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WITH CHRIS PICKETT

Rapid

PRODUCED BY



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A TEAM EFFORT



Most of the modified bikes you see in *Rapid* are not the work of one person. Anyone into mucking around with bikes and cars knows someone who can do a bit of everything, be it spinning up a wheel spacer on a lathe or helping you pull an engine down. There are 'one-man-bands' out there who can do everything from welding to painting but realistically having an expert welder and painter in one body is few and far between.

I've been mucking around with old bikes and cars for more years than I care to remember so I've built up friendships with likeminded people over those years. It's not something I've set out to 'culture', it has just happened.

One of the products of the hipster/cafe racer lifestyle popular these days are the workshops/ garage clubs that have taken off. It's here people can hang with each other with similar tastes and outlooks on motorcycles. All these people have different skills, from visualisation to specific skill bases, and being able to work with each other on projects is why the quality of bikes like you see in *Rapid* are as high as they are.

I can do most things on bikes, I have a mechanical trade. I can paint, I can weld and I can wire shit up. Can I do those things perfectly? No. But I'm lucky enough to have good friends who

One of those friends is about as good an engine builder as you'll see. I rebuilt a race engine recently. This friend didn't do much on it but he oversaw me do it. Yes I can rebuild engines, having done many over the years, but he picked up on stuff I'd never have considered. I raced for him for years and never once did an engine expire. It's great having people like this in your corner. He usually has a well stocked beer fridge and sledges freely so all the better.

A co-friend of ours is a master machinist. I do dislike that 'master' tag, you hear it on those American car and bike shows a lot, but it this case it's spot on. He's 70-odd years old and what he can do with a lathe or a mill will simply astound most people. He made me a part for this race engine that will have owners of similar machines very envious I reckon. He builds crankshafts from scratch, machines barrels from lumps of alloy, and many big-name engine builders send their cranks to him to fix. He's the old guy in a non-descript tin shed building stuff most people can't. We talked about building an engine combining lots of cutting edge stuff. Why? "I like to build things other people can't," he said. fair enough.

And then there's the painter/panelbeater. Another guy past his prime, doing things with metal and paint that should have him a millionaire by now. He doesn't want that, probably never did, preferring to work by himself, a decent amount for a decent days work. Old school. He did an alloy tank for me recently, making a massive dent disappear like it was never there. Even the piece he cut out underneath the tank to get at the dent was perfectly cut out.

If you can't do this sort of stuff yourself or at least have access to people who can help you out then building a modified bike can be hard work. Very hard work. It's one of the main reasons why lots of projects stay unfinished.

The Yamaha Norton rotary tribute you see in this issue required hours and hours of expertise. Shaun Sutcliffe did much of that at mate's rates, including probably 20 runs on the dyno, as he's was as keen to see it up and running as we were. And that's part of why we do all this stuff. It's one thing riding with your mates, that's great fun, but just as much fun is the hours together wrenching on your machine.

- PICKO

One of the products of the hipster/cafe racer lifestyle popular these days are the workshops/ garage clubs that have taken off.



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100 Tech Time, Engine Rebuild

YAMATON : CHRIS PICKETT DUCATI : RYAN GRUBB BMW : CHRIS PICKETT



Rapid ____



IF ONLY...

Yamaha TDM1000

Need an adventure bike to cover the miles yet remain comfortable through the challenges of the urban jungle? The TDM is all the sports utility vehicle you need.

ONG BEFORE the Ducati Multistrada, Yamaha gave us a utility bike with V-twin characteristics that was just as much at home in the city as a courier workhorse as it was loaded two-up for touring. The bike became a best seller in Europe and has only recently been superceded in the Yamaha range by the 847cc triple cylinder Tracer 900. It's a decent ride but if Yamaha had stuck with a twin...

CHASSIS

The steel tube frame is a fusion of MT-03 and the XTZ1200 Super Tenere's with the rear shock running alongside the engine to help centralise the weight and easy adjustment to boot. Long travel forks from the XTZ get the radial brakes from the R6 and 5-spoke wheels are a hybrid mix of R6 and MT-03. Engine bars are standard fitment in preparation for any tumbles or zombie apocalypse. Headlight grilles, camouflage paint and spotlights are in the accessory catalogue.





VICTORY'S EPIC FAIL

Polaris Industries Inc announced January 10 it ceased production of its Victory Motorcycles brand, continuing to wind down over the next 18 months

The company will focus its efforts towards the Indian Motorcycle brand.

Polaris said it will provide service and parts for Victory owners for the next 10 years.

Peter Alexander, Managing Director of Polaris Industries Australia and New Zealand thanked Victory owners and staff for the eight-year journey:

"To all Victory owners both new and old, we sincerely thank you for your passion and commitment.

"I have been privileged enough to meet and ride with many of you at rides and other events and look forward to riding with you well into the future.

"We and our dealer network are committed to continue to supply parts, service and warranty to ensure this happens.

"Although a tough time for all of our staff, dealers and of course riders who have put an enormous amount of blood, sweat and tears into Victory, there is a lot to be proud of and celebrate.

"Victory will always be a great motorcycle and a great brand that has punched well above its weight in Australia and New Zealand and forged a legacy that will take a lot of beating.

"Victory Owners will always be part of the Polaris family, they will always be welcome and we will be continuing to sell these world class motorcycles for some time.

"Although the history books will start being written a little earlier than we would have liked, I'd like to thank all current and future Victory Owners for helping write a little bit of that history."

A Polaris Industries press release said several factors influenced the announcement:

"Victory has struggled to establish the market share needed to succeed and be profitable.

"The competitive pressures of a challenging motorcycle market have increased the headwinds for the brand.

"Given the significant additional investments



required for Victory to launch new global platforms that meet changing consumer preferences, and considering the strong performance and growth potential of Indian Motorcycle, the decision to more narrowly focus Polaris' energy and investments became quite clear."

Victory Motorcycles launched in Australia in October, 2008 with a concept store based in Melbourne, which raised the bar for motorcycle retail in Australia

Polaris opened three other Victory flagship stores and developed independent dealers in major markets across both countries.

Alexander said Australia established itself as the largest unit selling volume market for Victory outside North America.

Federal Chamber of Automotive Industries yearly motorcycle sales figures up to September 2016 show 2583 units have been sold in the country since day dot

In comparison, Indian Motorcycle, revived by Polaris in 2013, has sold 1624 units up to September 2016.

Rapid doubts these sales figures are enough to support four flagship stores.

How Polaris markets Indian Motorcycle over the next two years will be critical.

So... Should you go out and buy a new Victory? It depends

There's no question over the quality of the machines

If you are going to get out and enjoy your Victory, why not? 10 years of parts and service is a good run for your money.

And sure, you will get a pretty good deal if you buy one over the next 18 months.

But if you are buying one because you think it will be a collector's item in the future, Rapid thinks it's probably a bit too risky.

And what we want to see now is a road version of the new Indian flat tracker.

2017 STRONGEST SALES YEAR SINCE 2009

A surge in consumer activity during the final quarter of 2016 generated a strong finish to the sales year for Australia's new motorcycle market, with the calendar year result up 6.6 per cent on 2015.

Australia's motorcycle, ATV and scooter sales reached a total of 114,783 in 2016 — an increase of 7,073 units over 2015 and posting the fifth highest sales result in the industry's

It was also the industry's strongest sales result since 2009.

Honda was the largest selling brand again, holding 22.9 per cent (26,276 units) of the total motorcycle, ATV and scooter market.

Close behind in second place was Yamaha with 21.7 per cent of the total market (24,899). Kawasaki was third with 9.2 per cent (10,592 sales), Harley-Davidson fourth with 9 per cent (10,282 sales) and Suzuki fifth with 8.6 per cent

Road bike sales were again healthy across the industry, increasing 5.3 per cent over the 2015 result and accounting for 41.6 per cent of the total market. Australians rode home with a total of 47,753 new road bikes in 2016.

(9,924 sales).

Harley-Davidson took out the top sales position in the road bike category. The Milwaukee (USA) based manufacturer sold 10,282 new road bikes across Australia in 2016 to claim a leading segment share of 21.5 per cent.

Honda was the second highest selling brand in this category, with 20.2 per cent of national road bike sales (9,651). Honda was followed by Yamaha with 16.3 per cent (7,768 sales), Kawasaki with 10.1 per cent (4,798) and BMW with 6.7 per cent (3,178).





A NOT SO NEW CBR600RR

\$14,999 will get you a 2017 CBR600RR, which is not a bad deal, despite the fact the model itself hasn't been substantially updated in the last half a decade or so. With Showa Big Piston Forks and adjustable rear-end the CBR600RR will be a decent handler, and even though on paper the engine is one of the weakest in the middleweight sports range, in reality most of the bikes are close in horsepower.

It gets the same 'Victory Red' colour scheme of the CBR1000RR, and also shares the 1000RR's electronic steering damper, which is controlled by the bike's ECU. There is also talk that 2017 could be the last year of the CBR600RR due to ever tightening emission laws and the dying sports bike market. Get into a Honda dealer to check them out in the flesh.



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NEW MOTORSPORT PARK IN TAILEM BEND

Peregrine Corporation has announced a contractor based in South Australia will oversee the construction of a new racing circuit. Once completed, The Bend Motorsport Park is set to become the second-longest circuit in the world, second only to the Nurburgring, Germany. Riders are unlikely to experience 35-corner, 7.7km full circuit however, as it will be used for GT racing

A 4.9km international circuit configuration has been designed for competition motorsport with fast flowing sections and tight technical challenges.

The milestone is part of a \$100 million investment by the corporation which will see it become an iconic sporting facility for South Australia championing local, national and international motorsport and major events for the state.

Dr Sam Shahin, Executive Director of the Peregrine Corporation, said "the Bend's racing circuit is world class, with inspiration drawn from the best racing circuits around the world including Spa, Red Bull Ring, Paul Ricard,

Nurburgring, Suzuka and Silverstone." "The circuit will be a permanent bitumen race track of international standard with 35 turns, a one-kilometre long main straight

and a width of 15 metres that continues into turns two and three for fantastic side-by-side racing action, and top speeds approaching 300km/h."

The State Government has invested \$7.5 million into the project, Premier Jay Weatherill said the project will become a tourist drawcard and inject millions into the State economy.

"An independent economic study has shown that once fully developed, The Bend is projected to create 1631 full time jobs and its economic impact to the state is likely to be \$236 million in Gross State Product annually, attracting 339,000 extra visitors to the region," Mr Weatherill said. "We promised in 2014 to invest in the Bend Motorsport Park and that's exactly what we've done.

"It's great to be here today and see the project take another step forward."



The Bend Motorsport Park will also feature a pit building, hotel and conference facilities, a purpose-built drift and karting circuit; an international Group 1 dragway; driver training facilities; an airstrip; a 4WD adventure park and an off-road facility.

The circuit is estimated to be complete by the end of 2017; the next stage of construction will see the pit building and surrounding infrastructure built creating 300 more jobs. Commencement of construction will be announced shortly.



GET AT THE '17 BUSA

SUZUKI has announced the 2017 Hayabusa is now available from Australian dealerships in two colour schemes. Not much has changed from the previous model though.

The new Hayabusa has Brembo radial mount monoblock calipers and

The iconic hyper-sports bike also continues to feature the Suzuki Drive Mode Selector (S-DMS) giving the rider a choice of three available engine maps to suit rider preferences and riding conditions. The two colour schemes are Glass Sparkle Black and Pearl Blue/Glass Sparkle Black.

Retail price is the same as last year's model too, at \$20,790 ride away.

OVER 20K UP FOR GRABS IN YAMAHA R3 CUP

Yamaha has announced the total prize pool for the R3 cup's sophomore year will exceed \$20,000

Entry level riders who compete in the series will be rewarded right down to fifth place in a move which continues to introduce new riders to road racing

The series champion will take home \$5,000, with \$3,000 and \$1,500 on offer for the respective runners-up; \$750 and \$500 for fourth and fifth.

A race win will earn riders \$175, with \$250 to be distributed from second to fifth places. Overall place-getters for each of the five rounds can win up to \$500, while two incentive awards of \$75 will be given out each round. Because the R3 Cup is designed as an entry level race series aimed at showcasing new riders, all 'A' graders, international riders and pro level racers are not eligible to win any prizes - although they are welcome to race in the

Individual round payments will be awarded on a race-by-race basis but to be in the running for the overall contingencies, racers are asked to compete in at least four of the five rounds. All riders must display all series logos and run a Yamaha Racing patch on leathers in order to benefit from the prize pool payments. ASBK tests take place for R3 Cup Competitors on the following dates: Wakefield Park 7-8 March, Winton 11-12 April and Morgan Park 9-10 August 2017.



R3 CUP DATES

Wakefield Park Raceway, Goulburn NSW 17-19 March

2 Winton Motor Raceway, Benalla VIC

3 Morgan Park Raceway, Warwick Qld

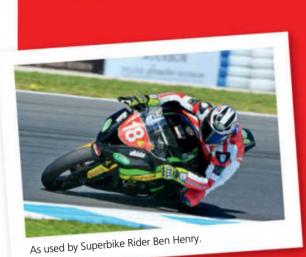
4 SMSP, Eastern Creek NSW

5 Phillip Island Prix Circuit, VIC 28-30 April

25-27 August

8-10 September

6-8 October



HEL BRAKE PADS - NOW AVAILABLE! RACE AND STREET PADS NOW AVAILABLE!

HEL Performance have just released their new line of HEL Performance Brake Pads, which feature two options – the Street Pro pads, which are SPD Sport HH+ compound pads recommended for late model sportsbikes, for road and track day performance. The Track Pro pads are designed specifically for the track to meet and exceed the extreme demands of national and international circuit racing with high friction race compound sintered metal pads!

HEL-T-PRO \$120.95

HEL-S-PRO \$90.95 PER SET

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TRIUMPH UNVEILS 765CC STREET TRIPLE RS

Triumph has unveiled a new range of Street Triples, and the RS will be a serious contender for your money this year.

The all-new Street Triple is available in three models: The 'S' - a similarly sized 660cc Learnerapproved machine, while the 'R' and 'RS' will receive a Daytona-derived donk, 765cc in capacity

Each model is tailored to specific riding conditions, making the range appeal to pretty much every motorcyclist, ever.

Rapid readers will be most interested in the RS, which borders on exotica for the marque. The RS puts out a claimed 121 horsepower at 11,700 revs, über-spec Brembo M50 monoblocs up front, fully-adjustable Showa big piston forks, Öhlins fully-adjustable rear shock, quickshifter, lap timer, bar-end mirrors and five riding modes (Track, Sport, Road, Rain, Rider).

This is on top of the 'R', which both models share switchable ABS and traction control, slipper clutch, five-inch colour TFT instruments with

high-spec onboard computer and five-way joystick control, daytime running light and self-cancelling indicatiors,

The Street Triple R is slightly detuned, putting out a claimed 116 horsepower at 12,000 revs, receiving top-spec Brembo M4 32 monoblocs, fully-adjustable Showa suspension at both ends and four rider modes (Sport, Road, Rain, Rider).

It appears the Street Triple S will be sleeved for its capacity to align with Australia's LAMS laws, coming in at 660cc. As such, Australian power figures for the S aren't available at the time this issue went to press. The S receives Showa suspension at each end, the rear preload-adjustable, ABS and traction control along with two rider modes (Road, Rain), LCD instruments, with all-new bodywork and swingarm.



The new Street engine has been developed from the race-oriented Daytona, with over 80 new

The angle-adjustable colour TFT instruments on the R and RS look trick judging from Triumph's press video, it features three different display styles to choose from (six on the RS!) and each style can be selected with high or low contrast. Triumph Australia is yet to announce pricing and availability.

MOTOGP GAME

MotoGP's official mobile game 'MotoGP Championship Quest' announced the winner of its Inaugural 2016 MotoGP Fan World Championship contest which has been won by Irish rider Eugene Laverty of Team Aspar. Frenchman Loris Baz riding of Avintia Racing and Spaniard Aleix Espargaro aboard the factory Suzuki rounded out the placings.

Valentino Rossi was the most chosen racer in the Fan World Championship and amassed the highest aggregate score of over 2 trillion points in total however this was not enough to secure the 2016 Fan World Championship crown as the focus is not just on popularity, but the consistent effort put in by fans over the season to support their favourite rider.

The fans world championship is decided based entirely on engagement.

Laverty's fan base, while significantly smaller than Valentino Rossi, has been active in achieving success.

The MotoGP Fan World Champion, Sam Knott from England, has invested over 500 hours of time, completing more than 6600 races and scoring an incredible 221 billion points. In second place, an Indonesian fan, Ant Ants placed second competing for Loris Baz. MotoGP has a massive fan base in Indonesia where the gamw is one of the most downloaded racing games in the App Stores.

His contribution of 154 billion points for Baz came about quickly as he amassed the incredible score over 5 months following the release of the Android App on the Google Play Store. Taking the third step on the podium was Aleix Espargaro whose top contributor Mohd Khairul

of Malaysia, scoring 101 billion points for the Suzuki rider. MotoGP's popularity in Malaysia outstrips all other motorsports, and over 300,000 Malaysian fans have downloaded the MotoGP Racing Game app since its launch.

The three top-placed fans will receive a Brembo trophy, manufactured from an authentic MotoGP

carbon fibre brake disc and MotoGP-spec caliper. Each also receives a limited edition X-Lite helmet and collectible MotoGP series watch from Tissot. Other prizes include paddock passes to a race of their choice and a travel credit to assist with getting to the races.

"This is the first time players in a mobile gaming application have competed to win a championship which is rewarded with such incredible real world prizes" said Pau Serracanta, Managing Director of Dorna Sports. "MotoGP fans are not only at the forefront of supporting the best motorsport event in the world, but they have also become the first to compete in this highly organised and engaging contest available on all wireless platforms" In the manufacturers championship Honda secured the top place and the Repsol Honda was the most frequently chosen team bike followed closely by Yamaha, Ducati, Aprilia and Suzuki.



The consistent rise of virtual sports games and the ubiquitous uptake of high end smart phones have been huge contributors to the massive uptake of the new MotoGP Racing App which has been downloaded by over 3 million people to date.

For the first time fans around the world have been able to download the App for free and compete against one and other while making a meaningful contribution to their favourite manufacturer and rider.

MotoGP wasted no time in kicking off the 2017 Fan World Championship season which commenced on the 1st of January 2017 and will wrap up at the end of the calendar year. The extended season gives fans of MotoGP an outlet to enjoy the sport in the few months pre and post season. As one of the developers of the App, Graeme Warring, says "too much MotoGP racing is barely enough."

GLOBAL DUCATI SALES TOP 55,000 IN 2016

Ducati Motor Holding has announced its new bike sales increased by just over one per cent in 2016.

CEO of Ducati Motor Holding, Claudio Domenicali said "ending the year of our 90th anniversary with yet another record is a source of immense pride and satisfaction."

Domenicali said 2016 marked seven years of consecutive growth, and confirms the "soundness" for the Bolonga-based company's strategy. Part of this increase is down to the success of its new models moving from showroom floors: Multistrada sales grew by 16 per cent, while the Hypermotard family's sales grew by 15 per cent.

Ducati is also pleased with the XDiavel's welcome to the market, selling 5,200 units worldwide, while the Scrambler, now in its second year of production has sold 15,500 bikes: almost 28 per cent of Ducati bike sales for the year. Andrea Buzzoni, Marketing Director for Ducati backed this up, saying the Scrambler brand was a main source of "consolidation" for the brand. "This growth demonstrates the strength of both range and brand and, above all, the solid performance of the global sales network," Mr Buzzoni said. With seven new models coming in 2017, adding to the Monster, Multistrada and Scrambler families as well as well as the new SuperSport models and a 1299 Superleggera - Ducati's sound strategy looks to continue.

In Australia, the Federal Chamber of Automotive Industries' (FCAI) annual top-10 sales report show the Diavel, Multistrada, Scrambler and both 959 and 1299 Panigales were popular-selling bikes in 2016.

The United States is Ducati's biggest market, followed by Italy and Germany,



while the Italian manufacturer is also enjoying large sales increases in Spain (38 per cent), China (120 per cent), Brazil (36 per cent) and Argentina (219 per cent). A yearly projection of FCAI data obtained from January to September, 2016, show Ducati sales represented roughly four per cent of the Australian road bike market, and three-and-a-half per cent of Ducati's worldwide sales in 2016. The FCAI figures estimate the market share of Ducati's Australian arm shrunk by just over six per cent compared to the same period in 2015.

However 2015 was one of Ducati's most successful years in Australia, with the company selling 2,194 new bikes.

Currently, Ducati has 1,594 employees worldwide, a network of 783 sales and assistance centres and is present in 90 countries.

MARTIN AND BROOKES BACK AT THE TT

Guy Martin and Josh Brookes are making a return top the world's toughest road race in 2017, with Martin signing for the factory Honda team alongside John McGuiness, and Brookes for the factory Norton team with fellow Aussie David Johnson.

Martin looked like he'd retired from racing after a massive crash at the Ulster Grand Prix in 2015. Martin then turned to other exploits, writing more books, doing more TV shows and taking part in a week long mountain bike race in the USA. many thought Martin was done with road racing so his signing for Honda comes as quite a shock to the racing industry.

"Neil Tuxworth has been talking to me for a while about joining the team, but I had a lot of thinking to do before I committed and said yes. I spent a lot of time on my pushbike to and from work, thinking about what to do. I didn't want to grow old regretting not giving the Honda a go, and the more time passes since making the decision, the more I've thought it is the right decision," said Martin "Honda is a great team and the Fireblade has always been a weapon on the roads, so with the new bike, I'm keen to give it a go. We've got a busy testing schedule coming up and I've put some other stuff off to make time. John [McGuinness] is the man, I've got massive respect for him and I'm looking forward to racing on the Fireblade against him," Martin added.

This is probably Martin's best chance to get his long awaited TT win but he'll need to ride out of his skin to beat current hot shots Michael Dunlop and Ian Hutchinson. There was talk that Dunlop was looking at signing with Honda, which would have left McGuiness without a job, but Dunlop has apparently signed with Suzuki instead.

"Guy is hungry for his first TT win and John wants

another and his lap record back, so this mixed with the new CBR1000RR means we should be in for some exciting racing action. The new Fireblade SP2 is so important to the team and also Honda and it's vital we continue its legacy at the TT and add more to its 23 wins. We're all looking forward to testing and I think everyone from the riders and the team are all excited to get on track and put the new machine through its paces," said team boss Neil Tuxworth.

