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LIMITED EDITION 2024

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We were looking forward to 2024 and it delivered. New bikes, new models, even new brands! In this annual issue of Ultimate Ride we again look at the new bikes we rode in 2024, as well as what's coming in 2025. Enjoy!



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PRICES

HONDA NX500



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CFMOTO MT



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KAWASAKI ZX10



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EICMA BIKES



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Ride the Waves, Conquer the Trails!



Honda NX 500

Article: Johann van Tonder



In Adventure biking smaller and lighter is better. When you talk to overlanders, people who travel for years, most prefer simpler lighter dual-sport bikes. Recent years have seen an explosion in new, lightweight adventure bikes. Adventure Bikers have finally realized that pricey overweight behemoths are not ideal for the bundus, unless you are unfortunate enough to live in a part of the country where you have to travel long distances to and from your Adventure destination.

Honda has decided to give its CB500X more of an Adventure focus. Enter the NX500. The NX nomenclature makes a comeback linking the Adventure Bike to the NX650 Dominator of the late 80's and 90's. The new NX undergoes a significant overhaul compared to its predecessor, with less weight and better suspension fine-tuned for both on-road and off-road performance. The power is derived from the extensively revised 471cc parallel-twin engine with a power output of 47hp. So lets put the power in perspective. The KLR650 and XR650L produced around 40hp. The DR650 and the XR650 Dominator the bike is named after, produced around 45hp. The very capable and fuel injected XT660Z Ténéré produced 47hp. The NX500 produces 47hp, same as the pre-mentioned continent crossers. Noralee of Itchy Boots fame's new bike produces 38hp. For the application as a small Adventure Bike 47hp is more than adequate.

but the bike comes into its own on gravel where the riding style is more about touring than keeping up. New to the NX500 is Honda's HSTC traction control system which can be switched off on the fly with the flick of a button (all bikes should be like this!).

Honda claims a consumption figure of 3,6L/100km, or 27km/L, so the NX will cover in excess of 300km per tank (17,5L) easily, with over 400km per tank a possibility.

Smaller displacement touring is a mindset. And for those who get it, it is very rewarding. In the words of one of my friends: "This is all the Adventure Bike most riders need. We just convince ourselves we need more."

The NX500 sells for R124 799

The revamped NX500 incorporates a fresh front design featuring an LED headlamp cluster and an expanded windscreen. Additionally, the motorcycle is equipped with a 5-inch TFT digital console that provides all the relevant info and new to the NX500 is the Bluetooth connectivity and the Honda Road sync app, so turn by turn navigation on screen is possible. The 830mm seat height means most riders will be able to flatfoot it. On tar the twin is much smoother than the single piston bikes



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HONDA NX 500



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tackle die grondpad!

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Artikel: Johann van Tonder

Van heinde en verre het hulle aangery gekom, selfs spanne uit PE en Kaapstad, om aan die 2023 weergawe van die Hardegat uitdagingsrit deel te neem. In die uitdaging het ryers 12 ure om 'n voorafbepaalde roete van 1000km af te lê. Hierdie was die derde sulks geleentheid in wat 'n jaarlikse gebeurtenis geword het.



Die 2024 weergawe van die Hardegat rit was egter anders. Vir die eerste keer was daar ook 'n grondpad opsie, 'n uitdagende roete van net oor die 650km, wat ook in 12 ure voltooi moes word.

Die begin en eindpunt was Garden Route Motorcycles in George, wat ook die hoof borg van die geleentheid was. Die teer roete het die ryers deur die Groot Karoo geneem tot so vêr as Ceres, waarna Worcester, Caledon, Swellendam en die R62 verby Ladismith ryers terug gebring het na George. Die Grondpad roete het die ryers met 'n wye draai na Swartberg pas, en toe verby plekname soos Rietbron, Miller, Fullarton en De Vlucht via Prins Albert Pas terug gebring na George.

Die geleentheid is nie 'n wedren nie en geen tyd word geneem nie. Die ryers moet slegs die uitdaging in die bepaalde 12 ure voltooi. Prysvennens was bepaal

deur middel van 'n gelukkige trekking.

Die 2025 weergawe van die Hardegat rit sal plaasvind op 9 Februarie. Hou cabc.co.za dop vir meer inligting.

Die Hardegat uitdagingsrit word aangebied deur Trailrider Media en geborg deur Garden Route Motorcycles.



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An exiting new business opened its doors for trading, and if you are into adrenalin and the outdoors, this one's for you! From water to mud, to mountain trails and off-road, or even the perfectly manicured greens of the Garden Route Golf Courses, George power sports has something for you.



From Jet skis and motorbikes to quads, side-by-sides and golf carts, George Power Sports has put together a number of brands that not only cover all these bases, but also brings these products to market at a very competitive rate.

On the marine side the Sea-doo brand offer personal water craft for every application from recreation to performance and sport fishing. Can-Am and CF-Moto each have several ranges of ATVs, quads and side-by-sides, both recreational and agricultural. What's more, CF-Moto is expanding into the Adventure Bike market. Golf carts are offered by the Marshall brand, an affordable alternative. Ad to this several accessory ranges from popular lifestyle brands



offering everything from helmets to clothing and vehicle accessories and George Power Sports promises to be the one stop shop for the adrenalin junkie.



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A NEW dealership for YAMAHA in George!

Article: Johann van Tonder

It is exciting times for bikers in the Garden Route area. New dealerships are opening, existing dealerships are expanding and the local bikers are spoilt for choice.

A brand new Yamaha Dealership opened its doors in George in 2024. New ownership, new management and a brand new showroom stocked with bikes that dreams are made of!



According to the new owner, Wayne Teixeira, the dealership is a one stop shop for any biker, offering sales, a workshop, parts department and after sales support. What's more, there is a wide variety of gear and accessories on display, with more stock on the way. Don't expect to only see Yamaha products either, as the dealership also holds the TVS and Vespa brand names. And with extensive experience in the second hand market there is a wide choice of late model low kilometer motorcycles of all brands also gracing the showroom floor. Wayne started his career in motor-

cycles in 2011 as a salesman at BMW Motorrad Centurion. He made a move to the Garden Route in 2013, taking a sales position at BMW George (the then Lynn Schroeder). In March 2016 he started Tex Motorcycles, a multi-brand pre-owned motorcycle dealership specializing in late model low kilometer bikes, as well as accessories and gear.

Wayne sold Tex Motorcycles and took on the new venture of George Yamaha in January of this year. Yamaha George started trading on the 1st of February 2024.

With a wealth of experience Wayne himself is on hand to offer advise on the buying or selling of motorcycles and with the re-newed enthusiasm in this new venture the brand new dealership is stocked with bikes pre-owned and new alike, and some great specials is to be had. Even the finance and insurance can be done in house. A one stop shop indeed.

The dealership is situated at **9 Commercial Close, George.**

Also check out all the stock on the website, click to visit:

www.georgeyamaha.co.za



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CFMOTO CFORCE 520L

In die wêreld van landbou is doeltreffendheid en betroubaarheid van toerusting van uiterste belang. Gewoonlik spesialis implemente of voertuie spesifiek toegespits om aan die unieke behoeftes van boere te voldoen.

Artikel: Johann van Tonder

Vierwiel motorfietse het oor die afgelope dekades 'n integrale deel van die plaas geword, en fabrikate het spesialis voertuie spesifiek vir die doel begin ontwerp. CFMoto, wat onlangs 'n handelaarsteenwoordigheid in die Suid Kaap gevestig het, het 'n hele reeks van die vierwielers toegespits op spesialis velde vanaf kompetisie vierwielers tot jag en kamp voertuie, soek en reddings noodvoertuie en natuurlik spesialis voertuie vir die plaas. Die CFORCE 520L is ontwerp spesifiek om die uitdagings van plaaswerk te weerstaan. Of dit nou is om deur mod-

derige velde te trek, deur digte plantegroei te navigeer, of swaar vrugte te sleep, die CFORCE 520L is spesifiek toegerus om aan die unieke behoeftes van boerdery te voldoen. Dus word die motorfiets standaard toegerus en aangebied met dinge soos 'n sleepstang en 'n wen-as, wat by ander produkte meestal opsionele ekstrase is. Toegerus met voor- en agterste vragrakke, kan boere gereedskap, voorrade en geoesde produkte met gemak vervoer. Die sleepvermoë brei sy bruikbaarheid verder uit, wat boere in staat stel om sleepwaens, implemente

en ander toerusting te sleep soos benodig. Aangedryf deur 'n 495cc enkel-silinder enjin met elektroniese brandstofinspuiting wat krag lewer na al vier wiele, en toegerus met 'n ewenaarslot is daar weinig terrein wat die vierwielers nie sal baasraak nie. Sels in ons modder toestande sweef die ligte voertuig oor terrein waar gewone bakkies maklik vasval. Met hidrouliese skyfremme op al vier wiele, elektroniese kragstuur en 'n versterkte raamwerk, kan boere met selfvertroue uitdagende terrein-omstandighede

aanpak. Daarbenewens verseker die ergonomiese ontwerp en gemaklike sitplek dat operateurs nie moeg raak tydens lang ure van gebruik nie. Die CFORCE 520L sal 'n waardevolle bate in enige landbou-arsenaal wees. CFMoto is die nuwe handelsmerk in die Suid Kaap en met hul goed toegerusde produkte en kompeterende pryse sal enige voornemende koper homself 'n onreg aandoen om nie ook eers na die produkreeks te kyk nie.

