

TESTED: ROYAL ENFIELD HIMALAYAN ABS AFFORDABLE ADVENTURING

new zealand **bikerider** magazine

NZ'S LEADING ROAD BIKE MAGAZINE



WIN!
SENA 10S
INTERCOM
SYSTEM
See inside for details

TRIUMPH SPEED TWIN 1200

MODERN ICON

LOOKS GOOD, GOES GREAT, SOUNDS THE BUSINESS!

TESTED

YAMAHA MT-07 LAMS

YOU'D NEVER KNOW IF THEY
DIDN'T TELL YOU



NZ \$10.45 inc. GST

ISSN 1175-5563



DECEMBER 2019 / ISSUE #186



**WOMAN RIDERS
WORLD RELAY**

DOING IT FOR THEMSELVES

GLEMSECK 101

CUSTOM NIRVANA

**MOTORCYCLES AS
MEDICINE**

ADDRESSING THE BLACKNESS

LAUNCH REPORT



HARLEY-DAVIDSON

LOW RIDER S

DYNA STYLE IN A SOFTAIL PACKAGE



COLD KIWI • SINFUL CUSTOMS • TRANSPORT WORLD • DARIEN GAP • BRUCE ANSTEY

A full-page photograph of a rider on a Royal Enfield Himalayan motorcycle. The rider is wearing a black protective suit, a black helmet with red and white accents, and goggles. The motorcycle is a dual-sport model with a large headlight, a clear wind deflector, and a knobby tire on the front. A silver and black pannier is attached to the rear. The background is a dense forest with green and yellow foliage, suggesting an off-road environment.

ROYAL ENFIELD

ROYALENFIELD.COM.AU

HIMALAYAN
BUILT FOR ALL ROADS.
BUILT FOR NO ROADS.



GLEMSECK 101

CUSTOM MANIA

Words & Photos: Uli Cloesen

The city of Stuttgart in South-West Germany is sometimes referred to as the “cradle of motoring” and considered the starting point of the worldwide automobile industry. Not only is Mercedes Benz based there, but it is also the home of Porsche, the automotive parts giants Bosch and piston builder Mahle. ➤



Trellis frame..?



Nice paintwork!



Naturally, such a location can also look back to its own historic "Solitude" race track at the outskirts of Stuttgart. The former 22.3km mountain course (named after a castle in the area) dates back to 1903 and served initially only motorcycle events, with car racing introduced later. Between 1935-37, the track was shortened to 11.5km. Racing resumed in 1949, with its peak in 1954, when Geoff Duke won the 500cc race at the German GP on his Gilera Four, with NZ's own Rod Coleman (RIP) coming 2nd on the AJS 7R3 in the 350cc class.

This event attracted 500,000 spectators, a world record attendance for a one-day motorsport event, that stands to this very day. 1964 marked the last motorcycle GP on the Solitude track, which was then deemed too dangerous for the ever-increasing speeds that cars and bikes could produce. It then became a public road after its demise.

Fast forward to 2005, when local man Joerg Litzenburger initiated the first 'Glemseck 101' motorcycle gathering near Leonberg, named after the Hotel Glemseck next to the legendary former starting grid of the Solitude racecourse. Joerg was driven by the spirit of simply having pure fun on bikes, like in the sixties when café racers came out of England. Since then, it has become the largest outdoor motorcycle event in Germany and a premier meeting place for international bike customisers, and described by many as Europe's best melting pot for lovers of the café racer culture.

EVERYTHING BIKES

The format now consists of organised ride-outs, a dealer mile, camping grounds, live rockabilly music, major manufacturers and custom shop bike presentations, motorcycle celebrities, a stage programme, and since 2009, the 1/8th-mile sprints on the home stretch of the Solitude track. In 2011, the introduction of the International Café Racer Sprint class for bike professionals added even more to the event's appeal. Today, up to 150 contestants race on the Saturday and Sunday of Glemseck 101, competing in different classes dependant on construction and brand. The organisers select contestants as well as motorcycles, regarding their quality, uniqueness and implementation of their construction.

Luck had it that personal travel through Germany coincided with Round 14 of the Glemseck 101, which took place from Friday night, August 30 to Sunday, September 1. A glorious 31-degrees on Saturday provided the backdrop for a perfect fuel-filled day. On top of this, the entry into Glemseck 101 is free! There are also no parking fees if arriving by motorcycle. When arriving by tube and bus, it requires a 15-minute walk through a forest to get to the site, which presents itself like an upturned letter T. Turning left was the way towards the 1/8th mile sprint area, with a grandstand housing 1000 spectators, while turning right was one of the dealer miles, with all major manufacturers and custom shops present.

First up was the Triumph stand with its latest range of bikes, including some café'd specials, but also showing the company's newest 2500cc Rocket III behemoths, on display for the first time in Germany. A demo run down the 1/8th-mile sprint track later in the day showed one of the new Rocket III bikes in action. Indian motorcycles presented themselves just around the corner with flat track bikes and FTR1200 customs, to also be in the mix for the day.

