

CCM

R30



Take a closer look at
CCM's first dedicated
all road Supermoto!

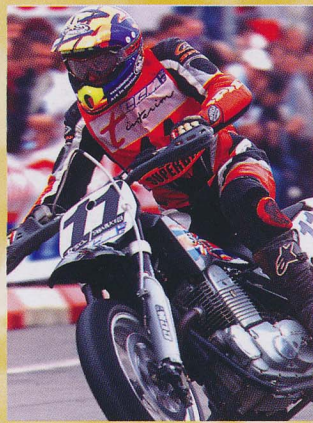
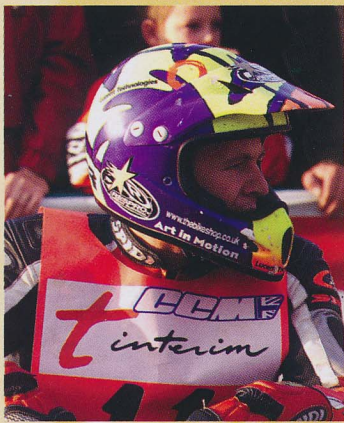
Guide to Supermoto

Supermoto

What's all that about?

Quite simply it's the fastest growing sector of the UK's 2 wheel market.

On the continent of Europe Supermoto is as big as Motorcycle Grand Prix racing – with crowds of 30,000 showing up for race meetings in France and Germany, and the top European riders enjoying the same sort of profile as football stars and Formula 1 drivers.



Why all the fuss?

Because it's such great fun – for the spectators and the riders too.

Imagine taking a single cylinder off-road bike and tuning it for all its worth, putting sticky rubber front and back – on super wide rimmed 17" alloys - and giving it all you've got on a track that's part road circuit, part dirt, probably has a couple of jumps in it – and whatever else is around at the time! The size, weight and handling characteristics of Supermoto machines mean the riders can throw them round – on virtually any surface – without running the risks of parting company that you'd expect from a sports bike.

Watching the riders stunt – during and after the races – you'll get some idea of just how much fun these bikes can be – and why they're so popular!



Where did Supermoto start?

As ever with these, the origins of Supermoto – or Supermotard as it's sometimes known on the continent – are a bit hazy. Some people will tell you that it came out of the good ole US of A in the 1970's. A hybrid half-tarmac, half-dirt course was created for a championship designed to show who the greatest motorcyclist in the world was – a format called "Superbikers".

The format ran until the mid 80's when TV pulled the plugs on its coverage in The States – but fortunately interest then picked up in France – and they moved it along to the format we know and love today. They call their version of dirt bikes burning rubber on pavements "Super Motorbikes" or, as we say in French, "Supermotard"!

So I've got to go to France to see it?

Not at all. Sure, the biggest series and events are on the Continent – including the biggest of them all the Guidon D'or ("The Golden Handlebars" to you and me) held in Paris every year.

Here in the UK, NORA (National Off-road Racing Association) is promoting Supermoto races all over the country – and you owe it to yourself to go and check it out. CCM sponsor riders in the UK championship – and, as you'll read in Chris Walker's article – we've just stuck our toes into the European pond!

Alternatively, if you want to see just how much fun you can have by doing it yourself – book yourself on a CCM Track Day – there's more details in this leaflet – or thrash along to the CCM website and get yourself booked in!

How do I find out more about Supermoto?

A great place to start is the CCM website (www.ccm-motorcycles.com), where you'll find the latest news from around the industry as well as links to many of the major Supermoto sites. If you can't get onto the web then there's coverage on the Eurosport channel on satellite /cable TV, or contact NORA or The New Era Motorcycle Club.

FIND OUT MORE AT WWW.CCM-MOTORCYCLES.COM

Chris Walker Rides

After the disappointing year I'd had in 500GP's, the chance of getting out to Mettet in Belgium and competing on a Factory CCM R30 – against a load of other riders including superstars and ex World Champion Supermoto riders – was too good to turn down.

