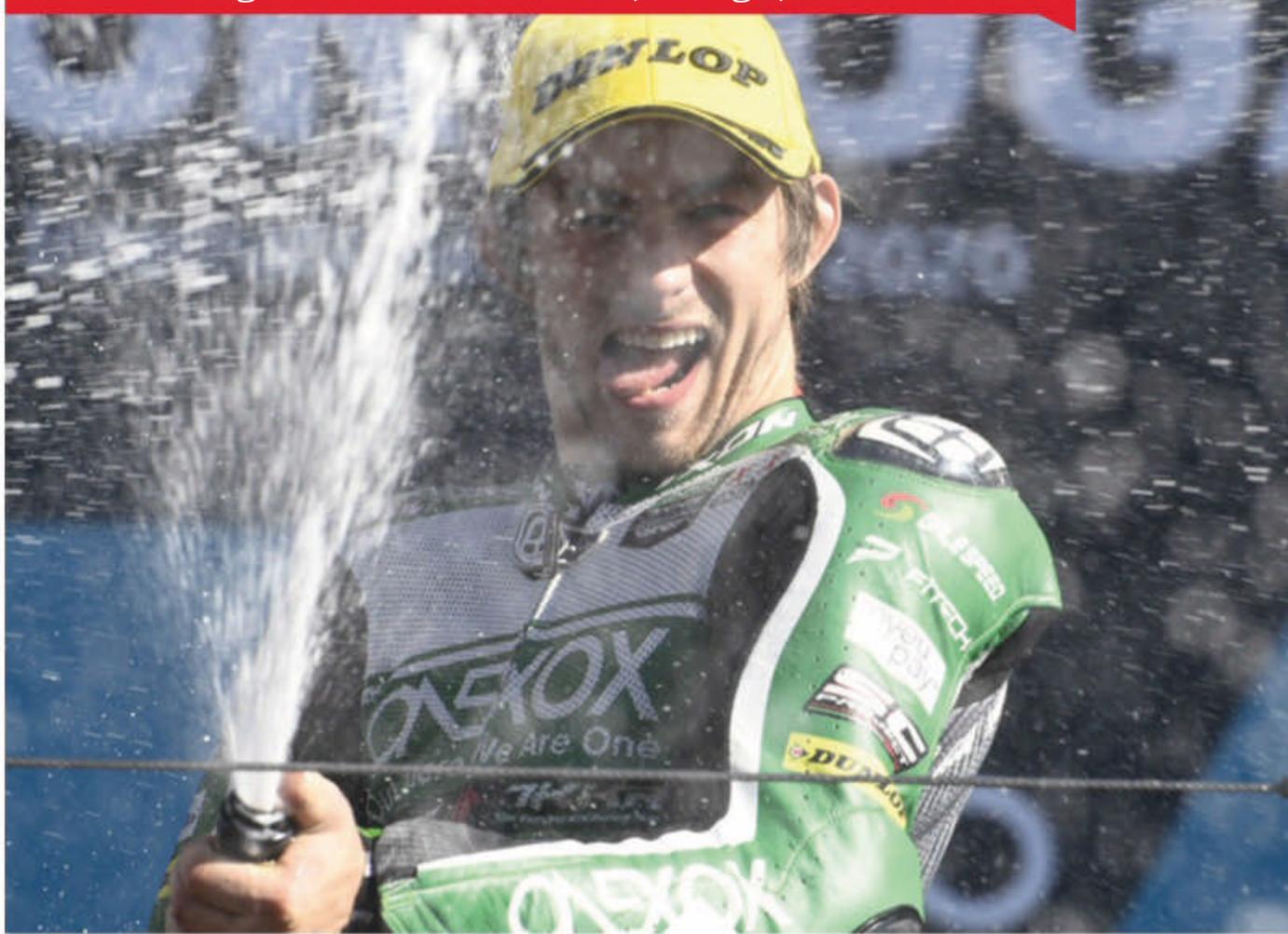
Crutchlow replied, "I fully respect him as a racer, five-times world champion. He will tell you a lot he's five-times world champion, but he's incredible as a racer and he's very, very special on the bike. But that doesn't mean he's a great test rider. It's as simple as that. I think you have to take some things he says with a pinch of salt and get on, so I'm sure it's affected him more than it's affected me. What he said, I can take it, but taking things with a pinch of salt with what he says because it comes from a guy that walks around telling people things all the time. At the end of the day, it's no skin off my back. I'm happy, I'm happy that I have things to do, I have a family, I have happiness, I have friends. Obviously, he's just bored at home."

Not Home, Alone

What would *you* do if you found yourself all alone in a hotel? For Alex Briggs it was "buffet breakfast" and "driving range" when he found himself, post-race, the sole remaining guest in the hotel Yamaha Racing booked for race week. With the rest of the team scurrying home, the 463-race pitlane veteran had some time to kill while waiting days for his flight to Australia. He was due back last weekend and faces 14 days in hotel quarantine.

Main. A Gardner spraying the fizzy after a win. All is well with the world, 'Straya!
1. Remy Gardner parted ways with SAG Racing with a well-earned win **2.** Enea Bastianini emerged from a title bunfight with the 2020 Moto2 crown

Round 15 Algarve International Circuit, Portugal, 20-22 November 2020 Moto2 World Championship



Son of a Gun

Remy Gardner breaks through to take a brilliant win, while Enea Bastianini secures the title

IT MAY HAVE taken 75 races but Remy Gardner showed that he knows how to win, in style.

While the Moto2 title hopefuls focussed on their battle the Australian stole pole position and matched Luca Marini (Sky Racing VR46 Kalex) at the start, the duo leaving chaos in their wake. Front row starter Fabio Di Giannantonio (Speed Up) took out Nicolo Bulega (Gresini Kalex) in turn one then Marini missed a gear exiting turn three, handing Gardner (Onexox SAG Kalex) and title leader Enea Bastianini (Italtrans Kalex) the initiative. Jorge Martin (Ajo KTM) and Marc VDS team-mates Sam Lowes and Augusto Fernandez followed.

Marini's pass on Bastianini at turn one on lap three was followed by Lowes out-braking the championship leader at turn five. With Marco Bezzecchi (Sky Racing VR46 Kalex) – the third rider, aside from Lowes and Marini that could overturn Bastianini's title advantage –

joining the lead group, 'La Bestia' was soon on the ropes. If Lowes won, he had to finish fourth or higher for the crown. If Marini won, eighth would do. But when Bezzecchi and Martin demoted him to seventh on laps 12 and 13 that was far from certain.

Initially Gardner stretched the lead but it did not last. Marini and Lowes both passed, the Italian eking out a lead of 1.2s, and when Fernandez passed on lap 9 it looked again like tyre woes would slow Gardner. But he was biding his time, while further back the title chips started to fall in favour of Bastianini, who retook sixth from Martin on lap 14.

Then Fernandez started to feel the pace, dropping back to an eventual eighth, and then Gardner took second place off Lowes, who was riding bravely with two broken bones in his right hand. Gardner erased Marini's lead and waited to make his move until Turn 2 on the penultimate lap. Then the

22-year old edged clear, posting the fastest lap of the whole weekend the final time round to win his first grand prix by 1.6s.

"Remy did a race that doesn't make sense," said a bemused Marini after the race. "His speed at the end was unbelievable."

Lowes rode "one of my best ever races" to come home third, 3.8s back of the winner – a valiant effort in the circumstances, with Bezzecchi 4s behind in fourth.

Gardner's win (the first for an Aussie in Moto2 since Ant West's Assen success in 2014) would not have made any difference to Marini's title hopes. Bastianini managed his early wobble with an assured fifth and that was enough to take the crown. He held off Martin and a late-charging Joe Roberts (American Racing Kalex) to do so. Fernandez led home Lorenzo Baldassarri (Pons Kalex) and Xavi Vierge (Petronas Sprinta Kalex) at the back of the top 10.

Round 15 Finishing positions

MOTO2
23 LAPS

POS	RIDER	NAT	BIKE	TIME
1	R GARDNER	AUS	KAL	39m35.476s
2	L MARINI	ITA	KAL	+1.609s
3	S LOWES	GBR	KAL	+3.813s
4	M BEZZECCHI	ITA	KAL	+8.437s
5	E BASTIANINI	ITA	KAL	+8.646s
6	J MARTIN	SPA	KAL	+8.889s
7	J ROBERTS	USA	KAL	+8.956s
8	A FERNANDEZ	SPA	KAL	+9.568s
9	L BALDASSARRI	ITA	KAL	+10.367s
10	X VIERGE	SPA	KAL	+11.084s
11	M RAMIREZ	SPA	KAL	+11.199s
12	M SCHROTTER	GER	KAL	+16.864s
13	B BENDSNEYDER	NED	NTS	+16.998s
14	T NAGASHIMA	JPN	KAL	+18.550s
15	A CANET	SPA	SPE	+20.169s
16	T LUTHI	SWI	KAL	+22.918s
17	L DALLA PORTA	ITA	KAL	+27.141s
18	S CHANTRA	THA	KAL	+27.303s
19	S MANZI	ITA	MVA	+27.340s
20	D AEGERTER	SWI	NTS	+44.924s
21	H SYAHRIN	MAL	SPE	+51.163s

DNF S CORSI (ITA, MVA), A IZDIHAR (INA, KAL), E PONS (SPA, KAL), K DANIEL (MAL, KAL), J NAVARRO (SPA, SPE), H GARZO (SPA, KAL), F DI GIANNANTONIO (ITA, SPE), N BULEGA (ITA, KAL).

POLE POSITION

GARDNER 1m42.592s

FASTEST LAP (ESTABLISHES RECORD)

GARDNER 1m42.504s

STANDINGS AFTER 15 OF 15 ROUNDS

1 BASTIANINI 205, 2 MARINI 196, 3 LOWES 196, 4 BEZZECCHI 184, 5 MARTIN 160, 6 GARDNER 135, 7 ROBERTS 94, 8 NAGASHIMA 91, 9 SCHROTTER 81, 10 VIERGE 79, 11 LUTHI 72, 12 BALDASSARRI 71, 13 FERNANDEZ 71, 14 CANET 67, 15 DI GIANNANTONIO 65.

Close, and a cigar

In a nail-biting finish, Albert Arenas does just enough

ALBERT ARENAS WON the Moto3 title for Aspar KTM but it was a nervous final few laps for the long-time points leader. His mission was clear; finish either first or second and he'd be champion. From sixth on the grid, a place behind chief rival Ai Ogura (Honda Team Asia), eight points back, that seemed likely, especially as Tony Arbolino (Snipers Honda), 11 points behind, botched his qualifying, forcing a start from 27th and row nine.

In some ways, his job was made easier when polesitter Raul Fernandez (Ajo KTM) hit the front early and began dictating the pace. No one could even get close, as the Spaniard started extending his lead by the tune of one second per lap. By lap 10 he was close to 8s clear. The fight behind was ferocious, as Tatsuki Suzuki (SIC58 Honda), Jeremy Alcoba (Gresini Honda) and Sergio Garcia (Estrella Galicia Honda) swamped Ogura's attempts to unsettle Arenas.

Arbolino, meanwhile, had made startling progress early on. He gained 10 places on the first lap and by lap six was at the head of the second gaggle in ninth. With so much movement ahead, he had made his way by Ogura on lap 14 and was just back of Arenas.



He wasn't alone in staging an eye-catching fightback; the Leopard Hondas of Jaume Masia and Dennis Foggia were handed double Long Lap penalties for misdemeanours in free practice. The pair worked in unison to rejoin the fight for second, pushing the protagonists further back.

