

RIDE ISSUE 305 ITALIAN

ITALIAN MOTORCYCLE OWNERS' CLUB NEW ZEALAND (INC.)

SUMMER 2022 | IMOC.CO.NZ



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PRESIDENT'S REPORT



WORDS BY MARIO BRAZZA

ANTONIUS HENRICUS SCHUTS, a big name for a big person.

I never really got to spend much time with Tony, one overnighter to Taupo and then a stop off at the Schuts household whenever we were riding down the line, but even in those fleeting moments you could easily get an idea of who the man was. A kind, passionate man with a big heart, he'd always give a big welcome and chat to me like we'd been friends for years. I would love watching him light up as soon as you asked a question about his wicked Mustang or tell you the story behind his beautiful Mille; his passion and enthusiasm was infectious.

Cancer is a bitch who plays dirty; very rarely are the dice not loaded in her favour, but Tony didn't make it easy for her and gave one hell of a fight.

Tony's funeral service was testament to who he was. I think three quarters of Matamata turned up to give him a good send off and it was great to be able to be there with a good showing of IMOC members to represent what he meant to the club. Hearing from family and friends about Tony's antics was wonderful, but the best part for me was being able to hear from Tony himself, which was perfectly read out by his

long-time friend Chris Bungard.

We were granted the privilege of giving Tony a guard of honour and to join him on his last ride alongside his and Robyn's Monsters; Matamata's main strip knew he was coming. A great send off for a great man.

Rest in peace, Tony.

I went on my first club ride in what seemed like forever last weekend, between the various lock downs and my 10 month old son. It was so great to be able to get back out on the bike enjoy the roads and see some friendly faces I hadn't seen in a long time. First I had to remember how to start the bike and then the bike must not have been happy with the long period of hibernation and wasn't exactly willing to start...

I digress; what I'm trying to say is that it's great we're able to get out and meet up again, especially for us Aucklanders (a notable grumble is heard across the rest of the country) but for all of us at some point our beloved machines weren't much more than a reminder of life before COVID, but it was great to see that as soon as restrictions were removed from different areas, club activity picked up with rides being posted and I'd love to

see this momentum carry on. If you feel like going for a day ride or if you're really keen and want to do an overnight ride, then post it up on the Facebook group and, for those of you who don't do Facebook, drop me a message and I'll post the ride for you! Also I'd like to give a quick shout out and a big thank you to Jennifer Roberts for organising and hosting the Manawatu region Christmas Party, hope you all had a blast!

Auckland club night is back up and running now that we are allowed and I would really like to see club nights becoming a regular thing in the other major areas around New Zealand. They are a way to keep in touch with members who aren't able to attend rides frequently and it's a great way for new members to introduce themselves, or just an excuse to have a beer and some good food with your clubmates. If this is something you'd like to see happen in your area, get in contact with your regional co-ordinator and see if you can help them out to make it a regular thing.

Summer is here, the roads are dry so let's get out there and have some bloody good fun!

Ride safe, ride hard,
Mario. 🇮🇹





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SECRETARY REPORT



WORDS BY **DARYL WEST-HILL**

ARE YOU PRO-VAX OR ANTI-VAX?

Loving the lockdown time at home or did you decide to join a protest march? How about COVID-19 being real or a hoax? Regarding your IMOC life, here's the only statement of fact you need to be concerned about: it's all irrelevant.

We ride because we love it. We also love Italian designed motorbikes. This is why we are IMOC. We have always walked individual different paths be it Christian or atheist, vegan or carnivore. It is our differences that makes IMOC interesting. All types coming together for a single passion.

So, when these COVID-19 restrictions allow us to once again ride, eat and be merry. Let's keep what can divide us aside. Instead, once again we can enjoy what makes us a like-minded bunch of two-wheel loving maniacs. We will ride.

As for a committee update, unsurprisingly there's not much of one. A lockdown seems to have taken care of most our group rides and club nights, especially for Auckland. On the plus side, at least my Duke is clean.

The committee has one update for you regarding IMOC old timers. Those of us who remain current members, should have received their 5 and possibly 10-year membership badges by now. If this is possibly you and you have received no badge(s), please drop

an email to members@imoc.co.nz.

As the committee looks forward to greater freedom from our COVID restraints, initial thanks must go to Gazza Richards for organising the first group ride for our Aucklanders. A second thanks to Uncle Brian Hewitt for arranging a South Island tour.

Lastly many of us haven't ridden for a while. Before you throw your leg over the saddle, it's a great opportunity to check tyre pressures, fluids and if it's a Ducati, probably charge the battery.

As well as checking out your bike after a break from riding, you should consider refreshing your riding skills. The old saying "it's like riding a bike" suggests you will still be able to master the basics of riding, but it is all too easy to forget the finer points of riding safely. You might like to consider signing up for a rider training course, to make sure your skills are sharp.

Check out the ProRider website: <https://prorider.co.nz/> and find a course that suits your experience and needs. You won't regret it. As the weather improves, the number of news reports of traffic accidents involving motorcycles increases; don't be a statistic – be a survivor.

Go well.



NEW MEMBERS

IMOC is delighted to welcome the following new members to the Club

Barry Prior

Waikato

Harou Piebenga

South Island

Evans Mott

Auckland

Jake Rua

Auckland

Jonathan Boyd

Auckland

Stewart Hinks

Auckland

Warren Marshall

Auckland

David Annan

South Island

Charles Etherington

South Island

Bryden West

Bay of Plenty

Brett Stimpson

Auckland

Evan Williams

Waikato

Mike Jones

Auckland

Earl Stevens

Auckland

Mitchell Pykett

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Olaf Schelezki

South Island

Shane Ruru

Auckland

Roy van Eeden

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B R O K E R S



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PROFILED

ANDREW CLAPHAM



Born: Lower Hutt, Wellington

Relationship to IMOC: Been around Ducatis for a while, and I've owned Aprilia and Moto Guzzi, friends told me to join in. So, I'm a bit of a late starter as a club member.

Occupation: Mental Health Therapist..I own a Pub. Also work for ONE Foundation as Auckland Regional Manager.

What did you want to be when you grew up? Racing car driver, lawyer then a teacher. Am none of them... did race karts for a few years though.

If you could invite three people to dinner, dead or alive, who would they be? Guy Martin and his interpreter, Valentino Rossi and his girlfriend, actually probably just his girlfriend and Winston Churchill. No one would understand a thing – perfect!

What wouldn't you leave home without? iPhone.. biggest curse and best invention.

What is your favourite destination? I love Mahia.

Who would play you in a movie? Steve Martin... he's a likeable idiot.

What's the best ride you've been on? Tour of Northern Thailand three years ago. Exceptional time with a bunch of people who I had never met and have become good friends with.

What is the worst ride you've been on? Ride between Taupo and Napier in a monsoonal downpour on a Ducati 1198 with barely road legal race tyres on.. still unsure how I didn't fall off.

