



moto-0z

australia's online rider's magazine

Sept/Oct 2009

Ten
TEN



Triumph Daytona test
Harley Davidson 2010
Touring out west in NZ



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Moto-oz

Moto-oz is published by Mulga Partners Pty Ltd for Motorcycling Australia.

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10 out of 10

For such a small package it surely delivers a lot of punch! I came to that conclusion after a couple of days playing with the little Triumph, but before that I had to figure out how best to origami my 6 foot frame into its small frame. Jumping aboard I thought at first I had commandeered a child's ride-on toy, but after a few km's I had not only become an origami master, I was also strangely comfortable!

Funnily enough, the Japanese appear to agree with me. Kei Nashimoto, testing the bike for leading Japanese magazine, Motorcyclist, gave the 675 the publication's first ever perfect score (10 out of 10). He said, "The Daytona 675 provides a riding pleasure that cannot be felt in other bikes. The specifications are class-leading and the Daytona 675 has great potential for racing too. The Triumph is king of the middleweight sports bikes."

Triumph's Daytona 675 has been universally praised as the best supersport machine on the market since its introduction in 2006. This year's heavily updated version has raised the bar even further, winning numerous group comparison tests, including the supersport category at the annual Supertest event, which the Daytona 675 has won every year since its introduction. British weekly newspaper MCN went even further, declaring the Daytona 675 as its sportsbike of the year, ahead of even the latest 1000cc superbikes.

So, while I don't have the pedigree of world class racer, Nashimoto, I can report to you that this bike goes like STINK! It has very smooth acceleration, with maximum power of 128PS being delivered at 12,600rpm with a very credible 74Nm of torque. The 675 is happiest when you're wringing its neck, helped no end by the optional

Quickshifter which was awesome – I know 'cause I took the pillion on an early morning blat and she kept making me see how quickly I could reach maximum (that's max road legal) speed!

Handling-wise I found the front was very solid in corners – there was no shaking, not even on bumps, and while the back-end moves around under pressure, you never feel you will lose control. I also loved the gearbox, shifter aside it was very quick requiring only a touch of clutch to change and the instant you release the throttle the power drops away very quickly. I found I could brake very late or not at all in some corners where a quick down change sufficed.

Triumph's R&D department has taken an evolutionary approach with the 2009 Daytona, using experience gained from racing in the 2008 Supersport World Championship to develop the new machine. The latest specification 675cc three cylinder engine utilises a 450rpm higher rev limit than the 2008 model, while the hydraulic cam chain tensioner and higher ratio first gear have jumped straight from the race kit to become standard equipment for the road. The



new exhaust system, 2kg lighter than on previous models, recalibrated fuel injection and revised cylinder head, with new valves and a modified combustion chamber, contribute to a power plant pumping out 128PS at 12,600rpm and revving to a 13,950rpm redline.

As could be expected from a bike with such sporting aspirations, the Daytona 675 comes equipped with top-of-the-line suspension and brakes. The fully-adjustable 41mm upside down forks and rear mono shock unit both benefit from highly sophisticated high and low speed damping control, allowing you to set your Daytona up with maximum accuracy. Although I have to say that our test bike had been setup for the track and I didn't bother changing it for most of the test (pillion and commuting aside). New radial-mount Nissin monobloc front brakes give even greater levels of stopping power and rider feedback, and new wheels give significant savings in unsprung weight and help the bike change direction more easily. The latest Pirelli Super Corsa SP tyres have been specified for their outstanding levels of both grip and feedback.

Style-wise - the 2009 Daytona 675 has also been updated, with a new cockpit, headlamp and screen. It comes in two colour options, Jet Black and Tornado

Red, and has a full range of official accessories available for it. Bling on the test bike included carbon inserts, arrow pipe, and indicators.

In summary: it's light and well balanced, wild but well behaved. An awesome package for around \$15K!