By lap 16, Ogura was fading while Arbolino and Arenas traded blows for seventh. Their exchange through turns 10 to 12 oozed aggression, which suited the Spaniard, who could watch his rival ahead and coast home behind – until his rear tyre began to fade badly in the final four laps. Masia crashed out on lap 18, Suzuki lap 20. Suddenly

Arbolino was two places higher and Arenas's nerves came into play.

That was understandable. Six other riders, including Ogura, swarmed around him on the final lap as he attempted to hold onto Arbolino. He made a mess of turn three, avoiding Ogura by the narrowest of margins. He then so nearly high-sided himself on the exit of turn four. From fighting for fifth, he now found himself 12th. It was nervy, but enough to seal the crown.

"Until I saw my team on the corner, celebrating, I was not fully aware that we were World Champion."

A fitting ending to another spectacular season.

Fernandez was barely noticed as he won by 5.8s from Foggia and Alcoba. Garcia was fourth ahead of a heroic Arbolino, who headed the second group. Darryn Binder (CIP KTM), Celestino Vietti (Sky Racing VR46), Ogura, John McPhee (Petronas Sprinta Honda), Deniz Oncu (Tech 3 KTM) and Niccolo Antonelli (SIC58 Honda) joined in the last lap madness, with Arenas twelfth.

So on 174 points Arenas took the 2020 championship by the narrowest of margins, finishing four points ahead of Arbolino (170) and Ogura (170).

1. Albert Arenas got the staggers but 12th was enough for the title
2. Raul Fernandez (#25) took an early lead and ran away and hid

Round 15 Finishing positions



POS	RIDER	NAT	BIKE	TIME
1	R FERNANDEZ	SPA	KTM	38m06.272s
2	D FOGGIA	ITA	HON	+5.810s
3	J ALCOBA	SPA	HON	+5.866s
4	S GARCIA	SPA	HON	+6.447s
5	T ARBOLINO	ITA	HON	+12.998s
6	D BINDER	RSA	KTM	+13.065s
7	C VIETTI	ITA	KTM	+13.907s
8	A OGURA	JPN	HON	+13.929s
9	J MCPHEE	GBR	HON	+13.945s
10	D ONCU	TUR	KTM	+14.438s
11	N ANTONELLI	ITA	HON	+14.487s
12	A ARENAS	SPA	KTM	+14.708s
13	A SASAKI	JPN	HON	+19.285s
14	C TATAY	SPA	HON	+23.195s
15	K TOBA	JPN	KTM	+24.233s
16	B BALTUS	BEL	KTM	+24.260s
17	R YAMANAKA	JPN	HON	+24.321s
18	A FERNANDEZ	SPA	HON	+24.425s
19	S NEPA	ITA	KTM	+24.625s
20	R FENATI	ITA	HUS	+24.672s
21	A MIGNO	ITA	KTM	+27.637s
22	Y KUNII	JPN	HON	+34.490s
23	J DUPASQUIER	SWI	KTM	+34.884s
24	R ROSSI	ITA	KTM	+35.003s
25	M KOFLER	AUT	KTM	+35.092s
26	D PIZZOLI	ITA	KTM	+35.216s
27	G RODRIGO	ARG	KTM	+40.329s
28	K PAWI	MAL	HON	+46.973s

DNF T SUZUKI (JPN, HON), J MASIA (SPA, HON), A LOPEZ (SPA, HUS).

POLE POSITION

R FERNANDEZ 1m48.051s

FASTEST LAP (ESTABLISHES RECORD)

R FERNANDEZ 1m47.858s (2020 D BINDER 1m58.070s)

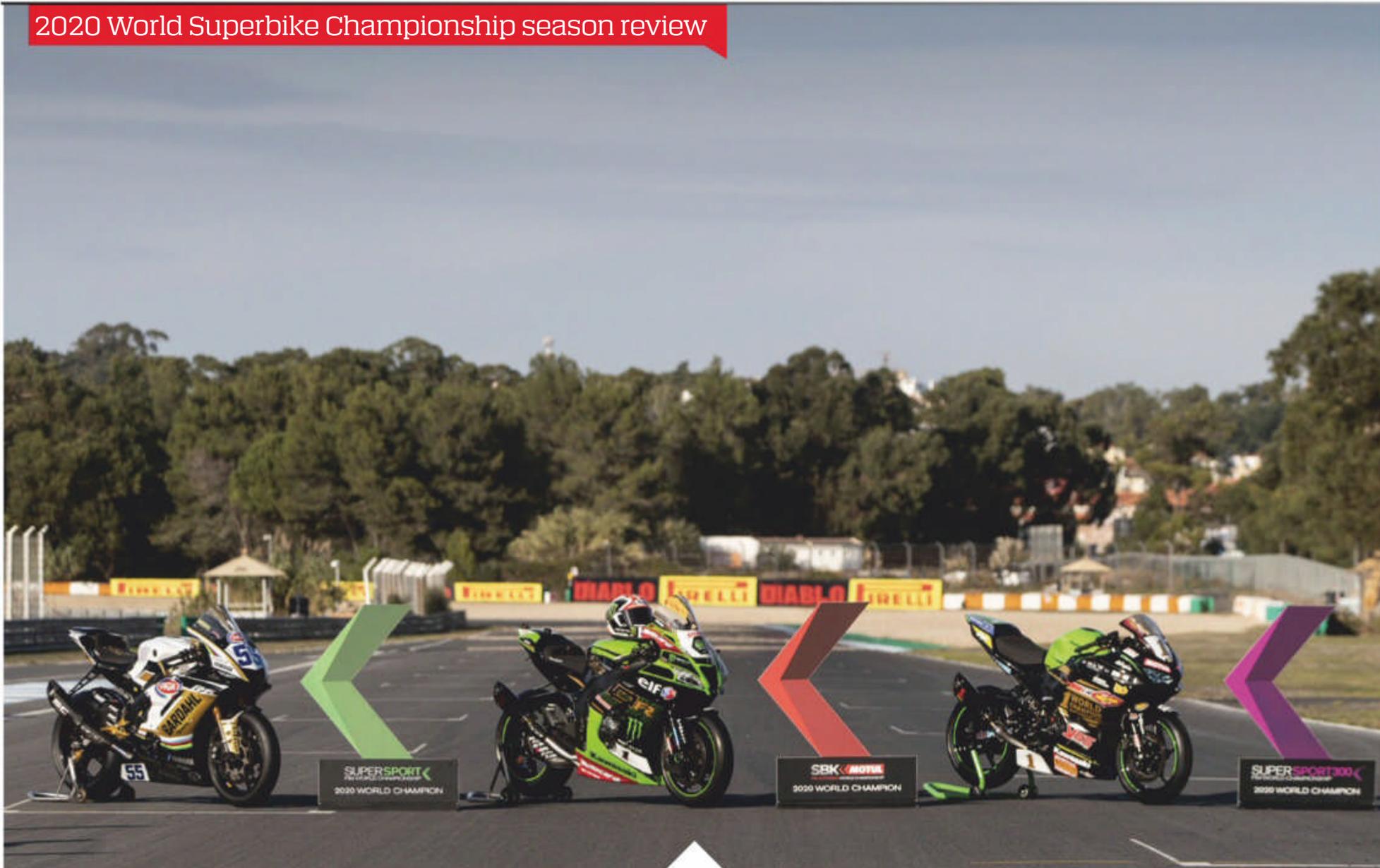
STANDINGS AFTER 15 OF 15 ROUNDS

1 ARENAS 174, 2 ARBOLINO 170, 3 A OGURA 170,
4 A FERNANDEZ 159, 5 VIETTI 146, 6 MASIA 140, 7 MCPHEE 131,
8 BINDER 122, 9 GARCIA 90, 10 FOGGIA 89, 11 ALCOBA 87,
12 T SUZUKI 83, 13 RODRIGO 80, 14 FENATI 77, 15 MIGNO 60.



season wrap

2020 World Superbike Championship season review



Four plus two

After world-wide-weirdness descended in 2020 Jonathan Rea elevated himself yet again become a six-time WorldSBK champion

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

IF YOU THOUGHT 2019 was a bit off-piste by normal WorldSBK standards, there has *never* been a season like 2020. In some ways it was still a belter, but only eight rounds, at seven different tracks, mostly in Spain and Portugal were epically *not* normal.

The season that started in Australia – simply awesome as always – ended up being as remote in terms of its multi-month gap to the rest of the rounds as Phillip Island is geographically distant from most other global racing venues.

Long before we understood the full implications of Covid-19, WorldSBK went winter testing

with another hefty dose of mixers in the spirit of competition that raged over from 2019. New HRC Hondas, some updated Yamahas, multiple rider changes and shuffles – it was a whole different cocktail of talents even before we kicked off.

The most imminent and finally eminent early threat to the five-time champion Jonathan Rea (KRT) came from new boy Scott Redding (Aruba.it Racing Ducati). Three podium finishes in his first-ever WorldSBK round were a good start at PI and five race wins to Rea's 11 in 2020 a good finish.

The Ducati was unbeatable at times and delivered other wins to Chaz Davies and Michael Ruben

Rinaldi. But the push to make one rider beat Rea all season was still not quite enough, even in a year in which Rea sometimes made mistakes brought on by having to ride on the limit more than ever.

The new CBR1000RR-R SP Honda was a bona-fide rocket in a straight line, well into Ducati territory, but the Fireblade was more of an unguided missile at times than a laser-guided smart bomb. One podium all year was scant reward for a proper factory effort, although there was a lot of effort put in.

At the start of the year much was expected from Yamaha's 2020 R1. Both factory riders,

Toprak Razgatlioglu and Michael van der Mark, took wins and two privateer Yamahas made it onto the podium. That was better than BMW, whose riders Tom Sykes and Eugene Laverty had to settle for Superpole wins, not podiums or 'real' wins.

Externally the season will be best remembered for its eight-round Covid-19 weirdness, but internally this was the year that the rules-based Dorna/FIM philosophy of controlling costs and opening up real factory performance to all came of age.

Superbike: The Movie may have been shorter than many expected, but it was a blockbuster all the same.

Futurists Award

CHANGES ARE AFOOT outside WorldSBK that will help rejoin the bridges from national racing to the global class that were either bombed out by the Global Financial Crash or national self-interest. BSB will feature a version of the proposed new-look WorldSSP class next year (with a wider spread of capacities and homologated models) as a dry run for WorldSSP itself in 2022. In Italy, a single-make ECU will fire new competitive life into the CIV series and its greater ability to put riders into WorldSBK races with a bike more closely related to a full WorldSBK machine. America has full electronics already – and look what Gerloff did...

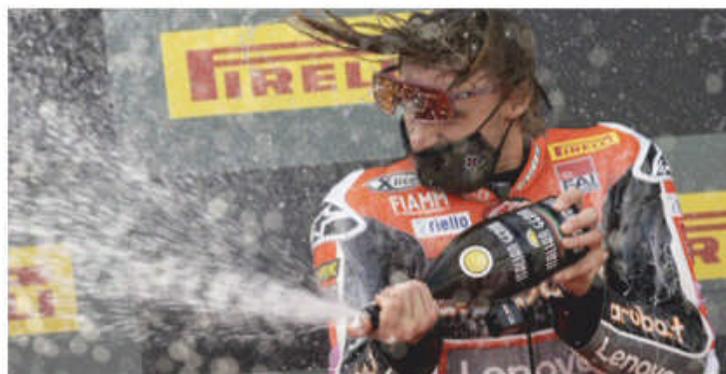


Yeah, that was a bit stupid Award

THE INSTANT ARRIVAL of WorldSSP300 to full FIM world championship status was a bold move. It had its controversies, some still ongoing, but this year proved that the earlier initiative to allow over 50 entrants at each round really proved to be too much. Two qualifying groups, plus a last chance race? Throwing the talent net as wide as possible is always a good idea but with this many riders at world level it just landed more minnows than potentially big fish. So, smaller nets next year, if you please.

