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VOLUME 17 NUMBER 3

Inside RACING

NATION



SKYDRIVE SPORT CUP

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EVENTS

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- KAWASAKI ROUSER DARE VENTURE PH
- 16TH GOLDEN WHEEL AWARDS

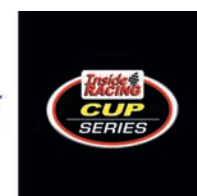
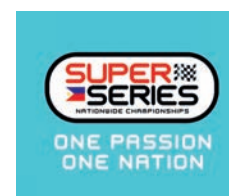
FEATURES

- KYMCO LIKE 150i
- "BLACK PEARL" YAMAHA XTZ 125 CLASSIC TRACKER BY TUBA GARAGE
- CALIFORNIA SUPERBIKE SCHOOL PH



Inside RACING

NATION



J.E. INGUITO

WILL IT BE HIS YEAR?



EVENTS

- SUZUKI CAMPUS HANGOUT AT SILLIMAN
- KAWASAKI ROUSER DARE VENTURE PH
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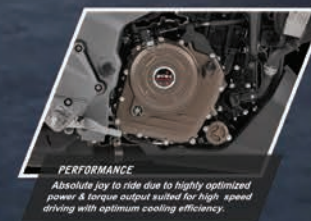
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2019 Racing Starts!

The USRA Shell Advance Super Series Nationwide Championships kicks off the new season.

The traditional opening of the racing season in the month of March returned for 2019 with the staging of the Luzon GP in Novaliches last March 31. It was the opening race of the 2019 USRA Shell Advance Nationwide Championships.

The Super Series got off to a great start with last year's bridesmaid in the title chase, Yamaha-4S1M's John Emerson Inguito, winning both Super Underbone (Sealed and Open) feature races in convincing fashion.

Inguito won the National UBK and an IRGP


In 2019, Inguito and his team hope to do one better and finally claim the title. The team is also carrying a new tire brand in the championship that is counting on the team.

title in 2018 but the coveted Super Series Nationwide title eluded him after a long and stressful season where the two manufacturers, Suzuki and Yamaha, fought hard all over the country until the very last round where he lost to rival April King Mascardo of Suzuki-VMa.

In 2019, Inguito and his team hope to do one better and finally claim the title. The team is also carrying a new tire brand in the championship that is counting on the team. The Cainta resident and Golden Wheel Awardee wants badly to add a Nationwide Title to his already exemplary racing résumé before he goes back to international racing soon. Will 2019 be his year?

The Super Series also has a new class this year, the Skydrive Sport Cup. The latest scooter offering of Suzuki Philippines is not just economical and fashionable, it also impresses in racing.

Let's all follow the exciting Shell Advance Super Series for five more races!

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For this issue, we would like to thank the following:

Mr. Hiroshi Suzuki
Mr. Monch Bontogon
Ms. Edelyn Yanilla
Ms. Jazel Llamas
Mr. Hisashi Nishizawa
Mr. Dan Darang
Ms. Mitch Caspe-Ticzon
Mr. Jimmy Barinaga
Mr. Johnny Tan
Mr. Rodini Rivera
Mr. Toti Alberto
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Published by CAMBA MOTOHAUS, INC.
Units 2 & 3 Phase 1 One Cainta Place,
Ortigas Avenue Extension, Cainta, Rizal
Telefax No: 655-3212
Website: www.insideracing.com.ph
Email add: inbox@insideracing.com.ph

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Yamaha-4S1M's star rider John Emerson Inguito had a strong start at the 2019 Super Series Nationwide Championships organized by InsideRACING and The Racing Line and sanctioned by USRA. "The Hitman" Inguito came up with a double win, dominating both the Super Underbone Open and Sealed Engine classes of the nationwide series which had its season opener in Novaliches last March. With his good performance, it is a promising year for the rider from Cainta to claim a Super Series Super Underbone title after being Vice-Champion in 2018.

In his first time to race in Luzon, Davao rider Polo Arellano immediately showed off his skills as he won the Skydrive Sport Cup one-make race last March at Robinsons Novaliches. Arellano who races for FITech-Speedzilla is participating in each leg of the Super Series Nationwide Championships and his victory is proof that there are talented and skilled riders all over the country. The Suzuki Skydrive Sport is not only a fashionable and economical scooter but also performs well in racing, setting the trend indeed!