Three words that describe you? See above, dumb, closely followed by stupid and then a large dose of stubborn.

If you were a bike, what would it be and why? Ducati 1198, sometimes when it all comes together it is a thing of grace, beauty and speed, but most of the time it's just trying to take over your mind and throw you into the nearest ditch. All with done with a cunning smile.

What is your secret vice? I can't stop buying online t-shirts... I have a drawer that is full of T-shirts. And more coming.

People would be surprised to know that: I am still married.

Favourite Quote: I have two favourite quotes. "You know you are not drunk when you can lie on the floor without holding on" Dean Martin and "To finish first, first you must finish" Jackie Stewart

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MERCHANDISE

Available now at www.imoc.co.nz/merchandise





IMOC AGM 2022

Yes, believe it or not, we're only just over a month away!

That's right - next month is the AGM, so last chance to book.

A stunning venue including dinner on Friday and Saturday.

- The venue will be in Taupo at the Lakeland Resort
- **Save the date**: Friday 25 - Sunday 27 February 2022
- We hope to see you there! The 2022 AGM is going to be amazing!
- For more details, see <https://www.imoc.co.nz/imoc-agm-2022>





LIVING THE DREAM

WORDS: BY ROBYN SHUTS

A short snippet about a great motorbike enthusiast.

MOTORBIKES HAVE ALWAYS BEEN part of Tony Schuts' life. From an early age he had a burning desire to ride and buy a bike. He got a big-paying job at Kinleith and in no time bought his first motorcycle. It was a Kawasaki Z1 900 (no LAMS in those days). He got his license and managed to burn up plenty of rubber on the roads. Like a lot of young men, burning off a cop was on his bucket list, which he managed one dark night on his beloved Kawasaki beast, but living in a small town meant the cops usually knew who the

naughty boys were and went straight to him. Sticking to his story of "it must have been stolen", they were only able to prosecute him for failing to give information relating to the driver of the vehicle. A win and a tick in his eyes.

Deciding to go farming and getting married meant he had to sell his bike and buy a farm bike, along with other farming machinery. This didn't mean he had to stop riding; a few adjustments and he found a love for Motocross and Hare Scramble.

Tony clocked up over 40 bikes

over the years with Endurance racing becoming his favourite racing style, because he was tough enough to battle it out for three hours and wear his opponents down. He loved the power of the bigger bikes.

Tony won quite a few local dirt bike events and titles in Matamata and Te Aroha. On a national level he was picked for a team of 12 for the North and South Island Motocross Championship, which they won in the second year. He also managed to secure No. 6 New Zealand title for Motocross two years in a row,



so that gave him the No. 6 on his bike. You had to earn that number.

In Endurance, Open Class, he was second (reserve champion) for two years in a row in New Zealand. He also joined a team with mates Craig McPherson and Barry Watkins and they won the Championship.

Later in 1996 he bought a KLX650 wreck, fixed it up and won the over 40's Championship on it. It was such a torquey engine and he loved how he could shower everyone in bullets off the back tyre; that's how he could keep them behind him, spraying them in dirt. People would go up to him after the race to show their bruises.

He decided to get a new bike, a Yamaha YZ 400, but at a local event he broke his leg on a corner and that ended his Motocross days.

In 2009 Tony managed to convince his brother, who owned a DUCATI MILLE that had been lying around in parts for 12 years, to sell it to him. It took him six dedicated months to fully restore it. He found a new passion and

redesigned the Mille's fairing, giving it more of a naked café style. Being a rare and special bike and too good to ride all the time, he decided to buy an 1100 Monster to use for rides, as he loved Robyn's 650.

Tony loved to take his toys to shows and he was always so proud to show them off. Hours would be spent polishing them up till they were gleaming, and he would always try to secure the best spot, Front and Centre, to get the attention they deserved.

Riding every weekend became the norm, catching up with other riders and making new, like-minded friends, was now the way of life. The IMOC group played a big part in the enjoyment and fun to be had.

There is so much more to this man than bikes; he loved fishing, golf, soccer and he loved playing up in the man-cave, watching rugby on the big screen, turning up the music and dancing the night away. He was mischievous and liked to start up the bikes and smoke everyone out of the shed. He also

loved fast cars, hence the purchase of a Mustang, his latest investment to customise.

He loved his grandchildren and family and he made sure they were well indoctrinated into the world of DUCATI and Mustang. Reckoned you had to start them young!

He was hardworking and loved his Tonezone shop, one of his happy places. He was real fun with a dash of cheeky. He gave 100 percent and was a true gentleman. He lived life with great enthusiasm, which was infectious and he stayed dedicated to his dreams.

Keeping his memory alive will be as simple as riding his favourite roads like the Kaimais, the Coromandel loop, the Kopu-Hikuai Road to Whangamata, having a beer at the Okoroire Bike Shed and many more.

Every time you throw a leg over, he will be saying "GIVE IT HEAPS!!"

Robyn Schuts. 







VIPER44

WORDS BY: **DEBBIE TAPPER**

WHEN I FIRST DECIDED to start racing motorbikes, I thought it would be fun, but I didn't think it would be as challenging as it was. Even though I ride a Ducati Supersport S on the road, I bought a little Suzuki Gixxer 150 to start my racing with.

After road riding for years and years, I thought I would pick things up quickly. I started with a few track days to see how I went. What I found was that it was nothing like road riding at all. Well, apart from you sit on a bike and lean.

First lesson learnt. Having your whole butt and body off the bike to help lean and with corner speed is old school racing. Learning to have half a butt cheek off the seat and whole upper

body is the new way. After I mastered that I had less fatigue on my shoulders and back; it changed everything for me. Body position, feet position, head position - there were so many things to learn. A strong core and good bike fitness is a definite advantage too.

Unlike the bigger bikes, Gixxer 150 racing is all about entry and exit speed and drafting. If you brake too hard into a corner you lose speed, you can't just put the throttle on and make up time. There isn't enough horsepower to do that.

Learning each track with all its different corners and lines and which gear to go into them, how much braking force and how late you can brake were all things to work on each time you go out on a test day.

My first race was in the Suzuki Tri Series. Round 1 was in Taupo at Bruce McLaren Motorsport Park on December 6th 2020. I qualified 14 out of 17 bikes.

I was really nervous, my biggest fears were:

1. Flipping or wheel standing the bike on the starting line because of dropping the clutch too quickly.
2. Stalling on the start line or not being quick enough and having another rider hit me from behind.
3. Going into the first corner with every bike so close together and hitting another rider trying to get around or having another rider hit me.

Race 1 - I was sitting on the grid, heart beating fast, trying to remember everything I had learnt. My mind



was racing, adrenaline going, then GOOOOOO!! I took off from the grid and then suddenly there were two bikes crashed in front of me, two bodies lying on the ground. CRAP!! The rider in position 4 had done a wheel stand, lost control of the bike and crashed into the rider in position 3. I still don't know how I swerved around and missed them. We did a full restart.