Die CFORCE 520L verkoop vir R145 900.



CF Moto UForce 600

Artikel: Johann van Tonder

The off-road world is a realm of adventure, mud-splattered trails, and adrenaline-fueled escapades. When it comes to utility side-by-sides, the CF Moto UForce 600 stands out as a reliable workhorse that doesn't shy away from playtime. Looking at the practical application first, the Uforce 600 is the perfect companion on the farm, or any outdoor business that needs an off-road capable workhorse that won't break the bank. Costing less than what a farm bakkie would set you back, the Uforce 600 offers a 680kg towing capacity and a 250kg rear tray carrying capacity. The large gas-assisted tipping cargo tray simplifies loading and unloading, accommodating tools, feed, or harvested produce. A whopping 96 liters of enclosed storage under the large bench

seat keep tools, gear, and essentials organized within arm's reach. The tilt steering wheel ensures an ergonomic driving position while adjustable bucket seats ensure comfort during long hours on the farm. The digital display keeps you informed about speed, fuel level, and trip data. Plus, the roof and half doors protect you from the elements. Under the bonnet a 580cc liquid-cooled, four-stroke single-cylinder with EFI churns out 37 hp and 46Nm. The CVTech transmission ensures smooth power delivery, whether you're crawling over rocks or tearing through open fields. With selectable 2WD and 4WD modes, this side-by-side adapts to any terrain. The limited-slip rear differential prevents excessive turf damage during acceleration and electronic hill descent control ensures a controlled descent on

A Rugged Utility Side-by-Side

steep slopes, reducing brake wear. Maintenance is easy, too. The front panel tilts 120 degrees, allowing easy access to check coolant levels and perform maintenance. The rear cargo box can be tilted 50 degrees, facilitating engine inspections. In the world of utility side-by-sides, the UForce 600 strikes a balance between workhorse and adventure companion. Its reliability, performance, and thoughtful design make it a worthy contender for those who need a versatile off-road partner, whether you're a farmer, hunter, or outdoor enthusiast.

Backed by a two-year warranty, the CF Moto UForce 600 sells for R229 000.

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Article: Michnus Olivier

TurkanaGear™ is all about getting back to basics - safely carrying and protecting your gear with waterproof and dustproof layers while handling literally everything that you can throw at it in any situation. The unique designs offer endless adaptability for any kind of trip, adventuro, big trail adventure motorcycling, or dual-sport riding backcountry tracks.

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And it comes with a lifetime warranty.

No matter the brand, style or bike size, from adventure to enduro bikes, this is the Turkana Gear soft luggage system to fit them all. Riding the mind-blowing dirt roads of Namibia or carving single tracks in Canada the lightweight Turkana Gear MadMules rackless modular waterproof soft luggage will carry your stuff without a fuss.



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Om te Vespa!

Artikel: Koos Barnard

Die **Vespa-leefstyl** is meer as net 'n manier om van punt A na punt B te beweeg. Vir die eienaars van die ikoniese rygoed is dit 'n kultuur, 'n gemeenskap, en 'n manier van lewe. In die Eden distrik is daar 'n aktiewe groep Vespesti - Italiaans vir Vespa geesdriftiges. Hierdie groep mense se gemeenskaplike belangstelling sorg vir 'n gees van ondersteuning en bystand met restaurasies en herstelwerk aan Vespas. Gou is daar begin om sosiaal saam te ry en so is die Eden Vespa Klub gebore met Danie Smit aan die stuur. Dit is 'n sosiale klub sonder enige strukture. Enigste toelatings vereiste is dat jy 'n Vespa in enige toestand moet besit in die Eden distrik.

Nuwe generasie Vespas is gewild by die dames.

Die klub ry gereeld kort afstande vir koffie afspraak of onderneem langer avontuur ritte na plekke soos Swartberg Pas, Meiringspoort of die Sewe Passe pad na Knysna. Die avontuurlustiges ry selfs verder en ritte na Prins Albert en selfs Merweville is al onderneem. 'n Groepie van die klub het selfs deur Toskanië getoer op gehuurde Vespas. Die kern van die begingroep (2009 / 2010) ry en restoureer vandag nog Vespas. Danie het 'n werkwinkel begin en tot dusvêr is 90+ Vespas al gerestoureer. Nadat die TV Program "Aan Huis met Hannes" met Danie as gas hier opgeneem is, het belangstelling in ou Vespa motorfietse vanoor SA toegeneem. Die Vespas is altyd welkom by feeste, motorskoue en massaritte en sit altyd glimlagte op mense en veral kinders se gesigte.

"Daar is 'n ou wêreldse sjarme daarin om teen 'n rustiger pas ons pragtige area te verken" reken van die Vespa Klublede. Die Vespa motorfietse is eenvoudig en betroubaar en herstelwerk langs die pad is gewoonlik klein en maklik. Die nuwer generasie Vespas is meer gewild onder die dames. Die fietse is toegerus met vierslag-enjins en outomatiese ratkaste, wat hulle maklik maak om te ry. In 'n neutedop, die Vespa is nie net 'n motorfiets nie, dit is 'n leefstyl. Dit verbind mense, bespaar brandstof, en maak verkeer 'n ding van die verlede. So, as jy ooit oorweeg om 'n Vespa aan te skaf, onthou: dit is nie net 'n rit nie, dit is 'n avontuur!



Danie Smit se gerestoureerde 1957 Fenderlight



Vespas in veskillende fases van herstel.



Lea Barnard in Toskanië

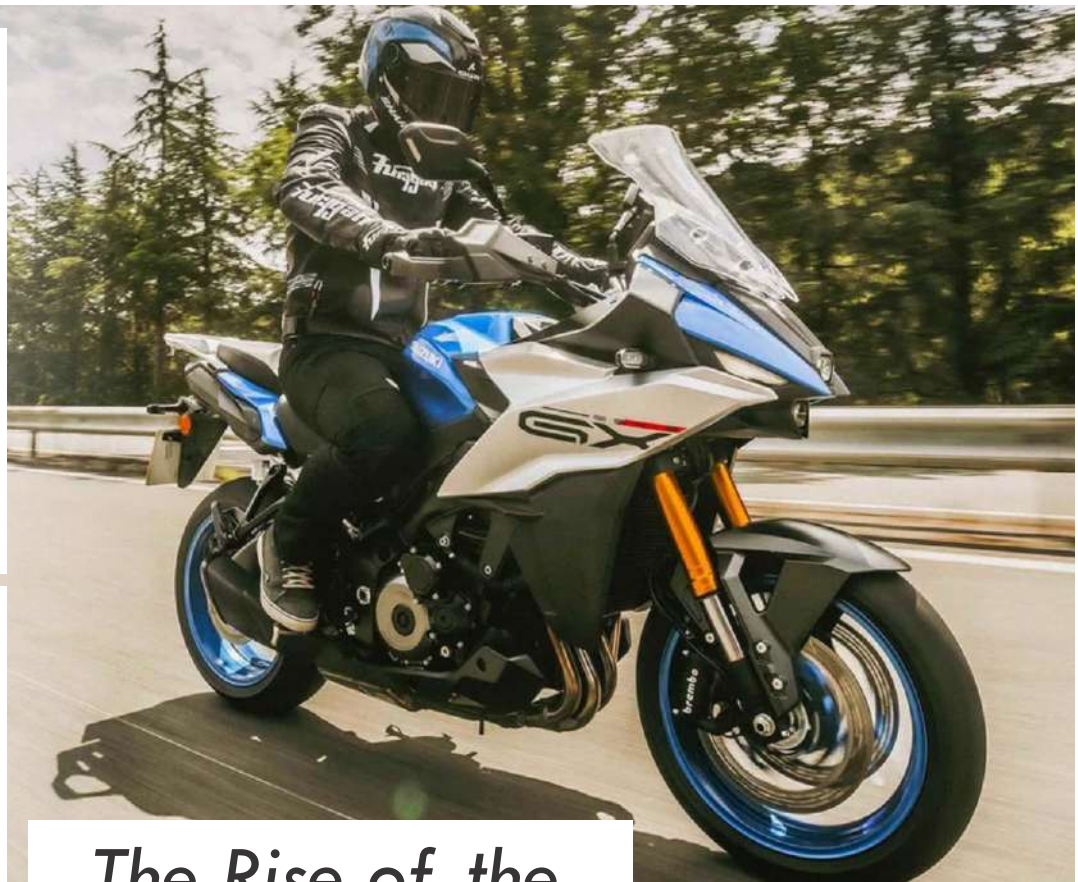
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The Rise of the Crossovers

Article: Johann van Tonder

The last couple of decades in biking saw a massive shift towards adventure bikes. Built for purpose bikes that were more comfortable with a much wider application. Riders were inspired by series like "The Long Way Round" and the whole "Camel Man" image of a dusty rider on a big bike with panniers appealed to the wider audience. Very few, though, actually used these bikes to their potential, only traversing a gravel section once every so often. Sure, in South Africa these bikes were taken to the extreme and beyond, but we are a very small portion of the world's market. In the big markets like Europe, these bikes were tar bikes only (even sold with mag wheels). Around 2010 Honda launched the VFR1200 Crosstourer. A bike with adventure styling, enough ability to tour on gravel, but with a road bike engine and

performance. Around the same time Ducati launched its 1200 Multistrada. With its smaller front wheel this bike was even more road focussed and both (especially locally) were criticized for "not being real Adventure Bikes". As it turns out, that was the point. These bikes were just a decade before their time.