Last year Norton climbed to great heights with David 'Davo' Johnson, with top ten spots at the TT, and Johnson coming away with the 'fastest ever Aussie TT rider' tag. Unfortunately Johnson was badly injured at the Ulster GP on a Wilson Craig Honda. 'Davo' has worked hard to get back to health and no doubt will be ready for the 2017 TT. Johnson has really come to grips with the Norton, and will be joined by Josh Brookes this year for the roads.

Brookes was with Milwaukee BMW in the 2016 World Superbike Championship after winning the British Superbike title for the team in 2015. For a variety of reasons, 2016 wasn't Brookes' best year and he and the team parted ways, leaving the Australian without a ride for 2017, until now. To have the two Aussies riding together is a dream PR coup for Norton.

Brookes was fastest newcomer at the TT in 2013 finishing a best place of seventh in the 2014 Senior race with his fastest ever TT lap, a staggering 129.859mph, set in only his second year at the Island

After a two-year absence on the challenging 37.73-mile Mountain Course, Brookes is looking to build on his TT success on the new 230bhp Norton.

Speaking from his home in Australia, Brookes said: "Firstly I want to come back to the TT, after SMR



said I couldn't ride at the TT over the last two years I've been desperate to get back and race at the island. I like the history of the Norton and it will be so great to be a little part of the Norton story. It's just something that interests me, and I'm really excited by the project. It's always hard to predict results, especially around the island so I think it's important that I let it come to me. I've not been for two years, and I don't know how much the Norton bike has improved, but I hear great things about the bike."

He continued:

"My first ever race at the TT was in the Superbike and I got a top ten, so let's hope we are better than that at least, but realistically if we finish the races without a problem, and I'm in the 132mph club by the end of the fortnight then we'll be celebrating."

R6 LIKE R1

Yamaha's R6 has been substantially updated for 2017. It was only a matter of time before Yamaha brought the R1's styling to the R6, which was looking quite dated.

The obvious thing is the fairing, with the under-slung headlights, pretty much like no other sprotsbike on the market. The seat is also very similar to the R1's. Some of the other updates will bring the R6 back in line as a favourite of supersports buyers we think.

Take the 43mm KYB forks for example. They are exactly the same as those on the R1, and the R6 now gets a 7-level traction control, and the 3-level D-Mode system that alters power/throttle action via fly-by-wire technology. For the racers out there, the R6 is pre-wired for a quickshifter. Four piston monobloc calipers are new, and ABS is standard.

And like the R1, the 2017 R6 gets an alloy tank. Throw away your magnetic tank bag.

All the good things from the earlier generation R6 are still there, like the insane engine, the slipper clutch and the riding position.

Get into your Yamaha dealer to take a peek.



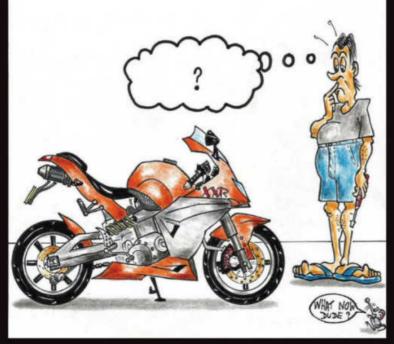




THROTILIN'IT!



WASN'T IT GREAT: back in the day when you'd really look forward to an intimate day of tinkering with your pride and joy? HOWEVER: today these machines are so technically advanced and reliable that you'd be hard pressed to even find a screw to tighten.



MARQUEZ HITS THE SNOW

Now the first thing that must be asked here is why? Why would you want to ride a MotoGP bike on the snow, and why would you risk your main asset doing so? How many road racing stars have been injured riding dirt bikes? We know that's too many questions in one paragraph but... Anyway, Mark Marquez and his Repsol/Honda bosses decided some PR must have been needed for their Spanish anti-hero and took the rider and his bike to the Austrian Alps, specifically Hahnenkamm, for some fun in the snow. Helped by Austrian ice speedway legend Franky Zorn and TV ski pundit Armin Assinger, Marquez emulated Red Bull Racing star Max Verstappen who took his Formula 1 car for a spin in the same spot in January 2016.

"It was really difficult to keep the bike under control, but I'm young and it's good fun to try some crazy things," reckons Marquez.

"We enjoyed it, and we could see after a few runs everything that was possible. The piste was really well prepared. I could really get going and I had a great feeling out there. The grip was unbelievable, even for a wheelie," he added. Lucky he didn't fall off and run over himself. Now that would

have made a mess of the star, and his season.







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RIP Warwick 'Wazza' Maguire 18/6/1966 - 8/1/2017

HERE WAS some very sad news for Rapid Bikes readers and the motorcycle industry just after New Year, with the passing of our very own legendary Wazza.

You would not have seen him in our pages for a few years but Wazza was always keeping an eye on his beloved [Rapid] and he remained our number one fan until the end.

Wazza was our Chief Road Tester from issue #1 in early 2004, through to issue #79 in 2013. During that period he also wrote his popular column, Wazza, which was always the column we got the most emails and letters about from readers that could relate to Wazza's passion for all bikes, from MX to postie bikes to MotoGP machines. He also tested and wrote well over 100 bike tests in that time along with countless tech features. He was a true wordsmith.

During his decade-long stint as Chief Road Tester Wazza had the pleasure of attending new model launches all over Australia and Internationally and was always the fastest journalist at any event, full stop. Along with Wayne Gardner, Wazza was responsible for most of the track testing for the magazine for a decade and he was bloody insanely fast. Wayne rated Wazza very highly and they had some memorable rides together when neither would give an inch of tarmac to the other. Amazingly, Wazza rarely crashed, but when he did he certainly did it properly. In fact, he once wrote off Gardner's own personal Fireblade!

For me as founding editor of Rapid Bikes, Wazza was the main ingredient in the magazine and the one that gave it the flavour and feel that kept readers coming back. When he stopped penning words and testing bikes it affected all of us...

Wazza grew up in Kurrajong, NSW, riding around with his equally talented brother Rory and other bike mad kids, including superbike hero Shawn Giles. He worked at a few bike shops over the years, most notably as Spares Manager at Parry's Motorcycles in the 1990s, and he raced everything from posite bikes to dirt track and road racing. He started road racing at Oran Park on an RZ500 before entering Supersport in the early 1990s on a Hawksbury Honda sponsored CBR600F. He then teamed up with Nigel Arnold on the Team Kawasaki/Parry's Motorcycles ZX-6Rs later in the 1990s and had some great results during that era of the Shell Oils series and NSW Titles.

Wazza became a contributing motorcycle journalist in late 2003 with some articles in Streetbike before kicking off with Rapid Bikes

He will be sadly missed and leaves behind two young teenage children, Jack and Lani, and a family that will miss him dearly.

- JEFF WARE



Wazza enjoying some Rapid rides.

Opposite page: Wazzas' first Rapid Column.





Isshin Dohtai



THE ACTUAL REALITY OF THE PHRASE MORE OR LESS MEANS TO BECOME ONE WITH SOMETHING

Over the years I have had the good fortune to ride quite a number of motorcycles. And I've always wondered what it is that gives each brand of machine its

own particular feel. You know what I mean, there is just something that makes a Honda feel like a Honda, or for that matter a Kawasaki feel like a Kawasaki – something that gives each of them an individual identity or character – something that is common to the brand regardless of age or model.

It's hard to put your finger on it. It really is a curious thing, for all their similarities each brand goes about the build differently.

But is it as simple as that? You could put it down to a psychological thing which you associate with different brands and their advertising profile or your perception of their image or something of the like. But is it common engineering or more of a matter of soul?

Mmm. Deep stuff...

Do bikes have a soul? Not really what I'm getting at but bear with me just the same.

The Japan we know today is a very different one to that of 100 years ago. An ancient culture that has been rushed into the industrial age and now boasts a manufacturing industry that is the envy of the world. But what makes Japan different to other countries? And to what do they owe such success?

It is my theory that it is born of the people, their beliefs and their approach to everything in their world. The Japanese have a phrase called 'Isshin dohtai' which explains a lot of the differences between them and us. Literally translated it means one heart, one mind, one soul, and one body. But the actual reality of the phrase more or less means to become one with something. It could be your job or the company that employs you.

Generally speaking your average Japanese employee's loyalty to their employer is legendary and extends beyond the workplace. Workers will even go to the extent of proudly displaying the company logo even when they go out socially. To resign is to commit 'Hari Kari' and this gives an insight as to the importance placed on the relationship with the company.

This loyalty is also displayed in the products you buy, the car you drive, everything that makes up you.

There is an element of spirituality in everything from the ceremony of making a cup of tea to riding your motorcycle. By owning, lets say a Honda, you begin a lifelong relation-

ship with the company regardless of how long you own it for. It becomes a fact that you are a part of Honda and Honda is a part of you. This 'Isshin

dohtai' purveys all parts of life in Japan and explains the Japanese pursuit of perfection in all they do.

Thankfully for us every year we are shown better and better products coming out of this incredible country. Companies have also developed this belief to such a degree that it has become a marketing tool to further the success of the company.

Is it such a surprise then that all the Japanese motorcycle manufacturers include children's bikes in their line up? Yep, it helps to establish 'Isshin dohtai' at an early age and hopefully many more motorcycle purchases will follow. Bearing all this in mind imagine the gravity Honda bosses place on Rossi's move to Yamaha. This is more than a world championship. This is a spiritual war in the eyes of the company man.

Powerful symbols are also evoked too, like Kawasaki's use of the word Ninja. Only on their fastest bikes of course, for one must advance through the ranks before owning a Ninja.

In Australia we can see a similar loyalty in the Ford/Holden saga. We are brought up to believe we're either a Ford or a Holden driver. Although our loyalties don't purvey from any spiritual ideals the passion is the same.

So how about you? Was your first motorcycle a Deckson and you continue this passion with an unhealthy relationship with your lawnmower? Or maybe it was a PW50 and you are now riding an R1. My point is that maybe this feel we have for individual brands can be explained as a familiarity with the spirit of the brand. This 'Isshin dohtai' with the company is familiar to us.

I really don't know. I do remember when this concept first came to me though. Someone had suggested, when I was somewhat intoxicated many years ago and in a very Zen moment that the sound of a Ninja sword slicing through the air could be heard in the dead of night to riders of Ninja motorcycles. I awoke the next morning (I rode a Ninja) at 3:00am to that very chilling sound. Scared the crap out of me. A strange but true tale.

*The views expressed in this article are not necessarily those of the publisher, except when Pappy is cutting watermelons with his samurai sword.

ON TRACK...

Michael Dunlop is riding a wave of success and notoriety on the road circuits in Ireland and the Isle of Man.

Rather than spend a bleak Christmas in Northern Ireland he took in some street racing in New Zealand on a Suzuki GSX-R1000.

Machine issues plagued the hard talking, hard riding star, so spectators didn't see the his true ability but it was still a special treat for many people to see one of the greatest pure road racers of all time in action.

Photo by Terry Stevenson





WITH ROB YELICK

A HORSE'S ARSE

art, a two-stroke race bike of some note.

Over the years the owner had lavished countless hours of toil, and extensive amounts of coin on the machine. As the owner was a bike mechanic, the current rebuild saw the

HE BIKE was a work of

mechanic, the current rebuild saw the engine rebuilt with custom pistons, custom barrels, and a set of carbs bought from the other side of the world. Also from the other side of the world was a close ratio gearbox. Nothing but the best was the mantra for this rebuild. The owner was over taking shortcuts.

Closer to home an artisan had made the expansion chambers, and they were a sight to behold. The owner and I had spent an enjoyable afternoon looking at them in wonder, and enjoyed numerous cool beveridges in the afterglow of the mounting of these wondrous items of aural pleasurement.

This was the final touch of the extensive build, the most recent of many, which included a hand beaten alloy tank, polished to a perfection that demanded not to be hidden by paint. But the rest of the bodywork, the fairing, the front guard and the seat were painted in a metallic candy red. You could see the painter was a master, they had to be considering the depth and shine to the paint. As much time went into fitting it as painting it I reckoned, such was the care the owner took mounting said bodywork to the frame.

And what about the alloy rims and brakes. An early TZ Yamaha drum brake was sourced from the UK at great expense, rebuilt with new linings, and polished where the owner could get his gnarly fingers into. At the rear, the brake drum was lightened, filed and polished. Two full days the owner reckoned he'd spent on the rear brake alone. These brake drums were laced up with stainless steel spokes and alloy rims, the final touches being the classic racing rubber.

"Do you want to hear it," said the owner? 'Of course," was my reply.

Out came the starter rollers, both of us giddy with excitement. I knew how much time and money had gone into the build,



and what this bike meant to him. He'd owned it for 40 years. His gait might have stooped a little, his fingers bent with arthritis, his hair thinned and grey. But inside that old frame his mind and desire burned as bright as it did when he first raced this bike all those years before. Many bikes had come and gone but this had stayed. His pride and joy.

His foot pressed the starter rollers button, perhaps a little unsteadily, a touch of throttle, a release of the clutch. The bike stuttered, coughed, and then fired into life with a cackle from those expensive chambers. It smoked the shed out but what a lovely smell.

"Grab my helmet for me, I'm taking this for a spin," the owner said.

Up the road he went, past the other houses in his tiny village, past the 100 km/h signs and out of view. 20 minutes later he hadn't returned so I was a tad worried. Then I could hear the aging two stroke wailing on full song, and it popped into view. He pulled up into his driveway, the bike idling perfectly. His neighbours had seen it all before from the old bikie, nothing new to see here.

Back in the shed it went on the bike lift, rear stand on. He lovingly wiped the bugs off the screen and nosecone, caressed the fuel tank, and wiped the shiny alloy rear rim clean.

"It's finally finished," he said. Another couple of cool drinks were consumed and we walked back to the house.

Next day I got the call, the bike was wrecked. All that work for nothing. You see, his wife loved horses like the owner



loved his bike. Turns out we'd left the shed door up and during the night one of his wife's prize trough lickers had wandered into the shed, and decided to scratch its arse and the only thing at the right height. The bike. It had toppled off the bike lift and in fright the horse had lashed out, smashing the left side of the fairing with its hoofs, and giving the old racebike some extra momentum. Most of the damage was on the right side, the fairing, the tank, the expansion chamber, handlebars and footpegs.

There it sat in a pool of its own fuel, bent alloy, smashed fibreglass, brake lever through the engine sidecover, its life bleeding out of it.

"I near collapsed when I saw it," said the owner. "I was that distraught all I could do was close the door of the shed, leaving the bike where it lay," he added.

A moment of madness saw the owner go to the gun cabinet and take out the instrument of this horse's demise. He didn't know which horse it was, he was going to eradicate the three of them to make sure he got the right one. Halfway to the trough lickers his wife walked past the shed, saw the bike, and then saw the owner with gun in hand. She's quick, the owner's wife, got to the owner in time and sanity prevailed.

It's still a very touchy subject in the house though.



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PRIDE AND PREJUDICE

ECENTLY a like-minded planet dweller, and a member of the tribe, acquired a new horse. It was not one of his favourite breed. He has a love for American ones, and old-school types at that.

The colour must be black, as all other colours confuse both the rider and the on-lookers. He considers it mandatory and his brow furrows when there is any discussion about colour. Motorcycles were meant to be black, and come from the land of the red men. Surely this is so? They need to huff and puff, like angry beasts. They need to sing basso prufundo. Not harsh, loud for it's own sake, but a deep mellifluous resonant boom. Music to his ears.

We arrived at our destination and he smiled as I beheld his new modern motorcycle. Stainless pipes, integral luggage, water cooling, shaft drive, "mag" wheels, and... a fairing! This motorcycle came not from the land of the red man, but from the land of the rising sun! "'Black Betty', is in for a service, needs some brake and suspension work." he quaffed. "This is amazing! It'll even cart the young bloke as well as me!" I stared at the 'new' bike. Only a few years old, it had one previous owner, who had "ridden on". The owner's son had said. "I won't use it, what'll you give me for her?".

"It's not for me, but I'll ride it for you once in a while until you find a buyer." said Black Betty's owner. "You can have it for two grand." came the reply, and the rest is history. "I sold my other commuter, and now use this, and I'm resentfully falling for her, everything is so easy, and I've rediscovered the fun of 'small' motorcycles." he said. At twice that money, the bike was excellent value. All the members of the tribe agreed and congratulated their fellow rider for 'stealing' his alternative motorcycle. "...And, when I get back on the old girl, it's like we

first met." he beamed. A happy rider, and a happy son, looking wistfully at the 700.

Pausing for reflection I recalled another member who secured, for the same money a GSX-R750

Franki Chili Ltd edition
machine, that was not a 'write
off'! The bike is in fine fettle
and again represents amazing
value for money. Could it be
we are living at a time when
fine used motorcycles have
never been better value. Surely
there are many who would
enjoy 'getting to the run', but think
twenty thousand fun tickets is the
entry point? Amazed, I looked furthe

twenty thousand fun tickets is the entry point? Amazed, I looked further and soon found that 'value' was available in all shapes and sizes and in some cases, the technical level was very high indeed.

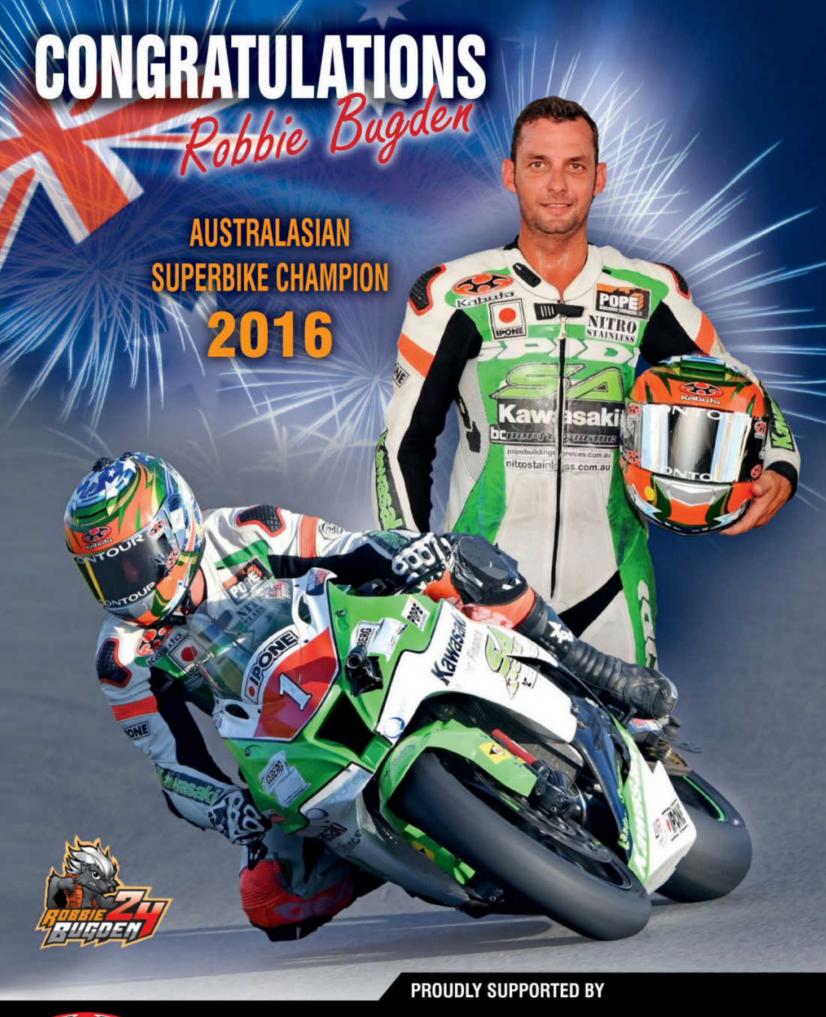
Fellow riders seeking to join the tribe should enlist the aid of established sufferers and look around for options in the sub five thousand dollar category. The asking price and the selling price are almost never the same. Potential riders who resist the undertaking due to an inflexible outlook are seriously missing out. That having been said, a lotto win would be met with hysteria and a "Toad of Toad Hall" like response, deliveries of motorcycles and paperwork, a frenzy of excess! Sometimes there are domestic considerations, however 'ask forgiveness, not permission' comes to mind? A reasonable position may be to highlight that motorcycles are the closest thing to earthbound flying, and are much cheaper than an aeroplane!

Another member of the tribe rode a mid-sized English cruiser. He was seriously in love with the bike, and had crashed its similar predecessor, after being run off the road by an elderly lady driver in the rain. A sister bike to the other, this one, he would hang on to. Until he decided he wanted to go trail riding in the sand



dunes, and could perhaps achieve that and some pocket money by selling his beloved, replacing her with a KLR or DR and shouting at the next pub night. There was a plan! All logic and common sense. The outcome was very different. Late nights spent searching the possibilities yielded an sms from outback N.S.W., there was a picture included.

It was red, it was electronically speed limited to 300kph, and it cost five hundred fun tickets less than the English cruiser. It pulled his arms out of their sockets, he hit the brakes and popped them both back in! Never had he imagined, in his wildest dreams he would own such a blistering missile, all 1400cc's of her! Such purchases are not rational, and besides knobbies don't fit, and it's too heavy to ride in the sand dunes. My Brother was a little coy, "...er... as you can see, this isn't a KLR." he offered shyly. I nodded in agreement, smiling. Then listened to his story, a story of what it felt like to pull the trigger on a motorcycle certainly from another planet, to sit in white faced disbelief as the revs wailed upward, and another gear hooked, only to have it happen all over again "Surely this RATE, of rate, must diminish!?.... no. He sports an insane grin, it's not going away, and he still shouted at the pub night, which, after all, is the most important thing.









THE GREAT What's your best time on a bike? time on a bike?

T 23 I'VE been racing for 10 years now. I don't know how many times I've lined up on a grid but it's more than I can remember that's for sure.