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RIDE MO'TO ONLINE

By Jan Carlo F. De Leon



Do you miss Paolo and his ever talented and daring Prof M? Season 1 has gone and passed by and we all feel like it was finished too soon. A lot of people are asking "Is there more?" To answer that, YES! There's a lot more!



First, in case you missed the season 1 episodes, this is your chance to catch up and this time it's been dissected segment by segment to give you viewers the chance to choose the video you want to see. The segment replays every Mondays, Wednesdays and Fridays at 6:30 p.m., showing on the Ride Mo'To Official Facebook page and simulcasted on Ride Mo'To YouTube Channel.

Second, you might be wondering where is Paolo and Prof M today? Are they on a remote island chilling on their bikes or have they been abducted by other TV shows? Not really. But Paolo and the rest of the gang are out there shooting season 2! That means more bikes, more rides and more of Prof M wacky experiments and stuff! But when will it air again you might ask? Just stay tuned and an announcement will be made soon.

Lastly, Ride Mo'To is cooking up something for all you social media fans. It's the Ride Mo'To Online Show. Yeah you read it right. The Ride Mo'To online show will be a bit different from the TV program but still has all the interesting content and entertainment that is Ride Mo'To. So be sure to Like and Follow Ride Mo'To on Facebook and subscribe to the Ride Mo'To YouTube Channel to be in the loop.

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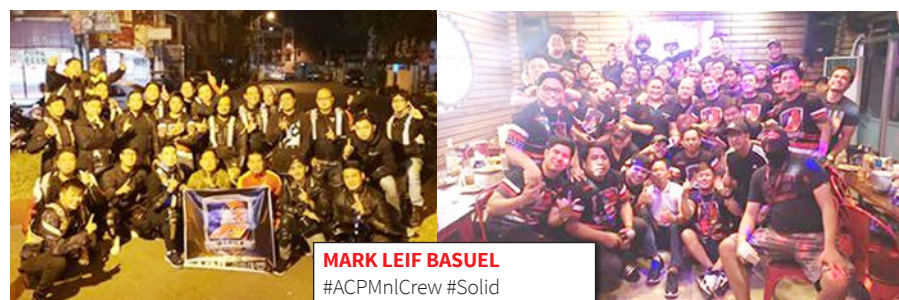
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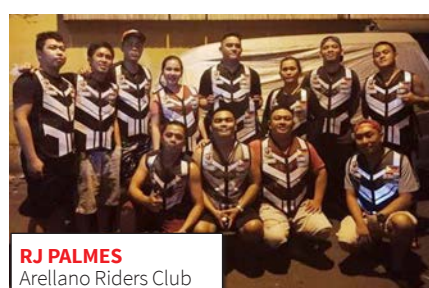
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by Reyce Tiamzon



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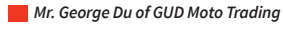
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At night, the Skydrive Sport Campus Dance Challenge and Suzuki Fashion and Style Show happened. Performances from Silliman University's Samuel Akinbode, reggae band Wilfredo,



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120/70-12	120/70-14
110/70-13	120/70-15 ^{WIDE}
110/90-13 ^{WIDE}	90/80-16

REAR

120/70-11^{new} 90/80-14
110/90-12^{new} 100/80-14
120/70-12 110/70-14
130/70-12 110/80-14^{new}
140/70-12^{new} 120/80-14^{new}
130/60-13 140/60-14^{new}
130/70-13 140/70-14
140/60-13^{new} 150/70-14
140/70-13

[illegible]

SHI HUIJIE *Wang Meng's Modernism*





JBK

millennial trio JBK and prominent rock band Urbandub were warmly received. 99.5 Play FM DJ Sarah Carlos was present as well and was one of the hosts at the last night of the event.

A bluetooth speaker and laptop were raffled off to the students and two Skydrive units were donated by GUD Moto Trading and Suzuki to -Silliman University.