I finished in 12th, making up two places.

Race 2 - Praying we all got off to a good start. Before I knew it we were at corner 1, which is a hairpin. Then it happened, the rider in the front crashed, another bike behind ran into him, and once again I was swerving to miss bikes and bodies on the track.

Another full restart. Off we go again; thankfully no crashes. I managed to make up two places during the race and was sitting in 10th position. I had two bikes right on top of me; I felt the pressure and I missed a gear, losing my two places and finishing in 12th again.

Next race was down at Feilding at Manfeild Race Track for Round 2 on Dec 12th 2020.

Manfeild was a track I hadn't been on, so lots to learn. I changed my gearing over from road to race shift. This was a huge thing as I had ridden the usual 1 down 5 up for so many years. I had to really concentrate on every gear change. I have also had to learn to trust my tyres more too.

Every track has a corner(s) that

seems to be notorious for riders crashing. I really liked Manfeild, I felt I picked this track up a lot faster than Taupo. It's a fast track with an infield that catches out a lot of riders. I qualified 9th out of 15 bikes.

Race 1 - Trying not to think of all bikes behind me and the usual thing I hate, all the bikes screaming up to the first corner (also a hairpin) and all trying to get around it. My nerves got the better of me and I didn't take off fast and waited for the bulk of the bikes to get through the first corner. It cost me three places, leaving me in 12th. After that I picked up the pace and managed to claw back two places, finishing in 10th. I was a so grumpy at myself, as I just needed to go for it and stop worrying.



Race 2 - I decided to just go for it this time. Off the grid I went fast into the first corner and didn't hold back, into the infield I left the pack behind and was gaining on three riders ahead of me in 6,7,8 positions. I was right behind the rider in 8th position, but I stuffed up my line on the infield hairpin and wasn't close enough now to draft down the straight. What's worse is I did it again the next lap too. Grrr.

Two thirds of the front straight had an oil spill from a sidecar, so it needed caution when coming out of the last corner onto the front straight. I rode

for a few more laps and gained some time back. Next thing I knew was that two bikes had crashed on an infield corner. A few laps later and I finished in 7th position. I was so stoked finishing in single digits and on a track I hadn't been on before.

I did several more track days and a few more races too, just working on getting better. Then the opportunity came up to purchase a well-specced Yamaha R3. I have spent much of winter preparing the bike for me, with suspension setup, new seat moulded for me, quick throttle, etc. and a complete

repaint in my race colours. So looking forward to learning a whole new bike at a faster pace.

One thing I have found is, I am more respectful of riding on the road and I tend to not push it as much anymore. I guess too many unknown things like animals, gravel, other drivers, etc., etc. It's definitely made me a better rider.

This year I was going to be doing the Suzuki Tri Series and NZSBK, but who knows with these lockdowns and borders. Fingers crossed. 🇮🇹





AFTER MANY REQUESTS, the Editor has welcomed an “Aunt Agony” themed motorbike advice column. The column was initially put on hold due to the lack of an appropriately qualified and experienced motorbike guru. After many days, weeks and months of interviewing, personality testing, referee checking, reviewing of star signs and palm reading, the Editor came up with no one. In desperation the club has turned to the allusive, self-proclaimed expert in pretty much everything and general all-round tosser “Nearly Normal Norman”, or as he prefers to be known – “**Big-N**”.

For legal reasons, the company’s in-house self-proclaimed legal expert Big-N insisted on the following disclaimer:

“I promise never to allow a lack of expertise or truth to get in the way of what is at best, pretty average advice. Now f@#k off, I’m going for a ride”.

Please note, our readers’ names have been altered to protect their identities.

We kick off with a letter from a Mario from West Auckland. Mario asks...

“Hi Big-N, I’ve never written for advice before, but I really need some direction to stop an ongoing argument with my wife. I really like riding my Honda Bro, but my favourite pastime is, while at home, I don a Darth Vader mask and refuse to answer to anything other than ‘Darth Kick Arse’. My wife claims I’m not normal, please advise”.

Big-N responds...

“Mario, liking a Honda Bro is not normal. Get help.”



A second question comes from Daryl also from West Auckland.

“Dear Big-N,

I need your advice on what could be a critical decision. I’ve suspected for some time now that my wife may be cheating on me.

The usual signs...the phone rings and if I answer the person just hangs up. My wife has been going out with her friends a lot of late, but if I ask their names she replies “just some people from work, you don’t know them”. I stay awake at night waiting on her Uber but she always walks from around the corner and up the drive.

Anyway, I have never approached the subject with her and perhaps deep down I just don’t want to know the truth, but last night I decided to follow my wife and check on her. I parked my 2020 Ducati Streetfighter at the side of the road so I could hide behind it at the pub she went in. It was then that I noticed a small amount of clear oil coming from the main sump.

Big-N, is this something I can fix myself or should I take my bike to Motomagnet?

Big-N responds...

Daryl, you have the mechanical talent of a cream donut. Take the bike to Ramon or Aiden, f@#k even my cat would have a greater chance to fix it.





Lastly Brian wrote in from North Shore. Brian writes...

"Big-N,

I took a first date to a movie on the back of my Moto Guzzi GN250. During the movie, they kept looking behind them. Turns out one row up was an older sibling and friends (patched gang members). Should I be concerned?"

Big-N responds...

" Brian, trust me the GN is safe.

If you find yourself in a pickle and need some pointless advice, or even worse you own a Moto Guzzi GN250 and feel good about life..."



Email Big-N your predicament to BIG-n@imoc.co.nz for more pointless advice. 

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BRAKING EFFECTIVELY

WORDS: PAUL PAVLETICH



Superman himself, Paul Pavletich, explains why braking correctly is so important and how we should all be doing it. Read this as it might just save your life...



Practice under Paul's expert guidance with Pro Rider's track-based training days

I'D LIKE TO TALK TO YOU about emergency braking. I am an instructor for Pro Rider, New Zealand's leading motorcycle training provider.

For the past 6 years every week, I take out students on the ACC Ride Forever courses. One of the topics we discuss during the course, and practise is emergency braking. The different levels of braking skills I observe is huge. I vary the speed we practise the emergency braking, depending on what level course I am running, Bronze, Silver, Gold or trackday. I am personally delighted the government has introduced compulsory ABS for new motorcycles imported over 125cc from February 2020. The reason I am saying this is because while students are learning, particularly without ABS, I see countless riders do massive rear and front brake lock-ups, while they learn the finer art of using the most important bits of technology on their machines. Also returning riders are bringing a technique from days gone by where you needed to squeeze that lever as hard as you could to pull up on their single calliper, tiny brake rotor, or worse, drum braked heavy machines.

My background in Road Racing taught me what I consider to be a very good technique. The reason I had to learn to brake so hard over my racing career is, if I was an All Black, I would be a forward not a half back like most top shelf road racers are. In the

standard production racing classes. It was my opportunity to get back in front.