If you asked racers what was the race that stood out as one of their best, for whatever reasons, you'd get it narrowed to a few at best. Same for road riders, we've all had rides where the enjoyment level was off the richter scale. And there's always those races or rides you remember for not so nice reasons

Three races stand out for me, for good and bad reasons. The 2014 Isle of Man TT Supersport 2 race, the 2015 Post Classic Racing Association one hour classic endurance meeting, and the Barry Sheene Festival of Speed Fastest 50 feature race in 2015

In 2014 I returned to the Isle of Man after doing the Manx Grand Prix the year before. I'd ridden my home built Ducati 848 and was fastest newcomer. As a result I was picked up for a ride for 2014, to ride Supersport, Superstock 1000 and Superbike machines for the

At the Manx GP I'd met a rider on the newcomers' bus who happened to be from the same town as me, sort of... We were both from Newcastle, one here in OZ and the other in the grimy wind-blown north of England.

In 2014, Dominic Herbertson was riding his own 600 and during qualifying and practice I was quicker all week, but not by a lot. In fact he was one position behind me on the start line. In the first Supersport race I blew an engine while in a good position and that was me out. For the second Supersport race the team installed a standard CBR600RR engine from a wrecker to get me on the grid.

After exchanging pleasantries and the obligatory hug it was time for business. I set off and Dominic set off 10 seconds later. He had more power and caught me on the first lap. From then on it was a free for all, with the two of us overtaking each other more times than I can count. Nothing else mattered, just racing on the roads with my mate. Along the way we overtook other riders as a pair, and we even came into the pits for our fuel together. At the end there was nothing in it, but Dominic had beaten me by ten seconds or thereabouts. To embrace each other after 90 minutes of racing, fatigued but buzzing at the same time was one of the greatest times either of us have had on a bike. That's hard to top.

The other chart topper was at the 2015 PCRA One Hour. My mate Dan Harrison is one of the greatest smack talkers around, but can ride a bike. He told me he was going to wipe the track with me. We were both riding other people's bikes in this one hour race. We were to start together and hand over the bikes to the second rider after half an hour or so of racing around the tiny Wakefield park circuit.

It was a LeMans start and while I did contemplate tripping over Dan for an unhealthy amount of time, starting beside me on pole position, I thought better of it. Off we wobbled across the main straight and away we went around for our intended 30 laps or so. For those 30 laps we were never more than two bike lengths apart. We changed position time after time, with me out braking Dan only to have him get past me with the extra power he had, time after time.

What a race though. When Dan and I came in to change riders, we were the only two riders on the lead lap. What makes it even more special was that the very next morning Dan was flying to England to live there for the next six months. That didn't seem to worry him, as after all, he was so intent on beating me that nothing else mattered at that time. For the record, he did finish his stint in front of me, but we both won

The third chart topper was for all the wrong reasons. I was entered on a friend's Suzuki GSX1100 Period 5 racer at the Barry Sheene Festival of Speed. Now this bike was very fast but also very fragile. The plan was for me to do a short qualifying stint then park the bike and hope for the best in the races. I did three laps and put it in third on the grid, with Shawn Giles, Steve Martin To embrace 1 each other after 90 minutes of racing, fatigued but buzzing at the same time was one of the greatest times either of us have had on a hike

and Robbie Phillis. The other part of the plan was to go easy on the engine and hold it back 1000rpm, with the thought the other three on the front row would be involved in carnage somehow.

In the first race I slotted into fourth after Mr. Phillis went through a gap I didn't think was there. Soon after down went Mr. Giles on his own oil after a rod went AWOL. Now I was in third, until Mr. Phillis took out Mr. Martin at turn nine in a very audacious move than didn't work out for either of them. Now I was in first place. The plan was working, and all this in race one too.

Then out came the red flags. The race was restarted, with me on the front row by myself. All was good, with me in the lead until the clutch started slipping. I ended fourth

With that fixed it was out for race two. Once again I was in the lead until the gearbox started getting false neutrals a couple of laps in. After that happened three times and I ran very wide each time it was time to call it a day. There's a photo kicking around of me after I pulled into the pits, lying on the tank in despair. After all the effort the team had put into that bike to have it fail made it so hard to take.

You can't win them all, but one every now and then would be nice.



On the doomed Suzuki GSX1100





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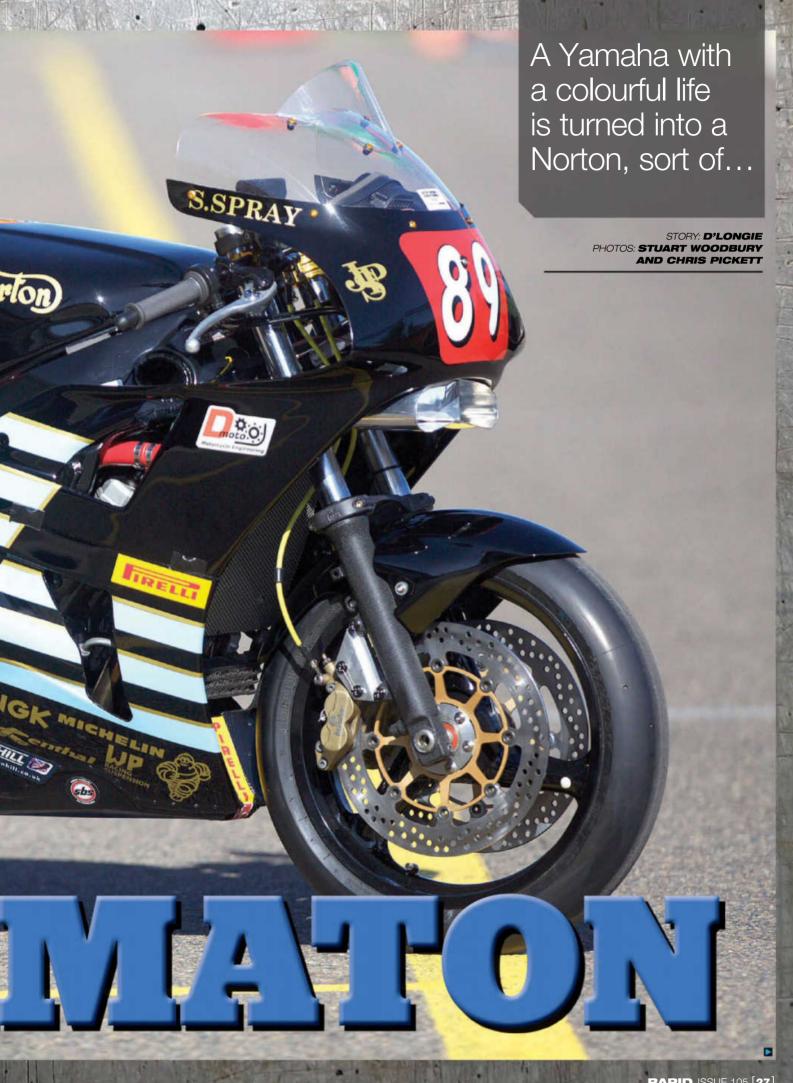












YAMAHA FZR1000

SPECIFICATIONS

1989 Yamaha FZR1000 EXUP

ENGINE

1040cc big bore Wiseco pistons Ported head Lightened crankshaft Standard rods YZF750 six-speed gearbox Standard cams 39mm Keihin flat slides Ignitech ignition Custom headers from the UK Delkevic carbon muffler

ROLLING CHASSIS

Frame standard, custom sub frame OW01-spec forks 2005 Kawasaki ZX-10R shock Norton replica bodywork Marvic magnesium front wheel NG brake discs SBS carbon classic pads Venhill brake lines 2005 Suzuki GSX-R rear wheel Brembo brakes Standard tacho Danmoto rearsets Custom clip-ons



the howling Norton RCW588 ridden to numerous victories in the hands of factory riders Steve Spray, Trevor Nation, Robert Dunlop and of course the Flying Haggis, Steve Hislop, in 1994 when he took his 'White Charger' to an amazing win over Carl

ACE FANS from the

1980s would remember

Fogarty's OW01 Yamaha. There is barely a handful of these exotic rotary powered bikes still being

raced in classic events, mainly in the

UK, as they are simply too expensive to risk, and there weren't many of them in the first place.

The bike you see on these pages isn't a Norton, it's a replica, or a 'tribute' to those factory John Player Special Nortons, and it has a humble Yamaha beginning.

ON A WHIM

It's not often you have the editors of two competing magazines get together on a project but that's what happened with the bike you see here. Ready for testing.

Rapid Bikes' very own Chris Pickett and Stuart Woodbury, the editor of Australian Motorcyclist Magazine are good mates with a passion for classic road racing. Chris started the project when he spied something interesting on the internet. "I'd always liked the Norton Rotary racers and when I was wasting time on eBay one day I saw one for sale for 5000 pounds in the UK," said Chris. "My heart skipped a beat then after reading the ad I realised it was a Norton body kit for a Yamaha. There's no way a proper



- 1. It's getting serious now
- 2. Wonder where those original instruments went?
- 3. The deconstruct.
- 4. Shaun hard at work.
- 5. After NVP went blast happy.
- 6. The different coloured stacks are the go apparently.
- 7. They looked so good in the box, shame they didn't work with our ignition.
- 8. This didn't work either

Chris tripped over the bike and bits for a year or two, and when Stuart was looking for another road race project, the pair hatched the plan to build it together and be co-owners over one or two cold frosty treats.





















rotary would be that cheap," added Chris.

5000 pounds was for a whole
Yamaha YZF750 fitted with a painted kit but after Chris read the ad a bit further he saw you could buy a painted body and exhaust kit for around \$2000 Australian dollars. It didn't take long for an order to be placed and a few months down the track it was ready. Chris had the kit sent to a friend's address on the Isle of Man and when there for the Classic TT in 2013 shipped it back with his other race bikes. That was the easy part...

CRASH START

With the bodywork sitting on the shelf it was time to procure a suit-

able donor bike for the build. Once again eBay was the place to look, and a couple of hours up the road Chris found a crashed 1989 Yamaha FZR1000. "My reasoning about the FZR rather than a later model YZF was there was a racing class for the FZR, not so much the YZF. I spent some time going over pictures of both models and thought the fairing would fit an FZR without too much hassle. I eventually got the FZR for \$1600, so I was sitting close to four grand all up at this stage. The bike looked OK but when my son Alex and I turned up to get it I got a bit of a shock. It was rough," continued Chris.

Chris tripped over the bike and bits for a year or two, and when Stuart

1. After the new clear coat.

2. Finally log

was looking for another road race project, the pair hatched the plan to build it together and be co-owners over one or two cold, frosty treats. "I had pretty much finished my early '90s Fireblade and was looking for a project. I knew Chris had this stuff but didn't think much more about it until he approached me with a plan of us both owning the bike. I was in! I don't think either of us knew what we were in for though," said Stuart.

Chris added, "I was glad Stuart was keen because if it wasn't for his determination to see the bike finished it would still be in bits."

On one Saturday afternoon the pair pulled the bike apart. It was a right state too, in very rough condition after



- 3. Shorter dog bones to raise the ride height to somewhere near race ready.
- 4. Look at the state of the engine.
- 5. It's hard to fathom how far it's come since this!
- 6. Two old blokes and a wobbler.
- 7. Stuart gets the first ride.
- 8. Shaun is happy the bike is finally leaving D Moto's shop.



OWNER PROFILE

NAME: Chris & Stuart **LOCALITY:** NSW **AGE:** 40s and 50s YEARS RIDING: Both for over 30 years, plenty of racing too.

OTHER BIKES: Yamaha MT-07, 1993 Fireblade race bike, Ducati 888 race bike, Suzuki GSX1100 race bike, Honda VF1000F, Moto Morini Corsaro. BIKES DESIRED: Yamaha MT-10, Laverda triple OTHER INTERESTS: Drinking coffee and talking crap down the beach.



The bike basically lived at D Moto for the last 12 months of the build, with Stuart popping in regularly to do work on it.













sitting for so long – basically ready for the tip! Stuff was tagged, stuff discarded and the bones of the bike put into Stuart's trailer and driven the three hours home.

From there the project gained real momentum, with the only real disagreement being over the colour scheme. Chris wanted it to remain in the JPS colours the kit was bought in, but Stuart being a former panel and paint man wanted it in Yamaha Speed Block design. Chris won out but Stuart still went over the bodywork, respraying the clear which was a bit average. Stuart took it to an old panel beating mate at 2SUS Custom Resprays in Sydney and they improved the paintwork no end, and sprayed the original FZR tank in black to suit. The pair are planning to get a Yamaha FZR fairing kit and paint that in red/black/white Speed Block pattern as a spare.

Stuart likes shiny things so he sent the frame off for powdercoating and finished off with a custom rear seat subframe. Stuart really took charge of the project from here but enlisted

1. Mocked up.

2. A late change to a lighter rear wheel saw the front one painted back as well.

the help of their good friend Shaun Sutcliffe from motorcycle workshop D Moto in Sydney. Shaun took control of the the engine build and other engineering challenges while Stuart took care of the rest.

'MOTORVATION'

Shaun has an extensive background in racing and while Stuart wanted a 200hp fire breather, Shaun wanted an engine that was usable where you wanted it rather than a massive top end hit which would be harder



- 3. Custom brake carriers mount to the OW01 spec
- 4. Hydraulic clutch got the flick for a Shaun built a manual set-up.
- 5. Shaun built the rear brake carrier, and many of the other trick bits on this bike.
- 6. Rearsets off the 'net.
- 7. You got to have a logo.
- 8. Standard instruments replaced the troublesome trick ones.
- 9. Silicone hoses are all the rage these days.
- 10. Polished swingarm to dazzle the competition.

















to ride. More than a few kilos were taken off the crank to lighten it, a 12:1 compression ratio Wiseco 1040cc big bore kit was fitted, and a YZF750 six-speed gearbox sourced to replace the standard five speed. For the top end goodness Shaun ported the head with his top-secret design, kept the standard camshafts for the moment and slipped on a set of Keihin 39mm flat slide carbs. The size of the carbs was a hotly debated subject but Shaun said he wanted 39s and not 41s so that's what he got.

With the US dollar stronger against the Aussie dollar the carbs cost an eye watering \$2000 second hand, but at least they were rebuilt.

Craig Stewart from C & M Motorcycles sorted a programmable Ignitech ignition and it was all wired up by Shaun.

Stuart meanwhile was getting sidetracked by those shiny things, and had the swingarm polished by Newcastle Vapour Blasting and Polishing. They also vapour blasted the crankcases, barrels and head. Nothing looks better than clean mechanicals. The swingarm also is a treat in the flesh, and got more than a few comments at the bike's first track hit out recently.

Now this sounds like all this happened in a few weeks but the reality is it took just over two and a half years, with the team doing things when time and money permitted. The bike basically lived at D Moto for the last 12 months of the build, with Stuart popping in regularly to do work on it.

START ME

By this stage Stuart had turned the bike into a rolling chassis, with painted standard FZR wheels and Yamaha OW01 style forks. Although gold had been requested for the wheels, it looked more like baby-shit brown. This was the chance for the team to go in a different direction, with a magnesium race wheel for the front with big discs from NG Brake Discs, Venhill braided lines for the Brembo calipers and carbon classic race pads from SBS. A Suzuki GSX-R 750/600 rear wheel

- 1. It's that fast it needs air vents in the seat.
- 2. An 80-buck shock.
- 3. Header pipes and muffler aren't especially exotic.
- 4. A nod to past

replaced the very heavy FZR wheel. The brown got the flick and the new wheels were painted black. Stuart's credit card had been getting a hit with all these new parts, with rearsets, clip-ons, and a myriad of other bits purchased, while Chris took care of some of the big ticket items like the engine rebuild.

When both the engine and the rolling chassis were ready to meet, Stuart was off to D Moto on a Saturday to get them together. By the end of the day it was a runner but this was just the start of the headaches...

HOT AND BOTHERED

Chris might have been on Christmas holidays but Shaun and Stuart spent some of that time busy on D Moto's dyno trying to get rid of a persistent misfire above 7000 rpm. The bike had been entered in the upcoming Island Classic at Phillip Island but, less than a month away, and unless this could be sorted the bike could not be tested in time. There were other niggling things sitting in the back of the team's

minds too, maybe not in each mind but collectively at least. Chris had rebuilt the Yamaha forks but couldn't remember what he'd done to them other than new seals, luckily Stuart has a good memory. Stuart was worried that the \$80 eBay 2005 Kawasaki ZX-10R shock wouldn't be good enough for the speeds they hoped their rider would do. Shaun's only worry was he'd rather still be on holidays. Could they fix this misfire? Was it fuel or ignition? Would the full exhaust system that's done away with the EXUP valve actually work on the track?

After numerous dyno runs with different jetting and ignition map concoctions it was only after a detailed look at the aftermarket ignition directions by Stuart and a call to Craig Stewart that they all thought it could be the high energy Dyna coils causing issues with the Ignitech ignition. **Eventually Stuart brought in** some old coils off his Fireblade racebike that the problem was solved. Turns out the coils were in fact too strong for the ignition, or at least in layman's terms that's what it was. The engine then barnstormed through to 11,000rpm on the dyno and the time to test was on. The only other real issue the team faced was trying to get a flash looking aftermarket dash to work. More than a few hours were spent trying better earths, pouring over the instructions but all to no avail. In the end a mate handed over a standard FZR1000 dash which Stuart modified into only the tacho and temp gauge, and funnily enough, that worked straight away. The original dash was either wrecked in the smash or lost by our intrepid bike building trio. No one can remember. This same lack of memory caused the original FZR coils to go walkabout also.

FROM TRACK DAY TO THE ISLAND

With strict instructions, the rider, Alex Pickett set off for exploratory laps. The verdict was good initially, but as the day went on and the pace got hotter

Alex complained ever so slightly about the engine pinging over 7000rpm, a rear shock that was too soft, a front end that lacked feel and gearing that was too short, and would especially be for Phillip Island. Other than that the bike was performing quite well.

Glenn Allerton was there testing a new Yamaha superbike and had his suspension trailer on hand. He also just happened to have a one kilo heavier spring for the Kawasaki shock and went out of his way to fit that for us. That was easier than telling Alex to lose some weight. Stuart played around with new ignition maps and out Alex went for some more laps.

The grin he displayed when he returned to the pits was enough for Stuart and Chris, plus the soothing rattle of the flat slides. "I can race this bike now. Earlier in the day I could only 'ride' it," said Alex.

Team PickosWoody Racing as they like to call themselves have a few more tricks up their sleeves before heading south to Phillip Island, just as this issue went to press. Better handling and more power is expected, and although the lap times at the test were very competitive, they'll all need to be on the pace to be at the front of the Period 6 Formula 1300 class at the Island Classic.

On reflection Chris had this to say about the project. "I couldn't be happier with how the bike turned out. Stuart and Shaun have put in countless hours building it, while I generally looked on from afar, getting some bits done and paying some bills.

"When you look closely at this bike you can see some of the work that went into it, and I'm lucky Stuart and Shaun had the ability and passion to do the job to the level they have.

"Some people have questioned why we have a Norton sticker on the tank. Partly that's for a bit of a laugh but also that's the colour scheme this bike is a tribute to. Like the guy who designed the kit, I couldn't afford a factory rotary Norton, and this is about as close as I'll get to owning one."



RIDDEN

SCRANBLED EXPENSION

BMW's R NineT Scrambler shouldn't work on paper, but it does...

STORY: ALEX PICKETT PHOTOS: CHRIS PICKETT

MW KICKED it 'back' a notch a few years back with the R nineT, a bike which had the styling of yesteryear with relatively modern performance, electronics and reliability.

The latest we have from the marque is the R nineT Scrambler, and there's a few more about to join the 'Heritage' range, which is BMW marketing-speak for a range of bikes designed around a philosophy of style, modification and a healthy dose of practicality.

BMW is at pains to point out it's got history with scramblers, but it doesn't really... The only reference is to a 1951 R68 with an optional high exhaust in its press material. BMW has made enough great bikes both on-road and off- subtly evoked within the Scrambler for them to say it's a Scrambler based on their overall heritage. One model which had to be accessorised over 60 years ago doesn't really cut it to hinge a whole range upon...

THE STYLE

So it's a little bit 1950s British Scrambler, a little bit 1980s R 80G/S, a little bit R 90, a little bit R 1200 R... the influences are many

and varied, but the result is an interesting looking bike which shouldn't really work on paper. If anything it scrambles your expectations. But in the flesh it looks pretty cool. The fittings and design touches wouldn't seem out of place if Mad Max lived in utopia rather than the short straw-world he calls home. It's things like the air intake tubes running under the tank, the frame brackets under the rider's part of the seat, and the pressings and pads on the tank itself.

The wheels are black cast alloy, where my expectation says they should really be laced. The fork gaiters are retro, with 43mm conventional forks. There's a small, round headlight, single circular instrument on the top triple clamp, a shorty black front mudguard and an interesting collection of colours - our test bike came in the gun metal grey (tank, rocker covers, headlamp body) while most of the engine is black, as are the wheels, fork lowers and shaft drive. But there's a brown seat and (optional) knobby tyres... so it is distinctive and unusual, which is part of the point, and if you like the concept but aren't taken by the execution, customise it to suit yourself.











THE ENGINE

I can remember when 110 horse-power (81kW) was considered pretty stonking, but these days it's mid-range stuff, so don't expect anything eye-watering, but that's OK – it makes great torque in the mid-range coming off a pretty healthy bottom-end. The motor is pleasant, developing a good spread of power and it's nice to use. Maximum torque is at just 6000 revs, so getting the most out of it on the road is fun.

The engine itself is a variation of the Boxer-twins BMW has been running for decades. There's an oil cooler bolted to the frame above the front mudguard... For anyone serious about taking it off-road I'd look for a guard, you

really don't want to punch a hole in it. Between the fins on the pots and the oil the machine keeps its cool reasonably well, although you do notice some radiant heat on warm days when in

The motor is fed by fuel injection which was beautiful to use – throttle response was good, there was no hunting or hesitation.

BMW is still using a single-plate dry clutch on it's Boxer-twins, but the company has developed them to be far more progressive than in the bad old days, although I still found the actuation a little heavy. On the plus side it's hydraulically-operated and has a five-position lever, just like the brake.

The gearbox was slick, tight and

positive, no complaints whatsoever from me.

A SPECIAL CHASSIS

The chassis design makes it really easy to make the Scrambler a single-seat version by unbolting the rear section of the tubular space frame (it's only there to hold up the pillion accommodation and switch out or shorten up the seat).

BMW has specially designed the Scrambler's tubular space frame to be easily modified. It uses the engine as a stressed member of the frame, so there's front section joining the engine to the steering head and rear sections for the swingarm and passenger.