Fast forward some years and a few journalists including myself find ourselves at the launch of a new BMW model - the S1000 XR. What is this? A tall bike like an adventure bike, with a good seating position and view, but with road wheels and tyres and a screaming superbike engine. Most were sceptical. Two bikes in one, with the disadvantages of both and the advantages of neither. This bike will never be as good as 'n real adventure bike or a real superbike. Who is going to buy this? It was a hoot to ride though! I remember at the time I wrote that if you were one of those GS riders that never leaves the tar, this might be good option to con-

sider! The BMW XR was a niche bike, but another pioneer of the trend that was to come.

Fast forward to the present. The BMW XR has built a loyal following, BMW has even launched a high performance M-version! The Ducati Multistrada is still going strong with a choice of models to choose from and if the recent EICMA Bike Show is anything to go by, this trend is picking up huge momentum. Sure, there is a myriad new Adventure Bike models available, it is still the market segment where the action is, but look closer and you'll see that every manufacturer is eyeing the Sportbike Crossover niche. The big Adventure Bikes have gotten so big and powerful, they are better used on road anyway. You might as well have something more suited to that environment.

Suzuki unveiled the GSX-S1000GX. Following on the GT, their Grand Touring model, the GX is a modern crossover featuring Suzuki's first electronic suspension, while the engine and

frame are derived from the ever-popular and efficient GSX-R1000. Even the styling suggests that this model is taking the S1000XR head-on. From the Honda stable the CB1000 platform is going to be utilized for the CB1000 X. Bimota has the TERA, this is the Italian brand's first crossover and is built on the evolution of the famous Bimota Tesi frame, using the powerful 200hp Kawasaki 1000 engine from their daddy brand. Moto Guzzi, CFMoto and Yamaha, too, has something up their sleeve...

There is a new trend coming. Maybe in our small market Adventure Bikes will always rule. It is the nature of our riders and routes. But worldwide manufacturers are starting to develop bikes for the next big thing. The time of the Crossovers is here.

Calling all Bikers! Turkana SAFARI CHALLENGE



Over mountains, through rivers and even the desert plains – Turkana Motorcycle Gear will get you there, with a lifetime guarantee. The gear has been proven tough enough, but are you?

The second annual Turkana Challenge kicked off and this year its a nationwide event. Named the Turkana Safari the aim of the event is to get bikers out there to ride, regardless of the type of bike they ride. Adventure bikes, Touring bikes, Cruiser bikes, Sport bikes, everyone can take part in this.

Entry to the challenge costs R150 and includes a buff and a goodie bag. Entries are open to anyone living in Southern Africa and any and all kinds of bikes. Adventure Bike, Superbike, Cruiser, you can do these challenges. Entrants are issued with a rider number. Riders have one year to complete a list of 15 challenge items. Photograph your bike with your rider number at each of

these destinations and stand a chance to win a whole host of prizes.

In addition to the 15 challenges there are voluntary single challenges. Each of these voluntary single challenges carry their own prizes, to be drawn between the riders that completed that specific challenge. Riders are encouraged to make an adventure of these challenges. Apart from the lucky draw prizes, there will also be spot prizes during the year. Registrations opened on 1 July and runs until 30 June 2025.

Register at <https://cabco.co.za/>
Happy riding!





THE PANDA is loose among THE PIGEONS!

Article: Johann van Tonder

You might see a Panda and think its nothing to be scared of. But Pandas are bigger than you think and they can hold their own. They're no pushovers! So before you think CF Moto is just another Chinese Motorbike manufacturer and the established brands have nothing to worry about, think again...

Since CF moto's expansion into the international markets, it has taken the motorcycle world by storm. Known for its Quad bikes and Side by Side's, CF Moto is also entering the two-wheeled world. CF Moto have been collaborating with the likes of KTM for several years and even build some of their engines. This led to the release of their own range of motorcycles. Motorcycles that can compete head-on with mainstream brands, but at extremely competitive prices. They even have a team competing in Moto3 GP.

The CF Moto bikes are now reaching local shores at last and one of the first to arrive is the highly anticipated 450 & 800 MT Adventure bikes. The 450 MT is a high-spec lightweight adventure bike offering everything a rider can wish for.

The dash can be paired with the CFMoto Ride app, the fully-adjustable suspension is unique in class, tubeless 21/18-inch spoked wheels are standard and a radial four-piston calliper on a big disc looks the part, too. Seat height is the second-lowest in class at 820mm. There's an optional tall seat, raising it to 870mm if you're a big person looking for a little bike. The USB charging port supports both traditional A-type connection and the newer USB-C fast charge connector, handguards and an adjustable screen are standard, as is a luggage rack and large sump guard. The mirrors also have a pivot point to allow them to be folded inward easily to clear trail-side vegetation. Frankly, there's very little you could reasonably wish for at this end of the market that isn't included. The CF Moto 450 MT sells for R124 900.

Similarly, the CF moto 800 MT is an

impressive proposition. Powered by a Liquid-cooled, EFI, 799cc inline 2-Cylinder delivering 70kW and 77Nm of torque, the power is more than adequate. This bike was built to be a middle-weight mile-eater. A very capable, very affordable all terrain tourer. The bike we rode came fully loaded. And when we say fully loaded, there is literally nothing you can add, it comes with everything, as standard. Adjustable screen, spotlights, crashbars, bashplate, luggage racks, panniers, topbox, 12V & USB points, full connectivity, rider modes, cruise control, quickshifter (up and down), tyre pressure monitors, heated grips and even a heated seat!

So what is the 800MT, and what is it not? Compared to the 790 Adv R KTM that sports a similar engine, the CF Moto seems a little bigger and has more presence. It definitely is more

comfortable and a lot more suitable for touring. The KTM is a more off-road focussed bike than the CF Moto. The CF Moto 800MT sacrifices some of the off-road focus to be good at everything, rather than focus on one area. If you are the type of rider that specifically seeks out the technical terrain, you'll want a more focussed bike suited to that type of riding. The 450 MT would be perfect in that sort of application.

The success of the 800 MT though, in my mind, is going to be the value proposition compared to other bikes in this segment. The accessories on the CF Moto represents R30k to R50k in value if you had to add it to another standard bike. Taking that into consideration the list price of **R219 900** is a really good proposition. Tell me you are not intrigued.

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Traction Control



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TVS Motorcycles

now available in the Garden Route!

Considering that over 17 million motorcycles were sold in India in 2023, it is no surprise that some of the world's largest motorcycle manufacturers are Indian. They are Hero, Bajaj and TVS. Even though TVS is the smaller of the three, they are by no means also-rans. You may be surprised to learn that the BMW G 310 Series motorcycles are effectively TVS motorcycles dressed up in BMW attire. TVS is a young company that produced their first 50 cc moped in 1980.

Article: Brian Cheyne

Barely two years later, they formed a racing division, and by 2015 TVS was the first Indian manufacturer to enter the Dakar. The next year, they established the first all-woman racing championship in India. All this meant that TVS's focus is "Performance first". Their model line-up in South Africa includes the ubiquitous delivery motorcycles, but for people who are looking for something more sporty, you don't have to look further than their

Apache range of motorcycles. The range-topping Apache 310 RR is a bike that can pass as a downscaled version of a Ducati Panigale. It looks fantastic, and to accentuate the bike's sporty nature, you will notice that even the cylinder head is painted red. Combined with the red frame, you can park this bike amongst superbikes, and it will blend right in. Also, TVS somehow managed to squeeze better performance out of it than you would find on the BMW equivalent. It is shod with Michelin tyres which gives credence to the fact that TVS is serious about their motto of "Performance first". If all out performance is not what you

are after, then TVS have got you covered there as well. If you are just starting your motorcycle journey at the age of 16, the TVS Raider 125 is an affordable motorcycle with excellent build quality. It is a good looking motorcycle with enough poke to do the school run with ease. After that, you can also look at the RTR 200 V. The quality of TVS models are really top notch, and reliability is a given. You don't get to be as successful as TVS with an inferior product.

I was recently invited to the launch of TVS's latest offering namely the Apache RTR 310, and this model bristles with the latest technology.