A great technique for an emergency stop is the following. To clarify, I am not talking about setting up a corner from high speed, I am talking about when a car or other vehicle has pulled out in front of you and you need to stop fast to take some speed out of the situation and look for an escape route! I look ahead, keep my eyes up and apply my front brake in what many instructors call '2 stage' or 'progressive braking'. Stage one of the front brake application is taking up the slack in the lever and stage two is applying pressure. Immediately after I have applied the front brake, which will

be approximately 75% of my braking power, I then apply a little rear brake to assist the front. It's very easy to lock up the rear brake, so you need to be very careful with this application. Never panic and grab a hand full of front brake. I call this a "gun fighter grab!", particularly if you don't have ABS. This is super important on modern non-ABS bikes. A lot of them have incredibly powerful brakes running between 300/320mm disc rotors and twin/triple piston callipers, that have the ability to lock a race tyre in the blink of an eye in dry conditions, let alone an adventure tyre or well worn hard old road tyre. I encourage riders to use two fingers particularly while they are learning to brake hard on the front. I have lost





Practicing the technique.

count how many times I have seen student turn the throttle on if they use all four fingers to pull the brake on. This issue can be magnified if the front brake lever is adjusted incorrectly or pointing too high. I'm not saying it's a bad technique using four fingers but its way harder to turn the throttle on if you only use two fingers on the lever. Don't stress and think "I may not have enough strength using only two fingers", you will be amazed at how much power and feel you have with just two. Bruce Lee could kill you with two fingers!

Now I want to talk about body position during hard braking. Look ahead, you may need to brake and escape, lock your knees into the petrol tank. This will lock you into the machine and stop you sliding too far up the seat. I lift my elbows up a bit to support my upper body. There is a lot of inertia on you particularly from high speed. Think about motocross riders. They ride with their elbows up, which gives them strength and importantly it gives them additional suspension to absorb the energy from deceleration. Keep a bend in your elbows under

hard braking. If you keep them locked straight the bike can start weaving as you slow down. Once you have managed your emergency stop, then you can sort your gear selection out. I suggest you come on one of these excellent courses and practise. If you can't make a Ride Forever course, find a carpark or a safe bit of road and practise. If you are struggling to put the front and rear

brakes together, start with the front first and when you have this perfected, add the rear. Often I am asked "why use your rear brake?". A lot of MotoGP guys don't because they have their leg dangling out. What they haven't learnt by asking this, is that a lot of them have fitted rear thumb brakes. Give it a go, it may just save your life.



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WHAT'S NEW?

WORDS + PHOTOS: DARYL WEST-HILL

Here's a sample of the latest and greatest our Italian designers are offering us in 2022.

The Aprilia logo, consisting of the word "aprilia" in white lowercase letters on a red rectangular background.

APRILIA have revamped their iconic RSV4. For 2022, the **RSV4 Factory** has a new headlight, fuel tank, seat, swingarm, digital instrument cluster, exhaust system and bodywork (including winglets!). Aprilia also upgraded its electronics system which now includes engine maps, engine brake control, traction control, wheelie control, launch control, cruise control, speed limiter and no less than six riding modes. Powering the motorcycle is a 1099cc, 65-degree V4 heart that puts out 214 BHP at 13,000 RPM and 125 Nm of torque at 10,500 RPM. The bike has a 17.9 litre fuel tank and weighs 202 kg. But wait, there's more... there's also electronic suspension from Öhlins which is fully adjustable and let us not forget to mention, an updated Bosch ABS system that comes with cornering function and three map settings along with Rear wheel Lift-up Mitigation (RLM). Expect to pay a premium on the 2021 price of \$30,990 + ORC.



THE TUONO V4 FACTORY by comparison received quite modest updates. It does come with a revised semi-fairing, a raised handlebar, lowered the foot pegs and a reprofiled seat. Powered by a 1077cc, 65-degree V4 engine that is good for 173 BHP at 11,350 RPM and 122 Nm of torque at 11,000 RPM. The Tuono V4 also has a larger 18.5 litre fuel tank and weighs 209 kg. Furthermore, it too comes with fully adjustable Öhlins electronic suspension with 120 mm front wheel travel and 130 mm rear wheel travel. As with the RSV4 factory, expect a premium on the Tuono's 2021 price of \$27,990 + ORC.





HAVE YOU MET Aprilia's new middle weight missile? Allow me to introduce to you the RS660 (think of a scaled-down RSV4 1100 Factory performance in an approachable package).

Hidden behind the fairings is a 659cc DOHC parallel-twin engine which was derived from the front bank of the 1,100cc V4. Aprilia managed to squeeze out an impressive 100 HP at 10,450 RPM. Some great news for Daryl West-Hill, as there's a second version of the RS660 that is LAMS compliant. And he loves green!

But wait there's more! What do you get when you combine the RS660 with a Tuono?

The answer, quite simply, is the Tuono 660. Slightly retuned for more mid rev grunt, this version of the parallel twin pumps out 95 HP.

The list of rider aids on all the 660s is impressive. Just in case you are curious, the standard setup includes ATC, AWC, ACC, AQS, AEB and AEM. Any questions?

The RS660 will set you back \$19,990 + ORC while the RS660 Tuono is a touch cheaper at \$19,290 + ORC.



DUCATI treats the motorcycle market just like a MotoGP grid... dominance by numbers. Their list is extensive and includes the Diavel 1260s Black & Steel and the Scrambler 1100 Tribute Pro. Here's just a few more examples of what's about to hit our shores in 2022.

There are two new fighters are in town, namely a baby and a mother of all Streetfighters.



The baby **STREETFIGHTER V2** adopts Ducati's well-rehearsed 955cc V-twin Superquadro engine, though slightly detuned, simply because with its new nose it can't run the Panigale V2's gaping central air duct. Changes are subtle with Monobloc M4.32 Brembos, a 16mm longer swingarm, a 5mm taller seat and winglets as an optional extra. Still weighs the same as its bigger V4 brother, tipping the scales at 200kg. Keen on one? The good news is you can have the V2 in any colour you want, as long as it's red. Expect to pay \$23,495 + ORC. As for the photo, thanks to Richard Pykett for demonstrating the V2's capabilities.



DUCATI'S ANGRIEST STREETFIGHTER is now their V4 SP. Looks like a V4S with a paint job you say? Wrong!!!! Here's some fast facts for you:

1. Those rims are carbon fibre
2. High-end Brembo Stylema R calipers
3. An STM-Evo SBK dry clutch
4. There are no passenger accommodations

I hear the RRP in NZ is an eye-watering \$50,595. FYI I'm setting up a "Give a Little Page" for anyone wanting to sponsor a noble V4 SP cause.