All this results in a riding position





- 1. Tiny blinkers stand out when you want them to.
- 2. Engine isn't the new liquid-cooled jobbie but is great all the same.
- 3. There's no hipsters here but we all liked the look of the brown seat.
- 4. Does a minimalist bike need anything more than this?
- 5. Basic front end has no adjustment but has plenty of travel and feels good enough.
- 6. Akropovic pipes are standard, nice note too.



SPECIFICATIONS

BMW R NINET SCRAMBLER

PRICE: FROM \$19,150 + ORC

WARRANTY: Two-year/unlimited kilometre

COLOURS: Grey CLAIMED POWER: 81kW @ 7750 rpm CLAIMED TORQUE: 116 Nm @ 6000 rpm

CLAIMED WET WEIGHT: 220kg

ENGINE: Air/Oil-cooled, four-stroke, flat-twin, four-valves per cylinder, 101 x 73mm bore x stroke, 1170cc, 12:1 compression, electronic fuel injection, two-into-two exhaust.

GEARBOX: Constant mesh, six-speed. **CLUTCH:** Single plate dry clutch. **CHASSIS:** Three section steel and alloy.

SUSPENSION: 43mm convention telescopic, 125mm

travel.

Paralever and single rear shock with adjustable preload and rebound damping, 140mm of travel.

BRAKES: Twin 320mm discs with 4-piston calipers, ABS: Single 265mm disc, 2-piston floating caliper, ABS.

WHEELS & TYRES: Spoked alloy wheels, 3" front, 4.50" rear. Tyres, 120/70-19 and 170/60-17.

DIMENSIONS: SEAT HEIGHT: 820mm

FUEL TANK CAPACITY: 17 litres

WHEELBASE: 1522mm

FUEL ECONOMY COMBINED CITY/HWY: 5.31/100 km





which is neutral and comfortable. Footpegs-to-seat is accommodating, as is the reach forward to the 'bars. With no wind protection leaning into the breeze is a good thing, it makes the Scrambler comfortable - even at speeds beyond the highway limit.

Standing up in an off-road position is really comfortable. It's a shame I can't say the same thing about sitting down – I found the seat to be pretty uncomfortable, I had a sore arse sooner than I would have expected. BMW appears to have thinned out the original R nineT's seat to keep the seat height low, but in the process made it less comfortable, which is a shame. It looks funky I guess but if you were doing more than a coffee long ride then a better seat will be on your mind.

The bike steers really nicely considering it has a 19-inch front wheel. The non-adjustable steering damper does a great job of keeping the front end compliant. I expected the steering to be slow, and for a Rapid bike nut it will feel a little vague with the plush front suspension and optional tyres, it

wallows a bit at higher speeds though it's still quite fun because the damper provides enough predictability and consistency. The Scrambler doesn't really like to be slammed hard over into turns, preferring a more measured approach which will inspire rider-confidence and fun in the twists.

Interestingly, the Scrambler only offers 5mm more wheel travel than the standard R nineT... although that doesn't mean it can't be ridden offroad, it just means this isn't any sort of GS.

The footpegs feature removable rubber inserts, the optional-tyres fitted to the test bike are aggressive adventure-style Michelins, the standard Akrapovic high pipe looks ready for river crossings and the minimalistic seat appears highly functional – but it's an illusion, it's style... Buy this bike because you like the look of it and modify it to suit yourself.

THE ELECTRONICS

Like all modern BMWs, there's enough modern electronics hiding under the heritage styling a bike like





this needs. Our test bike came with binary ABS, binary traction control and heated grips. Now, I totally get Rapid readers might not want to pay extra for traction control on a 110hp twin, but it will make it easier to sell the bike when the time comes, and those optional chunky tyres might spin up in the wet at times, too - they're not really needed for the road. If you want better road performance over the standard tyre look to see if something like Bridgestone's Battlax ST21 110/80-19 will fit the front. In all honesty, the standard bike needs as much as you want and can afford.

The Scrambler is priced at \$19,150 (+ORC) with the ABS, traction control and heated grips. Other options include the knobby rubber, various aluminium tanks, alarm, spoked-wheels and an Akrapovic performance pipe.

BMW has also fitted a wring loom to the bike which allows for easier customisation than on most of its models, too.

In my time with the bike the traction control and ABS only kicked in on loose surfaces, so I switched them off after that... there isn't any fancy modes for the ABS and traction, just on or off, which is fine for the Scrambler. It's great to be left on as a backup – if you find it interfering with your riding style turn it off.

THE RIDE

The current BMW Boxer-twin installed in the Scrambler is a big, lumpy donk with a character you'll only find on bikes which have the crankshaft spinning in line with the machine – blip the throttle at a standstill and people not used to its operation think it wants to throw itself on its side.

However, BMW designed the Paralever shaft-drive to take out most of the momentum when moving, once your feet are on the 'pegs, you still know you're riding a lumpy twin cylinder machine with a shaft drive but the pronounced rise and fall under acceleration and deceleration from the old days has long gone.

It's a relaxing thump, with a betterthan-expected standard exhaust note, which provides a great beat to the ride. The Scrambler is one of those rare bikes which is comfortable around town – for a big lumpy twin – but also getting up it on journeys across the countryside – for an upright naked.

Ridden aggressively the Scrambler won't get too far out of shape or do anything unexpected, but with only 110HP available, you'll only be able to keep up with your mates on S 1000s or the like in tight stuff. You'll probably be faster, banging elbows, telling them to 'get out the way or lose a limb!' The

Scrambler is more about enjoying the ride at up-to Rapid speeds, and it's not too fussed about the road surface with its standard tyres – gravel roads could be included on the journey, they can be good fun when you aren't worried about ruining your sportsbike. Just turn off the traction control...

The Scrambler has the turning circle, suspension performance and electronics of a road bike. Sure, it might not be as good on the road compared to the standard R nineT, but it's penny-pinching for the style of the bikes.

I suppose I was also expecting too much in hoping for a something with a bit more off-road capability than the R nineT Scrambler can actually deliver too.

I mean, the bike comes standard with cast wheels... yet the earlier R nineT had laced items, which are easier to repair if dinged, something much more common in off-road bikes.

The problem is in expectation, not execution – there's nothing wrong with the R nineT Scrambler a better padded seat won't fix.

Once I got past what I wanted the Scrambler to be, rather than what it is, I enjoyed it immensely. If you like the style, you will too.

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Going bigger to comply with Euro4 emissions, Ducati's Hypermotard 939 is as hoonish as it's ever been, and just as versatile...

STORY: CHRIS PICKETT PHOTOS: RYAN GRUBB

UCATI has a penchant for playing by its own rules. The by-product of this philosophy is that some of its unconventional offerings polarise opinions purely by looks alone. It's sportsbikes don't really count. They have always epitomised sexy. Neither do Monsters: they're big and naked, inherently the ugly duckling. I'm talking about Ducati's foray in to the cruiser world with the (X) Diavel; the hipster world of Scramblers; the off-road world of Multistradas.

As a Rapid bike nut you tend to either love them or hate them. But there is no major questions or drastic shortcomings regarding their performance. Each of them do what they are meant to, and pretty well at that. It's how

it's always been. The Hypermotard certainly falls into this category - it's a lightweight, open-class V-twin motard... Which other manufacturers build a street motard as powerful, as light, and as aggressive as this? Stuff all!

The Hyper has remained fairly faithful to this ethos since its unveiling at the 2005 Milan Show – a bike which proved to be quite versatile being capable and fun in a variety of environments. While the design ethos of that early bike is similar to the current one, in reality it's quite a bit different. The air-cooled 1100cc engine of the original was a gem, loads of torque and very versatile, although the fuel tank held a pittance of fuel. In short, it was lovable but flawed. In 2017, the Hyper receives a few changes to future-proof itself for Euro4





compliance but thankfully it's still the urban hoon bike we've come to know and love. And it's still versatile...

THE ENGINE

The most significant update over the previous model is the engine. With Euro4 compliance around the corner, Ducati decided to produce an engine with more capacity rather than potentially lose performance of the former 821cc engine. Ducati has essentially bored it out by 6mm to raise the capacity to 937cc, using new pistons (obviously), but they have used new barrels and cylinder heads which feature an exclusive core to allow for better cooling. The crankshaft has been replaced too but the stroke has been kept the same. These changes bring the claimed power figures to 113 ponies at 9,000rpm twisting out at 97.9Nm at 7,500 revs. While it makes about 3hp more, the new engine benefits from nine more Newtons.

THE STYLE

You could be forgiven for thinking Ducati engineers looked at a supermoto and said, 'make one like that. Add more... everything,' because it is so much bolder than your average roadgoing supermoto. There is the standard longer travel suspension at each end, but the big brakes and that open-class engine housed in a trellis frame scream supermoto with attitude. In saying that, bling is subtle - if you can call it that. Integrated indicators are stylish and functional, plus the single-sided swing-

arm shows off a sexy 10-spoke alloy wheel. I like this for two reasons: not every rider of this bike wants more attitude than this Ducati currently offers; but for those that do, Ducati offers optional extras in the form of Sport, Touring and Urban packs. They even offer another bike in the Hypermotard 939 SP which has gold anodised Öhlins suspension, three-spoke Marchesini wheels, and edgy paint scheme. Mmm...

TAKE IT HERE AND THERE

On the road, I think the Hypermotard's best asset is its versatility. The Ducati Safety Pack is the biggest feature here. Three rider modes 'Urban', 'Touring', and 'Sport' offer various levels of throttle response and engine output.





Brembo monoblocs are radiallymounted up-front and can't really be faulted. Each mode also varies with its traction control and ABS intervention too. It's a great backup and each mode can be customised with eight levels of traction control and three of ABS or switched off altogether. Ducati's settings are pretty well on the money: Sport provides full power and a snappy throttle, with low traction and ABS intervention; Touring provides full power with a friendlier throttle more intervention and Urban reduces peak power to 75HP, gentle throttle and high electronic intervention. Owners can be confident to leave settings standard or create a pre-set for wheelies and burnouts and just modify two

modes for different riding conditions...

In an urban environment the bike's slim profile, high seat height and ground clearance perches the rider slightly higher than normal while offering a fairly neutral, slightly forward seating position. If you can get over the 70mm high seat it will reward you in traffic, it really is like riding a cross between a big adventure bike and a dirt bike. Manoeuvrable when you need to filter or change lanes and is ready to say 'see ya' as fast as you can utter the words in your helmet.

The Hyper is pretty well set up for a spirited ride too. With around 25 degrees of rake and a 104mm trail the bike flicks through turns with ease, although it comes at the cost of stability at higher speeds. A steering damper would vastly improve performance in this aspect.

The engine is as you would expect from any Ducati, working seamlessly with the slipper clutch to stop the rear wheel from becoming overwhelmed by the donk. Same with the electronics. Testing out the engine's upper limits is hard seeing how you become a bit of a wind sock as a rider. Power and Torque peaks are in relatively achievable areas so top speed isn't a huge concern: you can hit the fun areas in four gears quite easily. You've well and truly lost your licence by then and you won't be getting it back anytime soon.

Suspending the Hyper are Marzocchi upside-down forks and a Sachs linkage rear shock which provide a fairly plush ride. The front dives a bit under heavy braking and the longer travel suspension certainly emphasizes the feeling. Meanwhile the rear didn't feel overwhelmed at pace, soaking up all but the roughest bumps quite well. For a road-based





- 1+2. Hyper style is a mix of on-
- 3. Linkage rear shock soaks up the bumps.
- 4. If you've got it, flaunt it.

SPECIFICATIONS

DUCATI HYPERMOTARD 939

ducati com au

PRICE: FROM \$17,799 + ORC

WARRANTY: Two-year/unlimited kilometre

COLOURS: Red, White

CLAIMED POWER: 83kW @ 9000 rpm CLAIMED TORQUE: 98 Nm @ 7500 rpm **CLAIMED DRY WEIGHT: 181kg**

ENGINE: Liquid-cooled, four-stroke, V-twin, four-valves per cylinder, 94 x 67 5mm bore x stroke, 937cc, 13.1:1 compression, electronic fuel injection, two into one exhaust,

GEARBOX: Constant mesh, six-speed. CLUTCH: Wet, multiple-disc, with slipper. CHASSIS: Tubular steel trellis.

SUSPENSION: 43mm USD forks, 170mm travel. Linkage rear shock with adjustable preload and rebound damping, 150mm of travel. Alloy single sided swingarm.

BRAKES: Twin 320mm floating discs Brembo 4-piston radial monobloc calipers, ABS: Single 245mm disc, 2-piston floating caliper, ABS.

WHEELS & TYRES: Spoked alloy wheels, 3.5" front, 5.50" rear. Tyres, 120/70-17 and 180/55-17.

DIMENSIONS: **SEAT HEIGHT:** 870mm FUEL TANK CAPACITY: 16 litres WHEELBASE: 1493mm

FUEL ECONOMY COMBINED CITY/HWY:

5.2l/100 km

mean machine I was pretty happy with the set up, where most big nakeds tend to be quite stiff out of the box.

Brembo monoblocs are radially-mounted up-front and can't really be faulted. Nor the adjustable levers which provide great

All of this versatility really hinges on one area: the seat. It doesn't look comfy. And it's not perfect. But it is comfier than it looks - well suited to commuting and tearing up track days to an extent. Over long distances of a few hours or more it is the thinner shape of the seat which reveals itself to be the source of discomfort.

OVERALL

The Ducati Hypermotard 939 is the sort of machine more riders are turning to. New sports bike sales are in the toilet and have been for some time. You can ride just about anything on any road if you are keen enough, but imagine doing the bumpiest bendy road in your area on any litre plus sports bike or the Hypermotard? I'd go the Hyper any day. And while the new sports scenery blurrer would be something special at a track day, the Hyper would be no slouch either. And you can ride the Hypermotard 939 every day. 🕮

The Hyper is pretty well set up for a spirited ride too. With around 25 degrees of rake and a 104mm trail the bike flicks through turns with ease, although it comes at the cost of stability at higher speeds.









Old race bikes have lots of history, and this one has more than most.

STORY: CHRIS PICKETT PHOTOS: CHRIS PICKETT & CHRIS NANKIVELL

OR DUCATI fans the name Gowanloch is an institution. The man himself, lan, might have moved on from the ownership of the Belmore store using his name but it's still a place of pace for Ducati enthusiasts.

Building a fast bevel-drive race bike is a different story these days than back in the late '70s and early '80s when Old 238 was built, if you want to be competitive, and it's a good comparison between this original bike and the Ron Young Engineering 750SS here also to see how engineering has had to evolve over the years.

A RACER FROM THE OFF

The bike known as 'Old 238' was bought new by Gary Peters, raced a few times in club land, and eventually found itself in the hands of lan Gowanloch, then making a name for himself as a Ducati mechanic and race tuner. Ian was always going to be up against it when it came to horsepower, as back in that era there were plenty of fast Japanese four-stroke multis and two-stroke TZ Yamahas to content with. But as Ducati fans know, the Italian brand has always punched above its weight.

One of the early riders was Chris Nankivell, a Ducati enthusiast and racer. He tells the story of the early days.

"After the Ducati owners got started, we (me, Arthur Davis, Garry Peters and a bunch of others) started touring around the countryside every weekend we could spare and then someone suggested we go club racing, so the DOC got affiliated so we could do this and spent some years doing it," said Chris.

"lan had his backyard business going at this time and we all used to get our bike

TWEAKED

GOWANLOCH DUCATI







tuned and upgraded with any new parts that came along. He was a big supporter of the club and, of course, shared our love of Ducatis.

"I had done a bit of club racing with Northern Districts MC on my old 750 GT and 750 sport mainly at Amaroo Park. I raced my 750SS with the DOC at Oran Park and Bathurst as well as Amaroo.

"I don't know if I was doing any better than anyone else but I was about to retire out of racing as I couldn't do much else when Arthur, who was working for Ian Gowanloch at Lidcome, said that they were waiting on some race parts for a 900 SS that was sitting in the workshop and Ian wouldn't let Arthur ride it in case he got hurt as he was too important for the business. So he offered it to me.

"By the time Pete Muir took over



- 2. Arai 500. Bathurst, 1981.
- 3. Oran Park first
- outing, 1980.
- 4. Peter Muir.
- 5. Duke at Bathurst 1981.





I had moved to the Central Coast to work and raise a family and only knew that 238 had been retired, after a bit of racing and the formula two Pantah was the new weapon. I figured the 238 bike was just put in a corner of the workshop at Belmore and covered over as it had served it's purpose and got Ducati on the map. Frasers started getting serious about racing around this time too.

"Some of my more notable races were at Oran Park in 1980. There was a two-hour race at about the first or second appearance of the bike but it was only a smaller club thing. We had some clutch trouble before the start and had to start from pit lane after the race started. Came all the way through and I think finished second or third. There was an A or B grader on a Kawaski 1000 that won it.

"In 1981 we raced it in the Coca-Cola 800 where we finished 24th. It pissed down rain after the start and race was shorten to 707km due to weather. We did get up to about 12th place before

crashing but finished.

"We had our first trip away to Lakeside some time after this but crashed in practice on the Saturday and injured my ankle. Drove back from Lismore on the Sunday.

"There was Bathurst also this year but without a result. Had trouble with the Lucas Reiter ignition system. But I was clocked down Conrod Straight at 266km/h. Pretty fast for a bevel. We broke down probably too much but we were pushing the boundaries of the engine.

"In September 1981 at Oran park I won about 5 races including the unlimited invitation. Scored the fastest lap of the day trophy. The time was in the 1-minute 16-seconds area. Upgraded to provisional B after this event.

"Somewhere around this period we had a run down at the street circuit (McNamara Park) in Canberra. Did pretty well there, blew an 1100 Suzuki Katana off going up the straight in the heat race for unlimited B or C but [2]





finished 2nd behind another in the final. A lot of people were taking an interest in the bike at that meeting. 238 was flying at this stage.

"After that we ran the bike in the 1982 Gowanloch Formula European series in Queensland, NSW and Victoria with some good finishes, including first at Surfers in October. In 1983 we had some issues with the bike, including wrecking the cases when a main bearing failed at Lakeside. My final ride on 238 was at Oran Park on the 01/05/1983, where I won Unlimited B Grade.

"Pete Muir then started riding the bike for around 12 months or so until lan Gowanloch built the Formula 2 Pantah which got Pete to A Grade. Pete then went on the race Ducati Pantahs at the Isle of Man."

AS TIME WENT BY

When 238 eventually became uncompetitive, laying dormant for many years in the workshop of Arthur Davis' Desmo HQ at Byron Bay.

Desmo HQ mechanic 'Jungle' tells how the bike was 'rescued' from gathering dust forever. "There were no brakes, exhaust or carbs on the bike. It was in a terrible state really and I just couldn't see it lying there anymore. It had to breathe, it deserved to live again. Arthur had loaned the missing

1. 238 and RYE's highly evolved version.

2. Gary Peters reunited with the bike. 'Jungle' looks on. parts to people over the years but they had never been returned, and Arthur couldn't remember who he'd given them too, it had been that long.

"I had watched that bike at Bathurst and Surfers Paradise raceway when I was much younger and I wanted to get it running again, so people could see and hear it in action, like I did all those years before.

"It took about two years to get it back together and running. Getting the missing parts wasn't too hard, I had some 40mm carbs at home and made the exhaust myself in the style of the original. Replacing the original race 42mm Malossi carbs was going to be difficult and expensive so I had do with some Dellortos I had lying around.

"I dismantled the 950cc engine to see what state it was in, had the frame straightened and reassembled it all with new parts where needed. Surprisingly the engine was fairly standard. It had ported heads with 'bathtub' combustion chambers, a lightened crank, oneoff straight-cut primary gears and a modified Honda clutch to stop slippage, and a close-ratio gearbox. All this was done back when Ian was running the bike, and included alloy plates welded inside the cases to stop them cracking, a common problem back then. Sometime in its life a Bosch outrigger ignition had been put on the engine, quite a departure from the standard set up.

"After the bike was completed I rode it at Morgan Park at a Ducati only ride day and it compared very well to my modified round case road bike, which

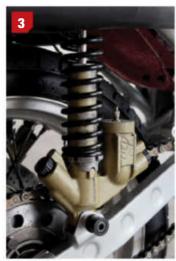
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GOWANLOCH DUCATI

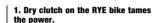












- 2. Jungle had some 40mm Dellorto's lving around.
- 3. Remember when these were the shocks to have?
- 4. Oxygen sensor helps Ron Young tune his beast.
- 5. Says it all really.
- 6. Outrigger Bosch ignition improved reliability.
- 7. Later model box section swingarm found itself on the bike during its race career.
- 8. Extra oiling to the top end to help ensure the engine stayed healthy.

9. 238 startup

Countless hours have gone into this engine and the rolling chassis, and the engine now gets over 100hp at the rear wheel, unheard of for a bevel back in the 1970s and '80s,













has lots of performance modifications. I was surprised at how well it went.

"I've been asked to have the bike raced again but it's too fragile in its current state to be ridden very hard on the racetrack. Getting crankcases and so on is very expensive and difficult. I see the future of the bike as a rolling display, so it can be appreciated by enthusiasts as track days and the like."

A MODERN BEVEL

Sitting side-by-side with the Ron Young Engineering 750SS you can see the bikes are worlds apart, maybe not in their original era but in the engineering.

When the RYE bike was first raced in classic events in the 1980s it was much like the Gowanloch bike. It's had to evolve over the year to combat the big capacity Honda Fours, the bike's main competition.