There were a couple of problems though – firstly I was in the final stages of negotiating my World Superbike ride for Kawasaki – and secondly, I'd never ridden a CCM R30 – or any Supermoto come to that – in my life.

A quick call to Kawasaki HQ in Germany got me their approval. One down and one to go!

So, it was off to Three Sisters test track – where CCM run some of their Track Days – to see what I was letting myself in for.

A wet and windy Thursday in Wigan is hardly the most glamorous way to get to grips with a new bike – but after about 30 minutes on the CCM R30 I was sold.

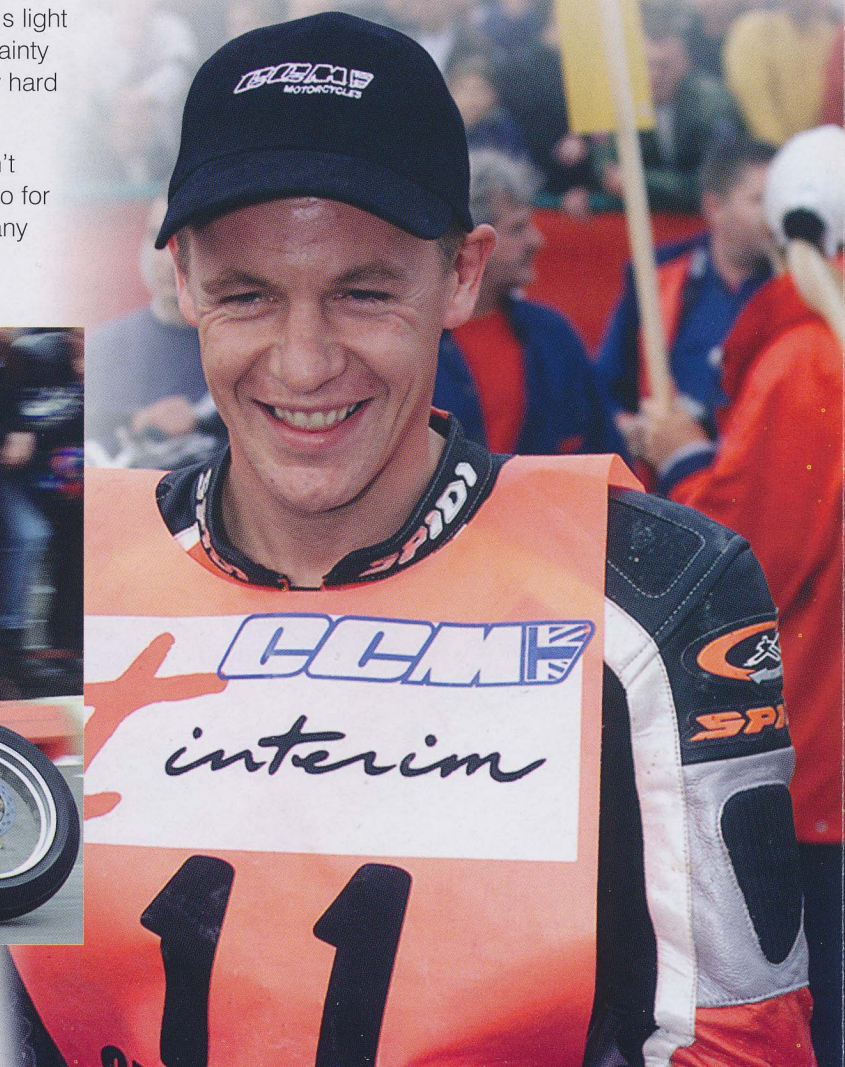
A few people had told me that Supermoto was unlike anything else – but even so, I wasn't really prepared for the R30 experience.

Firstly – the sound that the 600 single makes – especially through the Race can – was brilliant – so was the low down torque. I spent the first lap and a half trying to keep the front wheel down – and the next lap wheelying for the hell of it!