Race of the Year

THE FIRST ONE at PI is a clear candidate, with close finishes in the epic category. The second full distance race at PI was nothing short of heart-in-mouth stuff as well. So, either of those. But maybe the most memorable single race of the year was the final one, in which Chaz Davies won in his last factory Ducati ride, after resurrecting a season that was so tough for so long that he finally got fired after seven seasons. There wasn't a dry eye in the red house in another WorldSBK race full of incident and accident.



Overachiever(s) of the Year

MICHAEL RUBEN RINALDI as a rider and his GoEleven Ducati effort as a team share this one. Rinaldi soared to wins and podiums. Bautista's old 2019 bikes helped but even with good tools you have to prove to be good enough to win. He was top Independent Rider (that's privateer to you and me) by 44 points from Loris Baz and 83 points above Garrett Gerloff – and both of them scored multiple podiums too. GoEleven won the 'Indie' team's trophy by 25 points from the two-man GRT Yamaha squad.



Surprise weekend of the Year Award

ESTORIL TISSOT SUPERPOLE Race. An all Yamaha podium finish was a new thing to witness in 2020, but in the Sunday morning sprint on the final day of school at Estoril Toprak Razgatlioglu (Pata Yamaha) won it, Garrett Gerloff (GRT Yamaha) was second and Michael van der Mark (Pata Yamaha) third for a wee bit of history. Maybe the biggest surprise is that an all-Yamaha podium had never happened before?



Yeah, that was a bit brilliant Award

TWO WORLDDSSP AND WorldSSP300 races per weekend just rocked. Yes, too many practice sessions of WorldSSP300 overall but two races per weekend should be kept as a general rule for every possible reason. Two more real races for the fans, wider scope for meaningful race craft and passing skills and greater sponsor/podium exposure for the teams. Keep that please.

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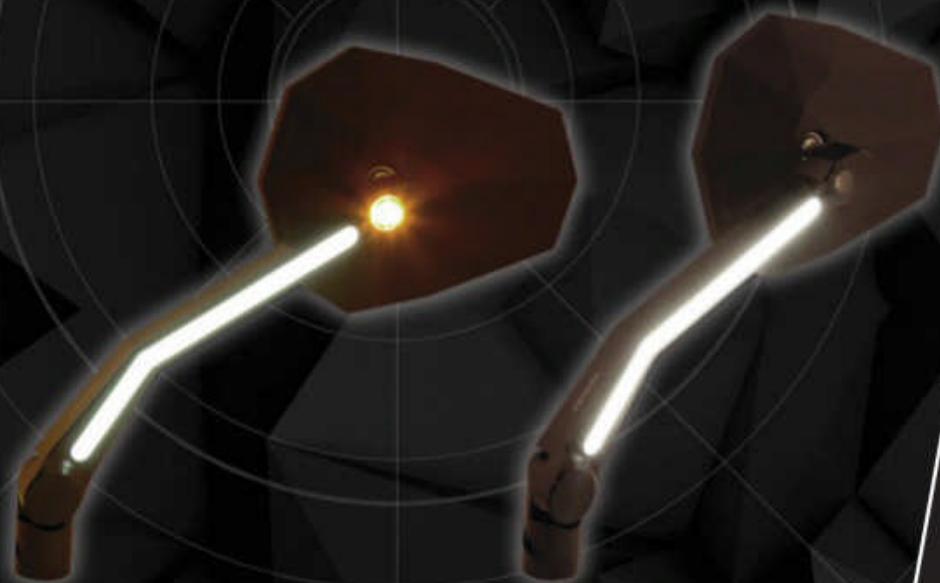
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2020 WorldSSP season wrap

San Andrea's fault?

Middleweight demigod Locatelli remodels Supersport into HyperSport

THE NORMS OF WorldSSP racing have been remodelled by an almost complete lack of new models in recent years, to the point where if you don't have a Yamaha you are generally toiling for diminishing rewards. In 2019 you ideally wanted a Bardahl Evan Bros Yamaha, which seemed to be the fastest of the fast and delivered a championship 1-2 finish.

In 2020, the lone Bardahl bike, allied to yet another Moto2 refugee in Andrea Locatelli, just smashed all opposition in



his wake, from the first race onwards. Only shocking weather and a couple of small late errors prevented Locatelli from a potential complete clean-up. He proved an all-time class act in

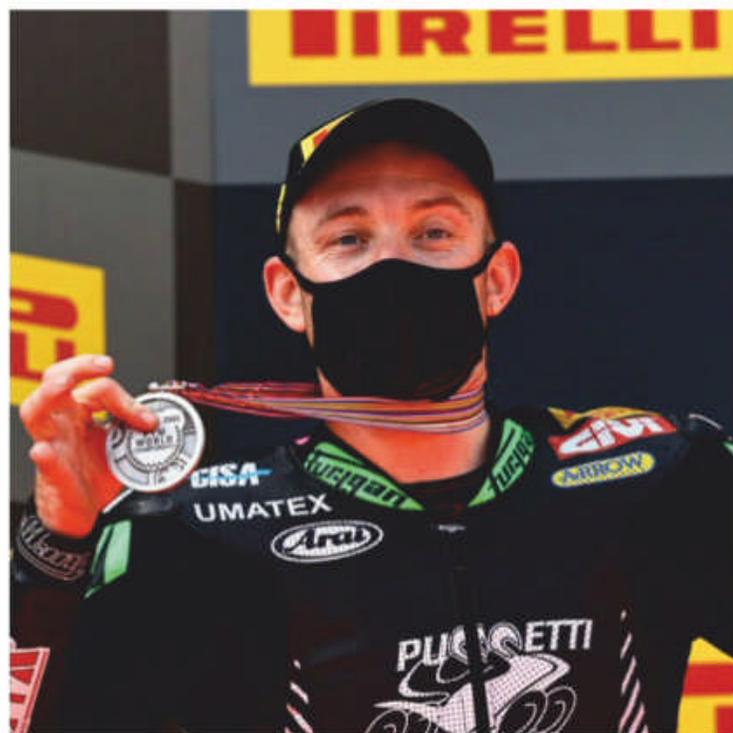
just one short (long for his opponents) season.

Teenage rider Andy Verdoia is the first to admit that he was in the right place at the right time when the red flags came out to stop everybody drowning in Barcelona, but it took a former World champion to prevent Locatelli from winning more than the 12 'normal' wins he was credited with in 2020.

Both he and runner up Lucas Mahias are moving up to WorldSBK rides in 2021, which will at least open the field up for the rest.

Bridesmaid Award

IT TOOK A world champion from 2017, Lucas Mahias (Kawasaki Pucetti Racing), to beat Locatelli in what we can term a fair fight. We can only dream what a Mahias v Locatelli season would have looked like on track, and in the final championship table, if they were both on the blue and yellow Yamahas. Despite some tough times and a bike that is very long in the tooth, Mahias mustered all his true champion's class to be 2020 runner-up. The unluckiest rider in WorldSSP was again Jules Cluzel (GMT94) who suffered another left leg break through no fault of his own after demonstrating he was the most consistent challenger to Locatelli in the first half.



Best WSS Race

THE FINAL RACE

of the year, in dry conditions, at a track with numerous overtaking opportunities? It was made for a classic final scrap and we got one on Sunday at Estoril. The race was eventually won by Mahias, but there were thrills throughout as the top riders finally got to indulge in a race-long battle with Locatelli. Any one of half a dozen Yamahas, two Kawasakis and an MV Agusta could have won it.



WorldSSP300 New Star Award

JEFFREY BUIS (MTM Kawasaki Motoport) grew a few centimetres in height between his rookie season in 2019 and this year, but he took his clear talent head and shoulders above the rest after scoring four race wins and four other podiums. His first round disasters – 29th and then a low scoring 12th – just made the 18-year-old Dutchman's subsequent form all the more impressive.



The 'Strayans



Tom Edwards

Edwards (Kawasaki ParkinGo Team) had some up and down experiences in WorldSSP300, finishing up 23rd overall. Seventh in the Algarve and eighth at Magny Cours were his two points scoring displays.

Tom Bramich

Back on a Carl Cox-RT Motorsports by SKM-Kawasaki, Tom once again raced in the WorldSSP300 class. Not his best season but there was the highlight of scoring points at the penultimate round in France.

Sharni Lee Pinfold

Injured before she got a chance to actually race in the penultimate WorldSSP300 round at Magny Cours, Pinfold took her initial practice place inside the Smrz Racing by Blue Garage Kawasaki squad.

Lachlan Epis



Rode four rounds of the WorldSSP600 championship on a Yamaha for the MPM Routz Racing Team but points proved elusive. He left to ride BSB for a BMW team.



Class of (new) kings

In Marc Marquez's absence, half the MotoGP grid thought they could step up to be king. The result was something to behold

■ REPORT **NEIL MORRISON** ■ PHOTOGRAPHY **GOLD&GOOSE**

WHAT HAPPENS WHEN the King abdicates? On occasion, his closest pretender steps up, with little deviance from the mean. But on others, a host of pretenders wage civil war as they grapple for that place on the throne. This year, MotoGP's craziest season since Nicky Hayden's championship year in 2006, was most certainly the latter, with the most unexpected name now wearing Marc Marquez's crown.

It's rare the season's defining moment comes just 20 laps into the first race. Marquez's highside out of the Spanish Grand Prix and subsequent over-ambitious return four days after an operation on a busted upper right arm had personal implications that could well stretch into early 2021.

The mindset of his opponents took no time to change.

"Now everyone believes they can be champion," said Miguel Oliveira in August.

Throw a new Michelin's rear slick into the equation and the meteoric improvement of KTM and results were further skewed. Suzuki, Yamaha and the Austrian factory were now dictating affairs. Honda and Ducati, winners of 46 of the 55 races across 2017, '18 and '19, were not.

The result was nine different riders tasting victory champagne for only the second time in history. Five of them – Fabio Quartararo, Brad Binder, Miguel Oliveira, Franco Morbidelli and Joan Mir – were victors in the class for the first time. As Andrea Dovizioso and Cal Crutchlow stepped back from the scene

in November and Valentino Rossi circulated outside the top 10, 2020 pointed to a clear changing of the guard.

The season had an intensity like no other. Just as well, too; 244 days passed between the 2019 finale and race one in mid-July. From there, an energy-sapping schedule of 14 rounds in 19 weekends punished any inconsistencies and injuries.

Quartararo was the early favourite after dominating rounds one and two but he soon fell away due to Yamaha's fickle 2020 YZR-M1 and an approach overly reliant on emotion. Alex Rins crocked his right shoulder at round one and rode injured for most of the year. Dovizioso never felt comfortable on Michelin's new rear tyre. And the less said about Maverick

Viñales's inability to manage racing situations, the better.

From that, surprise star Joan Mir emerged as the smartest name. The Majorcan often had to make up for poor qualifying. But his late-race surges were things of beauty, and became commonplace as the season moved from Summer into Autumn.

His management of the championship belied his 23 years and he won out with the lowest win haul (one) in history. That shouldn't devalue this triumph however. Yes, Suzuki built the best bike. But Mir dealt with the pressure better than anyone and you feel there's much more to come in his third season.

As we departed Portugal, the thought of a Mir-Marquez dust up in 2021 has already set the pulse racing.