This was just the first leg of Suzuki Philippines' Skydrive Sport Campus Hangout series of activities. The manufacturer plans to hold the said



Silliman University students were featured in the Suzuki Fashion and Style Show



Suzuki Fun Ride Mural Design Making Contest champion



Skydrive Sport Campus Dance Challenge champion



Suzuki Fashion and Style Show

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Wilfredo

event in Visayas, Mindanao, South Luzon, North Luzon and Manila. The Skydrive Sport is a fashionable, compact and slim scooter from Suzuki that sets the trend with its look perfect for casual rides or for road tripping. Truly, the Skydrive Sport is a great stylish and efficient ride. **IRP**



Official turnover of two Skydrive Sport motorcycles to Silliman University. L-R: Suzuki Philippines' Visayas Sales Supervisor Mr. Engelbert Alinsug, GUD Moto Trading's Ms. Dianne Du, Silliman University's Mr. Abe Cadelina and Prof. Jane Belarmino, GUD Moto Trading's Mr. Justin Du and Suzuki Philippines' Mr. Monch Bontogon



Winner of bluetooth speaker with Gud Moto Trading's President Mr. Justin Du (3rd from left) and Suzuki Philippines' Motorcycle Marketing Head Mr. Monch Bontogon (2nd from left)



Laptop winner



Samuel Akinbode



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Rouser Dare Venture, an action-packed reality online show for motorcycles from Malaysia, Peru, Sri Lanka, and Nepal is now in the Philippines!

ROUSER OWNERS, It's Time to Shine!

by Reyce Tiamzon

A media launch for the Rouser Dare Venture Philippines was held on March 5, 2018 at the Kawasaki plant in Muntinlupa. Also invited were Kawasaki owners and club members.

Excitement was in the air as the Rouser Dare Venture video was shown and Kawasaki and Bajaj executives answered some queries about this thrilling competition.



L-R: Kawasaki Motors Philippines' Mr. Dan Darang, Ms. Ruby Macalintal, Mr. Mark Jeffrey Quiñones, Mr. Raymond Juanson, Mr. Edwin Adriano and Mr. Arnel Juco with Mr. Shashank Golani of Bajaj Auto Limited (2nd from left)



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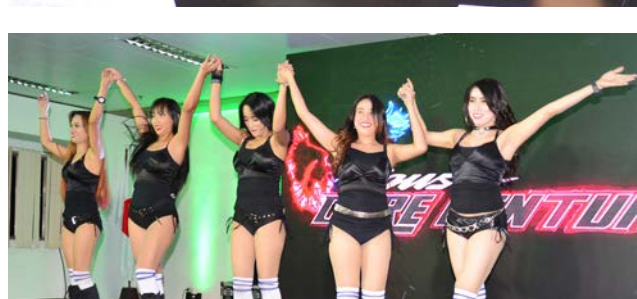
f Deka Motorcycle Parts Philippines
deka.mc.sales@gmail.com



Kawasaki Motors Philippines' President and Chairman of the Board, Mr. Hisashi Nishizawa



Bajaj Auto Limited's Sales Manager - ASEAN International Business, Mr. Krishanu Sarkar



"It's been a pleasure to bring the Rouser Dare Venture to the Philippines finally. Now it's time to see what the Filipino riders have," said the Regional Marketing Manager ASEAN of Bajaj Auto Limited, Mr. Shashank Golani. He also shared that there are plans of staging a Rouser Dare Venture competition featuring winners from different countries in Asia.

"This is not just about finding the most adventurous and most fearless Rouser rider in the country today, but also it's actually a celebration of our Rouser owners. It is already the Rouser's 10th year in the Philippines. We have come a long and way and we are very happy to celebrate it with you," said Kawasaki Motors Philippines' Brand and Sale Manager Mr. Dan Darang who also stated that Kawasaki Motors Philippines is reviving the Rouser brand and we should expect more things to come as the Rouser Dare Venture PH is just a kickoff for the many exciting activities for Rouser riders.

The first Rouser sold here in the country was the Rouser 200 sold in March 2009. Today, there are about 165, 000 Rouser riders in the Philippines.

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Rouser owners are encouraged to join the Rouser Dare Venture PH which according to Kawasaki will test not just the physical and riding skills of contestants as there will also be some psychological tests as well. The Rouser Dare Venture PH was held at the end of March in Pampanga.

From the many applicants, 30 were chosen to compete in an elimination at the MX Messiah Fairgrounds in Taytay, Rizal wherein 10 were selected to compete in the 8-day Rouser Dare

Venture camp in Pampanga. Kawasaki Motors Philippines provided Rouser NS 160 motorcycles to be used in the different challenges in the camp by the ten selected participants. Php 100, 000 and a brand new Rouser NS 160 await the winner of the Rouser Dare Venture PH.