Hopefully it will also make its way to South Africa soon. Now all I want is for TVS to make an adventure model, then they will have all bases covered!

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Kawasaki

ZX-10

Article: Brian Cheyne

In 1984, Kawasaki introduced the world to the Ninja name for the first time. The model in question was the GPZ900R, and sadly, I am old enough to remember that bike very well. On the other hand, I got to witness motorcycles evolving into the fire breathing monsters they are today.

Riding an endangered species

Today, superbikes all weigh around 200 kg, and push out 200 hp. This, unfortunately grabbed the attention of the people in white coats and clipboards, and these cruise missiles have become the target of some scrutiny. With Euro emission regulations becoming stricter and stricter, the process of homologation becomes harder for manufacturers wanting to introduce new superbikes. We already had our first casualty in the form of the Yamaha R1 that will no longer be produced. I am convinced that other manufacturers will follow the same route in the not too distant future.

Now that I have painted that grim picture, I am happy to announce that Kawasaki still have their evergreen (pun intended) ZX-10R playing in this category. For 2024, they made a few minor improvements and gave it a special anniversary paint job. The ZX-10R is finished in white, blue and the familiar Kawasaki lime green. Even the rims get the lime green treatment, and the overall effect is simply stunning. In keeping with its racing pedigree, Kawasaki have added discreet in- and outlets on the fairing to not only improve aerodynamics, but also to generate some downforce. Between the LED headlamps, there is still a gaping hole, and that is to force-feed the engine with air. This RAM-air system is so effective, that the ZX-10 generates more power the higher the speed goes.



The engine had a few minor tweaks done to it, and is still silky smooth. So smooth, in fact, that at lower speeds, the ZX is quite docile. It almost feels like you are riding a midrange motorcycle. To some, this is a bad thing, but in my opinion, it makes the ZX-10 more approachable. It does not scare you witless if you are trying to negotiate traffic. However, this bike will scare you if you allow the revs to rise above 5000 rpm. After that, it dispenses with all pleasantries and assumes that you have enough power and skill to hold on. With the red-line only starting above 13 000 rpm, you will have plenty of time to consider your life choices. When you awake this beast, it requires your absolute attention, because it is fast. Very fast.

Kawasaki has also updated the instrumentation, and with it you have a mode dedicated to track riding. Kawasaki also provides you with a phone app to record a plethora of information while you are riding. The Kawasaki ZX-10 R is an incredibly demanding bike to ride in normal city traffic, but its

ultimate happy place will be a track. There it will give you nothing but reward. Everything on this bike has been designed to win races, and your comfort is not a top priority.

I am glad I had the opportunity to ride this motorcycle, because whichever way you look at, the 1000 cc superbike is on the endangered species list, so enjoy it while you still can!





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Ultimate Auto Detailing

Article: Burt Geyser

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***Burt Geyser is the owner and hands-on manager of Next Level Customs. All work happens under his watchful eyes. - Ed**



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TVS Apache RTR 310



Late last year, TVS revealed their latest motorcycle to the world, the Apache RTR 310. Not only is this a very important model for the company, but it also brings a host of segment-first features to the market. For those unfamiliar to TVS - they are the third largest Indian motorcycle company, and also the company entrusted with manufacturing the BMW G 310 range of motorcycles. Even though they had very humble beginnings with a small 50

cc moped, their racing pedigree started a mere two years after they made their first motorcycle. The Apache name has been around since 2005 and has become an established brand in its own right. This year TVS sold their 5 millionth Apache branded motorcycle, thus making it the fastest growing brand in the segment. The Apache 310 RR is already available in South Africa and in time the RTR 310 will also be added to the line-

up. The Apache RTR 310 is an aggressively styled naked bike, bearing a strong resemblance to the original Ducati Streetfighter. The engine has a new, lighter piston, which allowed TVS to increase both the power and torque figures. This power is then delivered through a 6-speed gearbox with a bi-directional quickshifter. The quickshifter worked flawlessly and was an absolute delight. TVS also reworked the exhaust to give the bike a deeper growl. The exhaust note and that very slick quickshifter will make you forget that you are on a small capacity motorcycle. The front forks are from KYB and are fully adjustable. The bike rides on Michelin's excellent Road 5 tyres which shows that TVS is serious about making this a sweet handling bike. However, the electronic package is what sets the RTR apart from its competition. With a six-axis IMU and ride-by-wire throttle, TVS could go to town with electronic aids. This little 310 has cruise control, traction control and ABS

which are all controlled and monitored, even if you are leaning into a corner. Even the cruise control will sense when you are leaning into a corner and roll off the throttle for you to have more control in the corners. The bike has five rider modes, and one of them is supermotard mode that switches off the ABS on the rear wheel so that you can really be a hooligan. It has wheelie control, and stoppie control and a host of other rider aids. It even has a function to cool the seat by 15 degrees, or warm it in winter. We rode the bike on a short track, urban roads, highway, and even in Bangkok's city traffic. It coped really well with all conditions, and I was very impressed by the engine's responsiveness. TVS has really knocked it out of the park with the RTR 310. It is a spectacular looking bike that can be enjoyed by experienced and beginner riders alike.

Article:
Brian Cheyne

TVS Apache 310 RR

Article: Johann van Tonder

While the wait is on for the naked version, the TVS Apache 310 RR is the faired alternative already available locally. Built on the foundation of TVS Motor Company's collaboration with BMW Motorrad, the Apache 310 RR draws from the same platform as the BMW G 310 R but establishes its own identity with unique features and enhancements. The Apache 310 RR runs a 312.2cc, liquid-cooled, single-cylinder engine capable of producing 34 PS at 9,700 rpm and 27.3 Nm of torque at 7,700 rpm. Coupled with a six-speed gearbox and a slipper clutch the Apache delivers a thrilling ride with smooth gear transitions. The motorcycle's ride-by-wire system and four riding modes—Urban, Rain, Sport, and Track—cater to a wide range of riding conditions, making it a versatile machine for both daily

commutes and spirited rides. Aesthetically, the Apache 310 RR is a head-turner with its aggressive stance, sharp lines, and full-LED lighting system. The aerodynamic fairing not only enhances its visual appeal but also improves stability at high speeds. The bike's lightweight trellis frame, along with the high-performance KYB suspension setup (USD forks at the front and a monoshock at the rear), ensures exceptional handling and a comfortable ride. Equipped with dual-channel ABS, a bi-directional quickshifter and a fully digital instrument cluster with Bluetooth connectivity, the Apache provides a blend of advanced technology and rider assistance. The instrument cluster offers a wealth of information, from navigation to incoming call alerts, enhancing the riding experience.



In summary, the TVS Apache 310 RR offers an exhilarating ride for enthusiasts and a practical option for everyday riders. It sells from R79 999.



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Honda XL750

TransAlp



Met die Honda TransAlp het ek persoonlik 'n twaalf jaar geskiedenis. Ek het twee van die fietse besit, beide splinternuut gekoop. Tussen die twee fietse het ek meer as 100 000km afgelê, meestal op grondpad (soms selfs met 'n passasier). Ek is ook die eienaar van die 1100 Africa Twin, so ek het 'n redelike agtergrond gehad om te bepaal waar die nuwe TransAlp posisioneer toe ons die nuweling onder hande te neem.

Article: Johann van Tonder

Ons het die nuwe Honda TransAlp in elke denkbare omgewing getoets. grond, teer, tweespoor, snelweë, modder en selfs op 'n renbaan. As daar nou al ooit een fiets was waarmee jy alles kan doen, dan is dit hy die.

Veelsydigheid se snykant is onvermydelik dat jy moet kompromieer op sommige aspekte se spesialis vermoë, maar die TransAlp handhaaf homself goed op elke vlak.

Die nuwe TransAlp, onder andere beskikbaar in die Wit, Rooi en Blou, 'n kopknik aan die TransAlps van die laat tagtigs en negentigs, is weer toegerus met 'n 21"voorwiel wat die pendel-fiets persepsies nek-omdraai en sy avontuur-fiets intensies beklemtoon. Die vorige model, dog besonder vaardig op die grondpaaie, was met sy 19"voorwiel en ontspanne styl meer gemik op die elkedag ryer. Die nuwe TransAlp is 'n perd van 'n heel ander kleur. Toegerus met 'n 750cc parallel-tweesilinder enjin met 'n kort slag, hou die fiets daarvan dat die ryer die toere opjaag. Selfs met die standaard uitlaat is daar 'n lekker aggressiewe grom as die naald die 10 000-toere rooilyn nader en 'n heftige stoot van agter as die volgende rat gehak word. Die fiets wil gery word! Met 90 ponies onder die tenk het die TransAlp 90% van die krag wat die 1100 Africa Twin het, en met 'n 20kg gewigsvoordeel is die krag tot gewig ratio van die TransAlp en die Africa Twin baie naby aan mekaar. Die TransAlp is egter fisies kleiner en voel dus besonder rats, of jy nou deur die verkeer of tussen boompies op 'n sand twee-spoor vleg. Dis presies hoe Honda die definisie van 'n middelgewig avontuurfiets so raakgevat het.