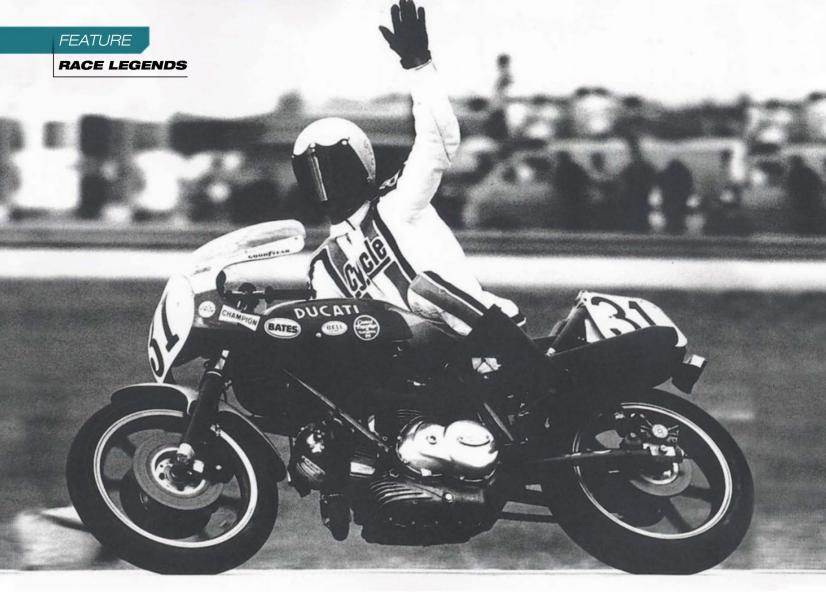
What does it take to win two Australian Historic titles against the big bore 750/4s? Custom billet cranks, billet cylinders with Nikasil bores, a dry clutch, extremely re-worked heads and camshafts. And really that's just the start. 10. The silver RYE 750SS harks from a previous generation to 238 but is far more powerful due to the extensive development over the last decade.

11. McNamara Park Canberra. "Countless hours have gone into this engine and the rolling chassis, and the engine now gets over 100hp at the rear wheel, unheard of for a bevel back in the 1970s and '80s," says Ron.

"I've simply tried to use as much modern technology inside the engine as possible. Better engineering, better materials and modern thinking. As much thought goes into making the engine stronger and more reliable as it does into making it perform better. Besides having a good rider on board, being reliably fast is how we've won those two titles," added Ron.







CALIFORNIA DREAMING

- PART III The California hot-rod was the star but its producers Cook Neilson and Phil Schilling ought take a bow

STORY: DARRYL FLACK

YCLE EDITOR Cook Neilson and assistant editor Phil Schilling each bought a Ducati 750SS in 1974, two of only three reportedly sold in the US at the time. Neilson raced his 750SS in AFM and CMC events, and while he didn't reveal its actual race record in 1974, he said the SS "gave a good account of itself in local races and demonstrated adequacy if not inspiration in the Laguna Seca and

Ontario National production races". In 1974, the AMA established a Big-Bore Production class in which Neilson raced the Duke 750 against Kawasaki Z1s and BMW R90s, and the Small-Bore class for Yamaha RD350s and the like.

For 1975, the AMA announced a separate 750 production class just when Schilling and Neilson were building a 926cc engine for the Ducati in order to mix it with the fire-breathing

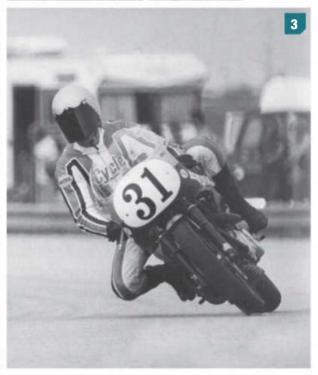
Z1s and surprisingly quick Beemers. They couldn't source piston rings that would seal properly anyway, so the 926 project was shelved. It is interesting to note that when Ducati increased the capacity of its 888 Superbike race engine in 1993, it chose 926cc.

Neilson noticed that Schilling's 750SS had different looking rocker covers, which were crowned higher for more clearance. The reason? Schilling's cams were marked with pink, blue and









white paint, and opened faster and had longer duration. Even so. Neilson was reluctant to use the more radical cams. It was then that Schilling invoked the legend of Fabio Taglioni. "Look, these trick pink, white, and blues were designed by Doctor Taglioni - Dr T doesn't mess around," he reminded Neilson. After carding a 12.19sec/176km/h quarter-mile at 9200rpm with his cams, Neilson returned a 12.06sec/182km/h at 9800rpm with Schilling's lobes, forcing Cook to admit, "We knew we had a live one." During practice at Daytona in 1975, the Duke strafed the speed trap at 223km/h, 20km/h faster than the next fastest 750, a Kawasaki H2, a huge buffer that Neilson said, "was almost insurmountable at a track like Daytona even if the competition rides like Mike Hailwood and I ride like Humphrev-the-Stone."

As we learned in Part 1 of this story, Cook admitted certain components on the original GT750 were borderline legal, and at the time said of the 750SS, "Our Ducati Super Sport is not stock. It's reasonably legal, but it is not stock, never has been." That's not to mention homologation, which required 200 units of the bike to be sold in the US. Then again, the opposition weren't exactly lily-white stock either

Neilson listed the number of distinct areas of modification, some of them trick and expensive, others clever and cheap like the \$U\$6.62 K-Mart coils and after-market Chrysler condensers. There were sprayed aluminium front discs. which reduced unsprung weight by 4kg, and the 13.2-inch long S&W shocks that replaced the standard 12-inch Marzocchis which jacked up the rear to both improve ground clearance and reduce the Duke's very lazy front-end geometry. Cook binned the Duke twice, once quite badly when the mufflers hooked up to the asphalt, so he sourced raised header pipes designed for Ron Wood's Ducati dirt-tracker. The cylinder heads were ported and flowed, and the SS pistons' rings were replaced with standard GT750 items, while Ducati 450 clutch springs replaced the standard items. They also ran a Renold's motocross final chain because it was lighter, stronger, and narrower.

- Neilson reflects
 on a life in the fast
 lane.
- 2. Neislon and Schilling. Workmates and teammates.
- 3. Neilson on his way to the famous Daytona victory.

Neilson finished fifth overall at Daytona and won the 750 class, but perhaps more importantly the bike sailed through a post-race teardown. "It was generally held in 1974 the bike had an oversized engine; it would be so held in 1975 as well," Neilson said. Scrutineer and former racer Walt Fulton Snr told the pair that they had about a thousandth of an inch bore wear. "We already knew that," Cook said.

The biggest transformation for the bike was the change to Goodyear slicks after rival rider Bob Endecott told Neilson how skatey the Duke looked on the Dunlops at Orange County Raceway. Cook finally ceded to Cycle's technical editor, Jess Thomas, "Jess had been saying Goodyear slicks for more than a year," said Neilson. "I had chosen to ignore him. Now I was prepared to listen." Neilson ordered an 1169 front and a 1381 rear Goodyear that just fitted the standard swingarm. "The difference the tyres made were enormous," Neilson wrote. "Instead of getting on the brakes extremely late, feeling around for traction with defensive lean angles and taking tight, cramped lines through corners, the

RACE LEGENDS



Corkscrew. They later discovered the replacement fuel tank had a blocked breather. Returning for the Ontario national, Cook made a great start and led the first couple of laps of the race. DuHamel got by him and he engaged in a duel with McLaughlin and Hurley Wilvert for second until he ran off and lost their draught to finish fourth overall and first 750 by 30 seconds.

For 1976, the AMA canned the 750 Production category and made it an open Superbike class with full championship status for the first time. After letting Jerry Branch do the calculations for valve size and port sizes, they decided on a capacity of 883cc, the same displacement as Neilson's original H-D Sportster dragbike. Using





Goodyears slicks made me ride more like a grown up.

"Intolerant of transitional lean angles, the tyres demand that bike dives from a straight-up attitude to a full-tilt attitude as rapidly as possible. There is no feeling of hesitancy from the Goodyears; the G-forces fed through the chassis are so solid and so reassuring that the rider experiencing them for the first time has to giggle to himself."

At an AFM race at Riverside, Neilson was able to beat Pridmore's BMW for the first time, convincingly so by four seconds. "The Goodyear slicks were the final piece of the puzzle. The chassis, handling and horsepower had been there from the beginning; the tyres made it all work. My best Riverside lap-times pre-slicks was about 1m41. On slicks, the bike turned 1m37.8. No amount of engine work would have produced a comparable speed increase, and I considered the Goodyears to be the bike's finest hop-up components."

Going into the AMA national, Cook

was confident of challenging the big-bores. "Yvon (Z1) had the fastest practice lap at 1m18.6. [Gary] Fisher's BMW turned in a 1m18.8 and the Ducati had a 1m18.8 too. Schilling and I were pumped. For the first time we thought we had a chance to win a National production race overall." Neilson's hopes were dashed, however, when he decked the Duke in a later practice session at what is now known as Rainey Corner, the fast lefthander after the Corkscrew, when he "just plain leaned it over too far".

"I broke my hand," said Neilson, who had just recovered from a broken arm sustained in a road crash after an encounter with a skateboarder. "I broke my bike worse." Using parts from Schilling's SS750, and with the help of staffer Mark Homchick, the California Hot-Rod was ready to race after an 11-hour rescue mission.

After making a good start, Neilson was closing on the leaders when on lap two, the Ducati started running on one-cylinder on the approach to The

1. The California **Hot Rod now loves** the quiet life.

2. The sweetest victory of them all. Harley inlet valves, BMW exhaust valves, Yamaha XT500 piston rings and Toyota wrist pins, the Ducati absolutely smoked the new 917cc BMWs piloted by Pridmore and McLaughlin at a pre-Daytona shakedown at Ontario. "For the first time Schilling and I permitted ourselves to feel genuinely encouraged," Neilson revealed. He knew that Daytona would be different. BMW's Udo Gietl was building 1000cc monoshock weapons with 40mm carbs, 12.1:1 compression, and Michelin slicks mounted on an offset rear wheel to better negotiate Daytona's 31-degree banking. At Daytona, Gietl's arm was in plaster. He had looped one of the bikes when he took it for a test ride on the street

Still, the 90bhp Ducati was the fastest bike through the traps at 233.7km/h, but it didn't win the inaugural Daytona Superbike race. McLaughlin did on his Beemer, just, from Pridmore with Cook a few seconds back. At the time, Neilson wrote, "Considering its speed, its handling and its extraordinary rideability, the Ducati should have done better. But this ignores the differences between me and the BMW riders. Fisher, Pridmore and McLaughlin are better in traffic than I am, they know how to use the brakes properly and they all have a professional talent for maintaining concentration that by Daytona I had not developed, and wouldn't begin to until the final Superbike production races of the [1976] season." Cook admitted years later, "I was sick about my finish at Daytona. Phil gave me the best bike out there. We had a top speed advantage over the BMWs, and when you combine that with the other advantages of the Ducati, a good rider would have gapped those guys. I knew I had to improve."

At Laguna Seca, Neilson's bogie track, the resurgent BMWs swept all before them including the Ducati that Cook was forced to retire after it kept jumping out of fourth gear. Running new Morris magnesium wheels and tubeless Goodyear tyres, it wasn't all bad news at Laguna. At the pre-race press do in the lead-up to the event, Kenny Roberts half seriously asked Neilson and Schilling, "How 'bout lettin' me ride that Dew-Katty?". "Step right this way," they replied quite-seriously. Wearing Neilson's leathers and Steve Baker's helmet Roberts cut about six laps before downloading what he thought about their labour of love. They were surprised and comforted by his typically honest response. "Hey, it's really nice," he barked. What about the things that he didn't like? "The back brake doesn't work at all. The front end's too stiff and it has too much geometry. The back end's too stiff, and you're using too much tyre back there. But the motor's really nice. I didn't have any idea these production bikes made that much power. Hey, it's fast. Betcha I could run 1m14s on it..."

The Cali Hot-Rod somehow claimed second behind a rampant Pridmore in the final race of the year at Riverside after it lost a lot of oil after a wrist-pin retainer fractured. While the short motor survived, the Duck's engine bearings, cam-drive gears and the \$US3000 factory gearbox Schilling bought were destroyed. While Phil set about repairing the internals, Neilson knew he needed to improve his riding in race traffic and undertook a heavy off-season schedule of AFM racing in preparation for Daytona 1977.

Garaged next door to Kenny Roberts and Kel Carruthers at Daytona, Schilling and Neilson were confident of avenging their 1976 defeat. Crucially, the latest batch of Goodyear tyres offered significantly more grip that the Ducati's light but strong chassis could handle, and indeed exploit. The heavier Kawasaki and BMWs couldn't, the Goodies causing major chatter problems on both bikes. The Beemers had also been forced to abandon their monoshock rear-end reportedly at the urging of Kawasaki who threatened to protest. In practice, Neilson lapped the Ducati two seconds faster than the entire 41-bike field which included the Kwakas of Wes Cooley, David Emde and John Bettencourt. Pridmore was there on the nobbled BMW, as was Mike Baldwin aboard the Reno Leonituned factory Moto Guzzi.

This was the moment of truth for Neilson. The race was his for the keeping. Held on Friday in front of a small crowd, Neilson's race strategy was clear. He stated that a back-andforth-dice with Wes Cooley and David Emde was to be avoided at all costs by clearing out as fast as he could. That he did. On lap nine of 14 peeling into turn one, Neilson's favourite corner in American roadracing, he touched his knee down which he said "rarely happens, so I figured the time had come to check out what was going on behind." Not a lot as it turned out. The huge victory over Emde and Cooley was almost an anticlimax, but a celebration with the Ducati International Owners Club at a Daytona motel made Cook and other Cycle staff realise that they were not the only Duckfreaks in Florida. More pleasing was the post-race teardown that showed the transmission and engine were in perfect shape. Financially though, the rewards were minimal. Speaking in 2007, Neilson said, "The amount of money we won at Daytona wouldn't be enough to buy a tank of fuel for Mat Mladin's plane."

With Mission Daytona accomplished, Neilson missed the non-California championship rounds at Loudon, Harrisburg and Pocono, but still finished second to Pridmore in the AMA Superbike Championship.

What Neilson and Schilling achieved cannot be overstated. Literally working around the clock running the biggest-ever-selling motorcycle magazine in the world and developing a largely unknown Italian V-twin 750 into an 883cc Superbike, they demolished the biggest, baddest Japanese 1000s built by full-house performance workshops like Yoshimura and ridden by America's best riders.

Cycle World reported that Neilson was heard saying after the race, "I love to beat those four-cylinders. I like to race with the BMWs, but I love to beat them four-cylinders."

The Daytona victory immeasurably boosted the profile of Ducati in the US and around the world. It also gave the factory the confidence that the Dr Tagilioni-designed 90-degree Ducati Desmo could take on the best in the world and beat them. It was a belief that started at Imola in '72, was reinforced at Daytona in '77 and later in the world Superbike championship with an incredible 16 manufacturers' championships. Equally, Neilson's journey from 30-year-old club racer to pro-racer giant killer calls for special mention.

The California Hot-Rod was sold to fellow Ducati team owner Dale Newton for Paul Ritter to ride at the faster tracks in 1978. Ritter had beaten Cook at the 1977 national at Sears Point on Newton's SS900-based Superbike. Ducati's first 1-2 in AMA racing. After Neilson won Daytona in '77, the Ducati factory gave him a pair of the special 60-degree heads and 88mm pistons developed for endurance racing. These came to Newton with the California Hot Rod. The bike, which is now referred to as 'Old Blue' despite never being called this by Schilling or Neilson in Cycle's pages, now sits in a private museum in New Jersey.

Neilson shocked everyone when he left Cycle in late 1979 to take up a career as a commercial photographer in Vermont. Asked years later why he left a mag that was selling almost 500,000 copies per month, he said he just wanted to hand the editorial reins over to Schilling who had been his loyal deputy for over a decade. Memorably, Kawasaki USA PR manager Rom Lovil wrote a humorous farewell note to Cook that was published in Cycle that in part read: "We won't have Neilson to Cook around anymore..." Neilson's unique achievements in publishing and racing were finally recognised in 2006 when he was inducted into the AMA Hall of Fame.

After a decade in the editor's chair, Schilling left Cycle around the same it was purchased by Cycle World publisher Hachette Filipacchi in 1988. It was inevitable that one of the titles would vanish under the same owners, and Cycle eventually closed down in September 1991 despite a circulation of 300,000. Sadly, Schilling, one of journalism's greatest editors, passed away in 2015 having suffered from Parkinson's disease for a number of years.

KAWASAKI Z1000R RACER

SIEADYED

Mark McVeigh finds out what it's like to go classic racing

STORY: MARK MCVEIGH

'M TYPICAL of classic racers, returning to the racing world after a 20-year sabbatical. Not so typical is competing in an international field that includes Grand Prix winners and national champions from around the globe; such was the case at the 2016 International Phillip Island Classic, Australia's largest historic bike race and the third largest motorcycling event on the Australian calendar behind MotoGP and World Superbike.

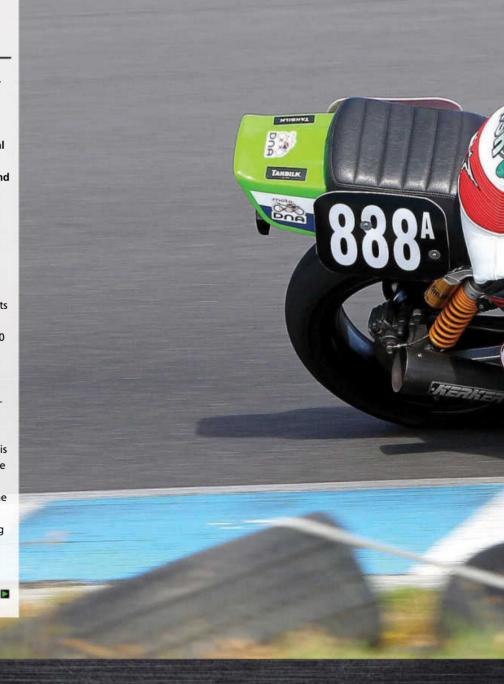
Over 300 riders on around 500 bikes attend the annual pilgrimage for classic bike racers, and spectators of all ages are quickly turning the Island Classic into the biggest meeting of its kind in the Southern hemisphere.

The bike tested here, a 1980 Kawasaki Z1200 J – Eddie Lawson Replica, was also new to me, a 195kg 1980s superbike. It's totally different to my previous race experience, which mainly consisted of 250GP bikes, with the same horse-power but weighing much, much less.

Steep learning curve accepted, the biggest gain was to be mechanically sympathetic to this old machine while learning my way around the Island.

I found out quickly that you just can't rev the Kwacker like a 250gp bike off the line!

As the lap times reduced so did the handling of the Z1000. Almost every session was spent adjusting damping, spring preload and geometry in order to stabilise the bike, which was pretty twitchy, primarily due to initial weight



JES SIEED





distribution, short trail and a narrow rear tire.

Philip Island is a fast and flowing circuit and with only 110hp on tap, good handling and high corner speeds were of the essence, even though it was quite good fun wallowing through the hayshed at 200kmh!

The engine was definitely underpowered at 110hp compared to the 160 – 180hp of the front-runners, however it pulled well off the bottom and was linear up to the red line around 9500rpm.

Fuelling was spot on and the deep induction note matched the tidy Eddie Lawson themed Kerker exhaust which sounded magnificent, especially on the

down shifts, its crisp bark something many of the fans clearly enjoyed.

The initial gearing caused over revs on the straight and put us in the wrong part of the power curve at some of the most critical corners, but there was other more disconcerting challenges like jumping out of gear in the middle of the Islands high speed corners, not ideal for good lap times and rider confidence.

We discovered the gearbox was very sensitive to chain tension and this was fixed by improving the final drive chain tensioner, which had moved around a little during the week.

No slipper clutch on this beast also took a little getting used to

and ensured entertaining braking into Honda corner while renewing old school clutch finger technique to control the Kwacker's significant engine braking.

You had to be very clean and positive with the gear changes, and once I relaxed and took my time the gearbox was fine.

The biggest performance inhibitor on the Eddie Lawson replica were the brakes, the 195kg bike was underbraked with 300mm discs and single pot callipers. We moved the brake master cylinder inward as far as possible to maximise leverage on the end of the lever and squeezed as hard as possible!





Brake feel was good though, encouraging trail braking all the way to the corner apex. Feedback and grip from the front 120/70 Dunlop KR108 slick was confidence inspiring.

Turn-in was good at most corners, precise and stable, apart from turn-one, which was a little tricky with the famous wind from the open ocean.

I found the technique of opening my knee on turn-in worked well. The wind force on the inside of my leg at 230km/h helped turn the bike by creating a yaw moment, while also encouraging counter steering with a pull on the left bar.

Mid-corner the Kawasaki was great, plenty of ground clearance and I felt reasonably locked into the bike with good ergonomics.

Corner-exit was always a bit of a challenge as the big soft seat encouraged your arse to slide back and automatically pull on the handlebars, a negative on a motorcycle as it kick-started a weave or worse. We tried a few different modifications but nothing really worked.

Stability over bumps was never really a problem, mainly because there are no bumps at Philip Island after the famous resurface.

The range of damping and spring adjustment on the front 41mm Showa forks with Ohlins cartridge internals was limited but adequate, remembering this is classic racing.

The rear Ohlins KA151 units were tidy with a full range of spring, compression and rebound damping.

The Island Classic reminds me of how

much fun racing was back in the old days around the paddocks of Ireland, UK and Europe.

If you asked the 350 plus riders why they race at the Island classic, most would say it's the camaraderie as well as fanging around the magnificent Philip Island circuit.

According to the bike's owner, Robert 'Ruwy' Ruwoldt, the main aim of this bike was to retain the original look of the road bike as that is what period racing is all about.

The comments this bike gets is testament to that fact.

In the end, after ironing out all the bugs and figuring out the good lines around this majestic circuit, Ruwy's Eddie Lawson Replica was very easy and a lot of fun to ride.

RETRO IS ALIVE AND KICKING AT















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1965 HONDA CD90 – \$2500. GREAT NICK.
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Kawasaki



IT'S MATTE MATE

Matte finishes are becoming popular but they can be a pain to maintain without the right products. Well not anymore, since Motul has developed Matte Surface Clean. Motul's matte cleaner removes dust, bug, tar and road grime and revives all colours of matte surfaces, plus it leaves a non-sticky finish and contains a protective UV filter to prevent fading. linkint.com.au

Kawasaki



AIRHEAD

The Shoei GT-Air is a sports-touring helmet made from a dual-layer, multi-density EPS foam with a fibreglass and organic fibre compound shell. The helmet features an internal flip-down sun shield, Shoei's QR-N base plate system for quick and easy visor changes/cleaning. fully-removable, washable and replacable 3D max-dry comfort liner. There's an emergency quick-release system which allows easy and safe removal of the cheek pads if things unfortunately go awry. The GT-Air comes with a helmet bag, chin curtain and breath guard, as well as being intercom compatible. mcleodaccessories.com.au



Kawasaki has teamed up with well-known bag manufacturer OGIO to produce a line of Team Green bags. The OGIO Kawasaki gear bag looks great for trackdays and travel, its 160-litre capacity will easily fit all of your riding gear. Nylon wheels and lift straps make transport and getting in and out of vehicles a breeze and the hardshell bottom will provide years of use. The OGIO Kawasaki backpack is great for everyday use, the 40-litre capacity will fit everything you need for a day out on the bike. It can accommodate a 17-inch laptop and has a separate tablet sleeve so it could also be a good school bag too. Head to your local Kawasaki dealership.