On March 25, the ten selected participants were introduced to the media and other guests.

To watch episodes of the Rouser Dare Venture PH, check out the Rouser Philippines facebook page. [IR](#)



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WHEELS AND TIRES

Wheels play a big part on the overall look of a motorcycle. Wheels are the major determinant of the motorcycle's appearance.

Years ago, most motorcycles roll on spoked or rimmed wheel as some may call it. Today, most wheels have that sporty look and design matching with cool cast wheels commonly known as mag wheels. Some old motorcycles use split rims and there are still new models that use the old design on rims to retain the original look of the motorcycle. Wheel width must be right to have the correct tread contour for best grip and handling. Wheels play a big part on the overall look of a motorcycle.

Spoked wheels have three main elements: the rim, the spokes and the hub. The hub is the center component of the wheel. It is a casting that holds the drum for the brake shoe or the mounting for the disc rotor plate and sprocket carrier. The hub houses the bearings and internal spacers between them to prevent side loading when the axle nut is tightened. The rim is made of chromium-plated steel or aluminum alloy and comes in different colors and sizes. Alloy rims also offer a number of shapes and different levels of quality, durability and weights. The spokes are often made of steel. Some are plated in different colors but the most common are silver or chrome. There are also spokes made from stainless steel. The spokes are often angled 90°, though on some wheels, especially in off-road racing, straight spokes are used for additional strength. Cast wheels also consist of a hub, rim and spokes, but the difference is that they are manufactured in one piece from the same material.

The original racing cast wheel is

made from magnesium alloy which is a lot lighter and stiffer than spoked wheel. But even though magnesium cast wheel is far more expensive, cast aluminum alloy are more seen in motorcycles now. Carbon fiber reinforced wheels are now seen in sportbikes. Technology makes the carbon fiber immensely lighter than magnesium and stronger than aluminum. Even though expensive in price, carbon fiber wheels now appear as accessories for some sportbikes.

Wheels are tortured even when we use the motorcycle carefully. Spoked wheels need to get serviced every time. Rims get dented and you can change into cheap ones or on more expensive yet

stronger rims. It can be misaligned in time but because of the spokes, it is repairable. You only need to correct the spokes or align it to the correct setup. Cast wheels need less maintenance but are more expensive if it is damaged like having dented rims or cracks. It needs to be replaced because it is not repairable. But we Pinoys always find ways to repair damaged parts. Spoked wheels use tube type tires while cast wheels are designed to use tubeless tires. But not all cast wheels (mag wheels) are compatible or made for tubeless tires. The cheap mag wheels are not designed for tubeless tires. Spoked wheels are more flexible that is why it is used in



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80/80-17	60/90-17
90/80-17	70/90-17
100/80-17	80/90-17
	90/90-17

TUBELESS

120/70-12	80/80-14	70/90-14	70/80-17	100/70-17
130/70-12	90/80-14	80/90-14	80/80-17	110/70-17
	100/80-14	90/90-14	90/80-17	120/70-17
130/60-13			100/80-17	130/70-17
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off-road racing. They absorb the impact from high jumps. Cast wheels are stiffer and are chosen for road racing for its stability in high speed and braking. Cast wheels are originally developed for racing as they are used for saving weights.