Gooi jy jou been oor die saal is die nuwe instumente paneel wat eerste opval. Die helder skerm laat jou toe om vanuit verskillende vertoon-style te kan kies en selfs die agtergrond kleur kan verstel tussen wit, swart en grys. Jy kan gunsteling inligting voorkeur gee en wat meer is, die verstelling tussen die opsies en rit-modusse geskied deur 'n baie makliker proses as die miljoen knoppies waartussen jy moet navigeer op die Africa Twin. Daar is 5 ritmodusse. Standaard, Sport, Reën, Grondpad en 'n verbruiker-modus wat opgestel kan word na gelang van die ryer se voorkeur. Die eerste vier modusse is voor-opgestel en dis slegs in die laaste modus waar dinge soos vastrapbeheer, enjin-rem / weerstand en versneller sensitiwiteit / reaksie verstel kan word.

Daar is verskeie bykomstighede beskikbaar, ook 'n groter windscherm, maar selfs met die kleiner standaard skerm het ek gevind dat die windbeskerming besonder goed is, soveel so dat ek dit nie sou verander nie. As jy staan is jou liggaam posisie redelik voor en jou uitsig onbelemmer wat jou goeie sig oor en voor die voorwiel gee, perfek vir wanneer tegniese terrein aangepak word en jy jou voorwiel akkuraat moet plaas. Die wringkrag is

beskikbaar vanaf laag in die toere, so stadig oor die klippers is ook maklik, terwyl die vering die stampe en stote gemaklik absorbeer. As jy sit is die sitplek gemaklik en nie te hoog nie. Meeste ryers behoort hul voete op die grond te kan sit en selfs as net een voet daar uit kom is die fiets nie so swaar dat jy geïntimideer voel dat jy sal omval nie.

Die CRF1100 Africa Twin, en veral die Adventure Sport model, is 'n groot fiets wat die myle met minagtig opvreet. Bagasie? Passasier? Kairo toe? Geen probleem! So groot fiets, veral gelaai, kan egter intimiderend wees vir 'n ietwat onervare ryer. Aan die ander kant van die spektrum het Honda die NX500. 'n Klein avontuur-fiets wat hom besonder goed op die grondpaaie laat geld. Dis die perfekte beginner fiets, maar die ryer sal die kleiner enjin se beperkinge ontgroei, en dan is die sprong na die Africa Twin darem baie groot. Die nuwe TransAlp pas perfek in die gaping wat Honda in hul avontuur modelreeks geskort het. Om die waarheid te se, die nuwe TransAlp kan ryers wat hou van die regte tegniese roetes, en wat nie passasiers gaan dra nie, so goed pas dat hulle dalk nooit 'n Africa Twin sal koop nie. Die TransAlp is die goue middeweg. Die fiets wat jou elke dag werk toe sal neem, wat jou adrenalin met die toere nader aan die rooi in die passe sal opjaag en jou dan agterlangs op 'n bokspoor-paadjie sal huistoe neem, als met een tamaai glimlag op jou gesig.

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Eeco shows that #VanLife is in everybody's budget!

Article: Carina van Tonder

You can be small and still have it all. To prove the value and versatility of the Eeco, Suzuki recently embarked on a concept it called #VanLife. With this campaign, the company challenged creative spirits and leisure equipment designers to create a ready-to-live camper van inside the Suzuki Eeco. This campaign saw the effective transformation of a Suzuki Eeco where the designers, with the help of a third party technical supplier, included as many homely comforts as possible. This includes seats, a smart bed that can convert into either a bench, or a single or three-quarter bed, plenty of storage space with large below-floor drawers and even a basin with washing facilities. The two front seats were left untouched. The #VanLife Suzuki Eeco also has a large, collapsible veranda that opens to create shade and shelter across the rear and side of the Eeco, allowing for quick deployment and easy set-up. "For the #VanLife campaign, we were inspired by the social media trend where young and the young-at-heart were converting large panel vans into mobile homes. "Their novel use of space and unique ways of converting a stark panel van into a homely living space drove us to try the same, but with a panel van that is compact and affordable," says Brendon Carpenter of Suzuki SA. Under the skin, the Suzuki Eeco is fitted with the group's tried-and-trusted 1.2

litre K12N petrol engine that delivers 59 kW and 104 Nm to the rear wheels via a five-speed manual transmission. A version of this engine also does duty in the Suzuki Super Carry pickup, which has proven itself over many years in the local market. One could be forgiven for thinking that the low sales price comes at the expense of specifications, but that would be very uncharacteristic for Suzuki. In true Suzuki fashion, the Eeco is fitted with air conditioning, dual front airbags, anti-locking brakes (ABS) with electronic brake-force distribution (EBD), electric stability control (ESP) with traction control (TC) and even ready-to-install wiring for the fitment of a single-DIN radio. Suzuki launched the Eeco just over 12 months ago with a value proposition that was unmatched in the market. This remains the same today, with the Eeco offering a loading bay that measures 1 620 mm in length and 1 300 mm in width, perfect for a standard pallet. And all of this at the price of R212 900. The Eeco also has a load-carrying capacity of 615 kg, so you can safely and legally load a large amount of cargo. Also included are the dual sliding side doors and a large rear door that can open wide for easier loading and offloading.

It's adventuring on a budget, but the memories remain priceless!



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BMW F900 GSA

Die Toer-Enduro

Artikel: Johann van Tonder | Fotos: Andre van Tonder

Toe BMW in 2007 hul F800GS bekend gestel het, was dit 'n baanbreker in die middelgewig avontuur mark. Toentertyd was die norm in die segment 'n enkel silinder 650, terwyl jou tweesilinder opsies iets soos die Honda TransAlp of die pad georiënteerde Suzuki V-Strom was. Die 650 V-Strom was vinnig genoeg en die 700 TransAlp was vermoënd genoeg van die pad af, maar die F800GS het 'n kombinasie van beide gebied, asook 'n meer interaktiewe ry-ervaring, en het die weg gebaan vir middelgewig twee-silinder avontuur fietse.

Sedert daardie dae het baie verander. Meeste 650 enkel-silinder motorfietse het weg geval en 'n hele reeks nuwe modelle het met die F800GS kom meeding. Triumph het die Tiger, 'n lewendige drie-silinder met verslawende klank en versnelling. Honda het die segment leier, die Africa Twin, wat gerat is om van Kaap na Kairo te ry. KTM, Ducati en haas elke ander fabriek het ook nou mee in die segment. BMW moes bybly en die F850GS was die gevolg, maar waar die F800GS in die begin dae amper geen kompetisie gehad het nie, het die F850GS meeding in 'n baie kompeterende mark. Met ander fietse wat veral met laer pryse meeding het, kon die F850GS nie in die selfde getalle as sy voorganger verkoop nie. Dit was dus tyd dat BMW 'n nuwe generasie van die baanbreker bekend stel om hom in lyn te bring met wat die mark bied.

Die aanslag waarmee BMW mee vorendag gekom het, is interessant. Die nuwe F800GS (wat meer pad-georiënteerd is) en die F900GS wat 'n sterk opvolger op die oorspronklike F800GS is, en die GS Adventure, wat hom deesdae meer onderskei as net 'n gewone F900GS met 'n groter brandstoftenk. Die nuwe generasie fietse is indrukwekkend toegerus met spesifikasie en tegnologie. Die motorfiets is sleutelloos en so lank jy die sleutel by jou het kan jy net die aansitter knoppie druk om die uitlaat te hoor brul. Die nuwe skerm begin met indrukwekkende grafika en bied letterlik al die informasie wat jy nodig het, en meer. Daar kan geselekteer word tussen verskillende skerms en van daar kan jy jou vering verstel (ESA: Road / Dynamic), so ook jou ry-modus (Rain / Road / Dynamic / Enduro Pro) en jou telefoon en valhelm met die motorfiets koppel. Rit-rekenaars bied al die inligting, insluitend dinge soos olie temperature en band druk. Verder is daar spoed-beheer, sluitweerremme en glip-beheer (beide kan afgeskakel word) en handvatsel verwarmers. Selfs die middel-staander en enjin beskerming is standaard.