Main. This picture sums up what 2020 was all about. There were *nine* race winners; L to R, Brad Binder, Fabio Quartararo, Maverick Viñales, Franco Morbidelli, Joan Mir, Alex Rins, Andrea Dovizioso, Miguel Oliveira and Danilo Petrucci. Marc Marquez was, quite literally, out of the picture

THE 'STRAYANS

Jack Miller

MotoGP, 7th

THERE WAS A bit of a lull midseason, but the 25-year old showed plenty of promise on his way to seventh in the championship. A win eluded him, but five podiums was his highest haul in a premier-class campaign yet, and he was top Ducati in five of the 14 races. It could've been even better but for a blown engine at Le Mans and a stray tear-off at Misano 2. Performances at Valencia and Portimao suggest he'll be a multiple race winner in 2021.



Remy Gardner

Moto2, 6th

This was Remy's best season to date, by some distance. Gardner wasn't just fast in 2020, by the season's second half he was as consistent as anyone, racking up six-straight top-seven finishes. Then there was a maiden grand prix win secured in stunning style at Portimao. Such was his speed on the final lap, a bemused Luca Marini commented, "Remy's race didn't make sense." Moving to Aki Ajo's ultra-professional Red Bull set-up in 2021 should be an extra boost as he aims for MotoGP graduation in 2022.



Race of the year

WHAT AUSTRIA'S RED Bull Ring lacks in variety, it more than makes up for in racing. The Styrian Grand Prix was headed toward a sleep conclusion before a red flag. The resulting 11-lap sprint was epic in every sense. Six riders on four makes of bike contesting the podium places, four changes of the lead on the final lap between Jack Miller and Pol Espargaro. And best saved to the end: Miller's move under Espargaro at the final turn, both wide, Miguel Oliveira's cutback to win. Sensational, clean racing, an unexpected winner and a first MotoGP win for Tech3 – racing's good guys – to boot.

The 'oh, you lucky boy' award

JOHANN ZARCO AND Franco Morbidelli's 270km/h collision in the Austrian Grand Prix was terrifying in itself. Thrown from their bikes at one of the scariest points on this armco-lined track, both were lucky to walk away. But the moments after were even scarier. Zarco's machine missed Viñales' head by a matter of inches while Morbidelli's YZR-M1 whizzed by Rossi by similarly close margins. But for a few inches and both Monster Energy Yamaha men were goners.

"They're the guys that should light a candle for the angels," said Miguel Oliveira after. The pale, withdrawn expression on Rossi's face that evening said it all.



The 'shoulda read the rules' award

AFTER FOUR LARGELY frustrating years, Yamaha had finally got its act together. Two wins and an all-Yamaha podium in the first two rounds. All was well with the world. Er, not quite. Rossi, Viñales and Morbidelli suffered engine failures. And it later emerged the engines used in those weekends were fitted with valves that differed to what the factory submitted to MotoGP's technical director in March. Not only were they unreliable, they were illegal (components in all engines must be identical in dimension and composition to what was presented in March). The factory was docked 50 points in the Constructor's Championship. And Viñales and Morbidelli had to complete the year with just two motors apiece. Doh!

The 'stop walking under ladders' award

MILLER'S LUCK WAS at a low all year. He lost out in a pair of last-lap fights in Styria and Valencia. He was wiped out on the first lap in Teruel. And then there were the mechanicals: the 25-year old was on course to win the French GP before the engine broke. But for a tear-off that lodged itself in his airbox in Emilia Romagna, he was on for another solid finish.

"I finished seven points off of third with four DNFs, I'm a little ticked off," he said. For good reason, too.



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2020 Moto3 season wrap



Beauty and the Beast

An intriguing title that went right down to the wire

IN MANY RESPECTS, 2020 was the year of resurgence in Moto2. Four names that went through troubling seasons in 2019 were at the forefront of the class, while a host of favourites fell by the wayside. In 2019 Enea Bastianini was crocked by injury; last August, Luca Marini stuttered under the weight of expectation; and Sam Lowes couldn't stop crashing. And Marco Bezzecchi had a nightmare aboard KTM's uncompetitive chassis.

Yet all four were rejuvenated this term, winning 11 of the 15 races and serving up a championship finale for the ages. The season hung on three crashes: Marini's dizzying free practice highside in France damaged his left ankle and sapped him of confidence just as

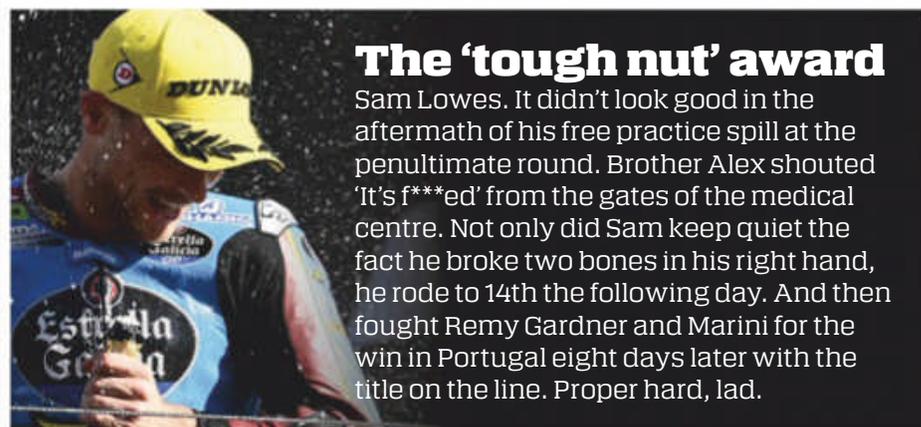
he was hitting peak form. Bezzecchi's fall from the lead at the Aragon GP lost him crucial points and put him in a spin the following weekend. And Lowes's painful fall at Valencia broke two bones in his right hand, compromising his riding in the final two races – just as the title appeared destined for England.

And from this Bastianini kept his cool and picked up points when needed. His three wins – at the Andalusian, Czech and Emilia Romagna GPs – were stunning examples of his otherworldly talent. But even on his bad days he picked up good points, a trait sorely lacking during his time in Moto3. He held his nerve in an edgy Portuguese finale to graduate to MotoGP as a deserving champion.

Best race

There were plenty of intriguing races in Moto2 this year. But only one featured a bar-banging, fairing scraping scrap: the Valencian Grand Prix. The final lap was 1m48s of madness. First Fabio Di Giannantonio binned it from a comfortable lead six turns in. Jorge

Martin put a move on Bezzecchi at turn 12 that would leave one reaching for the smelling salts. And Hector Garzo added to the fun as they hurtled toward the last turn. Five bikes covered by 0.8s at the flag. Oh yeah.



The 'tough nut' award

Sam Lowes. It didn't look good in the aftermath of his free practice spill at the penultimate round. Brother Alex shouted 'It's f***ed' from the gates of the medical centre. Not only did Sam keep quiet the fact he broke two bones in his right hand, he rode to 14th the following day. And then fought Remy Gardner and Marini for the win in Portugal eight days later with the title on the line. Proper hard, lad.

CONGRATULATIONS

Ross Anderson
Barry Hughes
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2020 Moto3 season wrap

Prince Albert

It was a changeable and chaotic Moto3 season



WITH 12 DIFFERENT pole sitters and as many different winners, 2019 was the most open, varied year in the 71-year history of grand prix's lightweight class. But this was 2020, a year that was always likely to throw up a host of surprises.

There were 10 different winners and a title fight that went all the way down to the wire. As always in Moto3, the racing was nothing short of sensational. Only in the final two races did the winning margin exceed 0.7s and each race bar two were decided on the final lap. The category remains the most open, unpredictable class in any motorsport discipline.

It was a genuinely great championship fight too, contested between three

different characters who adopted different approaches. Albert Arenas won three from the first four and then collected points when needed after. Ai Ogura counted on late fightbacks to claim seven podiums, but failed to lead a single lap, never mind win a race all year. And Tony Arbolino was arguably the fastest rider of the year but saved his best for too late in the year to save his bid for the title.

The finale at Portimao was a fitting end. At some point, all three protagonists traded blows and Arenas's late wobble gave his challengers hope. But his 12th place finish was *just* enough for the crown. For a rider that was twice taken out this year, the outcome was a fair one.

The 'that wasn't very clever' award

Is it possible to give an award to an entire class? The kids in this category are exceptionally talented. But time and time again we witnessed pea-brained tactics in qualifying, with riders exiting pit lane too late to post a flying lap or dallying in wait of a tow – antics that are not quite befitting for sport at this level. At least the FIM Stewards were willing to get tough. A new set of penalties were imposed in October, meaning repeated acts of stupidity could result in disqualification. That should teach 'em. Hopefully.



The naughty messiah

Jeremy Alcoba: the reigning Junior Moto3 World Champion didn't make many friends in his rookie season. He was fast, but erratic, paid no heed to penalties handed out mid-race and on more than one occasion he ticked off a more experienced name by being too aggressive with his overtakes, even by Moto3 standards. But even at tracks he didn't know (Brno, Red Bull Ring), Alcoba was in the mix. He beat talented teenagers Deniz Oncu and Carlos Tatay to the Rookie of the Year prize and his first podium at the final round is a sign of things to come.

Aussies overseas

The Oz OS crew

Aussies always over-represent in the international motorcycle road racing scene, even in a pandemic year

■ WORDS SAM MACLACHLAN ■ PHOTOGRAPHY AMCN ARCHIVES

JOSH BROOKES

AT 37 YEARS OLD, the former Aussie Supersport and Superbike champ – don't forget he won both in the same amazing year (2005) – ain't slowing down. A memorable win in the 2020 Bennetts British Superbike Championship is a masterful trophy in such tough times, in a country devastated by coronavirus – a fate we in Australia have been largely spared from, relatively speaking.

A master of bike set up, Brookes won both final races of the season at the challenging Brands Hatch circuit to win the gong over fellow Aussie Jason O'Halloran, his five wins in the season too much for anyone else.

Brookes summed it up best himself after clinching the win: "When I'm under pressure, I seem to be able to find that little bit more and get the results when I need to, which is exactly what I've done today. I had to ride aggressively in both races and, although I only needed to finish third in the final race to clinch the championship, I didn't want to win the title with a third, I wanted to win."

That's the attitude you need to eclipse riders of the talent residing in the BSB ranks, and together with the seasoned Paul Bird Motorsport outfit and Ducati, he proved unbeatable.

Brookesy sealed his BSB title in style at the final round



Brookes's five wins were too much for anyone else



SETH CRUMP

PLUCKED FROM 'RETIREMENT' to take on the 2020 HEL Performance British Junior Supersport Championship, Seth Crump – quite obviously the son of multiple World Speedway Champ, Jason, in both looks and talent – placed second overall behind hard-charging Owen Jenner. While Jenner dominated, right behind him was Seth, whose one crash (while leading) proved to be particularly damaging to his title aspirations.

But he is fast and so is his learning rate – and with people like his dad and associated mates around him (a certain Troy Bayliss, for instance), the young bloke is in good hands.