BMW Motorrad wowed with its Concept R18 cruiser on display, flanked by BMW's commissioned R18-engined specials from the Japanese Custom Works ZON team and Alan Stulberg's Austin, Texas-based workshop's Birdcage BMW special. The latter was started up momentarily near the racetrack in the afternoon, with a hell of a soundtrack, to the applause of the audience. Every meter down the mile surprised with yet another shop or spectator special parked along the roadside, be they BMW or any other kind of Japanese or European specials in the mix. Close to the rockabilly live band stage, a set of Zuendapp mopeds just stood like living artwork on the footpath, encapsulating perfectly the whole relaxed, creative spirit of the event.

A few meters away, MotoGP legend Randy Mamola was talking to a bunch of people

"The BMW Motorrad Sprint involved mainly BMW R9T based machinery, with veteran American BMW racer Nate Kern in the mix..."

at a stall. Indian Motorcycle partnered with him and Workhorse Speed Shop to compete on an Indian Scout bobber drag bike, called 'Appaloosa' in the afternoon's 1/8th mile Sultan of Sprint races. Randy later missed a gear at the start and lost his first race against his blower-powered Harley rival.

Stefan Bronold Jnr. from his German shop Radical Guzzi had several Moto Guzzi café racers on display, fitted with the mighty 1400cc mill, which normally serves in Mandello del Lario's cruiser range. The Petrolettes female Wrench Off teams displayed their wares at the Royal Enfield stand. The tents from German BMW customiser, Rolf Reick's Krautmotors and custom builder veterans Wrenchmonkees from Copenhagen, Denmark had apparel and custom bikes to google over, while down the road Honda and Yamaha displayed some CB1000 and MT/XSR700 specials respectively. Even a team from Russia had their Ural 650 based ice racer called Puncher CR on show, a bike which broke a

record in its class at the Bonneville Salt Flats in Utah in 2018.

The 1/8th-mile sprints in the afternoon were based at the starting and finishing straight of the former Solitude race track, on which an acceleration sprint took place over the 1/8th-mile distance – roughly 200 meters. Two riders each competed in a knockout system. The respective starts were launched by a Flag Girl with a chequered flag. Whoever crossed the finish line first won and advanced to the next round. There was no signal light or light barrier at the finish line and no time measurement; it was pure old school 1/8th-mile racing.

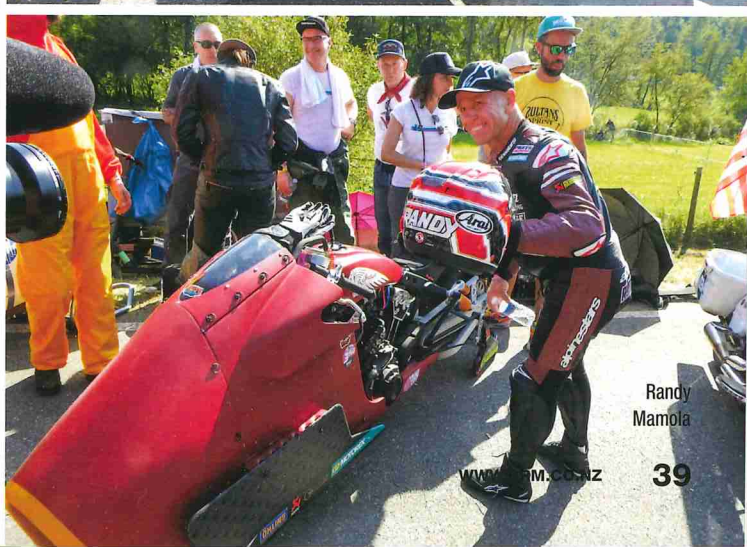
The programme kicked off with two Triumph Speed Twins competing against each other, followed by the Indian Sprint, involving four FTR1200's in anger. The Triumph Sprint was moderated by guest commentator Mark Wilsmore from London's Ace Café, where eight Triumph custom bikes battled it out against each other. Amongst the Triumph

competitors was customiser Mr Martini from Verona in Italy. The BMW Motorrad Sprint involved mainly BMW R9T based machinery, with veteran American BMW racer Nate Kern in the mix, sponsored by German BMW accessories specialist Wunderlich. After his races, Nate commented very favourably about the Glemseck 101, stating it was a most enjoyable event, very relaxed, no fights and great beer!

The MO Classic Racer Sprint featured bikes from done up old Hondas to Suzuki's 750 Kettle competing, including Isle of Man TT rider Conor Cummins, the latter which also competed in the Honda Sprint on a CB1000R against rival Alex Polita. The Sultans of Sprint – Freak and Factory Class, also featuring Randy Mamola, was probably the most colourful sprint event of the day, where riders didn't take themselves too seriously, all entering the arena dressed up in fancy costumes, that is until they got to the starting grid.

Finally, by about 6pm, the Starr Wars sprint, which established itself at Glemseck 101 over the past five years, was the last event of the day, held on motorcycles whose rigid frame construction can be traced directly back to the early days of motorcycle development. ■■■

“A set of Zuendapp mopeds just stood like living artwork on the footpath, encapsulating perfectly the whole relaxed, creative spirit of the event.”



Randy Mamola