S 1000 R PROTECTION

Rad Guard has a radiator and oil cooler guard for the BMW S 1000 R. Holed radiators never occur at convenient times, plus repair or replacement isn't cheap. Why not get yourself protected? radguard.com.au



Folding ramps are like Rapid Bikes mags - let your mate borrow one and you will never see it again! If you've been suckered into 'lending' someone your ramp, take a look at Crosspro aluminium folding ramps. The Crosspro ramps support up to 240kg and its platform is 240mm wide. The ramps are two metres long and fold up to a smidge over one metre. Available in a whole range of colours. a1accessory.com.au



IT'S HIP TO BE SQUARE...

Thats what Marty McFly reckons and we tend to agree. You too can get the Marty McFly look with a pair of Falco Blazer sneakers.

The boots are made from leather and synthetics, with vented lining to make them breathable and anti-bacterial. The ankle inserts are made from moulded polyurethane and there's also a removable gear-pad. A patented 'Aircool' breathable system features a waterproof membrane that filters moisture out of the shoe throughout the ventilation inserts placed at bottom of sole.

Summer is on its way out the door but these boots will be perfect for urban hoons all-year round. **ficeda.com.au**



NEW FROM OGGY

Oggy has manufactured a chain adjuster bracket for motorcycles without bosses and threads for stand pick-ups. The brackets are easy-to-fit and will allow use of race stands without swingarm attachments. CABs replace the standard chain adjuster axle plates with a billet-machined anodised bracket which includes the pickup knob underneath. Check Kenma's website to see if they have a CAB for your bike. **shop.kenma.com.au**



REBEL REBEL

Draggin claims with its latest Rebel jean to have double the strength and half the weight. The light blue, slim-fitting pair of jeans certainly look the goods, so we're keen as mustard to get our hands on a pair. There's kevlar in the places where you need it and the other great feature is Draggin's Roomoto liner, which is designed to take heat and sweat away from the skin. dragginjeans.net



THEGO

NITRON SUSPENSION

Suspensions R Us is now importing Nitron Suspension from the United Kingdom. Nitron shocks are billet machined and handbuilt entirely in 'Motorsport Valley'. Oxfordshire, each shock is fully-serviceable and is customised to your specific spring and damping requirements. Suspensions R Us has a large range of fork and shock options available. Shock options start from \$780. suspensionsrus.com.au

RK OKAY!

RK's 530 GXW chain uses an XW ring, which is the best high speed. extreme heat performance chain currently available. The leading edge XW ring seal is made of an advanced nitrile butadiene composite, which has great oil resistance properties and features three contact lips and two convex inner/outer stabilisers. Three lubrication pools protect against high speed abrasion, heat build up, torsional flex and the loss of lubricant under extreme conditions. It's claimed to have 10 times longer wear life when compared against a standard chain. That's why it's on our rapid bike. linkint.com.au



LITHIUM CHARGING The catch with lithium batteries with all their

fantastic lightweight and anti-gravity properties is that you need a low-current voltage charger to keep the battery in top knick. Lithium batteries hold their charge well over time

but if your bike is dormant for a too long it will need an extra kick.

The Optimate lithium 12V charger delivers accurate low-current voltage a lithium battery needs to work at its

Lead-acid charges deliver a high current too high for lithium batteries to handle. a1accessory.com.au

RACER BOOTS

Need new track boots? Look no further than Xpd's XP3-S boot. The XP3-Ss are the evolution of the classic XP1. They boast an efficient side protector, interchangeable stainless steel slider as well as variable thickness polyurethane rear fin which reduces air turbulence and increases shock absorbing factors. There is also a polyurethane lateral ankle slider as well as thermoformed carbon ankle protection. High cushioning with peculiar shape is also able to better fit leg morphology. Bi-Component plastic toe sliders add to protection values. We reckon this boot is ideal for mid- to high-level sport riders. spidi.com.au







RECREATING A LEGERID TABLE TO SHEET IN THE SHEET IN THE

Turning new bikes old is all the rage at the moment, and why not when it looks this good?

STORY: D'LONGIE PHOTOS: XTR PEPO

F YOU said the motorcycle you see here was based off Triumph's Legend TT: The Hinckley manufacturer's entry-level Thunderbird 900, I would piss myself with laughter. Made for only two short years from 1998-2000, if you blinked, you would have missed it. This exceptional bike you see before you was built by Spaniard Pepo Rosell and it really goes to show legends aren't born, they're made.

Rosell is a bit of an enigmatic figure in Europe: most of his work revolves

around turning bikes you wouldn't really blink at into bikes you can't blink at. The inspiration for this build is the Rob North Rocket 3s of the early 1970s: A Formula 750 racing machine which had experienced success under riders by the like of Dick Mann, John Cooper and Malcolm Uphill.

TURNING LEGEND INTO ROCKET

Not much is original from the original Legend TT besides the engine cases and the backbone of a frame. Most

of the modern bits have been sourced from Triumph's 'forward catalogue': the wheels, Brembo brakes, carbon fibre front fender, Öhlins forks and yokes come from a Daytona 675R, while the exhaust headers have been robbed from a Speed Triple. Fren Tubo braided lines were sourced new, and Brembo radial brake and clutch master cylinders from a 1098 Ducati.

The subframe is a fabricated work of art – a drilled monotube which incorporates the seat unit. There is another major departure in style here from the

'This exceptional bike you see before you was built by Spaniard Pepo Rosell and it really goes to show legends aren't born, they're made.















Rob North machines in the modern linkage rear shock. Rosell said he had to modify the swingarm so the 5.5-inch wide Daytona rear wheel would fit, while XTR Pepo parts have also been used or custom-fabricated for the adjustable levers, clip-ons, fairing, front bracket, screen, seat, rear guard and rearsets.

The tank is one of the more interesting additions when you consider it was sourced from a Suzuki Bandit – itself highly modified by Rosell and fitted with a Laverda-style fuel cap. Credit also needs to go to Pintumoto of Madrid for the gloss-finished paintwork and decals featured on the tank and bodywork.

This is not the sort of bike you'll find on some long distance tour, with the tiny TZ Yamaha style seat and uncompromising riding position, but for pure visual impact it is amazing.

Spain seems to be a bit of a hot spot for these sort of machines, and Pepo has been at the forefront of that. He built a number of Ducati based machines under the Radical Ducati banner, went quiet for a while and is now back in the game.

We hope he continues to build such exotica.

The inspiration for this build is the Rob North Rocket 3s of the early 1970S.

The two
Ducatis,
number 44
and 60, were
two of Pepo's
builds under
the Radical
Ducati banner













trium phmotor cycles.com. au

*Terms and conditions apply. Offer available on new MY15 to MY17 Street Triple models only sold, while stocks last, at participating dealers, up until 31st January, 2017. Demonstration and second hand models are not included in this promotion. Free 12 Months Comprehensive Insurance under Triumph Motorcycle Insurance Comprehensive Insurance policy is to be issued at the point of purchase only. Triumph Motorcycle Insurances Comprehensive Insurance is underwritten by Swann Insurance (Aust) Pty Ltd ABN 90 000 886 690 AFSL no. 238296 (Swann). Please consider the relevant Product Disclosure Statement for this product available from your nearest Triumph dealer or by calling Swann on 1300 138 269 before making a decision about any insurance product. Purchaser must be eligible for Comprehensive Insurance and approved by Swann. Offer cannot be redeemed for cash.

SPORTE.T.

DRAG RACING

SUMMER

While sensible people were sitting in air-conditioned comfort enjoying a frothy adult beverage, us dragbike racers were out doing what makes us happy.

Australian motorcycle drag racing is currently running under two different and separate sanctioning bodies. One is ANDRA and the other is the IHRA. Here's the tale of two very different drag race meetings held over summer.



AUSTRALIAN NATIONALSCALDER PARK RACEVVAY

The Australian Nationals have moved about all over the country during their 51-year history. The first running in 1965 was under Victorian Hot Rod Federation sanction. In 1966 the sanction switched to the Australian Hot Rod Federation and that lasted until 1974 when the drag racers broke away and formed their own group call the Australian National Drag Racing Association.

Bikes weren't a part of the Australian Nationals until 1970. The ACU stuck its nose in where it wasn't wanted and bikes had their own Nationals from 1973 until 1978 before bikes and cars were again run together in 1979.

The meeting known as The Nationals has moved about ever since.

This year it re-appeared at Calder Park Raceway. Entry numbers were down in all of the professional Group One brackets with Top Bike and Pro Stock Motorcycle failing to attract enough entries to be run. Competition Bike suffered a similar fate leaving Modified Bike as the only bike bracket that actually ran.

Mick Withers.
 Adam Layton.

The 14-bike field included 10 Victorians, a pair from South Australia, and one apiece from Western Australia and Northern Territory.

In the Semi Finals, Danny Rickard redlighted aboard his Harley-Davidson Destroyer to hand the instant win to Brendan 'Chicken Man' Sanders. Gavin Dohnt eliminated himself when he let go of the clutch on the startline but had forgotten to put his BKing in gear. His BKing's revlimiter copped a real workout! Gordon Crawford took an easy win and a place in the final.

Dialled in at 11.04 aboard his diminutive 600cc Yamaha FZ6, Sanders had first go at the Christmas Tree but came up short with a .020-redlight to send Crawford home to WA with a gold Christmas Tree trophy for company.

THUNDER









SANTO'S SUMMER THUNDER

SYDNEY DRAGWAY

One-day meetings are nothing new in Australian drag racing but the 400 Thunder series has seized the idea and made it better with a three-round format that gives all racers a single qualifying pass and follows that up with of three rounds of racing in front of the crowd. And what a crowd it was!

TOP BIKE: MATHESON

With three wins from three, Chris Matheson was the standout performer aboard his nitro-burning supercharged four-cylinder bike. Reigning Australian IHRA Top Bike Champion Chris Porter met Matheson in the final but his nitroburning injected Harley fell just short and the win went to the booming four.

EXTREME BIKE: AZZOPARDI

A new place for any bike not running nitro in the tank that can qualify quicker than the 9.00-second upper limit, Extreme Bike ran heads-up against a Pro Tree.

Leonard Azzopardi top qualified the Extreme Bike bracket and took three wins from three against Azzopardi Racing teammate Alex Borg and IM Composites' Terry Jackson. All three were racing turbocharged Hayabusas. Hopefully we get to see a wider variety of bikes at future meetings.

- 3. Chris Porter.
- 4. Chris Matheson
- 5. Leonard Azzopardi.
- 6. Colin Northcott.

STREET BIKE: NORTHCOTT

With performances between 9.00 and 11.99, Street Bike was a DYO bracket that ran against a Pro Tree. One flash of amber on either side of the Christmas Tree and go!

After the qualifying pass, a field of 16 faced the starter for three rounds of racing with the final coming down to Manuel Hliounakis and Colin Northcott.

Kawasaki ZX14-mounted Hliounakis was slower at the 'Tree -- .233 to .167 – allowing Northcott to gain ground on his Ducati Diavel and hang on for the win with a .14-over 9.47 too good for a .22-over from the Kawasaki racer.

Every racer we spoke to had a fun day and especially enjoyed coming back up the return road in front of a huge vocal and appreciative crowd. Spectators were also very happy with the new format and events such as this will certainly help to get bums back on seats.

TWEAKED

BMW S 1000 RR TURBO





Why does an S 1000 RR need turbocharging? Who cares!

STORY: D'LONGIE PHOTOS: MOTOKOTURE

HEN BMW Motorrad

dropped off a S 1000
RR at Motokoture
Motorcycles in Belgium,
shop owner Steven Decaluwe wanted
to prove the original chassis and electronic riding aids were so capable of
taming huge horsepower, he turbocharged it the engine!

Most people think 199hp is enough. Hell, most normal people think 100hp is enough! For Motokoture Motorcycles' Decaluwe and his \$ 1000 RR turbo, that number sits up near 300hp.

The S 1000 RR is BMW's first modern superbike. Purpose-built for World Superbikes in 2009: it's always been fast, but never really enjoyed elite-level Superbike success. Superstock on the other hand is a completely different matter with Aryton Badovini winning a world championship in 2010, winning all but one race. Since then BMW has seen two more World Superstock Champions with Sylvain Barrier claiming championships back to back, while Raffaele De Rosa took the top spot last year.

The S 1000 RR has always been at the pointy end of TT and 'real' road racing paddocks in its time



too: Michael Dunlop broke the marque's 75-year TT drought with Superbike, Senior and Superstock wins in 2014, Ian Hutchinson with a Superstock win last year, finishing runner up in the Senior and Superbikes, while MD took the win in both categories on an S 1000 RR.

Admittedly, those TT Superbikes have pretty hot engines: BMW will sell customers 'factory engines' which put out around 225-horse-power at the rear wheel. But, they're not cheap. Try 25 grand.

When BMW dropped off an S 1000 RR to Decaluwe's workshop, he set himself the challenge to get 'factory' levels of performance from the standard engine. So he took creative license and went totally overboard!

Stephen said because the bike is so technologically-advanced, it was a difficult job, but he really wanted to prove it was so advanced it could tame a turbocharged engine.

So he pulled the bike down, piece-by-piece and started from scratch. Stephen said installing the Garrett turbo was no simple task: the engine was blueprinted, and the ECU was where the serious work was done once the engine mods were completed – making sure the engine and rider could cope with the slingshot of power.

Dropping the compression ratio to allow for the turbo's forced-induction is a must in every turbo build, Decaluwe found the sweet spot from 13.0 to 9.2 – almost 30 per cent. This needs to be tuned critically for the best performance: too low and the engine will perform sluggishly off-boost; too high and you risk detonation.

Decaluwe also had to make sure she could breathe. It meant fabricating two air intakes: one at the side and the other between the headlights, so extensive fairing modifications were needed. Custom exhaust headers were also needed so the fairing received a little more nip/tuck. All up, the bike comes in about four kilos less than standard, and puts out roughly 70 more horsepower over the customer 'factory' engines BMW supply, at 296hp!

Steve reckons the bike is good for about 320 km/h in fourth gear. Judging by the sounds of things he must have ran out of road!

Some of Stephen's finer work is not necessarily in the tuning, but in smoke and mirrors – his workmanship is neat and tidy, the turbo hides between a custom-made tank and airbox. The streetfighterstyle tailpiece ties together the bike's chiselled appearance. The seat, upholstered by Mrs Decaluwe harks back to BMW's superbike of the 1970s – the R 90 S. Other





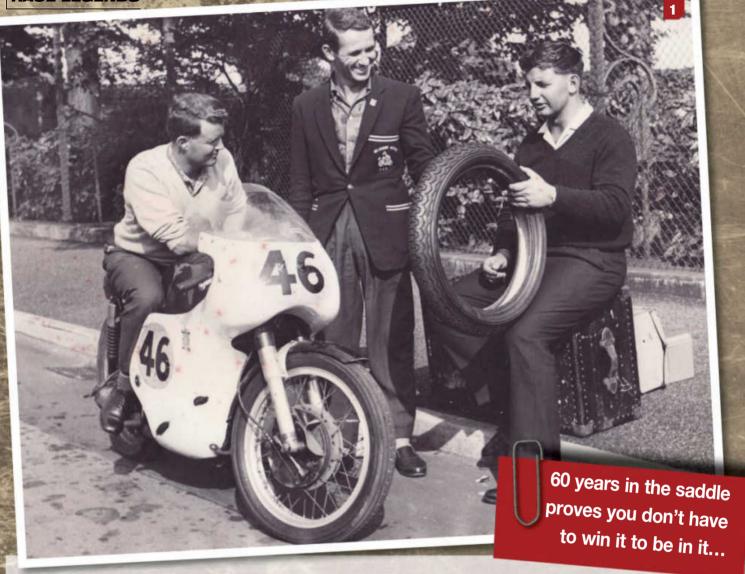


finishing touches include coating the Öhlins fork internals in black ceramic to match the bike's colour scheme, a carbon fibre swingarm wrap and wheels from a BMW's limited HP4, while the rearsets, clip-ons and braided lines were sourced from Bonnamici.

Stephen decided to name the bike VDC#92/MK30 after his departed mate, Vick De Cooremeter. De Cooremeter was a Belgian road racer who competed at the TT on an S 1000 RR for the first time in 2014, his best result 31st in the Senior – a good result for a newcomer. Cooremeter sadly passed away just one month after the TT in an accident during practice at the 2014 Open Trophy in Belgium. Steve said Vick was a great bloke, with exceptional character and would have been an exceptional test pilot for this beast. We tend to agree.



RACE LEGENDS



JOHNSIMUS -THE GENTLEMAN OF CLASSIC RACING.

STORY BY KATHRYN BANTON PHOTOS BY JOHN SIMMS

ORN IN 1939 in the Northern Sydney suburb of Cammeray, John Simms' passion for all things mechanical was fuelled by his father, a motorcycle police officer who was keen to make the regulation Police-issue Harley perform better than the Triumph Motorcycles being ridden by the general public and also those on the other side of the law.

His letter to the Harley-Davidson company asking for how modifications

could be made to the police issue bike were responded with a stern rebuttal that the bikes were made to perform as they were and that no modifications were required. This did not stop Dad tinkering away at his engine and young John was always around to watch and learn from what Dad was doing and all-things mechanical. Dad was not your ordinary motorcycle cop and as an addition to his normal duties he regularly performed at the Royal Easter Show before thousands of spec-

1. A young John handles the tyre while Eric Hinton and John Schoen look on. tators as a Police Bike Stunt Rider and from these early beginnings, the seed was planted for John's future association with two-wheeled speed.

In 1956, at the tender age of 16 years and 10 months John purchased his first motorcycle, a 1954 BSA Bantam which he rode for twelve months. His next road bike was a second hand Zundapp 250cc which he also rode for about 12 months and during this time John purchased his first race bike, a 125cc BSA Bantam which had been









previously raced at Parramatta Park. This bike was only raced for a brief time at the old airstrip runway track at Mt Druitt before being replaced with a 1952 350cc BSA Goldstar. This bike was raced at Bathurst and the Gnoo Blas circuit at Orange.

In 1962, John built a 500 BSA using a road BSA swingarm and frame modified to Gold Star specifications. It was also fitted with a BSA B33 engine with a Vincent conrod and a Ted Carey piston, a Gold Star RRT2 gearbox and Gold Star wheels.

In 1963 this bike was clocked at 116 MPH down Conrod Straight! Unfortunately in 1964 on Conrod Straight yet again it dropped a valve and wrecked the engine.

However, this did not discourage John but rather fed his growing motorcyle passion and in June 1964,

John, with two fellow Willoughby District Motorcycle Club Members, Ron Wilson and John Schoen boarded the RHMS Ellinis bound for a six-week trip to England and the strong European racing circuit. In those days, a oneway air ticket to England was about a thousand pounds, a heady amount of money, but the boat trip was only two hundred pounds plus another ten pounds for a bike so for the boys it became a six-week holiday!

Ron Wilson had his ex Eric Hinton 350 Manx Norton and John took his BMW R 69 road bike because like fellow traveller John Schoen, his intentions were to purchase race bikes in England or another part of Europe.

Three young Aussies, with not much of an idea but a sense of passion and purpose did not burst onto the European circuit with fanfare and over-

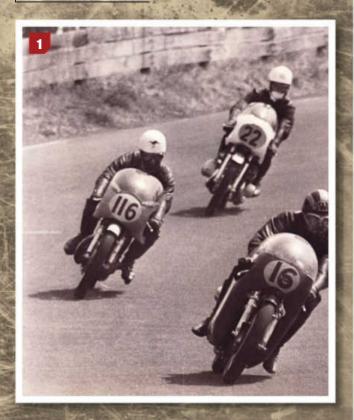
- 1. John's father in
- 2. John's father was in the NSW Police display team
- 3. In 1963 John rode this BSA Goldstar at Bathurst.
- 4. John riding a 1958 Manx Norton

night success but after a week in London, the boys met professional ex MV, Gilera and Norton 'retired' racer, John Hartle, who had set up a business selling race bikes and bike parts. The trio bought three Manx Nortons , Ron a 1961 500 Manx, John Schoen a 350 Manx Reynolds Special and John a 1958 500 Manx.

Soon after, they all moved to Sheffield where John and Ron secured jobs in the steelworks and John Schoen in a Panel Beating shop.

Riding the Manx, over the next three and a half years, John secured moderate success reaching the finals at Scarborough, Cadwell Park, Oulton Park, Croft and Siloth tracks. During this time John married and returned to Australia with his young wife and then decided to sell his beloved 600 BMW to secure a house deposit in Lindfield, NSW.

RACE LEGENDS



While working in printing and package design in Sydney and raising a family John continued to find the time for his motorcycle obsession and raced the Manx at Catalina Park, Oran Park, Amaroo Park and Bathurst.

In 1971, John reluctantly sold the Manx when he was appointed a position in Redwood City, California, USA. The States, however, did not suit him or the family and after just six months he once again returned to Australia and secured a position again in the printing and packaging industry. During this time, he also purchased and raced a T20 Suzuki 250cc, a 1969 Yamaha TD2 and a 1974 Yamaha TZ 350.

Passionate about Historic Racing and unable to find enough venues for competition in NSW John then joined PCRA Victoria and after meeting with another similar minded motorbike enthusiast, Martin Dalitz, in the company of Tim Sandford and two others started the NSW Post Classic Racing Association, which from the humble beginnings of five members has blossomed into the popular association it is today with over 260 active members.

Originally, the venues to support classic racing competition were few and far between but John and the founding members were able to secure zone meetings racing with the moderns until the popularity of

historic racing, the growing following by those eager for competition and those enthusiasts just passionate about preserving these beautiful old machines made the NSW PCRA what it is today.

John was President of NSW PCRA for ten years, he is a Lifetime Member of Willoughby District PCRA and is currently Chairman of Motorcycling Australia Historic Road Race Commission, a position he has held for the last eight years.

John continues to actively participate in all of the Historic Racing Championships including The Barry Sheene Festival of Speed at Eastern Creek NSW and the Island Classic on Phillip Island Victoria, usually on his favourites, a 1972 Yamaha TD3 250 and a Yamaha TR3 350.