The CCM guys worked really hard in the time we'd got to set the bike up for me – and within an hour or so it was really starting to happen.

The lack of balls-out speed just wasn't an issue – we went as fast as you would want to for the short, curvy track, and the R30's light weight, balance, acceleration and braking gave you the certainty that the bloody thing wouldn't come unstuck, no matter how hard I pushed it – amazing.

My times got faster and faster – and whilst I knew that I didn't stand a real chance against guys who had ridden Supermoto for years at the highest levels, the R30 was as good a bike as any that would race in Belgium.



Mettet For CCM

The Mettet Experience: Out in Belgium we had a great time with my fellow team mates Warren Steele and Stephane Mezard. A few circuits of the track proved just how adaptable the R30 is. Although it's only a mile long the track has everything – road and dirt sections, jumps and even a trip round a bit of the town itself – and the R30 was a dream on all of them.

The adrenalin of competing against Smets, Chambon, Whittam and Everts also gives your performance a bit of an edge – so too did the 25,000 fanatics who lined the track, close enough to touch, all weekend.

The Sunday race was just fantastic – although I did have a bit of an on-track tangle which saw one of my team mates – Stephane – hit the barriers.

I was well pleased with the 6th place finish. Given that there were 3 World Champion motocross riders in front of me, and I was on a bike I'd only ridden once before, I can't complain – the R30 did me proud and I had a brilliant time.

But then that seems to be par for the course in Supermoto – I can't think of anything else that would get Whittam, Chambon, and so many other big names onto the track – just for the hell of it; hell it would have got Foggy out of retirement!

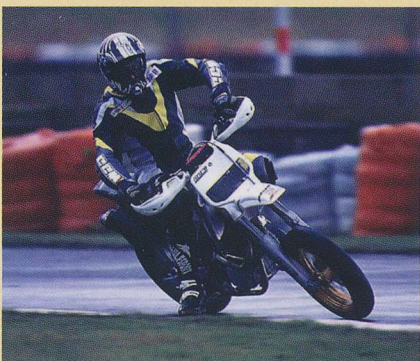
The R30 is different from anything I've ever ridden before – and I'd never believed how much fun I was going to have on it. Ride and R30 yourself and see what you think.



For more information and dates on Track Days or Rideouts visit www.ccm-motorcycles.com, or telephone CCM Sports & Leisure on 01254 296321.

TRACK DAYS

Whether you're an experienced rider or a newcomer wanting to experience Supermoto for the first time, the award winning Supermoto track day is just the thing. This is your opportunity to experience the power, reliability and exhilaration of riding a CCM 604 Supermoto bike around a circuit with tight bends and reasonably short straights – the ideal place to learn how to get your knee down – or if you're a real off roader foot down!



Your day consists of six sessions, all of which are timed – so you can see the progress you make. Our experienced mechanics and riders are on hand all day to give you the support and advice that make it such a great experience.

On a Supermoto you get one of the most exhilarating and memorable rides you are likely to experience – much more rewarding than any normal track days. And at just £175 per day – including bike hire, insurance and fuel – you won't get better value for money.

DON'T JUST TAKE OUR WORD FOR IT!

Winning the Product of the Year (Service) in the MCN Awards 2001 confirms what we already know! A CCM Track Day is the ideal opportunity to experience the power, exhilaration and enjoyment that is Supermoto – at a price that gives outstanding value for money.



FACTORY RIDEOUTS

For the off road enthusiast we also offer a CCM Factory Rideout. The CCM 604E Dual Sport is one of the finest trail bikes in the world; and there's no better way to experience one than riding in some of the UK's most beautiful settings in the Lake District or The Peak District countryside.

Your Rideout will be full of adventure – as you set off from our accommodation – our CCM Rideout guides will use their extensive knowledge of the area to take you on a ride that is ideally suited to your skills and experience.