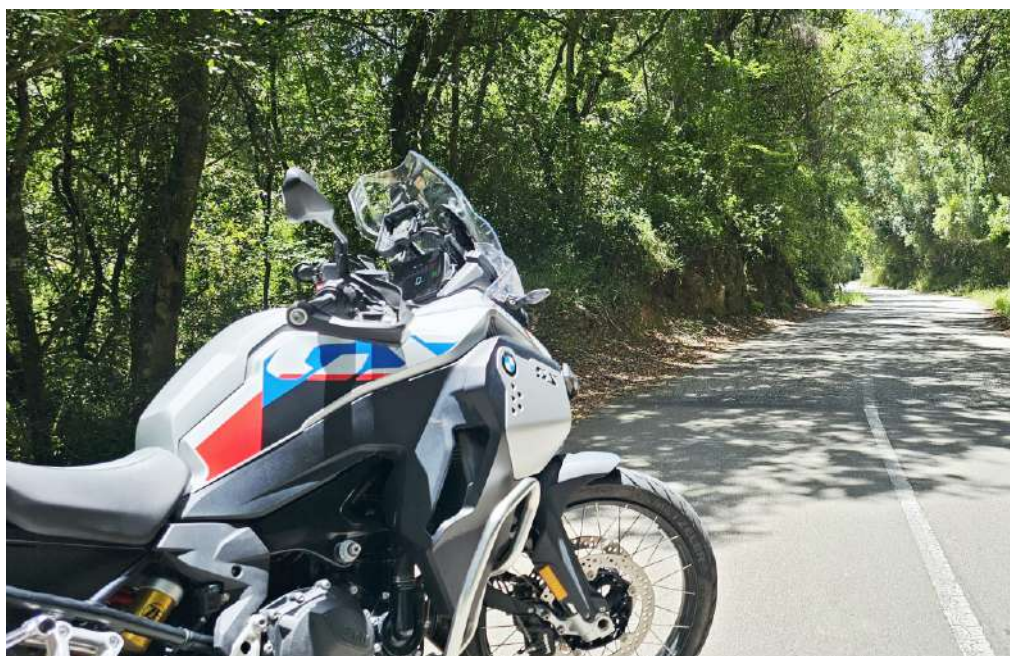
Die F900GS is gebou vir die rowwe paaie, meer so as sy voorganger. Hierdie is die model wat die harte vinniger laat klop met 'n rits verbetering en funksies spesifiek om die grondpad vermoë te optimaliseer. Dis die model wat die eerste F800 se suksesse moet herhaal. Hierdie model verdien sy eie artikel, en dit sal kom, maar ons toets model was die F900 GS Adventure.

Die F900 GS Adventure word beskryf as 'n "Toer-Enduro". Dit is dus steeds 'n vermoënde grondpad fiets, maar die fokus is meer op toer, as op een-spoor bokpaadjies en klippe spring. As sulks is die Adventure oudergewoone toegerus met 'n groter brandstoftenk (23L) vir 'n groter reikwydte en 'n groter, verstelbare windskeerm vir daai lang dae in die saal. LED ligte, kragpunte en handverwarmers is standaard en sou die pad bietjie sleg raak is daar enjin beskerming, ook standaard. Die nuwe enjin is ook groter en meer verfyn, en lewer nou 77kW en 93Nm wringkrag.

Dis 'n groot fiets, maar begin die wiele rol voel die fiets gemaklik, eerder as oordonderend. Kraglewering en hantering is voorspelbaar en boesem onmiddellike vertroue in, veral in die verkeer. Die Dinamiese-modus is heelwat lewendiger en bied 'n meer entoesiastiese rit. Elke ry-modus verandering verander die karakter van die ABS, glip-beheer, versneller-reaksie asook die vering, so rit-modus verstellings is opmerklik verskillend. Op die grondpad, met Enduro Pro geselekteer, was die rit gemaklik ongeag veranderinge in pad oppervlak. Ons pad was harde gekompakteerde grond, met los grond en klippies bo-oor. Die GSA het gemaklik korte mette van die pad gemaak. En dit, is wat 'n GS is. Gelände/Straße. Veld en pad.

Die groot vraag is egter, kompeteer hy in die mark? En wat is sy hoof kompetisie? Sedert Honda die Africa Twin geloods het in 2016 en toe 'n 1100 weergawe in 2020 het hulle groot marktaandeel ingepalm. Honda het, soos BMW, twee weergawes van hul Africa Twin. Die gewone model, soos BMW die GS het, en die Adventure Sport, soos BMW se GSA modelle.

Die F900GSA het die Honda Africa Twin Adventure Sport in sy vissier. En die keer hoef BMW nie met 'n kleiner enjin en groter prys te kompeteer nie. Die vergelyking is nou baie nader. Beide het groot tenks: 23L vs 24,8L op die Honda. Ten spyte van die 200cc verskil is die kraglewering ook naby: 77kW en 93Nm vs Honda se 75kW en 105Nm. So kan jy gewig, grondvryhoogte en al die ander spesifikasies bekyk. En dan die prys. Die Africa Twin Adventure Sport (6-spoed, nie DCT) se lysprys R314 999. Die BMW F900 GSA se prys sonder opsies begin by R248 750. BMW steun nie meer net op die kenteken vir verkope nie. Hulle kompeteer nou met beide produk en prys. Dis goed vir BMW en dis goed vir die verbruiker.





The Time of the Parallel Twin

Article: Johann van Tonder | Photo: Andre van Tonder

"I'm not selling my four-cylinder street fighter to downgrade to a parallel twin that probably rides like a commuter bike." These famous last words launched this whole article.

During 2023 a whole host of new middleweight bikes were introduced into the market. In the Adventure Bike arena, the new Honda TransAlp and Suzuki V-Strom 800 made a welcome debut, both sporting new two-cylinder Parallel twin engines and while parallel twin are perfect in the Adventure Bike application, the same mill is being utilized over several platforms, including the new naked street fighters, the Honda Hornet 750 and the Suzuki GSX 8S. But how do these bikes stand up against the 4-cylinder bikes they replace?

We got our hands on the new Honda Hornet and asked a Street Fighter rider

and owner for a ride-along. The comparison bike was a Suzuki GSR750. This 749cc 16-valve in-line four motorcycle was introduced in 2011 as a middleweight street-bike built with a 2005 GSX-R750 derived engine producing 106hp and 80Nm of torque. The comparison bike has been tuned a bit and also sported a performance exhaust.

Although the bikes aren't an apples and apples comparison, the Suzuki owner is exactly the type of target market for the new bikes. So, how did the Hornet Compare?

Well, the nature of a street fighter is playful, fast and agile with riders who like to do wheelies, stoppies and carve through traffic like a hot knife through butter. In this the Hornet excels. The Honda parallel twin produces 90hp and 75Nm but importantly, the Hornet is

23kg lighter than the Suzuki and due to being a twin, produces its torque much earlier in the rev range giving the rider the bulk of the power right off the bat. On top of that the Hornet's wheelbase is 30mm shorter, making for fast, sharp and precise turn-ins as well as effortless wheelies, kept in check by the host of electronic aids found on the new generation bikes. In addition to the suite of rider modes (Sport, Standard and Rain) accessible on the fly with the flick of a switch, individual characteristics like throttle response, engine braking and traction control can be set to the rider's preference. Honda Selectable Torque Control (HSTC) and Wheelie Control ensures that even the over-enthusiastic riders are kept safe. Even though the torque is available from early in the rev-range, the parallel twin just loves to be wound up, getting

livelier yet when ridden in anger. It is a total surprise and complete turn-around from what you expected if your perception was that parallel twins belonged in commuter bikes. And so, after some time playing and comparing, it was time for a dice. Just a quick 0-100km/h run.

What happened? Scan the QR Code and watch the video...



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DURABILITY MEETS ADVENTURE

Why Turkana 20L & 30L HippoHips™ Saddlebags Reign Supreme



Article: Michnus Olivier

There's a connection between adventure riders and their gear. Adventurous souls and their soft motorcycle luggage share a resilient, adaptable spirit and a thirst for the unknown. Just like these pioneers, the luggage is built to endure unpredictable environments, adapt to various situations, and withstand the rigours of being on the road and outdoors. Both embrace the journey, face challenges head-on, and savour every experience, embodying a lifestyle of freedom, fun, and discovering new horizons.

[CLICK TO FIND OUT MORE](#)



Built Tough for the Rough Stuff

First things first, Turkana's 20L and 30L HippoHips™ Hybrid Saddlebags are designed with the kind of meticulous attention to detail that only true adventurers understand. No other travel activity puts as much strain and demands on luggage than adventure riding. Gear is exposed to years of high UV, rain, mud, sand, wind blast, drops and spills, and abuse. Made to withstand years of the harshest conditions, these bags are crafted from high-durability fabrics that laugh in the face of UV rays, dust, mud, sand and those unforeseen face-in-the-dirt accidents. Whether you're navigating through sandy deserts, dense forests, or navigating Africa or the world, these saddlebags can keep your gear safe and dry without coming apart at the seams or looks like sun-bleached tatter after a year.

Fashionably Functional

While they're not here to win any fashion shows, let's admit it—looking good on the road doesn't hurt. The HippoHips™ Hybrid Saddlebags strike a perfect balance between rugged functionality and sleek aesthetics. They're designed to be workhorses, not show-ponies, but that doesn't mean they don't turn heads and looks stunning on any motorcycle. Think quiet luxury and quality.

UV, Water? Dust? Mud? Bring It On!

One of the standout aspects of the Turkana HippoHips™ Hybrid Saddlebags is they are 100% waterproof and dustproof. The HippoHips™ offers comprehensive impact protection with padded, double-layered fronts and a HDPE impact plate that protects your gear from drops, spills. Made from durable Rhinocote™ fabric. The fabric boast exceptional high tear, wear, and abrasion resistance, ideal for years rugged adventure travel.