NZ Wild West

Mellonsfolly Ranch is truly the Ultimate Bikers' Hideout. Fancying a weekend escape a bunch of us headed from our base in New Plymouth taking the main route to Wanganui and then the extraordinary "made for bikers" road to Raetihi in the heart of mountain and snow country.

The ranch is located at the "end of the road" in one of the Central Plateau's hidden valleys and only sixty minutes drive from the central North Island ski base of Ohakune. From Raetihi you'll enjoy the remote, 20 something km's gravel road winding deep into the Ruatiti Valley; however don't try it on the day the grader is out on the road unless you have knobblies on. Needless to say our Metzeler Sportec M3's didn't qualify! This slow but scenic drive is full of bush and river vistas and gives you the chance to slow down (plenty of slow for me) and unwind to the pace you will enjoy at the laid-back ranch.

Mellonsfolly is remote, deliberately so, on all sides bounded by thousands of acres of wilderness. Arriving at the Ranch and the Town of Waterfall Mountain you will feel the same sense of exhilaration early cowboys felt when they rode into town at the end of a long cattle drive.

The Old West lives on here. Stay in western opulence in Miss Nancy Ann's Hotel (like we did), or some of the Town's other buildings many of which have legitimate fronts with luxury accommodation behind.

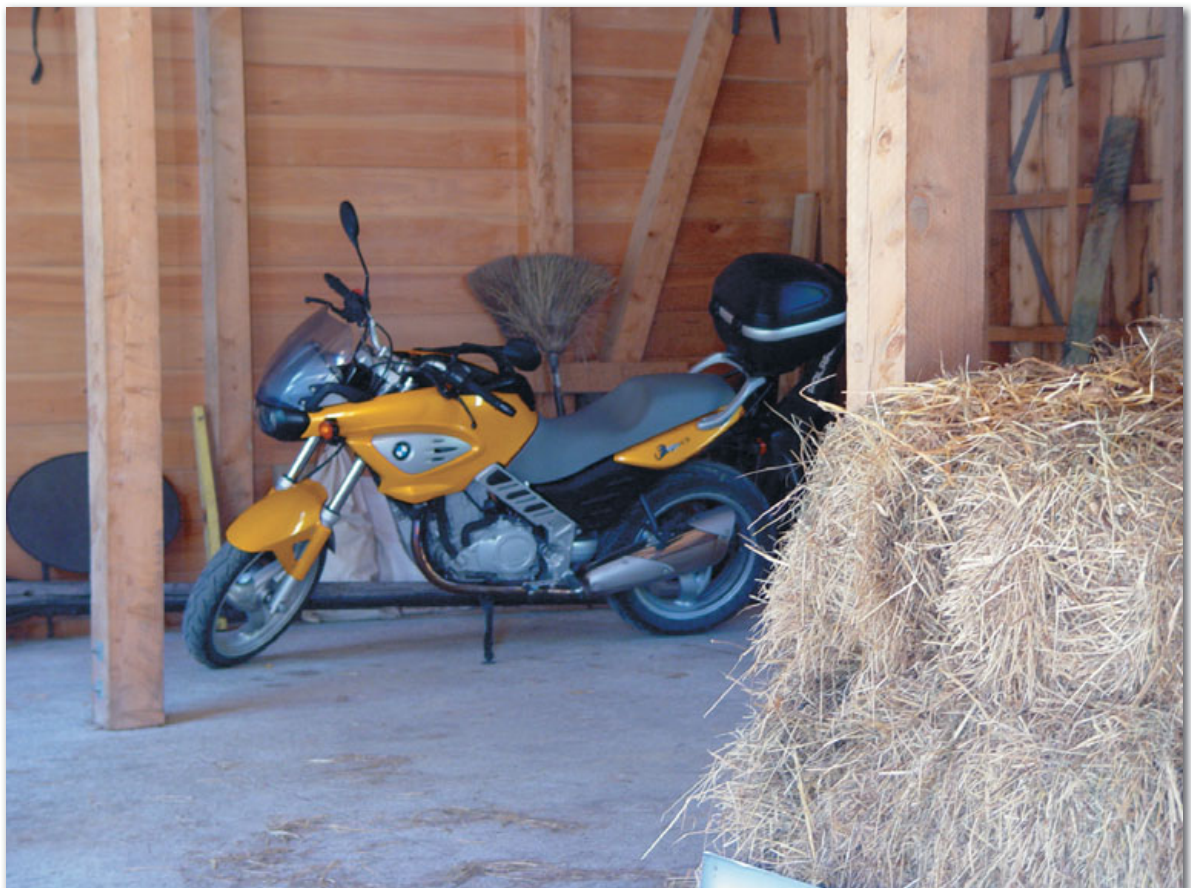
Stand at the Bar in the Lucky Strike Saloon. Soak away your cares and woes at Texas Rose's Bath House. Get a message in at the Telegraph office. Rack them up at the Billiard Saloon...

