

REVIEWS: Kawasaki & Triumph



REVIEW BY HEIN JONKER

I had this bike for a weekend just to find out what the Japs have been up to from the previous model and I must say ... A LOT! To name a few; an extensive overhaul by Kawasaki on weight shaving, improving mass centralization, refining engine and chassis behavior, adding a revolutionary front fork design; the new leaner, more precise Ninja ZX-6R delivers the elusive calm and confident handling that any motorcycle buyer would need. A new leaner physique with a major reduction in weight and improved power delivery offer more precise control, lighter handling and better acceleration.

The rear sub-frame is narrower, making it easier to reach the ground and the front of the seat is narrower and seat height is approximately 5mm lower, for a slimmer riding position and a shorter reach to the ground. Smooth gear shifting, riding position

and comfort were some of the main points I truly enjoyed as a rider measuring 6'2" out my boots. Slim, waist on fuel tank makes it easy for the rider to grip the tank with his knees or to hang off in turns and front to back, the new seat is shorter, allowing the rider to shift his body further back on the rear seat step, helping to reduce rider fatigue.

Like any 600 getting the most out of it means you have to ride it right throughout the rev range, meaning; don't change gears until you get past the 10,000rpm better still, why not re-line before you change ... Wild, very enjoyable. NICE!! There is simply not enough space here to finish my story but the bottom line is; If you still have an '07-08 ZX, you might want to trade it in. If you have another brand's 600cc sportbike, keep an eye on your mirrors because Kawasaki has done some amazing stuff to this bike that'll crack your mirrors in passing.

PRICE: R119 995.00 - Incl. 14% VAT

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**EAST
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Kawasaki



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Most times reviewing a bike is a pleasure and sometimes I get to ride something I really enjoy. That was my experience with the Triumph Rocket III Touring.

There's no hiding that great big lump of an engine. At 2,294 cc, the in-line three-cylinder powerplant dominates the Rocket III Touring in every respect. Polished chrome exhaust headers contrast with flat black cylinder fins on the bike's right side, drawing attention to the massive block.

The Rocket III Touring produces 106 hp @ 5,400 rpm and 208 Nm of torque @ 2,025 rpm. All that torque available at such low rpm means that you can shift into higher gears (5 in total) and stay there without sacrificing responsiveness. Even in 5th gear, the engine pulls like a locomotive from 60 km/h up. Smooth cruising is available at almost any speed, right up to extra-legal.

Having all that power on tap is incredibly alluring, especially the low-end grunt. Whacking that throttle and feeling 2.3 liters come to life gets the blood rushing, and the exhaust's bass notes hit the gut like a body shot. Any muscle car fan will understand the appeal. The Rocket III Touring isn't the fastest bike on the road, nor the most powerful, but it doesn't matter -- the appeal matches the statement. That big engine delivers as advertised.

The "Touring" part of the equation seems to be in place as well. My wife praised the pillion comfort and position. I don't like a lot of gadgets and extras on a touring bike -- a radio, GPS navigation, airbag, etc. are wasted on me. Heated grips? I'd rather wear good gloves.

If you choose a Rocket III Touring, you'll find yourself looking at the horizon as an invitation -- and you'll want to get there quickly. Just remember to check that ignition key position every time you park, or you'll be sitting at the horizon a lot longer than you wanted to.

PRICE: R170 000.00 (Demo) - Incl. 14% VAT
R194 500.00 (New) - Incl. 14% VAT

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