Old age brings aches and pains (just ask Brian Hewitt). We young at heart bikers are therefore often stuck with a dilemma... our spirit wants a sports bike but unfortunately the flesh demands non-steroid anti-inflammatories. The solution is to either migrate to a Honda Goldwing or if one still fights the dying of the light, a **PIKES PEAK MULTISTRADA V4**. The Multistrada V4 Pikes Peak was developed to bring the sporty qualities of the Multistrada V4 S to the extreme: a dedicated riding position, 17" wheels with sports tyres, single-sided swingarm, Öhlins suspension and the new Race Riding Mode. The V4 Granturismo engine delivers 170 HP at 10,500 RPM. Price is confirmed at \$46,495 + ORC





EVEN OUR MOTO GUZZI friends have launched a new tractor, the V100 Mandello. The Guzzi gods classify their new creation as a sports tour. What is most un-Guzzi about the Mandello is its adoption of water-cooled technology (hence the exhaust pipes exiting sideways to avoid the radiator).

Also gone are the pushrods; instead Guzzi have ventured into ground-breaking technology they call “chain-driven double overhead cams with four-valve heads” (sounds like witchcraft to me). Displacement is around 1,050cc producing an estimated 115 HP. The rumour mill suggests the Mandello will include two models, one running full electronic Öhlins forks and shock. A stunningly beautiful motorcycle. No news on its price yet.



A group of motorcyclists is gathered on a paved road next to a beach. The riders are wearing helmets and gear, and their motorcycles are parked in a line. In the background, there's a coastline with hills and a cloudy sky. The ocean waves are breaking on the shore to the right. A picnic table is visible on the grass near the water's edge.

UNDER PRESSURE

WORDS BY: **DEBBIE TAPPER**

WHERE DO I START - with the ride or the antics?

Ok, let's start with the ride. We all met up at the usual place at BP Dairy Flat. The weather was overcast with the chance of rain. While standing and talking I was trying to decide on whether to put wet gear on or not. Time to focus. First things first, who can I convince to be ride leader, since Reece was laid up after surgery? I had my eye on Scott Stoddart though he didn't know it yet. After some chit chat, soon Scott was doing our rider briefing. After all, he rides those Northern roads a lot so it only seemed fitting for him to be in charge.

I hadn't done the Russell Overnighter before but had heard about the roads and was looking forward to it. We headed up State Highway 16 to Wellsford then over to Mangawhai Heads up to Waipu Cove. So far, we only had some drizzle and so we were all happy about that. Onwards past Whangarei, we stopped for lunch at Miners Rest Café.

We then headed out the back way to Russell via Oakura Beach where we had a quick stop at the beach for a photo op. The roads had plenty of twists and turns, soooooo many 35 kph and 25 kph corners. You had to be on your A game.

I was really struggling with my bike. It had been months since riding, and I was realising my body was not ride fit. Agrhhh. On the 25 kph corners my bike was dipping into the corners hard and I was having a hard time trying to stop it doing that ("must look into why it's doing that", I was thinking to myself). I enjoyed the ride a lot but was glad to get to Russell, as my arms and back were hurting from fighting the bike.

Time to relax with a cup of tea. I was thinking about the ride and talking about it to my roommates. Then, light bulb moment. CRAP, I had checked the tyre pressures before leaving and added some air, only to now realise I had set them to what I put in my race bikes. Double CRAP. I had totally gone into race mind/mode not road mind/mode and the pressures were super low. I was

trying to remember what they actually should be, as it had been so long since riding on the road.

"I'll ask around the wealth of knowledge tonight", I thought, "and get it sorted before departing for home".

Soon my phone was ringing. It was Neville McGrath, "Where are you guys? We are down having drinks in Room 22". Little did Nev know, my roomie Dave had gone down to the bottle shop and got some alcohol (what a great friend). So Leggett, Dave and I were happily having drinks together. We eventually headed down sometime later after getting ready and had a drink with the rest of them.

My phone was beeping away again. This time it was the lovely Matthew Barrie. "Did the Russell ride go ahead?" he asked. "Sure did" I replied. After a bit of texting back and forth we all met up with Matthew at Rusty Pelican. Some live music playing always starts the night out well.

With drinks flowing, it was time for some fun. I walked over to the



dart board, pulled out the darts and challenged everyone to try and get a bullseye. Challenge accepted. One by one they all had a go; some didn't even hit the board while others, like Leggett, got the green bullseye. I got just outside the green bullseye. Time for round two, with Leggett once again taking out the winning shot of the green bullseye.

Someone mentioned Thai for dinner, my ears pricked up and my tummy was 'oh yeah'. About half of us left the pub to wander down the street for a delicious Thai dinner.

By the time we got back to the pub, the others had eaten and some had headed back to their rooms. However, the rest of us, Chris, Leggett, Earl, Steve and I were not done for the night, so the pool table beckoned us to play. I hadn't played pool in years, so this was going to be interesting. By the second or third game we had all found our rhythm, with some great shots and some not-so-great shots. The night was late, and it was the last game. I was teamed up with Steve; the other team had sunk

all their balls and were on the Black. We had one ball to go. It was my turn. I knew if I didn't get our ball down, we would lose. (I don't like to lose). Trying to concentrate after several vodkas is hard work. I took my shot... boom, ball goes down. YES, YES. Right, now the Black. The pressure now, the other team trying to distract me.

Let's finish this!!Clink... White ball hits Black..... Black goes down. OH YEAH!!! Time to go, leaving on a winning streak.

The next day, bikes were starting up at some unearthly hour, I really didn't want to get out of bed. After packing up, most had already left. Dave was heading up further north with Jo and Tracy. I had no idea how to get to the Russell transport ferry, when I heard a knock at the door. It was Chris, "You heading off?" "Yip, but I have no idea where to go to the ferry" I said. Chris did, so I ended up following him there. We arrived at Paihia where everyone had already finished breakfast. I grab a quick cuppa tea. Then we headed to gas



up. The knowledgeable Scott had told me what psi to put in my tyres, so I got that sorted.

The ride back was excellent. First, the roads were awesome, second, the sun was out and third, my bike was a dream to ride again. With a few stops along the way for gas and photos by the Twin Bridges, a rustic little place for a cuppa and at Maungaturoto for lunch.

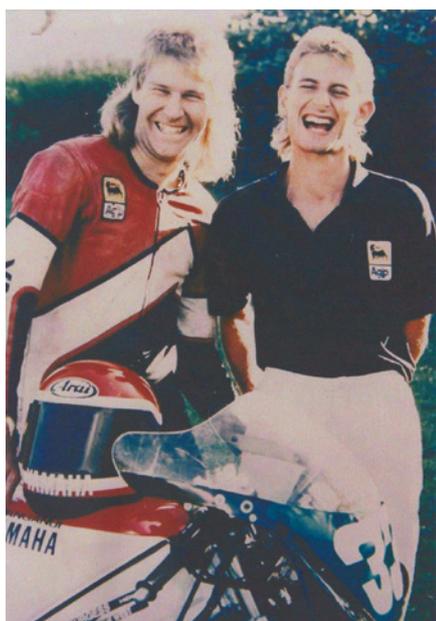
Then we headed down to the Puhoi Pub. Earl had never been :O. "Is this some hidden motorbike place?" he asked. It was packed. Bikes everywhere. In fact, in all the years of riding there, the last time I saw it that packed was back in the 1990's. The atmosphere was a buzzing and the best way to end a fantastic weekend. 

