

Motoz Tyres

by Gary Franks and Grant Wilson

Yes I know, you've never heard of them right? Neither had we, but the unique knobby design and pattern caught our attention and had everyone asking "what tyres are those?"



Motoz is an Australian company that have their tyres manufactured in Thailand in a privately owned factory that has been making motorcycle tyres for over 40 years. Motoz are the

only offroad tyres made in the factory though.

The tyre designers and developers are dirt bike enthusiasts who have made it their life's work to make tyres that really perform and give long wear. They are of the opinion that offroad tyres have not changed a lot in the last 20 to 30 years and they have completely changed the design and thinking behind how the tyre provides traction and come up with a concept they call the "Terrapactor" (terrain compactor), which uses the tread block design and placement to help compact, compress or wedge the terrain creating extra traction, drive and lift. If you read their website, it gets quite technical - www.motoz.com.au

They are designed for and tested in Australia which offers extremely varied and rugged terrain which quite closely resembles ours here in SA, so the tyres should suit our purposes well.

A number of things make Motoz tyres different, and one of them is that the rubber used in all Motoz tyres is natural rubber rather than synthetic. Being more expensive

than synthetic, this is apparently usually reserved for factory sponsored teams.

As they say, the proof is in the pudding so down to the test. First off it was quite noticeable that the tyres were easier to fit than other tyres - getting them onto the rim was less toil and we were done with that quicker than normal - we were not aware at the time that they were actually designed to be easier to fit.

We were given a set of tyres to test, but the rear was a 19", so it went onto our long term test Yamaha YZ250F and would mean this would be a test on an MX track. With the dry and hot conditions we have had in Gauteng of late, none of the tracks would offer great conditions and would be really slippery, so this was going to seriously challenge any tyre! Motoz make different tyres for different applications and we had the "Tractionator X-Circuit" front, which is a bit of an all-round tyre and is reversible. Fit it the one way for loose pack and the other for tight pack. As it turned out, we fitted it in the tight pack direction - the wrong way for the test conditions! The rear tyre was the "Tracula", designed for more bite in natural terrain, grass tracks, loose soil and sandy loam conditions - also not quite the right conditions for the specific tyre we had.

Nevertheless, after a few cautious laps to scrub the tyres in a bit, we tried picking up the pace a bit. The loose slippery surface was a problem for the front tyre, but that was our fault for having fitted it the wrong way for the test conditions, so we will try it the other way and report back on that next issue.

The back tyre was a pleasure and really hooked up well - we would say noticeably better than the stock tyre we had taken off the Yamaha. As long as we could get the front to bite, we could get on the gas and the back would hold its line and provide very good drive. We found the stony/rocky track surface at Daytona to be very abrasive and after just 25 laps the wear was starting to show on the rear tyre. We're going to look for more suitable track conditions for the test tyres and report back on how they go next month.

The tyres should retail at very competitive prices. For Dealer enquiries or more information, contact Dylan from Centaur Imports on 072 144-7190 or visit www.motoz.co.za

Quality construction:	★★★★★	Performance:	★★★★☆
Value for money:	★★★★☆	Availability:	★★★★☆
Easy of installation:	★★★★★	Overall:	★★★★★

enduro world

Timberland 400



BY GARY FRANKS

Third spot was filled by Wynand Kleynhans 7 minutes later on his ORD Honda, 4th was Wade Blaauw (ORD Honda) and 5th was Clayton Enslin (Natro Freight Motorite/Indy Oil Shimwells Yamaha). The quads? Mr Brian Baragwanath on his HST USA 450 machine is in a league of his own, 6 hours 59 minutes and 41 seconds for 417 kms, twenty minutes and twenty seconds ahead of his nearest rival Hendrik Potgieter on his Absa Can-Am. 3rd place was Leander Pienaar (Absa Can-Am), 4th Carl



Wichmann (Absa Can-Am) and 5th Vincent Loubser (Team Yamaha).

Full results for National, Regional and Club classes are available on the SCMSC website at

www.scmsc.co.za. SCMSC would like to thank the race sponsors, Enduro World Magazine and BMS Estate Agents for their generous contribution to the event, the people of Baynesfield for their hospitality and use of their land, the Spar Group, Shield Chemicals, Time Freight, ABI, Cranes Africa and RBS Yamaha for their contribution, WFO and South Coast Cadets for their assistance, Zululand Marshals Association for their hard work, families and friends and most of all, the riders who took part and made this event the best offroad race.....ever!

RESULTS

OVERALL 1. Riaan van Niekerk 2. Gray Dick 3. Wynand Kleynhans

OPEN 1. Gray Dick 2. Wynand Kleynhans 3. Wade Blaauw

250CC 1. Clynt Lund 2. Theo Potgieter 3. Deon Enslin

200CC 1. Riaan van Niekerk 2. Brett Lewis 3. Lanie van der Walt

125CC 1. Ruan Roberts 2. Brandon Bouwer 3. Charan Moore

SENIORS 1. Brian Baker 2. Dudley Smith 3. Wayne Farmer

MASTERS 1. Henk Leenstra 2. Charles Crossley 3. Ian Rindel

SILVER 1. James Beeslaar 2. Wynand Gloy 3. John Pereira

CLUB OVERALL 1. Shannon van den Heever 2. Dean Searle 3. Baron O'Hagan