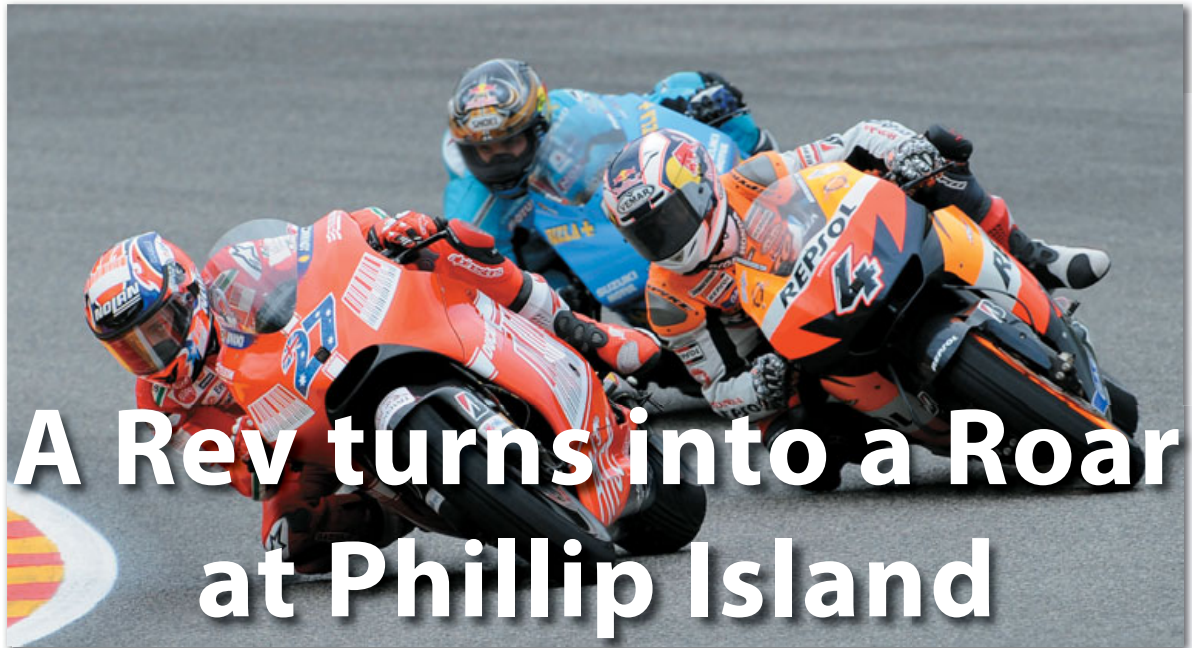
And, best of all, there's room for your steeds in the stable – safe under cover if you're brave enough to tackle the steep gravel driveway!

Each room is named and decorated after an historic figure of the Old West (ours was the Buffalo Bill room) Classic brass bedsteads and luxury bedding ensure your comfort.