R30



R30 Supermoto – Bike Specification

Displacement	598cc, 4 Stroke Air Cooled
Power	42.5 KW (57hp) @ 7000rpm
Torque	55Nm (41lbft) @ 6800rpm
Dry Weight	132 kg
Seat Height	900mm
Wheel Base	1482mm
Overall Length	2082mm
Fuel Tank Capacity	9 litres (inc. 2.0ltrs reserve)
Tyres (Front)	Dunlop 120 / 60 (R17)
Tyres (Rear)	Dunlop 150 / 50 (R17)
Insurance Group	10

CCM R30 – Go round the bends – not up the wall!

There's no denying it – sports bikes are bloody fast – actually, they're probably too fast, which is why there's so many lost licenses, bad injuries and often worse. As a result insurance premiums are inevitably sky high – something else that R30 riders can smile about as their enjoyment comes at a much lower price.

So, if they are potentially so dangerous, why do race rockets sell in such numbers?

The simple answer must be that large numbers of us love the speed, thrills, exhilaration and attitude that only come from riding a motorcycle – and riding it hard.

If only there was a way to enjoy all of the above – without tempting fate every time you get out of second gear. Well, bikers of the world, I am here to tell you there is.

I have seen the future and it's called the CCM R30.

The R30 is a celebration of the success of CCM Motorcycles – based in Blackburn, Lancashire, who have been building motorcycles continuously for – surprisingly – 30 years.

Based around the hand built frame and well proven four stroke thumper that have been such a defining part of CCM's world beating bikes, the R30 is the company's first dedicated all road Supermoto – and what a stunning introduction it is.

As you'll see from the pictures in this review the R30 is real eye-fel – and, wherever you take it, the R30 will turn heads. In fact one guy was flagged down on his test ride – by the rider of a passing CCM off-roader to find out just what it was!



The 604DS shares the same engine & frame as the R30, along with practical unpainted bodywork. It has a longer swing arm allowing a quick wheel change, easily converting from Supermoto to trail bike. This flexibility is reflected by over half of CCM customers choosing a second set of wheels when they purchase.

With its 3-spoke 17" alloys fore and aft, low profile Dunlop sticky rubber, short swinging arm, Renthal bars, WP suspension, attractive modern dash and Brembo stopping equipment – you can sense the quality that you'll get before the engine turns over.

But once you give the electric start a prod and the engine roars into life, you'll grin from ear to ear – this is where the fun really starts.

You'll have a fleeting desire to sit and listen to that distinctive burble through the Race-bred rear – but it doesn't last long as the road beckons.

Let's get this out in the open now – the R30 has got a small fuel tank, and a stylishly narrow seat; you'll just to get it over the ton – and wouldn't want to ride it at anything over 70mph for any length of time – but then that isn't what it's designed for.



The R30's natural hunting ground is the winding country lanes and this is where its light weight, surefootedness and low to mid power come into their own. On the straights you'll get nowhere near a 'busa' or a 'blade' – but, once the bumpy bendy bits appear – you'll rule.

Nothing – and I mean nothing - on two wheels or four will match the R30 – it is that good.

In the busy town centre traffic the R30 is a delight too – its narrow width and ability to get you into and out of the gaps is unrivalled.

If, as I suggested at the start of this review, you ride a motorcycle because you love the speed, thrills, exhilaration and attitude from riding hard – and you would rather keep your licence intact and a smile on your face – *do yourself a big favour – test ride an R30 today.*

I rode a CCM R30 – and lived

There were plenty of people quick to tell me that having a CCM of any sort – let alone the unproven R30 as an every day bike – that I had to rely on to get me to and from work 5 days a week – was asking for trouble.

Well, 4 months and 8,000 miles of incident free, fly catching smily riding later, I hope they are all eating their words – because the R30 has been a dream.

