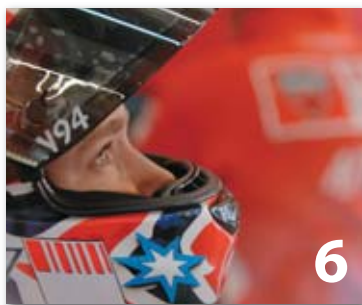




3

Tasty Italian.
We test Benelli's sublime Cafe Racer.



6

Catch me if you can.
Casey Stoner has more than an eye on the
MotoGP crown.



Ducatiisti party hard.
World Ducati Week 2007.



12

Rock on in 2008.
We preview Harley-Davidson's 2008 line-up.



14

25 years in the making.
Erik Buell's dream has come true in the form of
the new 1125R superbike.

Editorial

Erik Buell's story is an example of how someone with vision and a passion for what they do, combined with perseverance, can make it to the top. Casey Stoner is another case in point – he's an ordinary guy with an extraordinary drive to succeed.

That's why I love motorcycling. It brings out the best in people.

Mototorq is now a year old. We've had some great feedback from readers. We've ridden some amazing bikes and made new friends. And now, we're off to the Middle East for six months or so. Watch out for stories on motorcycling in the desert, plus some direct reports from next year's MotoGP!

You'll also be able to see some of our stories in News Ltd's Community newspapers – the first one on the new Buell 1125R appearing this week.

Ride with passion!

Philip

Mototorq

Mototorq is published by:
Mulga Partners Pty Ltd
104 Jarrett St
Wyoming
NSW 2250.

ABN: 90 117 085 211

www.mulga.com.au

All enquiries to the Editor:
Philip Dennett
Phone: 0438 202 138
Email: pdennett@mac.com

All material published in mototorq is
copyright. Articles can be downloaded
and printed for personal use only. All
rights reserved.

Copyright © Mulga Partners Pty Ltd





Tasty Italian

Ninety-four years ago, Antonio (Tonino), Francesco, Giovanni, Giuseppe, Filippo and Domenico Benelli started a small repair business in Pesaro on the Adriatic Coast. By the mid 1930s, Benelli was one of the top 5 Italian motorcycle manufacturers – and the Italians were the best in the world.

Tonino was the racer of the family, gaining many successes on Benelli machines until a bad crash in 1932 ended his career. If Tonino was alive today I am sure he would heartily approve of Benelli's Cafe Racer 1130. Steeped in racing heritage, it is nonetheless, a well mannered machine with extraordinary power lurking under the seat.

Control

Some writers have described it as aggressive, but I was surprised at how manageable the 1130 was. It is probably the first bike I've ridden that I immediately felt part of the machine on. It simultaneously offers riding comfort and extreme performance thanks to its higher and more protective windscreen for greater aerodynamic protection, lower clip-on handlebars in aluminium alloy, single seat bellypan and racing style tailpiece.

The throb of the 3 cylinder, 4 stroke engine reminded me of a Porsche 911 with performance to match (well, in reality, exceed!). Hurling away from the lights, I was doing 100kmh plus before I could blink, yet the bike always felt under control with more power in reserve. For even

more control, you can modify motor function by simply pressing a lighted button on the dash support. The engine control unit can be switched between free power and controlled power for better control of the motorcycle in poor traction conditions. This also guarantees a decrease in fuel consumption of 10-20% depending on driving style and on the road.

Power management

The free power configuration makes it possible to fully enjoy the torque features and motor power, while the controlled power configuration makes it possible to enjoy using the bike easily in the city, even on asphalt with poor traction, either alone or with a passenger, without stress. Road holding is superb thanks to the Marzocchi "upside down" forks which are completely adjustable in compression, extension and spring preload, with a hardened surface to improve the sliding qualities which contribute to making the road holding solid and precise.



Rear suspension is courtesy of an ASD steel tube trellis swingarm with a single shock absorber with spring pre-load adjustment.

In a quest for lightness and performance, the Café Racer's designers opted for Marchesini rims in forged and machined aluminium alloy and a Brembo braking system which mounts a 4 piston radial caliper and a 320 mm diameter double disk at the front.

Freedom

Hunkered down behind the insect-like light and screen assembly the riding position is not only comfortable but the wind rushes past without stopping to slap you around the ears and the stylish bar-end mirrors provide a clear view behind without having to move your head.

Deposited on a twisty country road the Benelli was very sure-footed, even over frequent rough patches, and the six-speed box was purposeful requiring only a light touch of the clutch to ensure you arrived at the next corner ready to pounce.

Verdict

If you regularly take 45kmh advisory corners at 120kmh plus – you need this bike. If you regularly take 45kmh advisory corners at 80kmh plus – you'll want this bike. If you want the performance of an R1, but the comfort of a sports-tourer – you'll both need and want this bike!

The TNT Café Racer is the result of a perfect blend of style and technology, a true riders' bike. Uniquely Italian.

Thanks to Phil Mellis at Central Coast Motorcycles (02 4324 3355) for the test bike.

