

# I'LL BE BACK... FOR MORE!

You'll have to forgive me for the lame reference in the title, but really, it's a given when talking about something with a name like "Tractionator". Besides, awful puns and references, adding an -ator to the end of your name means you give people preconceived notions about your product (which is not necessarily a bad thing). Sometimes, it can almost be a copout, like calling your product the "Extreme [insert product here]". Upon hearing its name, the first thing I thought was, "It better give me a lot of traction!" All those things meant it had a lot to live up to. Replacing the Metzeler 6 Days Extreme rubber on the WR250F,

which was set to play chase to a KTM 300 EXC and Suzuki RMX 450 for the day, the tyres had their work cut out for them. The first test would take place in the wet, narrow and extremely slick trails of Whangamata, so Motoz's claim that "if the terrain is varied with a lot of tight single trails and likely to be wet, loose and varied through all extremes, [then] 'Tractionator' Enduro is a wise choice" was going to be put to the test.

Luckily, it passed that test. Despite the slickness of the clay and the WR revving its way to the moon, the rear wheel kept driving the bike wherever it was pointed - no matter how steep, tight or rutted it got. That's all well and good

but it makes no difference if the front wheel isn't staying where it's meant to be. That's where "Tractionator" really proved itself. The tyres excelled on the tight trails where a bike needs to change direction quickly.

What gives the tyres these qualities? The main difference between the Motoz tyres and the rest is somewhat obvious. Normally, tread blocks are arranged to throw the terrain out the back. And, in several cases, conventional tread block placement helps guide the terrain under the centre of the tyre before throwing it out the back. This is a good concept for boat propellers or trench diggers but not the best solution for motorcycle tyres that need to engage the terrain to create traction. Motoz' tread block design and placement helps compact, compress or wedge the terrain creating extra traction, drive and lift. This unique concept

- dubbed "Terrapactor" - combined with the superior choice of rubber also works to lessen the impact on the terrain while still providing maximum traction.

"Bikes have changed a lot in the last 20-30 years but off-road tyres have not," say Motoz's designers. Becoming frustrated with not being able to get tyres that perform and give long wear mileage they went out and did something about it. The designers at Motoz also happen to be the test riders, too. The result of that passion and R&D are the new Motoz range of specialized enduro, desert and motocross tyres that bring something new to the off-road rubber market.

Over the next few issues we'll report as to how these tyres are holding up after various DRD test pilots have used them in different terrains. **Callum DRD**



## HASTA LA VISTA, BABY

Motoz Tractionator Enduro  
S/T (as tested)

- Front: 80/100-21"  
RRP \$94.99
- Rear: 110/100-18"  
RRP \$104.95

Distribution: Motoz Tyres are  
distributed by 454 Unlimited

Motoz dealers: For a  
Motoz dealer please go to:  
[www.motoz.co.nz](http://www.motoz.co.nz)