TIRES

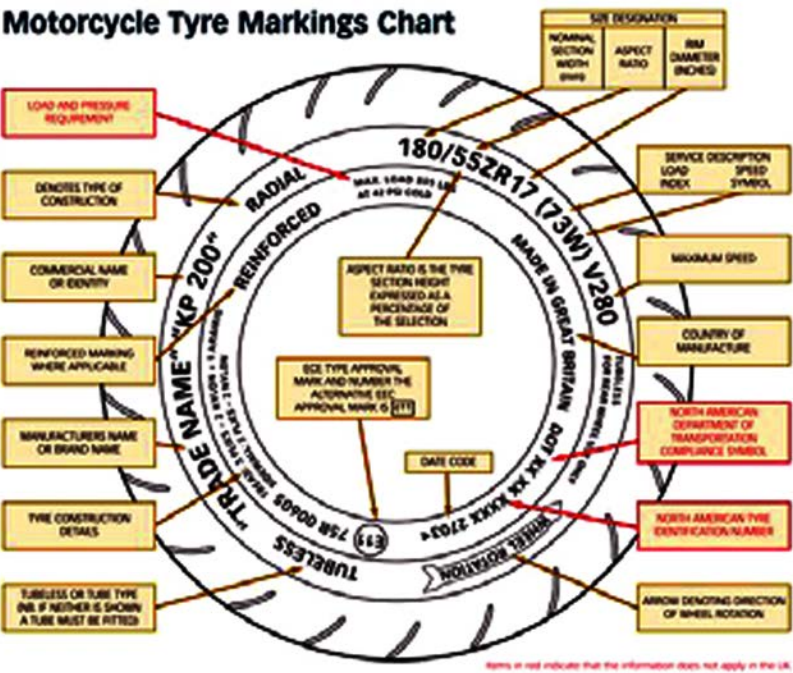
Tires are the motorcycle's shoes, transferring the forces of acceleration, turning and braking. Tires are expensive consumable in a motorcycle just like oil and fuel. They also contribute to the enjoyment of riding and to the rider's safety. Because of the new age design of motorcycles, tire manufacturers now also design more beautiful, sporty and fashionable tread patterns. Cross ply or bias tires and radial tires are the two types of motorcycle tires. All motorcycle tires have three parts: the beads, sidewalls and plies. Beads are wrapped strands of steel rings that hold the tire against the rim. Sidewalls are the strips on the side of the tire between the beads and the tread. Written on the side walls are the details of the tires such as size, model, rotation, the date when it was manufactured, air pressure recommended, et cetera. The letter written corresponds with the number for the speed rating.

Plies are layers of rubberized synthetic cords bonded together. Conventional tires are cross ply in construction. These tires are built of plies arranged diagonally, layered on top of another in alternating direction or X pattern. Radial tires are built with bead to bead plies from the first two plies. Cross ply tires are often tall and narrow. Radial tires can be made lighter than conventional tires to provide better performance. Radial tires often can be seen on sportbikes and cross ply or conventional tire are mostly used in small motorcycles. The tread is the outer skin of the tire. It is the most visible part and is composed of a synthetic rubber compound which gives the calculation for better grip and longer wear. The softer compound gives excellent grip but has a high wear rate and will not last longer. The harder compound has less grip but has a longer wear rate. Some tire manufacturers offer dual compound, soft compound on the edges and harder on the center. This tire provides good grip on corners, a lower wear rate and avoids the squaring in the middle that affects the overall shape and performance of the tire. Slick tires ensure that the maximum amount of rubber is in contact with the road. But on a wet road, if a film of water is trapped between the smooth tread

and road surface, it will result to a slip. Slick tires are used in racing. But during wet conditions, wet tires or grooved soft compounds are the choice of riders. For road use, it is essential that the tire can cope with all types of weather and road conditions. The grooves on the tread allow the surface water to escape and clear the water film. In off-road, blocks in the different patterns bite into the loose or muddy or dusty surface. This cannot be done by road tires. One of the most important key factors that affect the total performance of the tire is the air pressure. Too high air pressure creates smaller contact patch with the road which results into a bumpy ride and less traction. If the pressure is too low, the contact patch is larger than normal but the tire will deform resulting into uneven wear, a strange feeling when riding and less grip. Manufacturers always recommend a certain pressure for each tire, but individual preference can also be used for a good ride. Many riders think that installing a wider or bigger tire will give them better handling. No. Wider tires than those recommended on the rim will alter the overall shape of the tire and will result in a higher tire profile. Handling is affected; it will feel heavy to maneuver and the motorcycle height will be taller.

Another common mistake is fitting a tube type tire on the mag wheel. Tube type needs inner tube. Never attempt to use this without tubes. The side walls of tube type tires are not designed to hold air. Tubeless tires have additional strength on beads and sidewalls and are heavily reinforced. The inside of the tubeless tire is covered with an airtight layer of rubber known as an air seal to hold the air tight.

The wheels and tires are the only things between the rider and the ground. Take good care of them by checking the tread depth and remove jammed small metal parts on the tread. Check the wheels for dents or any damage or wobble. A good wheel set gives good rides. 





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SEPT. 28-29
2019**

FROM SPECTATOR to Competitor

Well, getting your action shot or name on these pages is possible as anybody can go racing. All you need is your bike. This is a series of articles previously published in IR based on our research and observation that we hope can guide a few daring Filipinos who do not necessarily ride but want to be part of the exciting racing world and achieve success. Here are some inexpensive race disciplines you can get into during your weekends.