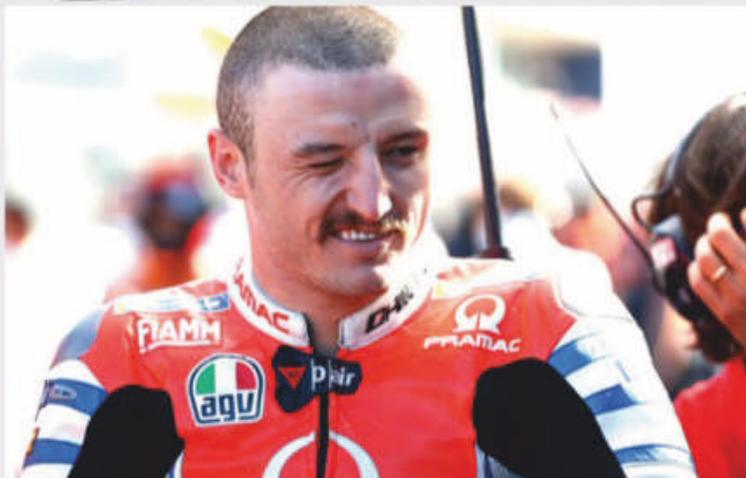
No one does a stoppie like our man Miller (okay, maybe Toprak)

JACK MILLER

US AUSSIES KNOW what the English MotoGP commentators seemed to miss spotting as the season wound to a close – if you re-instate the potential points Jack Miller lost through three DNFs completely not his fault, the bloke was a top-three for the MotoGP Championship and, with more pressure on Joan Mir, who knows what could have happened... Throwing the odd glove about the pit box was a pretty mature way to handle it, too, given what was at stake.

Miller's consistency, as his fellow Ducati riders flummoxed around him, was impressive to watch, and he has grown up in front of our eyes in 2020 – even if he still found time to break into Joan Mir's motorhome early in the morning after Portimao's final race, flanked by good mate Cal Crutchlow. Great to hear bike racers are still bike racers!

Next year looks good for Miller, mounting up on the full factory Ducati, though his GP20 Pramac machine was no slouch. With a little more luck, his continued consistency and race craft makes him a solid championship hope for 2021.



His fellow Ducati riders flummoxed around him

One crash (while leading) proved to be particularly damaging



HONOURABLE MENTIONS



Remy Gardner making the last round of the Moto2 title extra special for Aussies with a long-awaited win on a sub standard machine made for a positive end to a tough year. While his famous father took to social media to recommend no one follow in their footsteps, it's simply too hard and too expensive, he did have to acknowledge that win went part way to making it all worth it. The next two years with KTM should be exciting.



Billy Van Eerde snapped his femur, which is never going to bode well for results, but up until that point the young Red Bull Rookie was running well overall in two of the loosest, most hotly contested junior race series' in the world.

Jason O'Halloran made it an Aussie British Superbike Championship quinella, no mean feat when up against the experience and speed of Josh Brookes.

THE FUTURE

MORE AUSSIES ARE coming to the world stage. **Harry Khouri** is heading to WorldSSP300 with RT Motorsports by SKM, **Sharni Pinfold** is with the same team but in the IDM Supersport 300 series, and **Harrison Voight** and **Cormac Buchanan** will take on the Red Bull Rookies. Amazing achievements from the most disjointed year.

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Australian Off-Road Championship

Dan against Dan

It was Sanders versus Milner in 2020's off-road honours

■ REPORT PETER WHITAKER



FOR THE FIRST three months of the 2020 AORC, it was groundhog day, with the country's two best off-road exponents, Daniel Milner and Daniel Sanders, going head-to-head for fastest outright while totally dominating their respective classes (overall and under 450cc).

When including the Hattah Desert Race, the ISDE and the Australian Four Day Enduro, the pair have faced each other more than 40 times over the past three years, yet there's less than 60 seconds difference in their cumulative times. The rest of the world is in another time zone. That's how quick these guys are.

Little more than a decade since its inception, the Yamaha Australian Off-Road Championship is now acknowledged as the world's most diversified

and demanding enduro competition. A series that has produced World Champions such as Toby Price, Matt Phillips and Tayla Jones while making Australia's International Six Day Enduro (ISDE) Teams perennial hot-favourites since we won the triple crown back in 2015.

A rookie for 2020, MX Champ Todd Waters joined the AORC crew for 2020 and demonstrated he may be a future threat for class honours. As will Blake Hollis in the Juniors and Danielle McDonald in the Women's Junior Division. As for the other AORC classes, Jessica Gardiner [Women], Lee Stephens [Vets], Kirk Hutton [Masters] and Corey McMahon [Juniors] all continued where they left off in 2019. And hopefully where they'll pick up in 2021.

AORC Event Manager Matt

Falvo has announced some ambitious proposals for next year, including the A4DE to be held in Western Australia, and certainly the host Clubs are keen to plan ahead; as are long term supporters such as Yamaha and MX Store.

However few, if any, riders have been contracted and the situation is likely to stay that way until a Covid vaccine is available.

In fact the only top-shelf Off Road event certain to be held in 2021 is Dakar. The Salman of Saudi Arabia says



it's on and with a reported US\$12 million in their pockets, the Amuary Sport Organisation agrees. It's four to one odds in the field with Toby Price and Ricky Brabec on the top line. Prior to the recent Andalucia Rally, a punter could have written his own ticket on Daniel Sanders, but when 'Chucky' won both the prologue and the final stage of the Spanish event, the odds shortened considerably.

Europe was, and still is, a confusing mess. Same in the USA. However despite Covid, all 13 rounds of the Grand National Cross Country were held as scheduled. After back-to-back Championships Tayla Jones couldn't manage a three-peat, but did score two wins, as did Josh Strang on his way to a Championship podium in the Pro Division.

PETER WHITAKER

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season wrap

1. Bartosz Zmarzlik was all smiles after successfully defending his SGP crown
2. Jaimon Lidsey is carving his way to Australia's next big star
3. Max Fricke took out his second straight Aussie senior title

World Speedway Championship

The Bartosz and Jaimon show

Zmarzlik made it two in a row as Lidsey flew the green and gold

IT GOES WITHOUT saying that 2020 was a year like no other, but on the world stage most of the championships were conducted, albeit in an abbreviated format, with Jaimon Lidsey winning the World Under 21 Championship the highlight for Australian fans.

Bartosz Zmarzlik put his name alongside Tony Rickardsson (1998/1999 and 2001/2002) and Nicki Pedersen (2007/2008) as the only back-to-back world champions since the grand prix format was introduced in 1995.

It was another deserving victory for Zmarzlik. Overall he was very consistent and always producing something special when under pressure. He won four of the eight rounds, with other wins for Artem Laguta, Maciej Janowski, Fredrik Lindgren and pleasingly Max Fricke – his first ever SGP round.

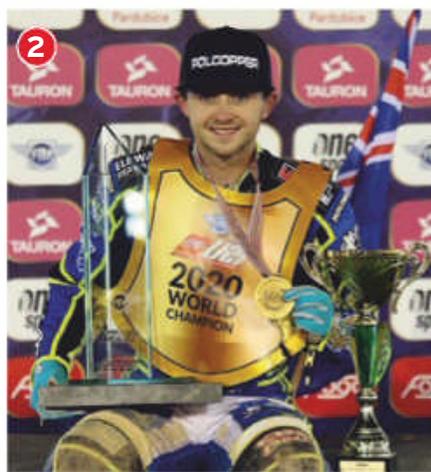
Tai Woffinden finished runner-up ahead of Fredrik Lindgren, Jason Doyle sixth overall after a poor opening



weekend that virtually ended his hopes.

Doyle automatically qualified for 2021 and Fricke was deservedly awarded a wildcard berth.

The result of the Speedway of Nations tournament probably is most likely to be marked by an asterisk – because of weather – as Russia won again, with Australia fifth.



Poland won its seventh consecutive Under-21 Team Championship, but Australia did not get to contest its qualifying round as Jaimon Lidsey did not have enough compatriots based in Europe in the restricted climate.

German Lukas Fienhage won the World Long Track Championship, with the Team title not staged. And, as usual Russia won the Ice Racing Team title, while Daniil Ivanov won his fourth individual crown.

The small contingent of Australian riders who did get to compete in league racing in Poland and Sweden in the main maintained their standing. But for those who concentrate on the UK the 2020 season was pretty much a write-off.

Max Whale finished second in the AMA Flat Track Singles standings, taking his first race win in the opening round at Volusia Speedway Park in Florida in July.

PETER BAKER

Aus Speedway

BACK-TO-BACK FOR MAX

DOMESTICALLY MAX FRICKE stopped the run of seven different champions in seven years when he emphatically

made it back-to-back solo crowns, beating Jack Holder, Rohan Tungate and Chris Holder.

Jaimon Lidsey had a tougher than expected struggle before winning a third consecutive Under 21 Championship, while Western Australia produced only its third Under 16s 125cc

champion in Luke Killeen. South Australian duo Harry Sadler and Ashley Jansen-Batchelor won the Teams event.

Sidecars did not get to stage their Australian Championship, nor were national title showdowns staged for track or dirt track racing. **PB**



honour roll

Champs list

WORLD CHAMPIONS

ROAD RACING

MotoGP	Joan Mir	Spain	Suzuki
Moto2	Enea Bastianini	Italy	Kalex
Moto3	Albert Arenas	Spain	KTM
MotoE	Jordi Torres	Spain	Energica
Superbike	Jonathan Rea	GB	Kawasaki
Supersport	Andrea Locatelli	Italy	Yamaha
Supersport 300	Jeffrey Buis	France	Kawasaki
Endurance	Etienne Masson	France	Suzuki
	Gregg Black	France	
	Xavier Simeon	Spain	

TRIALS

Men's Outdoor	Toni Bou	Spain	Honda
Women	Emma Bristow	GB	Sherco
125cc	Pau Martinez Suarez	Spain	Vertigo

ENDURO

GP	Steve Holcombe	GB	Beta
E1	Andrea Verona	Italy	TM
E2	Steve Holcombe	GB	Beta
E3	Brad Freeman	GB	Beta
Women's	Jane Daniels	GB	Husqvarna
Junior	Hamish McDonald	NZ	Sherco
Youth	Sergio Navarro	Spain	Husqvarna
Super Enduro	Billy Bolt	GB	Husqvarna
Super Enduro Junior	Teodor Kabakchiev	Bulgaria	KTM
Cross-Country	Not awarded		
Women's Cross-Country	Not awarded		
2020 Dakar Rally	Ricky Brabec	USA	Honda

SPEEDWAY

Solo	Bartosz Zmarzlik	Poland	GM
Solo Under 21	Jaimon Lidsey	Australia	GM
Long Track	Lukas Fienhage	Germany	GM
Ice	Daniil Ivanov	Russia	GM
Sidecar 1000cc	Not Awarded		
Speedway des Nations	Russia		
Under 21	Poland		
Long Track	Not awarded		
Ice	Russia		

MOTOCROSS

MXGP	Tim Gajser	Slovenia	Honda
MX2	Tom Vialle	France	KTM
Women	Courtney Duncan	NZ	Yamaha
Sidecross	Not awarded		
Junior 85cc	Not awarded		
Junior 125cc	Not awarded		
Freestyle MX	Not awarded		



2020 FIM MotoGP™ WORLD CHAMPIONS

1



3

1. L to R; Moto2 champion Enea Bastianini, MotoGP champion Joan Mir and Moto3 winner Albert Arenas

2. Steve Holcombe and Beta are the best in the Enduro world

3. Jonathan Rea took his WorldSBK titles to six

4. Bartosz Zmarzlik remains on top in Speedway GP

5. The best there ever was in Trials; Toni Bou

5



AUSTRALIAN CHAMPIONS

ROAD RACING

Superbike	To be decided
Supersport	To be decided
Supersport 300cc	To be decided
R3 Cup	To be decided
Oceania Cup	To be decided

SPEEDWAY

Solo	Max Fricke	NSW
Solo Under 21	Jaimon Lidsey	Vic
Under 16 125cc	Luke Killeen	WA
Under 16 250cc	Not awarded	
Sidecar	Not awarded	
Junior sidecar	Not awarded	
Oceania sidecar	Not awarded	