Check out www.oldwesttown.co.nz







This year the intense competition for the Championship creates the perfect formula for a big weekend of speed, adrenaline and world-class entertainment at the 2009 Australian Motorcycle Grand Prix. Aussies Casey Stoner and Chris Vermeulen will take on the rest of the world's best including Rossi, Pedrosa and Lorenzo, all vying for a podium finish on the challenging and spectacular Phillip Island circuit.

Phillip Island, the home of Australian motorcycle racing, has a rich motorsport history and a reputation for delivering the best that MotoGP has to offer. The circuit is set to add an exciting new chapter when the 2009 Australian Motorcycle Grand Prix returns to the Island from 16-18 October for round 15 of the 2009 MotoGP World Championship.

The competition promises to be fierce with three International categories on-track 125cc, 250cc and MotoGP plus loads of off-track entertainment to deliver the ultimate motorcycle weekend.

Last year's race at Phillip Island was dominated by Australian Casey Stoner, the Ducati rider had a perfect return to the track taking pole position to steal victory over Valentino Rossi in front of thousands of local supporters. Stoner will be hoping he can recreate the same magic at the Island to make it three Phillip Island wins in a row.

Fast circuit

The Phillip Island circuit is blessed with breathtaking scenery, panoramic ocean views and great spectator viewing all around the track. As one of the faster, more fluid tracks on the MotoGP calendar, it is not hard to see why the Island has a reputation for being one of the most unique destinations on the international circuit and

continues to deliver some of the most spectacular racing of the season.

GP Expo

Off-track action at Phillip Island adds to the MotoGP experience with entertainment, displays and activities to explore. Don't miss the GP Expo with a full range of motorcycle memorabilia, the GP Garage full of interactive displays and Historic Garage where some of Australia's classic motorcycles will be on display. You'll feel like you're part of the team at the National Support Paddock where you can get up close and personal with bikes and riders of Superbikes, Supersports, Historics and the Legends - Mick Doohan, Wayne Gardner and Troy Bayliss.

Tickets

To secure your place at the 2009 Australian Motorcycle Grand Prix contact Ticketek on 131 931, for accommodation options and booking phone the Grand Prix Travel Office on 1300 300 701. Don't miss this adrenaline-charged weekend.

The 2009 Australian Motorcycle Grand Prix at Phillip Island from 16 - 18 October 2009.

Visit www.motogp.com.au for more information.



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X Factor

With five new motorcycle models, across four model platforms, Harley-Davidson's 2010 lineup has that something eXtra.

"This ambitious new-product roll-out is simply an expression of our enthusiasm for motorcycling," said Bill Davidson, Harley-Davidson vice president of core customer marketing. "Like everyone, we are working and living in a challenging environment these days, but our passion for creating and riding great bikes is still at full throttle."

Highlights of the 2010 Harley-Davidson line include:

- The most anticipated Sportster, the Iron 883, is finally hitting Australian shores. As the latest of the Harley-Davidson Dark Customs, the Iron 883 is stripped down and ripe for custom creativity. Soul mates of the Iron include the Nightster, Night Train, Cross Bones, Fat Bob, and Street Bob. The Iron 883 is a 'steel' at A\$11,995.
- eXtra value with the XL883 Custom, XL1200 Custom, XL1200 Nightster, and XR1200 all under A\$16,750.
- With its blacked-out finish, refined styling, and sport-tuned suspension, the new XR1200X™ is the ultimate in racing-inspired elegance and performance. Priced at A\$16,750 the XR1200X combines American racing heritage with European style.
- As the new touring king, the Electra Glide® Ultra Limited

delivers the performance upgrade of a Twin Cam 103™ engine, and features standard equipment items previously offered only as accessories on regular-production Harley-Davidson Touring models. Priced at A\$36,850.