LET'S GET DOWN TO BUSINESS!



WE ARE EAGER to introduce some interesting, bold and innovative people who have turned a passion for motorcycles (particularly Italian) into a business.

FIRST UP IS MOTOMOVERS... STEPHEN LEGGETT.



INTRODUCE YOURSELF, STEPHEN
I am Motomovers' general dogsbody, moving motorcycles around our (still) spectacular nation.

Grumpy old Kiwi lad...well mostly grumpy, as life is pretty great and we have the luxury to sit around and talk nonsense. I am 55 with a mental age of 91/2...not really ready to grow up and horsepower pushes the years back!

GIVE US A LOOK AT YOUR YOUNGER MOTORCYCLING YEARS

I was a late bloomer! My first bike was a CB900FZ at the age the age of 19. I had heard all the boys at school spouting gibberish about the latest "GTZX540 YAMAZUKI", but figured it was all too hard to decipher and stayed driving my Dad's mighty Vauxhall Viva...and then I saw the CEMETERY CIRCUIT!! (cue divine music). I was cycling around town with some sketchy pals looking for things to do...followed the noise...climbed a few fences and there it was ...LIFE PERSONIFIED!!!

WHEN DID YOU FIRST GET INTO ROAD RACING?

I had the CB900 for about nine months and thought I was pretty quick and super cool having never crashed it. However, after going for a ride with a few others, I soon learnt that I was as slow as a duck and promptly crashed trying way too hard to stay with lads on two stroke 250s. Next bike was a

Yamaha RZ250 which was a load faster than the old Honda AND it stopped and turned. Still managed to crash that after eight days of ownership. Naturally I went out and purchased an RZ500 because that made perfect sense!

WHEN DID YOU DISCOVER YOU WERE GOOD AT IT?

I was never very good at it, but loved it so much I just had to be part of it.

There was always the occasional day when you got to overtake your hero at your home track (in my case, GP racer Richard Scott). If I recall correctly we finished 6th overall at the previous





Castrol 6 hour doing 1.24s around Manfeild. I am now around the 1.10 mark. Sometimes in Club racing, that is fast enough for the occasional trophy!

Had a few more domestic seasons... never really challenging the fast kids, but still learning and improving. Things came to an abrupt end at Pukekohe when I died for the first time as a result of hitting a concrete-filled tractor tyre at 347 mph (potentially a slight exaggeration).

THE LONDON/UK CHAPTER; RACING AND COURIER WORK

I sold up everything I had and buggered off to the UK for a year.....it was 20 years later that I came home!

A racing buddy was living in London, so I naturally took his room, his GS250T motorcycle and job as he was returning to NZ.

We made serious money couriering back in those days so the GS250T became an FZR600 and then a string of VTR 1000s. Riding day in, day out changed my skill level considerably and I was dragging my knee around the city and wheeling away from every traffic light!! It was time to take it to the track!

250CC HIGHLIGHTS OF THAT ERA?

I purchased an SS400 spec RS250 Aprilia. This was the first "prepared" race bike I had ever ridden. All my other race bikes were purchased from a dealer and the fairings, tyres and brakes were changed for race purposes. The Aprilia had "EVERYTHING" done.

The meeting was at Brands Hatch and qualifying was cancelled due to horrendous weather, so they went off the riders points from the previous season. As a newcomer, I had to start



from the back row of 50+ riders! It's a loooong way from 54th to pole position but in the pouring rain, I went from last to first in three corners!!

I kept thinking I had missed a red flag or something because when I looked back (never look back!) there was an empty track. I slowed down for a few laps but was starting to lap other riders, so figured I was good to go. I went past the white flag and started to think about my debut win...LAST TO FIRST AGAINST EX GP RIDERS AND CURRENT NATIONAL RIDERS IN THE POURING RAIN!! I WAS THE MAN!!!! I was the man who touched the inside white line and binned the bike at Druids with about 30 seconds left of the race.

Dickhead.

I ended the season by crashing out of the lead at Silverstone. Again, in the wet and with a comfortable lead. This cost me the title by two points but I had the time of my life while knowing I had learned nothing really...and cared not a lot.

MIGHT BE AN OPPORTUNITY TO NAME DROP HERE; WHO HAVE YOU RUBBED SHOULDERS WITH?

At an MRO event I shared track and qualifying times with Cal Crutchlow, Bradley Smith and Casey Stoner. I out-qualified them all. The fact that I was on a 250 and they were all on 125s may have played a part in that.

Casey was so fast that he was protested after virtually every race. He couldn't read or write very well back then, but he stripped his machine and rebuilt it all himself at the age of 14. There was never anything untoward with his bikes, he was just that good.

RETURN TO NZ - HOW DID YOU FIND THE NZ ROAD RACE SCENE HERE?

After ten years in London, five years in Cyprus and five years in Edinburgh, it was time to come home to NZ. On my return, I went to the "new to me" Hampton Downs track and thought "Wow, NZ racing sure has changed!" (?? it hasn't??). Safer for sure, but still no scrutineering at National level race meetings. It's a personal bugbear of mine. Scrutineers catch cheating and dangerous machines.

RACING HAS TRIALS AND TRIBULATIONS...WHAT ARE THE KEY HIGHLIGHTS SO FAR?

- » Finishing 6th in the Senior Proddy six hour event (everyone else fell off), which was the first event on an RZ500.
- » Overtaking Richard Scott over the bridge at Wanganui Cemetery Circuit (Scotty was my GP hero).
- » Filling a trophy cabinet in the UK.
- » Racing in the UK, France and hitting the Isle of Man.
- » Knowing I can't compete at a National level - but doing it anyway.
- » Do you want to mention the lows?
- » Dying three times (most recently in spectacular fashion at Wanganui Cemetery Circuit while contesting the lead).
- » Losing all the UK trophies in transit back to NZ.
- » Snatching defeat away from the jaws of victory too often.
- » Knowing I can't compete at a National level but doing it anyway!





this year (without a crash!).

MOTOMOVERS AND YOUR RACE TEAM ARE VERY IDENTIFIABLE BY THE PURPLE COLOUR CHOICE; PLEASE EXPLAIN.

The purple choice was from a Cadbury sponsorship back in the day. I couldn't retain the name on the bike but I kept the colour!

YOUR IMOC SUPPORT ROLE TAKING MOTOMOVERS TO BURT MUNRO.

This was about getting our name out there and offering support to a group we enjoy and believe in. Having Horace helping get our name out there was great.