Additionally, the removable waterproof inner bags is well thought out detail. Brightly coloured for easy identification, they make packing and unpacking a breeze. Light coloured inside, easily finding your gear in the bag without the usual rummaging around in the dark at a campsite.



Modular Adaptability

The HippoHips™ Hybrid Saddlebags offer remarkable modular benefits, thanks to their versatile MOLLE system and additional pouches. Riders can customise their luggage setup to suit their specific needs and preferences, enhancing both functionality and convenience.

This is not fake MOLLE as many other brands try to portray. The MOLLE system provides a secure attachment point for various pouches and accessories, enabling you to expand storage capacity and organize gear efficiently. Whether you need extra space for tools, first aid kits, or personal items, the modular configuration ensures that everything is easily accessible and well-protected during your adventures.

A Lifetime of Adventures

Quality craftsmanship is the cornerstone of Turkana products, and the HippoHips™ are no exception. Made in South Africa, these saddlebags come with a lifetime warranty, a testament to the brand's confidence in their durability and performance. They also offer an Oh'Buggar gear back-up commitment. When you destroy your bags you can buy new ones from them at a heavily reduced price.

Hybrid Versatility

A unique feather in the HippoHips™ cap is their dual mounting options. Allowing riders to mount them as classic over-the-seat saddlebags or with a quick-release plate mount for those who prefer a swifter setup. Compatible with most adventure, touring, and enduro style motorbikes.

Why Settle for Less?

In a world flooded with cheap, subpar motorcycle gear that falls apart faster than you can say "damn, another flat tyre!" Turkana's HippoHips™ Hybrid saddlebags stand out. They offer superior quality, unmatched durability, and thoughtful design tailored specifically for adventure riders. Their ability to withstand the rigors of intense travel and unpredictable weather makes them an indispensable part of any rider's gear.

Furthermore, the thoughtfulness in their design extends beyond just durability. Small attention to detail for example, they are field repairable and can be fix by riders. The dual mounting system and universal fit, MOLLE attachments and shape comes from the Turkana's team own experiences traveling the world.

For the modern adventurer who have been around the block and knows the importance of using quality gear and refuses to compromise on quality, these saddlebags are an investment in peace of mind and reliability. They are designed to make your journeys smoother, your gear more organized, and your adventures more enjoyable. No more worrying about whether your belongings will make it through the trip unscathed.

Final Thoughts

Don't compromise on quality—your adventures deserve it. So go, be a pioneer, and explore the world like the true adventurer you are.



Ultimate Journey!

"It is, perhaps, not just the journey that counts, but also the road that is travelled. And it's not necessarily the high road or the low road that matters, but rather the story behind the road that's important."

SCAN ME!



Article: Johann van Tonder

Traveling informed can transform a journey, and the experience of said journey. What is for some just a road, might be an adventure and route of discovery if you follow the story behind that route. With this in mind Trailrider Media has set out to find those hidden

gems – the routes less travelled only the locals know about. Places devoid of crowds where you can take your time and drink in the scenery.

For instance, do you know where Toorwater is? Have you discovered Friemersheim's secret? Or the history of Herolds Bay, the ox-wagon N1 and do you know of the Ballot's Bay

treasure? Would you believe us if we told you you probably drove by a beautiful historic bridge across the Malgas, without even knowing it is there?

Head over to our Ultimate Journey page on www.trailridermedia.co.za and read about all the above mentioned places, but more than that, pack your

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De Grootvoël Rally

In die Bikers paradys.

Artikel:
Johann van Tonder

2024 het 'n splinternuwe Rally in die Suid Kaap opgelewer. Die eerste jaarlikse Grootvoël Rally is onlangs by die Kango Bergoord digby Oudtshoorn gehou en dit was 'n reuse sukses. Nagenoeg 1300 mense het deur die hekke gestroom om 'n naweek van musiek, speletjies, kosstalletjies en spoed te geniet.

Die Kango Bergoord is perfek geleë vir 'n geleentheid soos die, vër genoeg van die dorp sodat niemand gepla word deur die geraas nie, en omring deur paaie en roetes wat elke tipe motorfietsryer net van kan droom. Schoemanspoort, Meiringspoort, Roete 62 en verskeie historiese

grondpad passe is padfietsse, toerfietsse en avontuurfietse se kos en vir die regte spoedvrate was daar selfs Saterdag oggend kwartmyl-versnelrenne op die lughawe se aanloopbaan. 20 verskillende kosstalletjies het die hongerpyne weg gehou terwyl lewendige musiek en Brandon Lee van KFM-faam verrigtinge aan die gang gehou het.

Motorfiets ryers en clubs het van so vër as KZN en Gauteng gery om die Rally by te woon. Die Rally se eie "Presidents Cup" op die putt-putt baan het die Club Presidente teen mekaar laat meeding vir 'n prys ter waarde van meer as R10 000. Meer as R100 000 se pryse is ook

in die gelukkige trekkings weg gegee, insluitend twee nuwe motorfietsse. Volgens die organiseerders sal die Grootvoël Rally nie net 'n jaarlikse instelling word nie, daar is heelwat groter planne. Die geleentheid wil oor tyd uitbrei na 'n sogenaamde "Bike Week", wat nie net 'n Rally sal insluit nie maar ook alle motorfiets en motorfiets verwante fabrikate en handelsmerke die geleentheid sal gee om hul produkte hier aan die motorfiets gemeenskap bekend te stel. Stel jou voor jy is in die mark vir 'n avontuur fiets en jy kan 'n BMW GS, Honda Africa Twin of TransAlp, Yamaha T7, Suzuki V-Strom en 'n rits ander avontuur fietse

toetsbestuur, almal agter mekaar in 'n omgewing waarvoor die fietse gemaak is. Of die nuutste padfietsse in die draaie van Schoemanspoort? Daar is tans geen geleentheid in die land wat vir die besoekers so geleentheid bied nie. 'n Week van motorfietsse, toebehore en klere tussen twee naweke van Rally-pret!

Die volgende Grootvoël Rally is reeds in beplanning en sal teen einde November 2025 weer by die Kango Bergoord plaasvind. Dis die nuwe Rally om by te wees – moenie dit mis nie!



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EICMA shows what's coming in 2025!

COMPILED BY JOHANN VAN TONDER

CONCEPT

BMW F450 GS



BMW just released a teaser for an all-new middleweight. The BMW F450 GS isn't quite ready for production, but it doesn't seem to be that far off, either.

The engine is a parallel twin that is supposed to make 48 horsepower. It will come with multiple riding modes and lean angle-sensitive safety electronics, which will be controlled from a TFT dash. That dash will also connect to your phone via Bluetooth. The wheel sizes are 19 inches in front, 17 inches in rear, with cross-spoked (tubeless) rims.

The BMW Concept F 450 GS is equipped with a fully adjustable upside-down fork and a shock absorber with load-dependent damping, drawing on technology from rally and enduro sport. Through the targeted use of lightweight construction and other state-of-the-art solutions, vehicle weight might be close to 175 kg.

This bike might be market-ready in 2026.

UPDATED

Honda NC750X

The Honda NC750X will go into a next generation of production with some minor updates to its electronics and running gear. The fuel-efficient, low-revving parallel twin engine remains largely unchanged but the Dual Clutch Transmission (DCT) option do get a low-speed response upgrade.

Note-worthy updates include a new set of dual disc brakes up front, with 296 mm rotors mated to two-piston callipers. There are new wheels, too. Suspension is unchanged, and so is the rest of the chassis. The NC750X still comes with a forward storage compartment where the fuel tank would be on most motorcycles, with 23-liter capacity, enough room for most moto helmets, or even enough for a weekend of light touring.

There's an all-new LED headlight, and Honda also installed an updated TFT display, with 5-inch screen. The new TFT is controlled through a four-way backlit switch that sits on the left handlebar. It can connect to your phone with the Honda RoadSync system, allowing you to control navigation or music playback and other functions.



NEW

V3 Engine From Honda

Honda had a very busy time at EICMA. One of the most interesting things the Big Red unwrapped was a new V3 engine. Yes, you read that right - a V3 engine, instead of the usual V-twin or V4. Honda displayed this internal combustion engine prototype with the following write-up:

The water-cooled, 75° V3 engine is being newly developed for larger displacement machines and has been designed to be extremely slim and compact. It features the

world's first electrical compressor for motorcycles, which is able to control compression of the intake air irrespective of engine rpm, meaning that high-response torque can be delivered even from lower rpm.

In addition, the electrical compressor allows a high degree of freedom of layout of all components in the limited space available on a motorcycle, and an efficient centralization of mass. It also does not require an inter-



cooler. Those with long memories will remember the last time Honda had a V3 engine for the road – the seminal two-stroke NS400R of the mid-1980s. Now, 40 years later – and in a completely different world – the potential of this new

direction is obvious, with breathtaking possibilities in terms of models to come. Development will continue towards mass production and towards Honda's goal of enabling customers to further experience the unique joy of riding and owning a motorcycle.

EICMA shows what's coming in 2025!