TRIALS

Open Solo	Not awarded
Open Women	Not awarded
Junior	Not awarded

SUPERMOTO

ASC	To be decided
Oceania	To be decided

ENDURO

E1	Luke Styke	NSW	Yamaha
E2	Daniel Milner	Vic	KTM
E3	Daniel Sanders	Vic	Husqvarna
Women	Jessica Gardiner	NSW	Yamaha
EJ	Korey McMahon	NSW	KTM
J1	Mason Boucher		KTM
J2	Jett Yarnold		Yamaha
J3	Billy Hargy		Husqvarna
J4	Riley McGillivray		KTM
WJ	Danielle McDonald		Yamaha
Veterans	Lee Stephens	NSW	KTM
Masters	Kirk Hutton	NSW	Yamaha

SUPERCROSS

SX1	Not awarded
SX2	Not awarded

MOTOCROSS

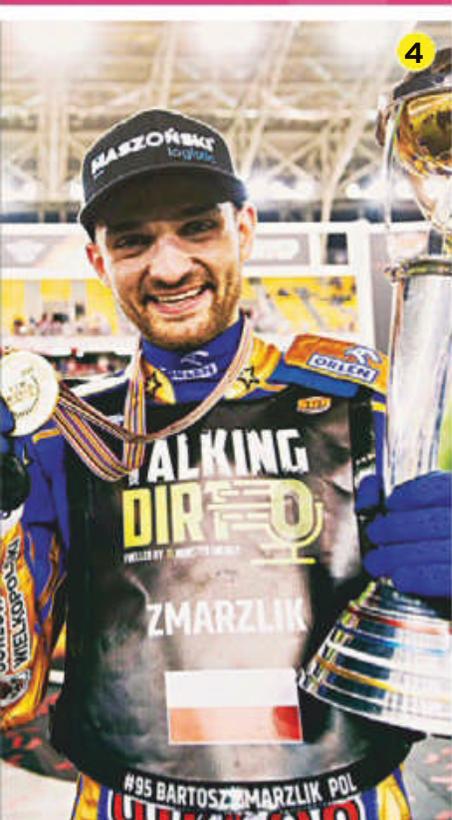
MX1	Not awarded
MX2	Not awarded
MXW	Not awarded
MXD	Not awarded

DIRT TRACK

Pro 450	Not awarded
Pro 250	Not awarded
Pro Womens	Not awarded
Sidecar	Not awarded
Junior 85cc-150cc, 9-11	Not awarded
Junior 85cc-150cc, 11-13	Not awarded
Junior 85cc-150cc, 13-16	Not awarded
Junior 200-250cc, 13-16	Not awarded



4 Daniel Milner is on par with the world's very best



6. Daniel Milner is on par with the world's very best
7. Jaimon Lidsey cleaned up on home soil and overseas

8. Daniel Sanders' consistency caught the eye of Red Bull KTM

9. Women's Enduro champ Jess Gardiner (right) mentored Danielle McDonald to the Australian WJ title



6



7



8



9

MotoGP

Curtain drawn for Dovi and Cal

MotoGP veterans make way for young rookies in 2021

SUNDAY IN PORTUGAL marked the end of two long-running relationships in MotoGP.

For Ducati and Andrea Dovizioso it was an eight-year partnership, for LCR Honda and Cal Crutchlow, six, but both ended on very different terms.

Despite finishing runner-up in the championship three times, beaten only by Marc Marquez, Dovi said he's leaving with regrets.

"Some people at Ducati couldn't appreciate the good times we shared together," he said, after admitting he was extremely proud of his achievements.

It has long been known that his relationship with technical chief Gigi Dall'Igna had fractured beyond repair.

"I'm happier than some people at Ducati, I'm disappointed by that. We didn't live the special three years we did in a normal way. Not in a special way, but a normal way. And I'm not happy about that.

"Every situation can affect the decision and that's the reason why we are in this situation."

Crutchlow's reflection on his full-time MotoGP career, however, was less about disappointments and more

CAL VERSUS JORGE

AS HE NEARS the end of his career as a full-time MotoGP rider, Cal Crutchlow managed to land a few verbal blows on Jorge Lorenzo, the man he is replacing as Yamaha's test rider in 2021. Lorenzo described Yamaha's decision as "like replacing gold with bronze" when answering fans' questions on Twitter.

Crutchlow replied, "I fully respect him as a racer, five-times world champion. He will tell you a lot he's five-times world champion, but he's incredible as a racer and he's very, very special on the bike.

"But that doesn't mean he's a great test rider. It's as simple as that. I think you have to take some things he says with a pinch of salt and get on, so I'm sure it's affected him more than it's affected me."

about relief.

"I feel a relief," he said. "I feel I'm done.

"I've done it all. I've won in every championship I've been in, I think! I couldn't have done more.

"Honestly speaking, with my talent alone – I've always been the first guy to say that it was my determination that brought me through most of racing. And maybe not being the most talented made me

continue longer, want it more.

"I always said I would stop and retire and not do it when I got up in the morning and never had the motivation. But I still get up in the mornings and still have the motivation to go on my bike and train etc. It's just I can't compete at the level I want to compete at anymore. It's as simple as that."

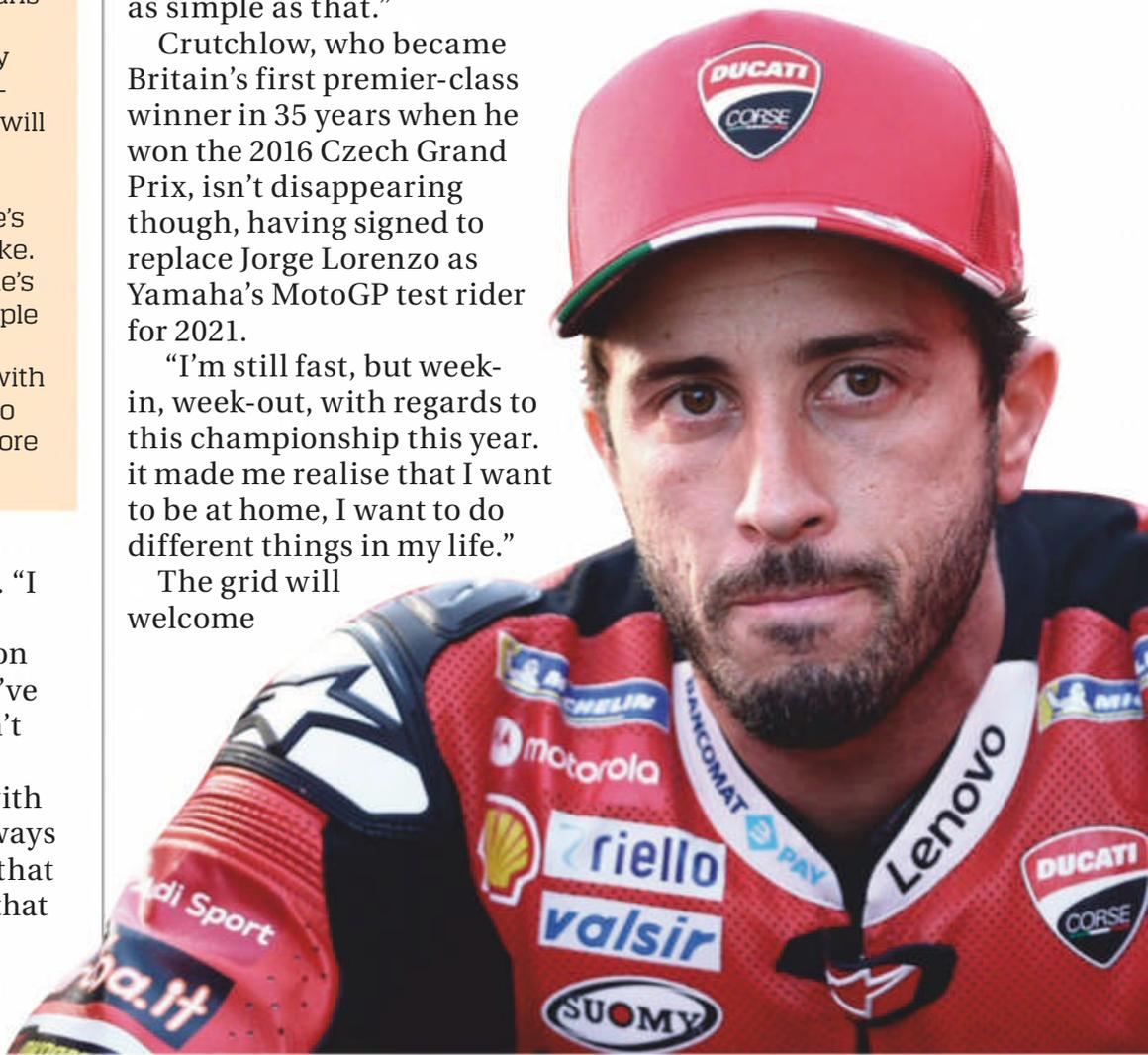
Crutchlow, who became Britain's first premier-class winner in 35 years when he won the 2016 Czech Grand Prix, isn't disappearing though, having signed to replace Jorge Lorenzo as Yamaha's MotoGP test rider for 2021.

"I'm still fast, but week-in, week-out, with regards to this championship this year. it made me realise that I want to be at home, I want to do different things in my life."

The grid will welcome

three riders in their MotoGP rookie season; newly crowned Moto2 world champion Enea Bastianini, Luca Marini and Jorge Martin, while Lorenzo Savadori looks like he'll continue with the factory Aprilia squad.

NEIL MORRISON



Moto2



Roberts will stay in Moto2 in 2021

ROBERTS' TURNS APRILIA DOWN

APRILIA'S SEARCH FOR a replacement for Andrea Iannone bore no fruit as it was denied several of its key targets. Chief among them was Moto2 race winner Marco Bezzecchi, whose Sky Racing VR46 team blocked a possible step up to MotoGP.

Then there was Joe Roberts. The Californian was a surprise target after Aprilia identified him as a candidate thanks to his much-improved performances in 2020. The fact Roberts would have become the first American to gain a full-time ride in the premier class since Nicky Hayden in 2015 was another draw.

A spokesman for Aprilia said negotiations were "most advanced" with him than any other rider. Aleix Espargaro even went as far as talking him up over the weekend. "Actually, I was in Qatar this year, in the paddock and then I watched the races and sincerely he impressed me. He was very, very strong. Joe actually has not a lot of experience here, so it looks like he's growing and

improving," he said.

But Roberts was far from convinced this was the right move for this time in his career. Sensing this, Aprilia CEO Massimo Rivola spent a period during Sunday trying to convince the American to come on board.

It didn't work. It is believed Roberts turned down the move at the 11th hour.

To accept Aprilia's offer would be to leave Italtrans, the Moto2 team he signed for in October, in the lurch at the last minute. Also there was his lack of experience. The one-time podium finisher felt he would benefit from a further year in the intermediate class, where he could challenge for race wins, rather than potentially struggle at the back of MotoGP.

The move means Aprilia will stick with its two test riders from 2020, Bradley Smith and Lorenzo Savadori. A media release from the team confirmed it would decide which of those two would team up with Espargaro in the team after the winter test schedule.

Moto2

ACOSTA TRIGGERS KTM RESHUFFLE

THE SHOCK NEWS that Aki Ajo is rearranging his rider line-up for 2021 was confirmed in Portugal. The Finn had already signed Remy Gardner to his Red Bull Ajo KTM Moto2 squad and Jaume Masia for Moto3.