DRAG RACING

The original grassroots racing is drag racing. It is the easiest and cheapest way to go racing. The competition is simple and easy to understand: you line up against another bike, wait for the start signal, and then race down the quarter mile strip. The first rider across the line wins. Sadly, however, because of its simplicity, drag racing is also the most popular form of illegal racing that results in accidents or even death. Be aware that it is not the act of racing that makes this activity dangerous, but the participants who do not observe safety. Racing on open public roads without using safety gears is not racing at all. In fact, it is suicidal! So if you want to enjoy racing and live longer, you need to join organized legal drag racing. All you need to have is your bike in good and safe running condition, plus a minimum of safety gears that include a certified helmet, body armor and adequate hands and



feet protection. Naturally, the faster your bike or class, the higher level of safety gears you need to wear. There are plenty of "Invitationals" or special events around the country. Also, class rules vary from place to place so make sure you know them before you join. Drag racing is enjoyable and even addictive; participate only in organized events and you'll love it.

CIRCUIT RACING

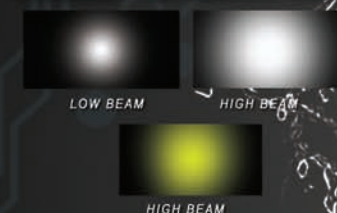
If you like the idea of riding around a track at high speeds with 10 or so other riders, then circuit racing is for you. This is the fastest growing form of non-off-road racing today. Circuit racing gives the excitement of wheel-to-wheel competition. Races are usually held on permanent tracks like the Carmona Race Track, CIS or BRC, and temporary road courses. Riders divided into

Getting involved in motorcycle racing is easier than you think. "How can I go racing?" and "How can I get my picture featured in InsideRACING?" are probably the two most common questions you ask yourself.

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LOW BEAM: 1600 LM
HIGH BEAM: 2500LM

M02E-C DC

POWER: 25W
VOLTAGE: DC 9-18V
LOW BEAM: 1600 LM
HIGH BEAM: 2500LM

M02E AC/DC

POWER: 25W
VOLTAGE: DC 9-18V
LOW BEAM: 1750 LM
HIGH BEAM: 2500LM

M02H AC/DC

POWER: 25W
VOLTAGE: DC 9-18V
LOW BEAM: 2300 LM
HIGH BEAM: 4600 LM

M02X AC/DC

POWER: 40W
VOLTAGE: DC 9-18V
LOW BEAM: 2200 LM
HIGH BEAM: 4000 LM
ALL-WEATHER

M02K AC/DC

POWER: 40W
VOLTAGE: DC 9-18V
LOW BEAM: 2200 LM
HIGH BEAM: 4000 LM
ALL-WEATHER

M02K AC/DC

POWER: 40W
VOLTAGE: DC 9-18V
LOW BEAM: 2200 LM
HIGH BEAM: 4000 LM
ALL-WHITE

M11G H4 DC

POWER: 25W
VOLTAGE: DC 9-18V
LOW BEAM: 1600 LM
HIGH BEAM: 2500LM

M11R DC

POWER: 25W
VOLTAGE: DC 9-18V
LOW BEAM: 1600 LM
HIGH BEAM: 2500LM

M11R 1L H4 DC

POWER: 25W
VOLTAGE: DC 9-18V
LOW BEAM: 1600 LM
HIGH BEAM: 2500LM

M11G DC

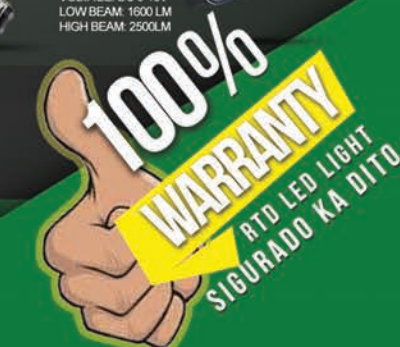
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classes depending on their motorcycle type and skill level line up for start and run together anywhere between 5 to 40 laps. There are marshals all around the track to monitor safety and the riders are scored when they cross the start/finish line. The rider who crosses the line first after the prescribed number of laps wins. You will need to have a lot of practice and coaching before you can go circuit racing. Even by yourself, it takes so much effort and skill to lap around on your motorcycle in a safe, fast and consistent pace. Besides the proper training, you'll also need more safety gears like boots and leather suit,

back protector, et cetera. Your machine will also require more preparation like rear sets, race tires and safety wiring. Also, crashing during a race is almost a given and will require repairs to damage parts. Circuit racing can be very fun and rewarding, but it can also cost more. There are many race series right now and all of them have Beginner classes on stock motorcycles. Read the rule book, understand the race flags and talk with other riders before joining or buying equipment. This will help you avoid problems later on and hasten your learning curve.