We carried the race bike down and managed a Burt Munro ribbon by coming second in the Street race.

Note: the only bikes we had to rescue were Ducatis.

SOME RANDOM QUESTIONS! YOUR MASCOT, TRAVEL HISTORY AND LIFE HIGHLIGHTS.

Hippo the world traveler is always my travel/road buddy and has been for years.

Some of my highlights would be following the European GPs travelling (mostly) alone on a VTR1000 (sorry IMOCers) across Europe and back.

IOM on the Aprilia; so good that I had to bring it home and proceed to crash it on the way to an IMOC Russell ride!! 🇮🇹

CONTACT DETAILS

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ESTABLISHING THE BUSINESS; EXPLAIN THE REASONS AND MOTIVATION TO START MOTOMOVERS.

Motomovers was born from frustration over the time taken from booking to delivery with bike logistics.

I had left my current job and Sandra (my super gal and supervisor!) asked me what I would like to do if I could choose anything. Unfortunately, Valentino already had a rather decent pit crew, so I mentioned maybe delivering motorcycles nationwide within a week to ten days.

Never underestimate the support of a good woman. Things moved pretty quickly from there!

WHO ARE THE INTEGRAL COGS OF MOTOMOVERS?

Sandra - bookings, logistics and basically being "Mum" to three hairy-arsed blokes ...oh, and worrying about everything that 'could' go wrong.

Mike - hairy-arsed bloke #1. Risked a well-paid job and security to take a chance on a pair of people he hardly knew. Reliable, hardworking and rides Italian (Ducati Scrambler).

Marty - hairy-arsed bloke #2. Mainly responsible for the graphics on probably half the bikes in any race paddock in NZ. Marty has a few project bikes in the shed, e.g. a slabside GSXR and his long suffering partner's classic BSA. New to the team, but doing the hard yards.

Me - pretty much just playing Santa Claus all year long and spotting hidden gems in people's garages.

WHAT DO YOU GUYS DO; WHAT'S IT ABOUT?

We pride ourselves on being able to offer a prompt and client focused service at competitive rates. We look after your 'pride and joy' as if it's our own.

Meeting new people, driving around NZ carrying your precious motorcycle cargo.

There are a number of great established motorcycle moving companies and independents out there, but naturally we want to be the 'go to' carriers.

Our mission statement and point of difference is to try our best to deliver nationwide within a week of a booking. We can be more expensive on some jobs, but you won't be waiting.

YOUR VISION FORWARD?

Modify the fleet.

Put something back into the road-racing scene. Sponsorship etc. perhaps.

Keep growing and keep learning while maintaining our service, standards and reputation.

HOW IS IT GOING?

Bloody hectic! Never home, lawns are 16 feet high, bikes at home not getting worked on or ridden.

EXPLAIN YOUR PASSION FOR THE APRILIA BRAND.

Love affair from the moment I sat on and raced one.

Remembering the 250 GP era and the stunning RSV250 and RSW250, simply the best bike ever made. FACT!

I hope I will be racing my RSV4, campaigning yet another Suzuki Series

TAKE YOUR RIDING TO THE NEXT LEVEL



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Photo credit: Mathieu Day-Gillet

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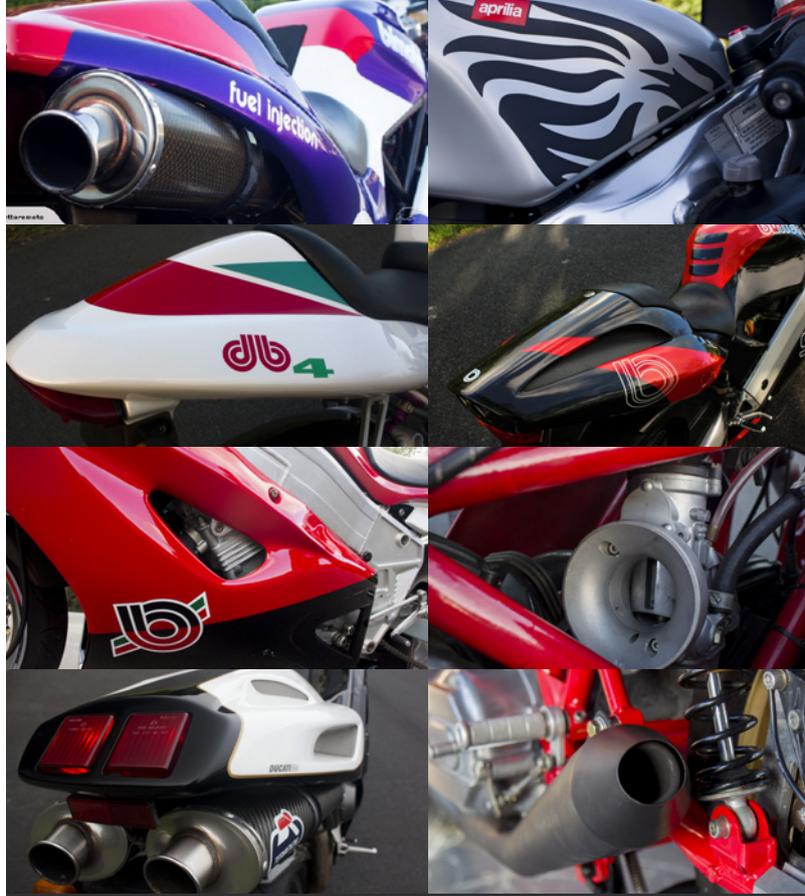
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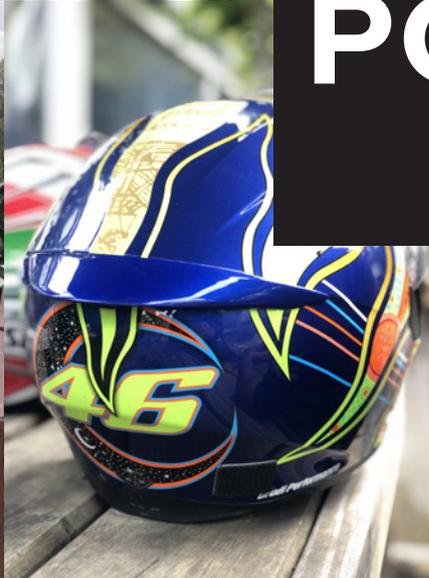
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THE ART OF LEANING IN

WORDS: HOWARD MANSELL

Which way do you lean when riding through a corner? Do you lean in and push the bike up, or do you sit up and push the bike down? One technique works for low speed and gravel while the other should be your natural position when you're not riding straight ahead. Howard explains...



MANY RIDERS have a bad habit of cornering with an off-lean. In fact, some people actually believe that it is correct to “push the bike down” (in other words, to purposely off lean). While this is ok at very low speed and in gravel, it's totally incorrect for cornering on the road at speeds above 30km/hr.