But Moto3 pole sitter Raul Fernandez, who was slated to stay in the lightweight class, has been moved up to the intermediate category for next year at the expense of Tetsuta Nagashima. One reason is because of the Spaniard's height (Fernandez has physically outgrown a Moto3 machine). But it's also to make way for teenage sensation Pedro Acosta, a 16-year old Spaniard, who dominated the Red Bull Rookies series this year.

"I am really happy to go to Moto2 with this incredible team," said Fernandez of the move. "I'm really happy to continue to work with Aki. Aki is an incredible person and he helps me in everything. For this I am really happy. I want to continue with KTM in the future, and for this it's incredible."



Acosta is bracing himself for Moto3

1. Jonathan Rea came to grips quickly with the newest Kawasaki ZX-10 RR 2. Garrett Gerloff impressed on the GRT Yamaha; could he be the man to dethrone Rea and KRT?

WorldSBK

Rea heads final test

Six-time champ quicker than HRC MotoGP bike on 2021 ZX-10RR

WITH THE FIRST visible signs of a new style Kawasaki Ninja ZX-10RR appearing on the second and final day of WorldSBK testing at Jerez, Jonathan Rea (KRT) scored the fastest lap of all with a 1m38.324 – just outside the 1m38.247s track best from the 2020 race weekend.

In a flurry of late activity, qualifying tyres brought the lap times down as the clock timed out.

Early in the final day (on an X tyre according to the team) Toprak Razgatlioglu (Pata Yamaha) took what was described as a 'YMRE' test bike to the third best time of all, behind only Rea and the HRC MotoGP test rider Stefan Bradl, making him second in the WorldSBK rankings.

Running between one bike with 2020 bodywork and one with the new-look fairing, Alex Lowes (KRT) was third fastest WorldSBK rider, again setting his best pace late in

the final session. He was 0.562 seconds behind his teammate Rea.

Opening day quickest rider Garrett Gerloff (GRT Yamaha) was finally fourth best Superbike rider, as he adapts to a more modern machine than his 2019 spec bike. He also set a fast time on the YMRE development bike in the afternoon, but not quite as fast as Razgatlioglu.

Back on his current Pata Yamaha (with a different transponder number) Razgatlioglu was, strictly speaking, also the fifth fastest Superbike rider (and was ranked as such on the circuit's live timing) all despite a T1 crash without injury. For clarity we will consider him as second fastest WorldSBK competitor, as he was still riding a development R1 Superbike at that time.

Continuing to push forward on his HRC Honda,



ASBK

ASBK LOOKS TO 2021

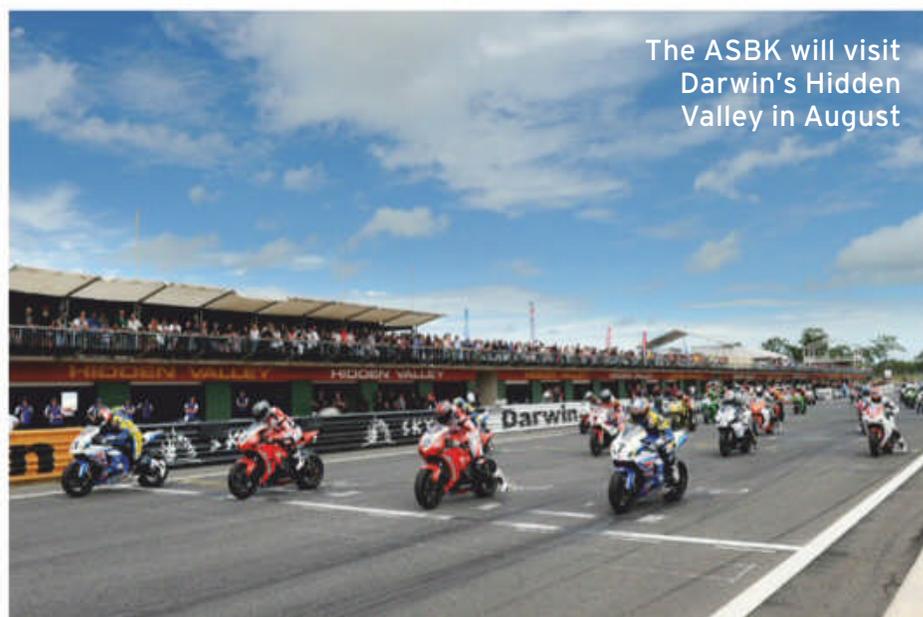
AS ASBK WRAPS up this weekend at Wakefield Park in New South Wales, event organisers look to the 2021 series

to make up for what was a two-weekend, three-round affair, thanks to disruptions caused by the global pandemic.

All going well, the 2021 series will kick off with its standard pre-season test at Phillip Island held over 27-28 January, before the circuit hosts the opening round three weeks later over 19-21 January in conjunction with the inaugural Australian All Wheels Race Fest.

With the Australian round of the WorldSBK championship canned for 2021, the coming together of Australia's two- and

The ASBK will visit Darwin's Hidden Valley in August





Fireblade riders were concentrating on back-to-back testing and trying to find real-world improvements with their existing package as much as using new material, especially after such a tough Covid-19 affected first season of development.

There have been some wholesale changes to the WorldSBK line-up already, most noticeably runaway WorldSSP champion in 2020, Andrea Locatelli, inside the official Yamaha Pata team alongside Razgatlioglu. The Italian rider made a good jump from day one to day two on his R1 at Jerez, finishing up sixth overall.

One place behind Locatelli was the Independent Kawasaki Puccetti Racing Ninja of new WorldSBK rider Lucas Mahias – who was finally the closest rival to Locatelli in the 2020 WorldSSP fight.

With Bautista eighth fastest, another new WorldSBK rider, Kohta Nozane, took his GRT Yamaha into ninth and into the 1m40s bracket on the last day at Jerez, finishing just in front of former WorldSSP podium placer Isaac Vinales (Orelac Racing VerdNatura Kawasaki). The final rider in the WorldSBK timing list was Outdo TPR Kawasaki rider, Loris Cresson.

GORDON RITCHIE

WORLD SBK			
1	J REA	KAW	1m38.324s
2	T RAZGATLIOGLU	YAM	1m38.855s
3	A LOWES	KAW	1m38.887s
4	G GERLOFF	YAM	1m39.172s
5	L HASLAM	HON	1m39.852s
6	A LOCATELLI	YAM	1m39.878s
7	L MAHIAS	KAW	1m40.195s
8	A BAUTISTA	HON	1m40.232s
9	K NOZANE	YAM	1m40.670s
10	I VINALES	KAW	1m40.893s
11	L CRESSON	KAW	1m43.187s
MOTOGP			
	S BRADL	HON	1m38.340s (2ND OVERALL)

Leon Haslam had a happier time on race tyres than his teammate Alvaro Bautista, with Haslam fifth best rider and Bautista eighth today – the latter 1.907 seconds from Rea's best time. Both

CALENDAR		
RD1	19-21 FEBRUARY	PHILIP ISLAND, VIC
RD2	12-14 MARCH	WINTON, VIC
RD3	16-18 APRIL	WAKEFIELD PARK, NSW
RD5	20-22 AUGUST	HIDDEN VALLEY, NT
RD4	18-20 JUNE	MORGAN PARK, QLD
RD6	23-26 SEPTEMBER	THE BEND, SA
RD7	TBC	



four-wheeled motorsport events will aim to attract a decent size crowd to bring a much needed injection to the Phillip Island economy after the cancellation of the 2020 MotoGP round, the biggest two-wheeled event on the calendar.

The series then moves to Winton, Vic, for the second round, Wakefield park for the third, before returning to Northern Territory's Hidden Valley Raceway for round four, where it will run alongside the Supercars Championship. It's over to Queensland's Morgan Park for the fifth before teaming up with the Asia Road racing



BMW BACKS TWO FOR 2021

THOUGH MISSING FROM the post-season tests, BMW has announced it will support two single-rider satellite teams for the 2021 WorldSBK season as well as its two-rider factory effort. Eugene Laverty will continue his association with the brand as the rider in the new-look RC Squadra Corse Team, while former MotoGP rider Jonas Folger will make his return to world championship competition in the BMW-backed Bonovo Action squad.

"Jonas Folger is the first German to compete in the WorldSBK with a Bavarian motorbike – that is a special combination," said BMW director Markus Schramm.

"I am also delighted that Eugene Laverty will remain an integral member of our BMW family, applying his talents and his knowledge of BMW superbikes in our satellite team RC Squadra Corse."

Tom Sykes and Michael van der Mark will race for the official BMW Motorrad WorldSBK Team. **KB**

briefs



Bonanza canned

The 2021 Broadford Bike Bonanza has fallen victim to the Covid-19 pandemic for the second year in a row, with Motorcycling Australia announcing the cancellation of the 2021 event. "We are devastated to share this news with you a second time this year after the 2020 event was also cancelled due to Covid-19, the event's Rachele Pettifer said. "We will now use this opportunity to plan and forge ahead with a revitalised 2022 Broadford Bike Bonanza, that will undoubtedly be the best in Bonanza history." The 2021 International Island Classic at Phillip Island has also been canned. **KB**

AORC is go

A full 12-round calendar held over six weekends has been announced for the 2021 Australian Off-Road Championship. Kicking off at Nowra for rounds one and two (27-28 March), it heads to an unnamed Victorian location for rounds two and three (17-18 April) and Kyogle in NSW for the fourth and fifth (17-18 July). An unconfirmed Queensland venue will host rounds seven and eight (6-7 August), South Australia's Kingston hosts the ninth and 10th round (18-19 September) while the final double header will be held at Omeo in Victoria over 16-17 October. **KB**

PromX confirmed

The new-look Australian Motocross Championship calendar has also been announced. Starting at Wonthaggi, Vic on 11 April and moving to Canberra for round two (2 May), the series moves to Gillman, SA (30 May) and Maitland, NSW (27 June) for rounds three and four. It's back to Victoria for round five at Wodonga (25 July), north to an unnamed Queensland location for round six (8 August) before culminating in a double header at Coolool in Queensland for rounds seven and eight. **KB**

Championships at South Australia's The Bend for the so-called International Superbike Doubleheader for round six.

The seventh and final round is yet to be announced, but Sydney Motorsport Park at Eastern Creek is a likely candidate.

As AMCN went to print, the second and third rounds of the 2020 Australian Superbike Championship were gearing up to be the decider of this year's championship results. The first round, nearly nine months ago, ran in conjunction with the opening round of the World Superbike round at Phillip Island.

KEL BUCKLEY

MCRCWA

Clarke crowned WA state champ

Ex-BSB rider rides through pain barrier to claim title

■ WORDS & PHOTOGRAPHY JOHN INNES

SAM CLARKE HAS proved a state title is as important to a great racer as any championship won around the world by digging deep to become the 2020 WA Superbike champion on Sunday 29 November.

Going into the final last week Clarke held a 24-point advantage over second-placed Adam Senior. However, a pre-race injury saw him struggling in practice, at one stage shaking his left hand to get feeling back into it as he returned to the pits.

Asked if it was going to affect his performance during a crucial day, he said: "It's going to be tough but I'll give it my best shot."

His best shot was enough to cement the title ahead of Senior with Cameron Stronach third.

Clarke knows all about coming back from bad times. After racing in major events in WA since age six, he took a leap of faith in his raw ability by heading to the UK for the 2017 season after becoming State Supersport champ in 2016.