GYMKHANA

If going fast in a straight line bores you and you want to hone your turning skills, there is another cheap way to go racing. Gymkhana is a low-speed, one-bike-at-a-time timed event that is often held in a parking lot. A track is marked out with pylons, and the object of the event is to see who navigates through the course fastest. A typical course will take between 1 minute to 2 minutes to complete and competitors generally get three or four runs per event. The person with the lowest time wins. Gymkhana may sound easy, but it's not. For every cone that you hit,




	LUZ GP	RD.1	MARCH 31, 2019 Robinsons Novaliches	
	ANT GP	RD.2	MAY 12, 2019 Robinsons Place Antipolo	
	MIN GP	RD.3	JUNE 15-16, 2019 SM City Davao	
	VIS GP	RD.4	JULY 13-14, 2019 Bacolod Baywalk	
	CEB GP	RD.5	AUG. 17-18, 2019 Cebu Kartzone	
	CAV GP	RD.6	OCT. 19-20, 2019 Carmona Race Track	





a time penalty of usually 2 seconds is added to your time (which is very substantial!). Speeds rarely exceed 100 kph and the emphasis here is placed more on riding skills than horsepower. Because of the low competition speeds, safety is high while wear and tear on the bikes and rider is low. As long as your bike is not leaking any fluids and has working brakes you are permitted to join, provided that you wear the proper safety gears like helmet and padding. So far, only a few special events are organized but if ever a series is established, this is one way to get into competition that involves turning the bike.

POCKETBIKE RACING

Some may consider this kid stuff but in Europe, Japan and USA, pocketbike racing has become a common way for riders to begin their racing careers at a very young age. Pocketbike competitions have become a starting point for Grand Prix racers like Valentino Rossi and Marco Melandri. Locally, the sport has brought us underbone stars like McKinley Kyle Paz, Gian Carlo Mauricio, Dashi Watanabe and John Emerson Inguito. For competition and excitement, pocketbikes are hard to beat. The small size of the pocketbike heightens its responsiveness, raising the level of excitement to that of full sized bikes. A larger motorcycle can appear to be in slow motion compared to a pocketbike. This is part of the reason why racers who move from pocketbikes to full-scale underbones or motorcycles perform so well. If you become skilled at riding a pocketbike, you will be a force to be reckoned with on any motorcycle. It is not only kids who can enjoy this sport as there is also an adult class. Naturally, the expense of racing involved is smaller as you can purchase a pocketbike for even less money than an underbone. Currently, the Repsol Road Race Series runs pocketbike classes during their regular racing events and the participants are increasing. 




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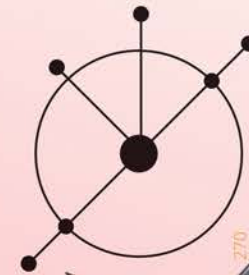
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OXFORD MINT: The Newest Care Products For Your Motorcycle

Oxford Products Ltd. (Oxford), a global leader in motorcycle and bicycle aftermarket products, has introduced its new product, "Mint". A carefully formulated range of specialist cleaning and maintenance products including detailer and lubricants that are quick and easy, powerful, safe, biodegradable, streak-free, and easy-to-apply - all with a minty fresh odor, the Oxford Mint range is versatile in its entirety. The range was also developed with an in-depth knowledge of the riding environment and made in Britain, making it the conqueror of the typical British conditions, so with "Mint", you can restore your bike to Mint condition, whether you ride different types of motorcycle or even a bicycle.

There is no nicer feeling than swinging your leg over an immaculately prepared bike, sparkingly clean, with perfectly maintained components and a deep lustre to the paintwork. And if you want to feel the same, the products you use need to be high-performance, easy to use and safe on all surfaces - and that is the Oxford Mint.

Oxford products are available in Motoworld Philippines, MotoMarket Philippines, and MotoStyle Philippines stores. [IR](#)

Credit: Motoworld



TOP 1 OIL PARTNERS with Team JM Mirasol!