COMPILED BY JOHANN VAN TONDER



KTM 990 Duke R

The new KTM 990 Duke R extends KTM's supernaked series into the parallel twin lineup for 2025.

The LC8c twin engine with 947 cc displacement is tuned-up with a higher rpm limit to make a potential 130 horsepower (up 7 ponies from the base model). KTM updated the brakes to four-piston radial-mount Brembo Stylema calipers up front with a Brembo MCS pump. The front brakes now have 320 mm discs instead of 300 mm discs. Bosch 9.3 MP two-channel ABS comes standard, with a supermoto mode that keeps the front free-wheeling while allowing you to lock up the rear.

The electro-safety features are lean angle-sensitive thanks to a built-in IMU, and the traction control has three levels of sensitivity. Pay for Track mode, and you can fine-tune it even further. The 990 Duke R has KTM's new H88 TFT dashboard and updated switchgear, which is how you manage all the electronics as well as the on-screen nav system and your smartphone connectivity.

The coolest thing about the bike is the model name:
The Punisher!

UPDATED

New Dual Sport: Suzuki DR-Z4S

Suzuki's updated DR-Z4S is replacing the DR-Z400 sporting EFI, ABS, a ride-by-wire throttle and a lot more.



The biggest changes are to the engine, although it is surprisingly similar to the old carbureted DR-Z400 powerplant. The new DRZ-Z4S sees bore and stroke remain

unchanged. The bike still has a five-speed gearbox, but the gear ratios are revised. A slipper clutch comes standard.

However, changes were obviously required to graft an EFI system onto the head, and to update the little 400 to meet the current Euro5+ emissions standard. The

DR-Z4S gets new intake and exhaust ports and changes to the combustion chamber (resulting in a slight drop in compression), a new piston and crankcase that improve mechanical efficiency and new intake and exhaust valves. The new model sees a roughly 2-horsepower drop in muscle, to 37.5 horsepower, with max power hitting at 8,000 rpm, 500 rpm higher than the old 400. The dual sport model weighs a claimed 151 kilos while the supermoto weighs a claimed 154 kilos. Fuel capacity sits at 8.7 liters.

The suspension is from Kayaba. The Dual Sport get 280mm front suspension travel and 296mm in the back, with 300mm of ground clearance. Seat height is 920 mm. The supermoto obviously sits a bit lower, with 260mm of ground clearance. Seat height is 890 mm.

Both machines come with adjustable fork and shock.

The new electronics, including a ride-by-wire throttle, also allowed Suzuki to include three traction control settings and three riding modes, including a Gravel mode. Suzuki's marketing videos show a handlebar-mounted selector for switching between modes. ABS is standard and can be switched on or off. As before, the dual sport version (DR-Z4S) has a 21-18 wheelset, while the DR-Z4SM supermoto has 17-inch wheels front and back. Both machines use tubed tires.

EICMA shows what's coming in 2025!

COMPILED BY JOHANN VAN TONDER

Yamaha Updates Tenere 700 For 2025, With New Rally Model



The T7 is back with a new look, revised chassis and maybe a bit more muscle for 2025! The Yamaha Tenere 700 gets several updates in the chassis department, starting with a new fully-adjustable USD fork with 210 mm of travel. There's also a lowered version of the bike with 190 mm of travel up front and 240 mm of ground clearance. The benefit is that seat height drops from the standard bike's 875 mm to 860 mm. There's also a new shock with progressive linkage attaching it to the swingarm and a remote preload adjuster knob. Travel in back is the same as before, at 200 mm.

There are slight changes to the frame, including beefing up the luggage and exhaust mounting points. An updated seat is supposed to make it easier to shift your weight about while off-roading, and Yamaha revised the 16 liter fuel tank to keep the gas lower and further forward. The footpegs are a bit wider now as well and the bodywork is slightly restyled for 2025.

There are minimal changes to Yamaha's CP2 parallel twin, like a shorter intake which is supposed to boost torque and probably also benefits the bike's emissions testing. There's also a new ride-by-wire throttle which enables Sport riding mode or a softer-edged Explorer mode. Horsepower (73,5) and torque are unchanged.

Yamaha put a new 6.3-inch TFT screen on the bike, mounted in the vertical position. Control of your electronic functions, like the switchable ABS and traction control systems, is done through the dash. There's also a re-designed headlight for 2025. All these changes have added a bit of weight to the T7. The standard bike now weighs 208 kilos.

Yamaha also showed off a new off-road version of this bike, the Tenere 700 Rally. This bike gets fully-adjustable Kayaba suspension with added suspension travel - 230 mm up front and 210 mm in the rear. The seat height comes in at 910 mm and there is increased ground clearance. The Rally sub-model comes with a thick aluminum skidplate, titanium footrests and a high front fender; it's weight fueled-up comes in at 210 kg.

REVISED Yamaha Revises Tracer 9 Series

The Yamaha Tracer 9 series three-cylinder sport tourer is getting new headlights and more for 2025.

On the Tracer 9 GT+, the flagship of this series, the new LED headlight array has a built-in camera sensor that auto-adjusts the shape of your headlight beam to suit your riding conditions.

The Tracer 9 series has an optional Y-AMT auto gearbox, as introduced earlier this year. The standard Tracer 9 and the Tracer 9 GT+ models all come with a new 7-inch TFT dash, and they all have USB charge ports (USB-C for the standard Tracer 9, USB-A for the GT+). They also have storage built-in for your phone. The GT+ also comes with Garmin GPS nav built in, controlled by a joystick on the left-hand switchgear.

The standard Tracer 9 and the GT+ model without the Y-AMT gearbox both have a quickshifter. And all these bikes, including the Y-AMT model, get cruise control and speed limiters and a longer subframe combined with a trimmed-down saddle to make mounting the bike easier, and to give you more room when you're aboard. The GT+ models also get an electrically-adjustable windscreen, Yamaha's electric Smart Key system that combines with central-locking hard bags, and the KYB Actimatic Damper System helping you keep the ride nice and smooth.



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Cape Adventure Bike Challenge!

14 - 16 Maart 2025

Dis weer tyd vir die "CABC", die groot Dubbel-doel Motorfiets saamtrek, oop vir alle fabrikaat motorfietse. Die Cape Adventure Bike Challenge word aangebied deur Honda oor die naweek van 14 – 16 Maart by Rooiberg Lodge in die Klein Karoo.



Die CABC wat sy ontstaan gehad het in die Sederberge in 2009 was voorheen ook in die Suid Kaap streek aangebied en keer terug na die Rooiberg Lodge, na-aan Van Wyksdorp, na die uiters suksesvolle saamtrekke van 2021 en 2022.

Dubbel-doel motorfiets ryers het van heinde en verre op die Klein Karoo toegesak vir 'n heerlike familie naweek en ritte in die tipe terrien wat hierdie ysterperde voor gemaak is.

Daar word slegs voorsiening gemaak vir 100 inskrywings en hierdie jaar sluit die inskrywings alle etes, asook verskillende verblyf opsies in Rooiberg Lodge in. Te danke aan Honda wat die motorfiets gemeenskap ondersteun, is die inskrywingsfooi selfs laer as wat dit in 2022 was!

In 2020 is 'n nuwe formaat aangeneem en die formaat word met elke nuwe geleentheid uitgebrei. Die mikpunt is om jou motorfiets en mederyer deur die roete te kry, net soos dit sal wees op 'n regte avontuur rit. Ook die vaardigheidstoetse is so ontwerp dat dit replikas is van toestande wat jy op 'n rit sal raakloop. Daar is nie



onrelefante truiks soos om oor 'n wipplank te ry of om nie jou voet neer te sit nie. Die fokus is om die avontuur rit suksesvol en veilig te voltooi. Pret is daar ook! Na die vaardigheids uitdagings is daar 'n drom-resies waar motorfietse mekaar die stryd aan sê en twee rondtes rondom 2 dromme voltooi. Hierdie wedrenne is ongelooflik gewild onder die toeskouers! Laastens sal daar ook 'n uitstalling wees van die nutste avontuur fietse, asook vierwiel-motorfietse en sg. side-by-sides en dié sal beskikbaar wees vir toetsritte op daai roetes waarvoor hulle gemaak is.

Rooiberg Lodge in die Klein Karoo is uitstekend geleë sodat enige Dubbel-doel motorfiets entoesias letterlik in enige rigting kan verken na hartelus. Afgesien van al die roetes word daar ook 'n hindernis

roete uitgelê waar die manne en vroue mekaar die stryd kan aansê en toeskouers kan kyk hoe hulle hul vernuf op die motorfietse ten toon stel.

Die CABC is 'n naweek met dae gespandeer op jou motorfiets in die Suid Kaap / Klein Karoo area met sy natuurskoon en verskeidenheid en aande in die geselskap van goeie vriende. Die naweek word afgesluit met 'n reuse Afrika Boma-braai!

Inskrywings word beperk so enige motorfiets ryers wat belangstel moet spoedig gaan loer op www.cabc.co.za en seker maak dat hulle nie die jaar se geleentheid mis nie.



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