Halfway through his season in the BSB Supersport 600 class a best result of seventh at Knockhill, Scotland had him quickly moved up to BSB Superstock 1000. A serious injury in a crash at Brands Hatch slowed his career momentum but he signed to race with Morello Racing Kawasaki UK for the 2018 BSB Superstock 1000 season.

The deal didn't work out and he found himself back in WA. Last year a win in the P6 125GP class at the National Historic Championships at Collie helped give him back his self-belief.

He returned to full-time racing with the MCRCWA in the Superbikes this year on a bike built by his father Rob and raced under the Rick Gill Motorcycles banner. Now he is a champion.

The Cully's Yamaha Supersport Championship finale saw defending champion Tommy King win a battle of nerves to retain his crown. Holding a 17-point lead Bronson Pickett looked in command but King and the hard charging Tim Boujos

1. Sam Clarke, #36, leads away in the Superbikes **2.** A broken oil line brought the Marshall brothers' season to a fiery end **3.** Tommy King took the WA Supersport title **4.** Dillan McDermott and Grady Norris are the WA Sidecar champions **5.** Sam Clarke's Suzuki was too much for the opposition



1



2



4



5

were sitting in equal second place. King proved to be too strong but Pickett hung on to finish as runner-up with Boujos third.

However, Pickett won the Go Moto Store Production Championship while Dillan McDermott/Grady Norris took out the Sidecar title.

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TMCC & SRCT

6

Ken Young



3

Tigers tough it out

TASSIE ROADRACING has survived the year of Covid with a well-contested, four-round, club-run state road racing series.

As expected Brett Simmonds (Honda CBR1000RR) was the dominant Superbike rider, winning nearly every race. Cody Travers (Suzuki GSXR-1000R) finished runner-up with Jason Spencer (Honda CBR1000RR) third overall.

The Supersport 600 championship came down to the last race of the season at Symmons Plains. Mitch Hawksley (Honda) beat Marcus Delaney (Yamaha) by a few

metres to win the title by one point. Third was Jonathan Hughes (Triumph).

The new Tassie Juniors class saw youngsters Oscar O'Donovan, Oliver Skinner, Chad Wyllie, son of fourth-placed Superbike rider Jason, fill the top three places.

The Tasmanian MCC and Sports Rider Club of Tasmania worked hard to promote this series, attracting several new riders to the sport. The final event this year is the popular Michelin/Motorworks Two Hour at Baskerville on 6 December.

KEN YOUNG



7

Ken Young

6. Mitch Hawksley (#52) on the class-winning CBR600 7. Three very happy Supersport riders at the end of the Series; Marcus Delaney (2nd), Mitch Hawksley (1st) and Jonathan Hughes(3rd) 8. William Wasley, below, is the 2020 WA Junior champion



Juniors

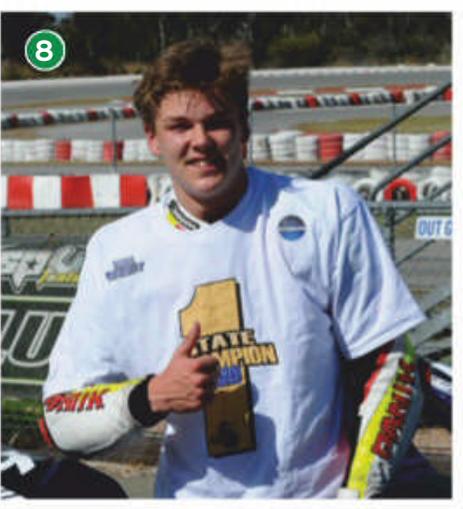
WA Juniors crowned

WILLIAM WASLEY HELD off a determined last-corner challenge from defending champion Jay Martin to take out the 2020 Senior Engineering Junior Road Racing State

Championship at the Wanneroo International Kart Track last month.

Wasley started the round with the slenderest of margins and he extended that with a Race One victory over Martin. The finishing order was reversed in Race Two and whoever won Race Three won the championship.

Calvin Moylan finished third in the championship.



8

Dirt-track nirvana

Racing final returns after a disastrous year

REPORT PETER BAKER PHOTOGRAPHY SHEREE GRIFFIN

ONE FEATURE OF the dirt track racing calendar each year, particularly in New South Wales, is the number of long-established but non-championship meetings. But meetings like the Kings and Queens, Trackmasters, Central Coast Cup and South Coast Cup all failed to happen in 2020.

Thankfully the year ended on a high, with several features staged, the including the Tradecore Industries Casey Stoner Cup meeting on 21 November.

The Kurri Kurri Junior Motor Cycle Club was a big part of MotoGP world champion Casey Stoner formative years. The club's Loxford Park Raceway has been the scene of an event named in his honour for more than a decade. Normally run in the early part of the calendar year, ultimately it was fortunate to be staged at all in a year so disrupted for sporting events.

Local rider Boyd Hollis finally got to put his name on the honour roll of winners after having been runner-up in three of the past four years. It took Jarred Brook, Kayden Downing and Connor Ryan to deny him previously, but this year Hollis carried the pressure of the favourites tag to lead all the way in the eight-lap final.

Not that placegetters Luke Bush and Kale Galeano were far away, but after his victory lap with the checkered flag Hollis's first words was simply "At last".

Junior racing again showcased the great talent coming through the ranks as another local Cody Lewis made it a double for the host club winning the one-off six-lap Casey Stoner Junior Cup final ahead of Michael West and Rory Hutchinson.

In the younger age brackets Alexander Adamson, Riley Nauta, Taylen Howard and Jake Paige were the standouts.



Boyd Hollis leads Kale Galeano at Loxford Park

1. Boyd Hollis (#4) leads the field away at Loxford Park 2. In the Under 16s Noah Cardinale (#18) leads Cody Lews (#122) and Carter Thompson (#21) 3. Lews gets on some lock 4. Hollis celebrates another win



1

HATS OFF TO AKUBRA

AKUBRA HATS ARE very Australian. They are made in Kempsey and the company has backed a very-Australian motorcycling discipline – dirt track racing – with the

Akubra Classic staged at Kempsey's Greenhill Speedway since 1991.

Two things show just how significant the event is; that it has become known simply as 'The Akubra', and the honour roll of winners contains a who's-who of two- and three-wheel dirt track stars.

Chris Watson, Paul Caslick, Jamie and Daniel Stauffer, Ken Bisley and more recently Michael Kirkness, Luke Richards, Marty McNamara plus gun locals like Jamie and Jarryd Oram and Michael Booth are among the solo winners.

Australian champions abound among the sidecar winners as well with Daryl Woodhead's wins spread over a remarkable 26 years.

In the 2020 staging of the Akubra another local Sam Davies make it back-to-back wins while Kai Frame/Michael Bryant were the sidecar winners.



2



3



4

LATE START

WITH THE PLANNED

Australian Junior Track championships cancelled, the North Brisbane Junior MCC has hastily slotted in the North Brisbane Cup meeting for December 12, meaning another long established non-championship meeting will go ahead after all in 2020.



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Stuart Higgs

BSB's Race Director explains how the Supersport class is changing forever

How did the British Superbike Championship paddock become the place where the broader new Supersport rules will be used next season, when it was originally supposed to be WorldSSP itself?

We share a common interest in the class, as we are both promoters, and there was certainly some talk of it at world level. But the process to get it defined and piloted at that level is probably a more political and delicate process. We are able to take some decisions and on the face of it, it was a bit of a no-brainer.

In which main ways did it make sense to change now?

The traditional Supersport market has evolved. You will remember in the past there were 748 Ducatis against the 600s. Then Triumphs came in. It went to just being 600s again, and then the European market for those bikes contracted, so there was not a huge incentive for a model refresh.

It seems that Supersport will become a wider term, to encompass more real world models?

The principles established in

the Supersport 300 class, which is a bit of misnomer with the number, are having a sector of bikes with different capacities and mechanical architectures – if you can get balancing right. Up until probably a year or so ago the balancing was pretty archaic in terms of just playing with revs. Now, with spec-ECU solutions, you can be a little more invasive and prescriptive about how things can be balanced. That is what set the tone for our project.

Going forward the market is going to have some changes. If you have to set a definition

of what is the Supersport motorcycle market, it is quite a wide thing now – and it means different things in different regions. Cosmetically, things will look different. They will be different bikes, with different architecture and will sound different. If, internally, they can be balanced with a 'series provided' foolproof mechanism, then that gives everybody what they want.

Early days but how close are you to saying to the interested teams, 'the bikes will be like this and this'?

Main. Stuart Higgs and the MSV staff made the 2020 BSB work, in spite of no crowds. **1.** Higgs congratulates Josh Brookes on his first BSB title **2.** Supersport will look different from 2021 onwards **3.** Triumph is ready to step into the revised SSP class **4.** Hopefully crowds can return to the British tracks in 2021



There is a concept and that is now moving to an engineering proof of concept, very much holding hands with all the manufacturer participants. In the British championship the two key people that were asked for their input into the matter were the representatives of the current two other represented brands, Kawasaki and Yamaha. It is a bit of a fact-finding mission. It is a work in progress to a degree but everyone has got sufficient confidence – the announcement has been made already about Triumph – and understands the end objective. We wanted to do it on a case-by-case basis.

We have got a manufacturer that is ready, willing and able and then there are other manufacturers downstream. Triumph is ready to go with

“Triumph is ready to go with their project”

their immediate project and then potentially Ducati will join later in the 2021 season. Then, by the end of it, we will have at least two reference cases in the British championship. So, if as we hope and expect, the World championship simply adopts it then WorldSSP – and other series – will have a ready-made platform to accept these models going forward.

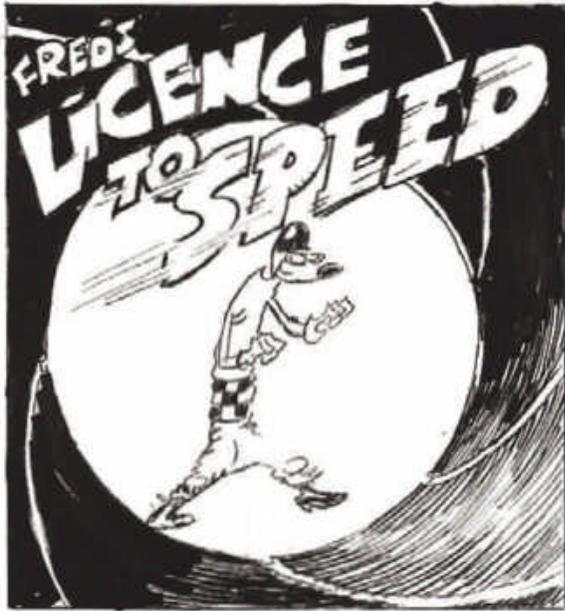
Triumph has already said it will be in the new category officially but how important is this, especially in the UK?

I think it is a hugely significant step, and something we are pretty chuffed about, to be fair. Obviously there has been a good history of Triumph in the British Supersport championship going back to the Craig Jones/V&M/Valmoto bike and latterly with the Smiths team; they were a dominant force. Triumph has done a good job with the Moto2 project.

You got through the Covid-affected season in 2020 despite all the lockdown restrictions? More straightforward given

MSV owns many of the participating circuits, and controls other aspects?

The bottom line is that the principal source of income for a circuit, using the model of BSB, is admission – the gate – as it is in most other regular sports that do not have access to a big lumpy broadcast rights fee. It was devastating for us but we believe in the product and as a business we were able to drive down costs and make things as lean as possible. This is the rainy day scenario where we did not have to rely on anybody and the only circuit outside our (MSV) circuits was Silverstone. They were very accommodating and practical on how they dealt with it. We all adopted a ‘business survival mode’; did what we had to do to get the job done. ■



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