Why is this such a bad thing? Let's have a look at the physics of motorcycles in corners and how the rider can dramatically affect the bike, either positively or negatively.

CENTRE OF GRAVITY

Understanding Centre of Gravity (COG) is important. It is the combination of the rider's weight and the bike's weight. It is dynamic and so can be used to counter centrifugal force when cornering.

WHAT IS COG?

When a motorcycle is balanced on its wheels, travelling straight with the rider sitting centrally, there is the natural action of gravity pulling down. The COG location is a combination of the bike's mass and the rider's mass. With a rider perched on top, the COG is higher than the bike would have on its own. The rider affects the position of the COG.

WHAT WOULD HAPPEN IF THE BIKE WAS TO CORNER WITHOUT THE RIDER?

The bike must lean into the corner to move its COG to counter the centrifugal force. If it doesn't lean, the COG would pivot the bike over the top of the tyre's contact point and cause it to fall to the outside of the corner. Leaning the bike helps the COG move slightly away from the centre line of the bike. The COG “shift” although minor, helps the bike to resist the centrifugal force.

COG “shift” balances against centrifugal force, and the faster that the bike travels, the more centrifugal force and so the more lean angle that is required to counter it.

If the bike was to try to corner without leaning into the turn, the COG remains central, but there would be the same centrifugal force and there is nothing to balance against it. Obviously, the bike falls towards the outside of the corner, the tyre contact point being the pivot point.

HOW DOES THE RIDER'S WEIGHT AFFECT THE BIKE?

Firstly, it can negatively affect the bike if you're using the wrong technique.

If the rider off-leans (pushes the bike down) their weight moves the COG away from the corner. The COG now assists the centrifugal force to try to make the bike fall over, so the bike must lean further against the centrifugal force to turn in the direction that the rider wants to go. The rider is actually working against the bike's needs, and the bike must compensate for this by leaning more. The result is that ground clearance is reduced, and the tyre's contact points are closer to the edge (the slipping point)

But, it can positively affect the bike if the rider leans into the corner. The combined weight of bike and rider is now on the inside of the corner, and so the COG moves to the inside, helping the bike to resist the centrifugal force. Now the bike can turn with a much-reduced lean angle while travelling around the same corner at the same speed. The ground clearance is increased, the tyres have more bike weight on them and are further from the slipping point. This is a very good thing! Especially if the surface is loose or wet!



WHY IS THIS SO IMPORTANT?

It is always a bad thing to have the ground clearance reduced. It could be a matter of just a few millimetres difference, but it can dramatically affect things such as too much speed or a bump in the corner. If the bike runs out of ground clearance, it will refuse to turn tighter. In a corner with bad camber or a diminishing radius, no further lean is possible, and the bike will very likely leave the road.

Any bike will perform better in a corner if it is kept at a lesser lean angle; the suspension will work better (absorb the bumps better), and the weight of the bike is better applied to the tyres' contact patch so they can grip better (hugely important on wet roads).

Corners are not always smooth, so when the bike goes over a bump, the suspension will work, and at some point, the lowest part of the bike may touch down. When it does, that extra contact point takes weight from the tyres which reduces their grip that may already be near the point of slipping. This is especially important for bikes with a lesser ground clearance, like cruiser bikes.

HOW DO YOU KNOW IF YOU ARE OFF LEANING?

If your head is on the outside of the bike's centreline, you are off leaning. Roughly 80% of riders are making this mistake every time they ride. They fight the bike's need to lean into the turn and therefore they increase the likelihood of grounding the bike. They also increase the likelihood of the tyres slipping, and they make things incredibly difficult for themselves when the corner tightens or when they have misjudged their speed.

It's hard to understand why riders do this. It may be a fear of falling over or it may be that they have come from riding dirt bikes where this technique works. Whatever the reason is, if you are doing it, resist the temptation. Consider this, if you were running after someone, which way would you lean to go around a corner? Simple, really.

"Leaning in" helps any style of bike as the physics don't change. Look at the inside arm of riders on a racetrack, bent down, shoulders and head on the inside. It is so easy to do and it's what we do naturally. When we do it, the bike feels light and responds beautifully, turns easily, the rider feels one with the bike and the joy of riding corners puts a smile on the face. I've watched the joy come into the faces of many riders who try it for the first time in years, and it's great to see the surprise and wonder.



"If your head is on the outside of the bike's centreline, you are off leaning."



Even works with three wheels!

EVANS' STORY

WORDS + PHOTOS: EVANS MOTT



Name: Evans Mott

Occupation: Retired shipwright

Age: 71

Home: Red Beach

Bike: Moto Guzzi

Model: 8V 1200 Griso

Year: 2007

Purchased: Feb 2020

Modifications: Major cosmetic customisation, Mechanical / electrical - Roller conversion, replace speedo / rev counter, replace switch gear, Upgrade start circuitry, etc.

Previous bikes: Too many to mention, since 1987 mostly XT600 Teneres as well as other big singles. Since 2018 - 900c AC Cagiva Elephant and Yamaha TT600 re, while I rebuilt and modified the Elephant.





I'VE RIDDEN COAST TO COAST from Le Havre to Valencia a number of times. It's usually a buzz, but I hit rain and hail when I rode the TT 600 across. Not a lot of fun that time as it had off road tyres and inadequate lights when I bought it.

I live in a container home that I built. I work in three others; one set up as a clean workshop / office, another as a workshop to store work on the bike and other projects and the third for composite welding, metalwork and timber fabrication.

I started riding in 1966. My first bike was a 350cc Velocette Viper. I went on to 500cc Venom cafe racers. From then I pretty much stuck to big singles. In the late 80s I bought my first XT600 Tenere. Over the years I owned another three along with other similar style bikes.

I worked overseas on superyachts and racing craft. I would buy a bike on eBay, fly in to London, catch a bus to wherever the bike was, pick it up and ride to whichever country in Europe the build was in and use the bike as transport, then ship it back to NZ when the project finished.

This was my collection when we were building the Telefonica Blue Volvo for round the world racing.

The limit on the European motorways is 130 km/ hr. The traffic is travelling at 140 and the bikes could keep up but didn't have enough power to accelerate out of trouble. I decided to go for something with more power. I like the Dakar style bikes. The riding position allows for days in the saddle without too much discomfort. I liked the look of the Cagiva Elefant. I bought a 900cc model for the next build. I picked her up in Nottingham and rode for two nights and three days to Valencia in Spain. I used the bike for nine months during the next Volvo build. I went on to a boatyard in Portugal. While there I rebuilt and modified the bike to do a lap of Australia.

Last year I turned 70 and realized that I'm not up to the trip anymore, so gave her to my son in Woolongong; hopefully he'll do the lap.

Two years ago I bought a Moto Guzzi Griso. I bought her in Wellington and rode back to Auckland. To me the Griso has a unique classic look. Since I bought

her I've worked on customizing her, retaining the original looks but tweaking to achieve the look I wanted. 