After his retirement from work, John can be seen during the weekdays enjoying a ride on his Yamaha TRX 850 or his BMW 600, just for the fun of it!



2. Motorcycling runs in the family.

3. The Harley Letter.

The owner of eighteen motorbikes in all, John keeps his machines in pristine condition and takes pride in their mechanical worthiness and presentation. On the track, his knowledge and mechanical abilities and his willingness to lend a hand, a part or encouragement to help other competitors has seen him become one of the most respected gentlemen in historic racing.

Quietly spoken and unassuming, John will enjoy his last days of racing at the Island Classic in 2017, after sixty years of competition! We all wish John the best and hope he will continue to grace the track with his camaraderie and experience for many years to come.

Footnote

Ten years ago, after examining race documents, a seller in Queensland located John and offered him the buy of a lifetime... His beloved 1958 Manx Norton was for sale! Do you think he bought it back?

Mr. H. Syvertsen, Harley Havidson Motor Co. Milwaukee, Wisconsin.

Dear Sir.

On the advice of Mr. Harry Hinton, one of the leading road taking cyclists of this State, who met Mr. Joe Petrali in America whilst on his way back to Australia in 1940, I am writing you to see which are used exclusively for road patrol work by the New South Wales Police Department.

As you will see by the accompanying photographs I am riding a late model 1945,74" outfit; and in order to increase its performance I have fitted a pair of 1936,8'2 cyclinder heads taken from a 1936 V.L.D.motor, pulling a 20 tooth engine sprocket; although the cycle has ample acceleration up to a certain speed and the motor starts to vibrate and will not reach its peak revolutions; owing to the motor not being correctly balanced. (about 72 M.P.H. being the

Prior to 1938 when we were riding the 34-35 and 1936 but since the H.D. people re-designed their cycles we find the later motors just dont measure up the to the old r outfits in performance.

possibly assist me to increase the performance of this motor; such as engine tuning and the correct balance of the motor. I have been always tune my own cycle, but I find that I cannot increase the performance of this motor. I should have mentioned earlier that this motor was built for the War Department and has a lot of piston slap.

On looking through a recent "Enthmastst" I saw a picture exclusively for Police work ?, if the cycles are built for export could motor for Police patrol work.

I think I have worried you sufficient about this motor, we have 28 Harley outfits, which patrol the roadways radiating from Sydney for a distance of 60 miles, we work two shifts, week about; from 7-30 am to 3-30pm and the late shift from 4pm to midnight; or later if required. There is a speed limit in this State of 30 M.P.H. in a buil M.P.H. in unrestricted area's. Our greatest menace here is youths on taking at shifting it has been greatest menace here is youths on taking at shifting it has been greatest menace here is youths on taking at shifting it has been greatest menace here is youths on taking at shifting it has been greatest menace here is youths on taking at shifting it has been greatest menace here is youths on taking at shifting it has been greatest menace here is youths on taking at shifting here.

you in the near future and trusting you can assist me in some way to and I would like you to post your reply to my private address as I may be on holidays when it arrives.

Sincerely yours

E.Simms Senior Constable

FEATURE JERRY BURGESS FROMTILER





One of the greatest ever crew chiefs, Jerry Burgess knows what it takes to create and manage a winner.

REPORT: TERRY STEVENSON
PHOTOS: DONALD TUSTIN
& TERRY STEVENSON

EREMY BURGESS has been involved in 14 premier class world titles working under Freddie Spencer, Wayne

Gardner, Mick Doohan, and Valentino Rossi.

The last three riders serving as Crew Chief, leaving the South Australian the most successful Crew Chief ever in Grand Prix motorcycle racing.

In 2013 Rossi decided on a change of Crew Chief to boost a return to victory lane, and while it came as a surprise, Burgess was ready to depart MotoGP anyway. And why not, he'd done far more than most during his 35 years in Grand Prix.

Here we celebrate Jerry's huge contribution to the sport from when he started racing to getting the big DCM (don't come Monday).

Burgess grew up on a small farm near Adelaide. "There was a big drilling company just up the road that did all the well boring and drilling at the time in the '60s so as a kid who lived there I used to hang around, we were always around machinery," Burgess says. "I started to drive when I was eight, with tractors always around."

He bought a Ford Anglia at 12, when his father said it would be a good place to start tinkering with machinery. However, all Burgess had in mind was to rip up the paddocks and milk the ute for more petrol!

Still living at home, his first job was working for a roofing tile company, earning adult wages at \$54 a week on day shift, or \$57 on night shift. The 17 year old had money to burn so he took up road racing around 1970-771, beginning with a 'wicked' H2 Kawasaki production bike.

"I started out with an H2 Kawasaki production bike. In Australia the grading system then allowed you to run pretty much as many classes as the capacity would allow and enter





in B grade events, so you would get a six race programme for the weekend."

A TZ350 came along before a couple of early model Suzuki RG500s (a Mk1.5 and Mk3), and later a mighty TZ750D (with a modified TZ700A engine). 'JB' raced in both 'A' and 'B' Grade, and was once second in the Victorian Senior TT after leading every lap - except the one that counted! In 1978, Burgess became the Master of Mac Park. He also scored three hour production race podiums, and even raced for Honda Australia on a 750 K2 in a three hour production race.

"My whole life in those days was in the shed working on the bike between meetings. I did have a TZ750 which I didn't particularly enjoy as a bike. It was one I actually made up. It was a B model frame with a motor from a sidecar, but I bought the Yamaha from Pitmans in South Australia which Kenny Blake and Greg Johnson and one or two others had ridden, and that was a modified 700 upgraded to a 750. So I took the engine from that and placed it in a

D model chassis and went from there, and then sold off the other chassis to some bloke."

Now in A grade, he was up against the likes of Gregg Hansford, Warren Willing, John Woodley and Stuart Avant, to name a few. Burgess reflected, "Stu [Avant] would often come in seventh and I would come in eighth in some of these races. I rode against Croz [Graeme Crosby] when he raced at Oran Park, and we were all involved in one hell of a crash which was caused by somebody who got out

- 1. Jerry Burgess, Phillip Island 2008.
- 2. Jerry Burgess & Valentino Rossi, Shanghai 2008.
- 3. Valentino Rossi racing Yamaha YZF-M1, Phillip Island 2004.

of it unscathed. That was meeting Croz, but he had actually just moved on to ride a two-stroke, and of course we always knew what he could do on a Moriwaki bike, and he was great.

"We'd race at Calder and some places, with Croz and all those guys, but you look at it and go 'I came in eighth or ninth, and eighth or ninth wasn't really much at all at the end of the day."

With his final race in 1979, Burgess departed for Europe for a what turned out to be a life-changing six week holi-







day. He stayed with friend Mick Smith who was Croz's temporary mechanic at the time.

"Basically I went through all my dough and went 'Shit, this is expensive' when Mick said to me, 'They're looking for a mechanic for Randy Mamola', and I said, 'Put my name down with the other 500 guys', expecting nothing of it. Suzuki GB manager Rex White called me in for an interview, and I knew Randy because I met him in 1976 in NZ when I went over for the Marlboro Series."

Burgess landed the job for 1980 and spent the next three years as a works mechanic with the young American. He shifted camp in 1983 to help Ron Haslam when Honda returned to the 500cc class with Freddie Spencer and the V-3 two-stroke.

"They rang me up, so I went. I was two years with Ron, then a year with Freddie on the 500 when he did the double (250cc and 500cc titles in 1985)." Burgess' first world title as a mechanic.

"Then Rothmans Honda were going with a two pronged attack in '86, and Wayne Gardner was given the opportunity to have everything the same as Freddie Spencer."

Honda wanted Burgess as Gardner's Crew Chief. "Erv Kanemoto, who I worked under when working for Freddie, said that I would be the bloke to do the job and I said, 'No, no, I'm happy working for Freddie and working for you guys'. We get the job done, there's plenty of birds around and life's good." But Honda had other plans for the Australian!

The following season was Gardner's 500cc championship winning year, making for title number two. "It was Australia's first, so out of '87 came a lot and it is very, very important that we have a good interest in Grand Prix in Australia, and Casey [Stoner] did that for us," Burgess says.

For 1989 Honda wanted to sign Mick Doohan - Mick who? "And I said, 'Who's Mick Doohan?' He was riding in the Marlboro Yamaha team with Warren Willing, in Australia. So when I turned up at a national meeting in Australia everybody knew something



- 2. Jerry Burgess uncrating Mick Doohan's NSR500. Phillip Island 1990.
- 3. Mick Doohan, Honda NSR500. 1989 Aust GP.
- 4. Croz, Mamola & Jerry Burgess. UK Suzuki Team 1980.
- 5. Valentino Rossi, Sepang 2011.

was going on. And anyway, in '89 we had Mick, Eddie [Lawson] and Wayne, so they just wanted me to take on the next young guy."

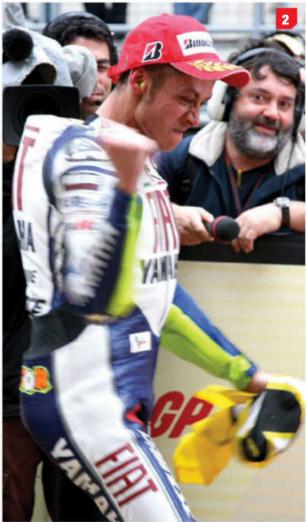
Burgess stayed with Doohan until he retired through injury in 1999, collecting another five straight world 500cc titles. "From 1989, every race he ever did I was there, every test he ever did! I did miss one tyre test in Yugoslavia he did with Erv."

Still with Honda, three more premier crowns followed after he took over as Valentino Rossi's Crew Chief in 2000. Then came Rossi's incredibly public switch to Yamaha for 2004, and luckily



LL KERA OLL KE





most of the 'Australian' team followed Burgess. He'd already told Queenslandbased kiwi Brent Stephens to stay with Yamaha and join 'his' team.

Looking back, that first win of the season in South Africa was special. "It was exciting because the expectation from Yamaha was perhaps to win two or three towards the latter part of the season. But for us it was fantastic for the emotion of doing it and the instant success."

Rossi and his team famously went on to win the world title that year and the next for Yamaha, but struck more than a few mechanical problems and simple bad luck in 2006 when Nicky Hayden won the title at Valencia, by five points.

2007 was the first year with 800cc engines and to say Ducati hit the ground running would be an understatement! The emerging Bridgestone tyres and Aussie Casey Stoner's incredible ability to extract the very best of the GP07 provided a Ducati killing zone which lasted all season long.

With Yamaha, 2008 and 2009 brought another pair of world championships on the YZR-M1 when everything seemed rosy – until a young Jorge Lorenzo began out-riding 'The Doctor'.

The Italian-Spanish relationship within the same Yamaha team suffered



a meltdown and all of a sudden a wall separated the two fierce competitors. Unfazed, Jerry took it all in his stride and acted professionally in every way.

Rossi couldn't handle a faster teammate, so 'JB' and the team followed Valentino to create the 'Dream Team' - an Italian rider and bike. Surely, the world's most successful GP team could turn the factory Ducati into a regular winner? But what transpired in the next two years couldn't have been further from hope. Within a few months of the first season the carbon 'framed' Ducati

- 1. Valentino Rossi, Valencia 2007.
- 2. Valentino Rossi happy with win at Shanghai, China, 2008.
- 3. JB Yamaha M1 Warrant of Fitness.

began taking on M1-like features, starting with the swingarm and ending with an alloy 'chassis', which still didn't work.

155 CIRCA

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04/00/08

Results weren't coming and I could see morale within the team was visibly fading. Rossi finished 2011 a lowly seventh, but he crashed 12 times getting there - more than twice his yearly average of 4.3 (the past seven years excluding 2011), and I was told at the time that Rossi decided he didn't really enjoy crashing so would only push his Ducati to the ragged edge during qualifying and the race. The Doctor



THE BEER FACTS

One year in the late 1970s Burgess worked as mechanic for Australian Doug Sharp, who raced a TZ750 in the New Zealand Marlboro Series. Although it sounds more like a drinking trip.

"I didn't ride in the Marlboro
Series. We just toured around NZ
in a Thames Trader van drinking
Lion Brown. Like, 'How far is it to
Ruapuna?', 'Oh, another ten Lion
Browns'! We were in the back and
you couldn't see out the window as
there were four of us in the back
with a TZ750! And Dougie and his
girlfriend up in the seat at the front.
We all contributed to buy it and then
left it with Doug's brother to sell after
we left. I can't remember if we got
any money back!"

only improved to sixth the following year after six more crashes and hard slog from both rider and team to show for their efforts.

Looking back on his two years with Ducati Jerry says they were wonderful people to work for, who thought they only needed a rider and that Valentino would make the difference (didn't we all!).

"It wasn't to be as the bike was not to his liking in any shape or form. There were just too many things. From the outset there were too many issues, now they've done three more years of development and I imagine Phillip Morris may have put more money out to attract a better rider. So it will be interesting to see how the three years of work have gone with regards putting

Lorenzo on the bike.

"I clearly see some things that still give me concern about the Ducati and what's obvious to everybody is that massive amount of speed at the end of the straight. There's more to the race track than the last 60m of the straight, which only comes around once a lap. You've only got to look at history, Honda had the three cylinder bike against Kenny Roberts on a four cylinder (1983).

"There is a technical side, there is less power but more power in the right spot. If you can gain a metre exiting every corner and there is 13 corners, you've got 13 metres every lap. If you're only making ten metres at the end of the straight once a lap the winner is going to be the guy who is able to accelerate due to a better engine character."

Far from broken, Rossi and the entire team returned to Yamaha for 2013. The results improved, which included a jubilant win at the Dutch TT, but for the most part Valentino Rossi finished well behind the front three. It was the tipping point. Was it the bike, the rider, or the Crew Chief? The then 35-year-old Italian decided on a change mid-way into Jerry's usual one year Yamaha contract. The pair however parted on good terms after 80 wins and seven world championships, in 14 years.

"It was a coming of time. It was unexpected but I've seen in all sporting areas coaches change, and in my analysis there are only two types of coaches. Those who are sacked and those who are going to get sacked!

"I'd indicated to Valentino that I was getting towards the end of it but I was happy to stay. I was certainly not in any way upset in any sense when he

CALM AND COLLECTED

Working in MotoGP for 35 years requires considerable motivation and dedication.

Especially if you live on the other side of the world from where most of the racing takes place, and you jet home between some Grand Prix, plus testing.

Rossi's 'Aussie' team is made up of an interesting assortment of 'mechanics', comprising a bus mechanic, a dairy farmer, a fitter/turner and a school teacher! Their mantra is to always look calm and relaxed for their rider. No matter how large the task or long the job, the team always made damn sure that ten minutes before Rossi comes into the pit box, everything is packed away and the bike spotless.

Burgess reckons technology changes so quickly these days that five years' experience is heaps for anyone thinking of spannering in Grand Prix.



1. Jerry Burgess at work, Phillip Island

2. Jerry Burgess & Valentino Rossi, on grid. Phillip Island 2008.

made the call. I had several opportunities to go back into the paddock at MotoGP level, and declined them. If you can't give the guy four to five years, you know, and I'd already indicated to Valentino I was looking forward towards the end of it, I was getting a bit bored with it all I think. After 35 years all done and dusted by the time I finished.

"I was only there on a year by year basis, I wish Valentino the best, we still stay in touch, we have a meal together at Phillip Island - and he makes sure I turn up. Everything is cool, the bottom line is it was a perfect opportunity for me to get out."

Rossi's results have improved since 2013 although he's yet to secure another world title, and the Ducati has also enjoyed several more years of development to bring it back to winning ways. Which just goes to show timing can be everything, but more often than not, throughout an illustrious career Jerry Burgess was in the right place at the right time doing the right stuff.

Today, Burgess lives on a ruralresidential property near Adelaide and enjoys playing golf and tennis, "That's the whole sum total of my time!"

STORY: MARK MCVEIGH @ MOTODNA PHOTOS: GOLD & GOOSE





The humble motorcycle coach doesn't usually get the headlines, as they sit in the background, mentoring their rider with little fuss and fanfare. That was until recently when Valentino Rossi acknowledged his new coach, former World Champion Luca Cadalora, as a main contributor to his resurgent form in MotoGP.

Rossi was a notorious poor qualifier and equally not great off the line, spending much of the race trying to catch the front-runners.

After Cadalora came on board, VR46 qualified on pole and achieved his first flag-to-flag race win, at 37 years old.

So why does someone with alien-like riding talent, great riding genes, huge work ethic and amazing motivation need a coach?

The nine-time word champion says it's a mistake to believe you know everything.

The key is to be open to learning new things.

There are many reasons Rossi is the GOAT, but his ability to keep learning and continuously adapt to new threats is surely his greatest trait.

HONESTY

All riders can learn from this modesty. Rossi was honest enough to look at his weaknesses and didn't let ego get in the way of getting help from a riding coach.



Learning by your mistakes is fine with most things in life, but making a blunder riding a motorcycle can be expensive and painful, plus hold you back from reaching your potential.

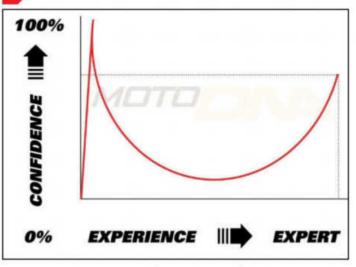
Coaching helps riders reach their goals, often to a level they did not imagine possible.

So, what does a good coach look like? Is it your mate on Facebook; that's a bit quicker and more confident than you or the guy parked next to you in the pits?

The first question you should ask is what's their credibility?

Cadalora clearly has amazing credibility, with three world championships and Rossi also speaks of his fellow Italian's great passion and abundant experience.

Rossi is not alone, Lorenzo has former 250GP racer Wilco Zeelenberg. Marquez's coach Emilio Alzamora is a former world champion himself and Pedrosa's long term trainer is 500GP star Alberto Puig.



FLOW

Part of a coach's role is to help riders understand the skills they need to achieve their goals and then match these skills to a series of stretch-goals that are challenging, but which are possible to achieve safely; with that riders current skill level.

Increasing the challenge in five per cent increments is key to prevent mistakes, inconsistency and crashes.

This is called the flow channel. (Illustration 1) To achieve flow a person's body or mind need to be stretched in a voluntary effort to accomplish something difficult and worthwhile. You don't necessarily need to be the best rider in the world to experience flow but you do need to overcome challenges to achieve a sense of mastery in your riding.

For a motorcycle rider, flow is experienced as heightened states of consciousness; you trust your skills and ride intuitively without worry or doubt resulting in feeling of joy and effortlessness as you corner.

ILLUSORY SUPERIORITY

Does your ambition outweigh your talent?

Casey Stoner's derogatory remark to VR46 after the GOAT took out the talented Aussie during the 2011 Spanish GP in Jerez has more depth that it first appears according to psychologists David Dunning and Justin Kruger.

(Illustration 2)

The Dunning –Kruger effect is a cognitive bias expressed by unskilled individuals suffering from illusory superiority, mistakenly rating their ability much higher than is accurate.

A good coach knows this overconfidence is a common problem amongst many humans including motorcycle riders and has techniques to manage.

MEASURE AND IMPROVE

Serious trouble can be expected if you blindly trust your own estimations of your abilities. It's useful to think of your riding level on a scale. If we consider riding skill on a scale of zero to 100, a new rider would obviously be at the bottom of the scale, say around five; where as Rossi, Marquez, et al. will be at 100.

At motoDNA we use the 'SkillCard', a handy tool for measuring and tracking riding progress, taking the guesswork out of your riding. (Illustration 3)

Key benefits include:

- Understanding your skill level.
- Quickly see which skills to work on next.
- Track the progress of your riding journey.

- Compare to riding benchmarks.

However a good coach also needs a good student. Being honest with your riding level is key.

A great example of honesty is motoDNA student Ash DeBakker in the photo below.



Ash was a virtual rookie and through hard work and dedication has progressed from a novice street rider through to superbike racing in just one

year.

Motorcycle riding is a life long journey and self-reflection is an important part of identifying our weaknesses and converting them into strengths via training, practice and attitude adjustments.



Mark McVeigh is a former International 250GP Racer, MotoGP Engineer and founder of the Dorna accredited motoDNA Riders Academy. Read more of Marks work at www.motodna.com.au TWEAKED

BMW BLACK BOXER

BAUABIAN



SIEGHER

How do you make a cool-looking R nineT even better? Like this!

STORY: **D'LONGIE** PHOTOS: **ROUGH CRAFTS**

VER SINCE the BMW R nineT first appeared, customizers have been wetting their whistles with thoughts of the kind of motorcycle they would build, using the bike as a base.

Australia got its first taste at the Sydney Motorcycle Show in November, 2015 where 'The Heinrich Maneuver' was shown, BMW Motorrad Australia's first custom collaboration with the guys we have to blame for all of this, Deus Ex Machina.

FACTORY HELP

In The Netherlands, the Dutch BMW Motorrad importers have come up with an interesting approach to the design and build of a very special nineT. They let the public decide what kind of nineT should be created by allowing fans and enthusiasts to vote on a short-list of sketches presented from top custom bike builders. Together with a Dutch motorcycle magazine, BMW Motorrad Netherlands organized the first 'BMW Soul Fuel Challenge', where custom builders were invited to send in a concept of their ideal customized R nineT. Head office took the project global, and The Bavarian Fistfighter is Taiwanese bike builder, Winston Yeh's

officially endorsed Soul Fuel build.

Yeh, 36, is an affable gent who has learned his trade through going to various universities. Graphic and industrial design are two by-products of his further education and have assisted him to design and craft all manner of products. From tables to chairs to stunning urban wall art, Yeh has talents most of us can only dream of:

"I was into bikes when I was in college. One of my classmates got a 150 Yamaha. He started with putting a different handlebar and headlight on it. I thought that was so cool. So I got one for myself. It all started there and has never ended... I don't what my classmate did with his bike in the end – I just concentrated on getting mine built."

Yeh's reputation grew through his intense custom work, and his finished bike projects began to appear at all kinds of shows. It was at these shows he ran into Ola Stenegard, BMW Motorrad's Head of Vehicle Design.

"Ola is super cool. I've known him for around three years. We've been talking at every event we met at. He's always into what I've been doing but nothing more.