- The Wide Glide® returns as an all-new Dyna® model done in old-school chopper style, with black laced wheels, a chopped rear fender, black "wire" sissy bar, 2-1-2 Tommy Gun exhaust, and an optional flame paint scheme. A retro bike with retro value ... priced at A\$26,495.
- Dressed in satin chrome and denim black, the new Fat Boy® Lo presents a darker and lower interpretation of the motorcycle that still defines the fat-custom segment. Priced at A\$27,995.
- The new 2010 Street Glide gets even more hot-rod soul, with a larger front wheel, slimmed-down exhaust, and a new tail light assembly. Coming in at A\$29,995 the Street Glide takes a classic Harley-Davidson Touring profile to a low, light and lean extreme.



MotoGP member ride: 18th October 2009 from Sth Melbourne directly to Phillip Island

We'll be leaving from the MA HQ at 8.30 am sharp, we'll be along the M1 and Princes Fwys to the MotoGP circuit in time for the first event of the day. You can also meet us at the McDonalds in Hampton Park.

Members on the ride get free priority parking and helmet storage (worth \$38) courtesy of the AGPC. You'll need to make sure you get the voucher from us on the ride. Numbers are strictly limited to 100.

DETAILS:

Date: Sunday, October 18, 2009
 Meet time: 8.00 am for an 8.30 am departure
 Location: Motorcycling Australia
 147 Montague Street, Sth Melbourne
 (near City Rd)
 Or meet us at: McDonaldsHamptonPark at 9.00am

Destination: PhillipIslandGrand Prix circuit.

THE FINE PRINT

Member Price: \$0, free, including free priority parking and helmet storage.

Clothing: Protective gear, including Helmet, Jacket, Gloves, Boots and protective long trousers (or leathers)

Licence: You must have a licence appropriate to the bike you are riding.

Bike: Registered and basically roadworthy

Pillions: Welcome, but they must be dressed as above. (Please advise on numbers) Non-member price \$5/head

Friends, Non-members are welcome, but they're not eligible for free parking and helmet storage. (Please advise on numbers) Non-member price \$5/head.

RSVP by email with ride date to riders@ma.org.au or by phone to 03 9684 0509 BEFORE October 12.

Dolan Round the World

Move over Charley and Ewan, our own Aussie Adventurer is taking on the world.

Chris Dolan of Newcastle NSW, is heading off on a two-wheel adventure in aid of under privileged and disadvantaged children in Australia and around the globe.

In the spirit of the Long Way Round and Long Way Down Motorcycle Adventure Series, Chris will put the rubber-side down as he travels on his BMW GS1200 Adventurer, setting off on the first leg of his journey from Newcastle to

Darwin in April 2010.

Chris will be filming his adventures as a solo 'round the world' rider. Like Charley and Ewan, he will also be supporting under privileged and disadvantaged children by aiding charities such as UNICEF and Save the Children.

'A business trip to Africa is what inspired me to get on my bike...'

Chris met Charley Boorman on the final leg of filming of Charley's latest National Geographic Series, By Any Means. 'Riding with the convoy from Wollongong to Sydney Harbour was an unbelievable experience,' said Chris. 'Charley is such a nice guy and it was great to meet my Hero and even be part of the By Any Means video.'

'...after meeting Charley Boorman I wanted to take on a similar challenge. I decided to give it a go... from there.. Dollars for Dolan has emerged as my means of achieving this amazing dream...'

'...there is nothing like the freedom two wheels on the world can bring.'

Visitors to Chris's website www.dollarsfordolan.com can make donations online or leave their messages of support on the Dollars for Dolan Guest Book.

Chris will share his adventure on Twitter, Face Book and My Space and his website will feature photos, updates and GPS location tracking.

HART Sydney Open Day

Honda Australia Roadcraft Training (HART) is celebrating a highly successful 10 years of operation in St Ives, NSW by inviting the public to come along to an open day on Saturday, September 26th from 9 am to 4 pm.

Everyone participating will go into the draw to win prizes including free driver and rider training courses, Teknic gear, Draggin Jeans, Wiley X sunglasses, a set of Michelin tyres, and more!



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