

MOTOZ TRACTIONATOR ENDURO TYRES

DISTRIBUTOR: MOTOZ (02) 9905 5155

To the casual observer, off-road tyres haven't changed a great deal in appearance over the last couple of decades. However, one new brand has visually stood out from the rubber crowd with a unique take on tread pattern and design. Designed here in Australia, Motoz produces a range of four different styles, covering everything from desert racing to grasstrack. But do the newcomers just have a different take on knobbies or does their design make a difference out on the trails? Deputy editor Wildy ran a set on the recent ADB Seven Deadly Sins tour and, after canvassing opinions from those in the know, came back with this:

WE LIKED

Durability: After 1400km, the front looked hardly touched, and the rear had another day left in it. As they're no cheaper than the better-known rivals, the mileage equation is very important.

Rear grip: Aided by the smooth power of the KTM 250EXC-F, the rear dug in well, be it on dusty smooth climbs or sharp-edged descents.

Puncture resistance: Even running on the very worn rear, the resistance to flats on the jagged and flint-rock sections made for continued riding fun.

Class-wins: Motoz backed up the PR claims with a class-win at Finke. More than 10 per cent of the 470-odd riders chose the brand.

WE DIDN'T LIKE

Front profile: It seems you'll either get on with front's tread pattern, or not. At my level of riding, I had no real problems and felt confident to push hard. Racers, however, seem to have mixed reactions to them. It's a kind of love-them-or-hate-them thing.

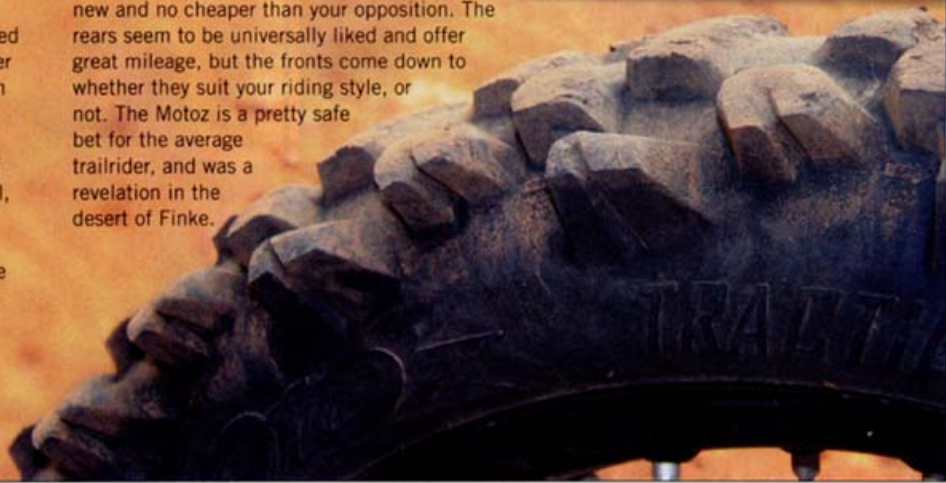
Fitment: According to those that have tried, fitting one of these rears to a 19-inch rim requires arms the size of tree-trunks, and hands of steel. This is due to the thick sidewall construction and the company is currently looking into changes that will allow easier fitting.

VERDICT

It's often hard to make an impact when you're new and no cheaper than your opposition. The rears seem to be universally liked and offer great mileage, but the fronts come down to whether they suit your riding style, or not. The Motoz is a pretty safe bet for the average trailrider, and was a revelation in the desert of Finke.



\$89 Front
\$130 Rear



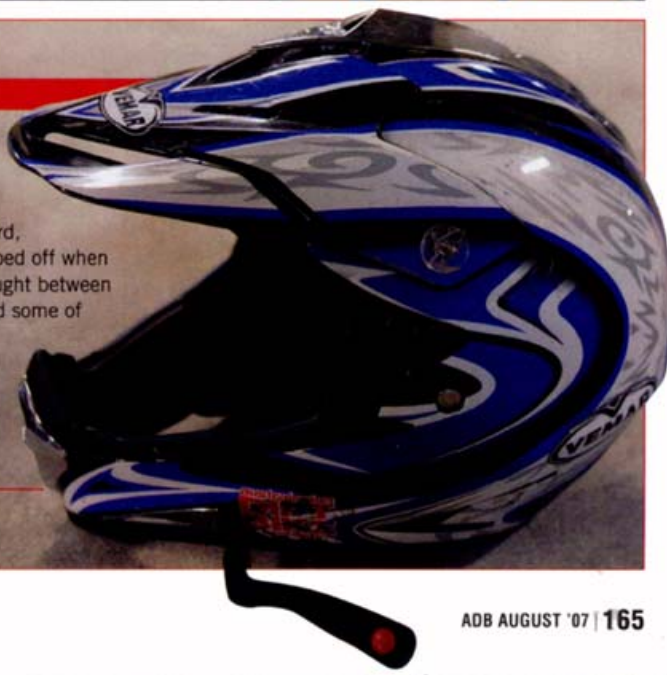
WE'RE STILL USING...

VEMAR VRX7 HELMET

As a bunch of rockstar-type journalists, it's all about wearing the latest and greatest gear, and it's rare we sport the same product for more than six months. Generally speaking, we have either worn it out, broken it, got bored with it, or something brighter and shinier has come along. But that's what makes the Vemar VRX7 helmet special. We've worn it constantly for over a year in all sorts of weather and conditions, and the little Italian number keeps thriving. It fits like a glove, and the liner has survived countless washes. The custom-like paint job looks almost as

good now as it did when we first pulled it out of the box.

We cut off the vision-blocking rubber nose-guard, the top visor screw snapped off when a scrubby branch got caught between the visor and helmet, and some of the chrome bits are starting to flake, but apart from that, it's still going strong. We reckon it's got a fair bit of life left in it yet...



\$399.95

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