"Then one day last year I got a call from BMW Motorrad Taiwan. They

BMW BLACK BOXER



were saying 'Hey, have you seen what BMW Motorrad Japan has done with the R nineTs for the Soul Fuel project? Would you like to do something like that?'

"I'm like, yeah, of course I would."

As It turns out, Stenegard spoke with BMW Motorrad Taiwan and that's how the build began.

At the end of 2015, Yeh took delivery of an R nineT and in Taiwanese fashion, he started work straight away. Yeh said mental power was key to his first move in the direction the customization process would take. Design thoughts bounced around what little space was left in his head and then inspirational cues were sought. Winston is first to admit that moments of illumination come easy – sometimes!

Yeh said it "depends" on the bike. "For example, I have been

building many big American V-twins, which are super easy for me. But for the R nineT, this was brand new. I have never worked on a BMW- in fact I have never worked on a bike with so many computers and electrics!"

INSPIRED BY THE PAST

Inspiration for the build ended up coming from within BMW's lineage. All the lines on the bike have been inspired by BMW machines from the past. Winston loves the design of vintage bikes but really likes crossing these over with touches of modern processes and quality. The gas tank lines and front fairing of Winston's 9T are based on classic BMW bikes, as is the wheel design, seen originally as cast aluminium 'Snowflake' wheel rims on older airhead Boxers.

"The wheels are cut from solid

blanks by RSD to my design. And the engine covers are also by RSD with my touches and logo. Because RSD had worked on its own 9T, the hub dimensions were already in place for machining."

As every tinkerer would know, going from conception to a finished article often leads complication. So what route does Winston go to keep design criteria brilliant but easily applied?

"Usually if it's a bike that I'm familiar with, for example the big V-twins, I will just do it because I know exactly how the proportion is and how everything works. But when I work with a new bike, like a BMW or something else, I always do a render with Photoshop before I start."

Yeh reckons rendering an image will make sure the proportion is ok. If he was building and working on a bike, making everything











from scratch by his own hands, then he probably wouldn't make a render. But because so many other people are involved producing components or adapting the chassis for him, he has to supply exactly his thoughts and hopes for the finished item.

"I'm a one-man-band in my shop but I work with various different shops, all of which can make anything happen. I have a friend that does fabrication, so I will take the bike to him. In Taiwan there are many, many machine shops. One shop will do milling for me; another doing CNC; and so on. There are a lot of plates spinning. It is easier for me because I don't have to feed them all at the same time," he says laughing.

When asked what part of Bavarian Fistfighter stands out in his mind as the component that summarises the finished machine, Winston stops for a minute to think. Finally, he speaks and the words instantly point to what makes his work so unique – it's the way every part has been added or modified to fit as a functioning piece as if it was a standard factory item. Winston didn't remove any of the main electronics but has carefully hidden them in the tank area. When he removed the standard airbox, he had to have somewhere to place the electronics, so he made a new, camouflaged unit to hold them.

"When I design a bike I try not to make any one thing stand out. It is all about trying to harmonize the bike. Everything just works together. I like the wheels. I like the tank, front, everything. Ok, probably the part I really like is the part that isn't there, and this is the part that most people don't like! Everybody asks me why there is no tail section. I say it's because it works without it and works with

the bike. To me it looks great. It's not what people are used to but this doesn't mean it's wrong!"

And it does look great. But Yeh is kidding himself if he thinks it is also functional and/or useful. Then again, some people would pay good money to get the same treatment that seat would offer for a night.

Winston's custom shop, Rough Crafts is now growing in terms of popularity and appreciation since building the bike for the BMW Soul Food project. With this comes more commissions, more ideas and, of course, more late hours. Since he formed Rough Crafts at the end of 2009, how many custom projects has he laid his magic across? "I never counted how many bikes I've built. Around 20 to 25, I guess. 80 per cent of these have been big V-twins but the 9T was the first BMW," he said.

Not too bad for a first go...





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RACECALENDAR







AUSTRALIAN SUPERBIKE CHAMPIONSHIP

Round 1	Phillip Island	February 23-26
Round 2	Wakefield Park	March 17-19
Round 3	Winton	April 28-30
Round 4	TBA	
Round 5	Morgan Park	August 25-27
Round 6	Sydney Motorsport Park	September 08-10
Round 7	Phillip Island	October 06-08



FIM SUPERBIKE WORLD CHAMPIONSHIP

Australia

Thailand

February 24-26
March 10-12
31 March - 02 April
28-30 April
12-14 May
26-28 May
16-18 June
07-09 July
18-20 August
15-17 September
29 Sept - 01 October
TBA
02 - 04 November

Spain
The Netherlands
Italy
United Kingdom
Italy
United States of America
Germany
Portugal
France
Round 12



Qatar

BRITISH SUPERBIKES

Round 1	Donington Park GP	March 31 - April 02
Round 2	Brands Hatch Indy	April 15-17
Round 3	Oulton Park	April 29 - May 01
Round 4	Knockhill	June 16-18
Round 5	Snetterton 300	June 30 - July 02
Round 6	Brands Hatch GP	July 21-23
Round 7	Thruxton	August 04-06
Round 8	Cadwell Park	August 18-20
Round 9	Silverstone GP	September 08-10
Round 10	Oulton Park	September 15-17
Round 11	TT Circuit Assen	Sept 29 - October 01
Round 12	Brands Hatch GP	October 13-15





MOTOGP

MARCH 26 - QATAR Grand Prix of Qatar Losail International Circuit

APRIL 09 – ARGENTINA Gran Premio Motul de la República Argentina Termas de Río Hondo

APRIL 23 – USA Red Bull Grand Prix of The Americas Circuit of The Americas (COTA)

MAY 07 – SPAIN Gran Premio Red Bull de España Circuito de Jerez

MAY 21 – FRANCE HJC Helmets Grand Prix de France Le Mans

JUNE 04 – ITALY Gran Premio d'Italia Autodromo del Mugello

JUNE 11 – SPAIN Gran Premi Monster Energy de Catalunya Circuit de Barcelona-Catalunya

JUNE - NETHERLANDS Motul TT Assen TT Circuit Assen

JULY 02 - GERMANY GoPro Motorrad Grand Prix Deutschland Sachsenring

AUGUST 06 – CZECH REPUBLIC Monster Energy Grand Prix Ceské republiky Autodromo Brno

AUGUST 13 – AUSTRIA NeroGiardini Motorrad Grand Prix von Österreich

AUGUST 27 – GREAT BRITAN Octo British Grand Prix Silverstone Circuit

SEPTEMBER 10 – ITALY Gran Premio di San Marino e della Riviera di Rimini Misano World Circuit Marco Simoncelli

SEPTEMBER 24 - SPAIN Gran Premio Movistar de Aragón MotorLand Aragon

OCTOBER 15 – JAPAN Motul Grand Prix of Japan Twin Ring Motegi

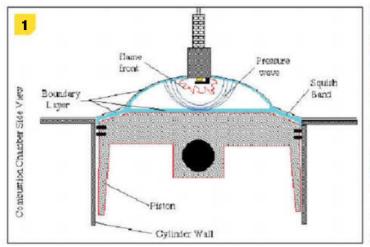
OCTOBER 22 - AUSTRALIA Australian Motorcycle Grand Prix Phillip Island

OCTOBER 29 - MALAYSIA Shell Malaysia Motorcycle Grand Prix Sepang International Circuit

NOVEMBER 12 – SPAIN Gran Premio Motul de la Comunitat Valenciana Comunitat Valenciana - Ricardo Tormo

TECHTIME

TECHTIPS









ACLASSIC REBUILD CONTINUES On goes the top end of the engine

AST ISSUE we signed off with the bottom end sorted, ready to put the cylinders and head on. Even though this engine had been previously built by a well known tuner, it was still necessary to check things were right, if only to satisfy ourselves.

If not there would always be a question mark sitting over the engine. It's funny how that stuff can play head games with you as you watch the engine being hammered down the straight. Of course that's within reason. If you are confident something has been done right before then that's fine.

THE SQUISH

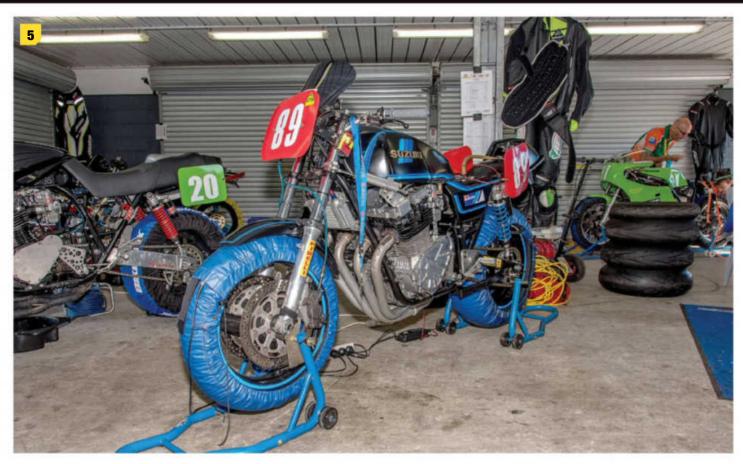
This is an important part of a naturally-aspirated race engine. There has to be enough clearance to stop the piston hitting the head. Now we were sure it was right but decided to check it anyway.

This engine had used two copper base gaskets, glued together. The reason this was done is there was not a composite style base gasket to suit the big bore this engine had. A compsite gasket is generally a thin gasket sheeting bonded to a steel core with a fire ring at the cylinder bore and various kinds of coatings to seal fluids. Usually you simply clean the

- 1. This is a good diagram of how the combustion process works.
- 2. Plasticine is often used to measure piston to valve clearance.
- 3. Off the shelf copper base gasket.
- 4. Look ma! No oil leaks.

gasket faces and then place the composite gasket on dry and torque to manufacturers specifications.

But back to the squish. The two old copper gaskets were reused to check the squish. They were cleaned and placed on dry, then the pistons (without rings) were placed on the conrods and the cylinder block placed on the bottom end. Soldering wire was placed in four positions around the piston crown, held in place with rubber grease. The old head gasket was placed on the cylinders and the head torqued down. There's no reason at this stage to place the cam shafts in the head. We simply turn the



engine over and the soldering wire is compressed where the squish band is. We were looking for around 1mm. Each of the small pieces of wire were checked with micrometers and all were between 0.9 and 0.95mm. All good.

As we'd removed the head to measure the squish wire it was back on with the head and in with the cams to check piston-to-valve clearance. This was done in a similar way to the squish and once again we were looking for around 1mm clearance. This is a safe gap between the piston and valves in case of a missed gear and overrev. Once again, all measurements were where we wanted them, so the work by the previous engine builder was spot on.

BACK TOGETHER

We decided to resuse the high quality pistons and rings as they had not done much work previously. The pistons were cleaned and checked for any cracks under a magnifying glass. Any marks were cleaned up with 1000 grade wet and dry. If you need to replace the pistons and rings it's important to have the cylinders bored correctly to ensure there's no taper on the bore and the right bore-to-piston clearance is machined. Usually new pistons will have the manufacturer's recommended bore-

to-piston clearance jotted down somewhere in the box but as a rule you are looing at half a thou, or .0005mm. Race engines can be honed out that little bit extra for a quicker run-in at the track.

The new copper base gaskets had to be glued together and placed on the engine cases. We use a product called Three Bond for this, gluing them together and then smearing Three Bond on the outside faces of the gaskets. It was a hot and humid day when this was done so time was of the essence. Pistons and rings had already been placed on the rods, with new gudgeon pin clips (these should be replaced every time they are taken off). If they fail, the gudgeon pin can slide out of the piston and mark the bore, with disasterous affects.

There are two ways to get the cylinder block over the pistons on a four cylinder, and it's easier to have two people doing it.

One way is to put all the pistons on and then slide the barrels over the pistons, carefully squeezing in the rings as you go. Most four cylinder engines have two pistons rising and falling together, usually 1 and 4 and then 2 and 3. The other way is to put the pistons and rings in the cylinder and then try to line up the gudgeon pin holes. Both

5. In the pits awaiting battle.

ways can be difficult. We chose the first one, to carefully squeeze the rings into each bore.

Once that was done it was time for the head.

VALVES AND CAMS

It's always a sigh of relief when the barrels go on and there's no broken rings to worry about. We had replaced the cam chain with an endless one (no joiner link) and reinstalled the cam chain guides in the cases and the barrels. There are usually two, one fore and one aft. It's important to have them seated correctly in their 'spots'. A composite head gasket is available for the bore size of this engine so that's the best way to go. As the ported head had recently been rebuilt with big valves the only thin we needed to check was if the valves were seated properly. We did this by pouring petrol down each port to see if the valves leaked at all. They didn't. so all was fine to proceed. We had already cleaned to head face so it was placed on and torqued to manufacturer's specifications. This engine had a manual cam chain adjuster and this was installed back on the engine. When this engine was dismantled the chain slack between the two cam sprockets was measured and when the camchain 🕨

TECHTIME

TECHTIPS

adjuster was reinstalled the measurement was rechecked to ensure it was in specification.

With the head on and the camshafts timed correctly it was time to button it all up. If slotted camshaft sprockets are installed, like this engine has, you can dial the camshafts in to suit the power characteristics desired. If the cam timing is advanced you'll get a stronger bottom end, if retarded, a stronger top end. Aftermarket performance cams had been installed in this engine and were essentially brand new, doing less than 20 laps prior to the engine being torn down.

After the valve clearances were done, the cam cover went on and the engine reunited with its chassis.

RESULT

It's always a bit of a nervous time starting up an engine after a rebuild. Strictly speaking we didn't totally rebuild this engine, more of a check over. Startup was easy, the bike ran well and even idled happily enough. With 1260cc and some hairy cams, 35mm CR carbs and some wild porting, it's not designed for slow running. Oil leaks were checked for, as were fuel leaks, and as there were none the bike was in the van for the 2017 Island Classic. with no dyno time or further testing. Time had run out and it was time to see if the rebuild was a good one or not.

Initial laps proved

promising but with harder use the engine did have some oil blow by. As the event progressed the engine had less and less ring blow by as they bedded in. By the end of the Island Classic there was next to no oil blow by, power was strong, and lap times in the International Challenge were very competitive.



Our bike on the far right as part of Team Ireland. You may recall from last issue that our crank was out of true by some way, and the engine vibrated more than normal as a result. This had gone, proving with a bit of resourcesfulness and some lateral thinking we had 'rescued' what many people would have thrown away.





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WHAT A DRAG

I've been an avid reader of Rapid Bikes for years, mainly for the drag racing. In fact that's why I subscribed. I'm also a fan of streetfighters and no other mags did both.

For the last 12 months there's been no drag racing in Rapid. What's the qo?

– Bill. email

Hi Bill

When I took over the editor's chair at Rapid we were unable to find anyone to continue the drag racing roundup, mainly as it turns out due to miscommunication.

That's been rectified and in this issue you'll find Mick Withers back with his ET column. Ed.

SPOILT FOR CHOICE

I've been thinking about buying a new Yamaha MT-10. I see you guys tested it a few issues back. What's your real thoughts on the bike? Did you like it as much as you said in the test or were you keeping Yamaha happy?

- Danny. email

Hi Danny

Mate, I loved that bike. Seriously
- I want to buy one and will most
likely bite the bullet sometime this
year. I'm not a small bloke and the
MT-10 fitted me perfect, had loads of
power and torque, and an exhaust
note to die for. There are lots of
good bikes in that sector on the
market, and generally I've ridden
most of them. The MT-10 is the bike
which excites me the most out of all
of them. You will not be sorry if you
buy one. Ed.

WHY THE RACERS?

I've seen more classic racers in Rapid since you've taken over than ever before. What about newer modified bikes. I know you are a racer, and Jeff was too but I think there's too much old stuff

- Shaun. email

Hi Shaun

I've sort of hung up my race leathers now but I'm still involved in classic racing, so it's a hobby for me. As for the old bikes, especially the racers, I think they are very interesting. They are highly modified, often much more so than street bikes, and I would have thought the engineering side of it is what Rapid readers want to see. If they had lights and number plates would they be more interesting? Ed.

LOVE THE RACERS

Thought the last issue with the Phil Tainton Racing GSX on the cover was fantastic. The article on the Kawasaki Turbo was fantastic. The detail into which the author went was eye opening, as I've never really known how hard it is to turbo a motorcycle. Obviously it's not easy.

Also please keep the classic race bikes coming. They are from my era, and I love seeing the bikes I grew up riding on the road being raced now. I can't believe how far they are modified.

It's about time Rapid got lengthy articles on these modified bikes, not just big pictures and stuff all words.

- Ralph. email

BROOKESY

I really enjoyed the interview with Josh Brookes. I was at Phillip Island when he won the World Supersport race as a wildcard and have followed his career ever since. I can't believe a rider of his talent finds it hard to get a ride, it seems you have to pay to play these days.

I reckon Norton should take him on for the TT.

- Michael, email

Hi Michael

Unfortunately that's the way it's been for some time now in regards to riders paying to ride. If you're paying it might as well be an expensive hobby in my opinion. Riders often talk about their 'career'. It's no career when you're using your own money, usually in the hope good results will get you a ride somewhere along the line.

As for Brookes, he is a great rider and I think underrated. I know that sounds silly, and probably not the case in the UK but it is here I believe. It was good to see him ride in the last round of the 2016 FX series. No ego. No fanfare.

But since the last issue hit the stands it seems Brookes has got a ride in BSB, and Norton has in fact taken him on for the TT. You must be a clairvoyant. He might even do some of the other road races for Norton, like the Ulster GP and North West 200. That will be an all-Aussie team for Norton, with Dave Johnson getting back to health after his big crash at the Ulster. I won't be going to the TT this year but I'll be watching live timing to see how the two Aussies go. Ed.

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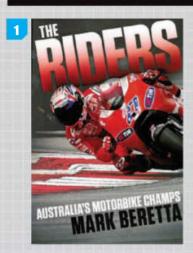
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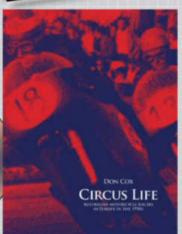
6. MOTOCOURSE 2013/2014

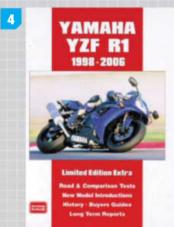
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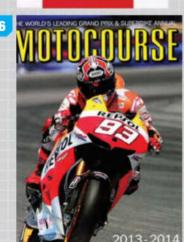
I was Top Gear's script editor for 13 years and all 22 series. I basically used to check spelling and think of stupid gags about The Stig. I also got to hang around with Jeremy Clarkson, Richard Hammond and James May. Then I realised that I had quite a few stories to tell from behind the scenes on the show. I remembered whose daft idea it was to get a dog. I recalled the willfully stupid way in which we decorated our horrible office. I had a sudden flashback to the time a Bolivian drug lord threatened to kill us. I decided I should write down some of these stories. So I have. I hope you like them. – \$32.99

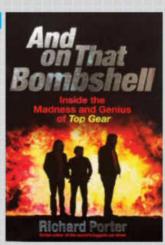












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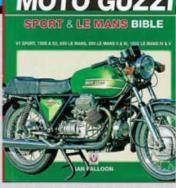
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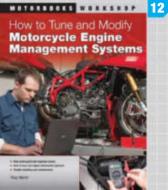
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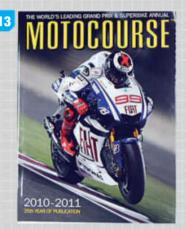


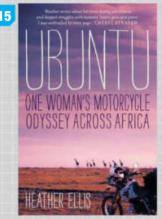




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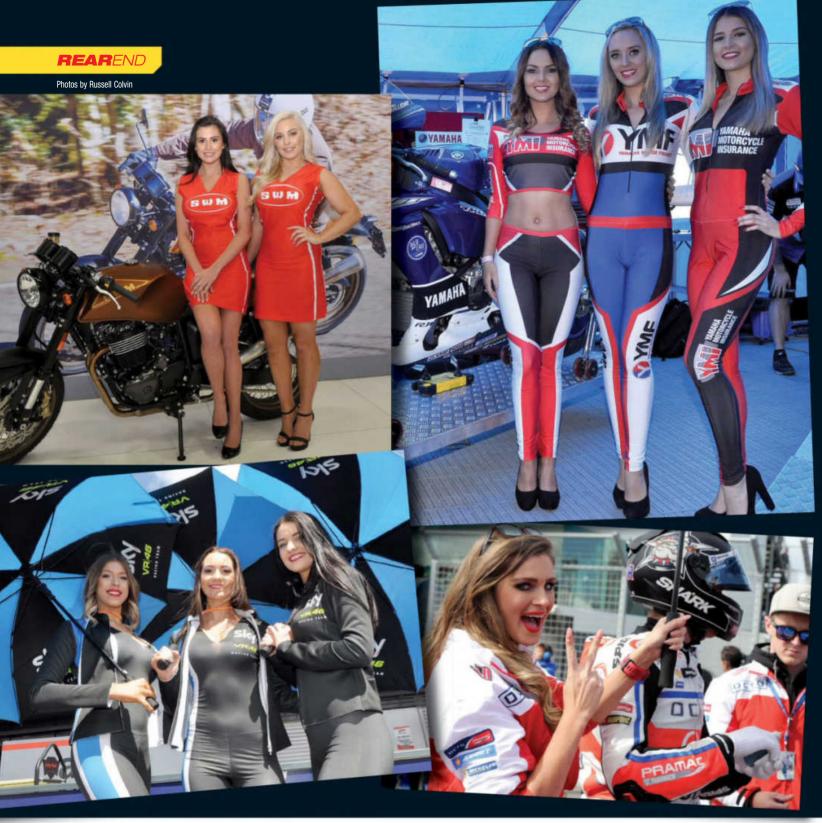








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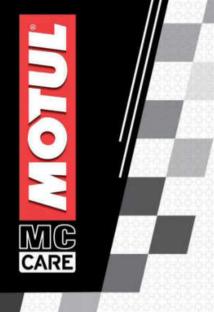












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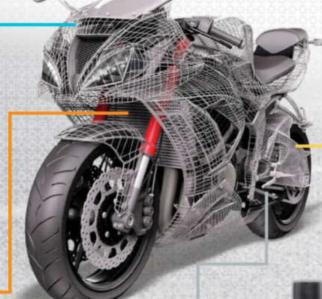
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