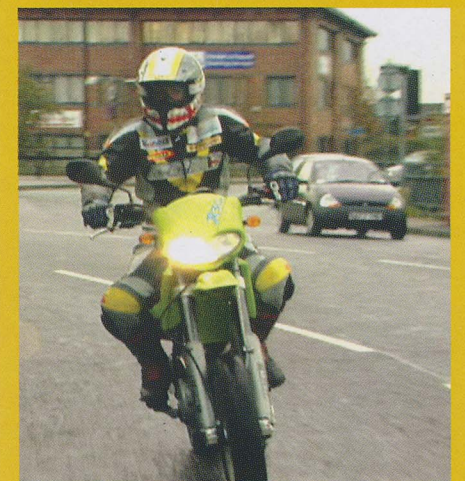
Over the years I've had most sorts of bikes – but when I saw the first pictures of the R30 knew that this was what I had been waiting for. Its looks still make me glow like a new father every time I see it – and I'm actually getting a bit fed up of finding a small crowd of admirers hanging around it whenever I park it up.

The commuting has become a joy! Alright, I'm exaggerating. It is not the most rewarding part of my life – I'll tell you what that is later – but I'm not even thinking about leaving the R30 in the garage over winter – the CCM and I are going to be a year round item.

The best part of the revelation of CCM ownership for me has to be the weekend. That's when I get to enjoy the R30 at its best – in the lanes and 'B' roads within 50 miles of home. The way that the R30 sticks to the road, the engine note resonating off the hedges and trees is poetry in motion.

I'd never thought of owning a CCM 'till I saw the R30 – now I can't imagine riding anything else.

Walter Lee-Hynds, Ross Fast-Track



Ride To Win

with **CCM** 

**BUY A CCM BIKE BEFORE
31ST JANUARY 2002
AND ENTER OUR FREE
PRIZE DRAW TO
WIN YOUR CASHBACK***



**how do you fancy a FREE place
on a CCM Track Day - or
getting your hands on a
CCM Motorcycle for FREE?**

We know that after reading these brilliant reviews and articles and drooling over the gorgeous piccies you are going to rush into your nearest dealer, throw money at them and beg to buy a CCM Motorcycle!

But just in case you needed a bit more persuading, how do you fancy a **FREE** place on a CCM Track Day - or getting your hands on a **CCM Motorcycle for FREE?**

Well you can - and here's how you do it!

Simply go along to any official UK CCM Dealer (they are all listed below) any time between now and the end of January 2002, show him your licence and take a test ride of a CCM 604 E Dual Sport or a CCM R30. The dealer will then enter you into a Free Prize Draw - and every dealer has places on a CCM Track Day to give away, during the months of November, December and January.



Every person who buys a new CCM Motorcycle during those three months will also have their name entered for a fantastic Prize Draw - to be made at the Alexandra Palace Motorcycle Show on 3rd February 2002.

The lucky winner will then receive a cheque from CCM for the price they paid for their CCM Motorcycle* - and a whole load of CCM goodies too!

It's just too good to miss - it won't cost you anything to take a test ride and enter - get down to your dealer and do it today!

DEALER LIST 2002

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Tel: 01525 210130

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Bike Mart
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CHESHIRE
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Tel: 01925 656528

CUMBRIA
Dave Milling Imports
Tel: 01946 63380

DERBYSHIRE
Claycross Powersports
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DEVON
Motorcycles Unlimited
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GLOUCESTERSHIRE
Haines & Co.
Tel: 01594 822202

HAMPSHIRE
Rafferty Newman
Tel: 02392 665000

HUMBERSIDE
5 Way Motorcycle Centre
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ISLE OF MAN
Road & Track Motorcycles
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Robinsons Motorcycles
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LANCASHIRE
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Tel: 01204 491511

Fylde Superbikes
Tel: 01253 298833

LEICESTERSHIRE
Planet Bikes
Tel: 0116 244 2000

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Tel: 020 8566 0000

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Premier Bikes
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YORKSHIRE (WEST)
Colin Appleyard Ltd
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PERTSHIRE
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WALES
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