Team JM Mirasol is composed of racers Juver and John Michael Mirasol with their father, Jun Mirasol as their team manager.

more active in race events. This was when Team JM Mirasol started to find its passion for racing, too.

Team JM Mirasol is composed of racers Juver and John Michael Mirasol with their father, Jun Mirasol as their team manager.

Professionally, Juver Mirasol has been racing since 2009 while John Michael started in 2012. They took a break from racing in 2014 to focus on their business, family and schooling but now, both racers are making a strong comeback and are ready to conquer the racetracks!

When asked why they chose TOP 1 OIL to partner with them, Team JM Mirasol says, "Kahit noong hindi pa kami sponsored [by TOP 1], iyan na talaga ang gamit namin. Siyempre, synthetic oil ang TOP 1. Mas maganda talaga sa makina. Mas confident kami pag yan ang gamit namin kaysa sa ibang brands." [IR](#)

Credit: www.top1oil.com.ph

TOP 1 OIL is proud to be the official oil partner of Team JM Mirasol for this year's race season. This was formalized with a contract signing at the recently concluded InsideRACING Bike Festival and Trade Show last March 22-24, 2019.

The name Mirasol is a familiar name to many in the motorcycle industry because even before

they went into racing, they've been operating their business, JM MIRASOL ADVERTISING since 1987. Their business caters to both motorcycle shops and riders as they do shop signages/ streamers, motorcycle stickers/ decals and the like.

As the business grew, it started to sponsor teams for race bike decals and became even



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“TWIN FUN” Brought by Royal Enfield

by Reyce Tiamzon

Strengthening its commitment to the Philippines, Royal Enfield introduced models that are set to disrupt the mid-weight segment in the country. The all-new Continental GT 650 and Interceptor INT 650 were launched to an excited crowd in Makati on February 19. These two motorcycles bring back “Twin Fun” after 50 years to the Philippines.



Comfortable and commanding riding position make the Interceptor INT 650 both fun and practical on all types of terrain. The Interceptor INT 650 harks back to the historic model after which it is named with its distinctive teardrop tank with traditional knee recesses, comfortable, quilted dual seat and wide, braced handlebars redolent of the street scrambler style that emerged in 60's California.

Beautifully executed and thoughtfully detailed motorcycles, the Interceptor INT 650 and Continental GT 650 can be had in Standard or Custom versions with a wide range of retro

Authentic in inspiration and modern at the core, the new motorcycles mark the beginning of a new chapter at Royal Enfield which already had a storied 117-year history of motorcycle production. Royal Enfield states that the Interceptor INT 650 and Continental GT 650 are their first global line of products that will play a strategic role in expanding the mid-weight segment.

Developed jointly by Royal Enfield teams located in India and at its technical center in UK, the Interceptor INT 650 and Continental GT 650 despite their links to the past are entirely new motorcycles from the ground up.

The Continental GT 650 is a sporty café racer that will appeal specially to sport riders with its optional seat, sculpted fuel tank, rearset footrests and race-style clip-on handlebars. Its ergonomics enable it to remain comfortable.



options ranging from special paint colors and pin stripes to retro-cool bar-end mirrors, optional fly screens and alternative finishes for items such as wheels, lights and suspension components. Royal Enfield's new twins offer more than adequate 47 horsepower and their "ride-ability" lies in the way their torque is delivered seamlessly, and from low in the rev range – with 80% of the peak 52Nm torque delivered at 2500rpm – enabling smooth and steady process without the need for constant gear-changing. They also have an extremely agile chassis developed at Royal Enfield's UK Technology Center in conjunction with legendary sports bike frame builder Harris Performance.

Both motorcycles come with a range of Royal Enfield gear and apparel inspired by the 60's. They also come with a suite of Genuine Motorcycle Accessories.

Here are their prices:
Continental GT 650 – Standard: Php 375, 000; Custom: Php 380, 000 and Chrome: Php 385, 000
Interceptor INT 650 – Standard: Php 365, 000; Custom: Php 370, 000 and Chrome: Php 375, 000

The Interceptor INT 650 and Continental GT 650 were displayed last March 22-24, 2019 at the World Trade Center as Royal Enfield was part of the much awaited Thirteenth Annual Inside-RACING Bike Festival and Trade Show. [IR](#)

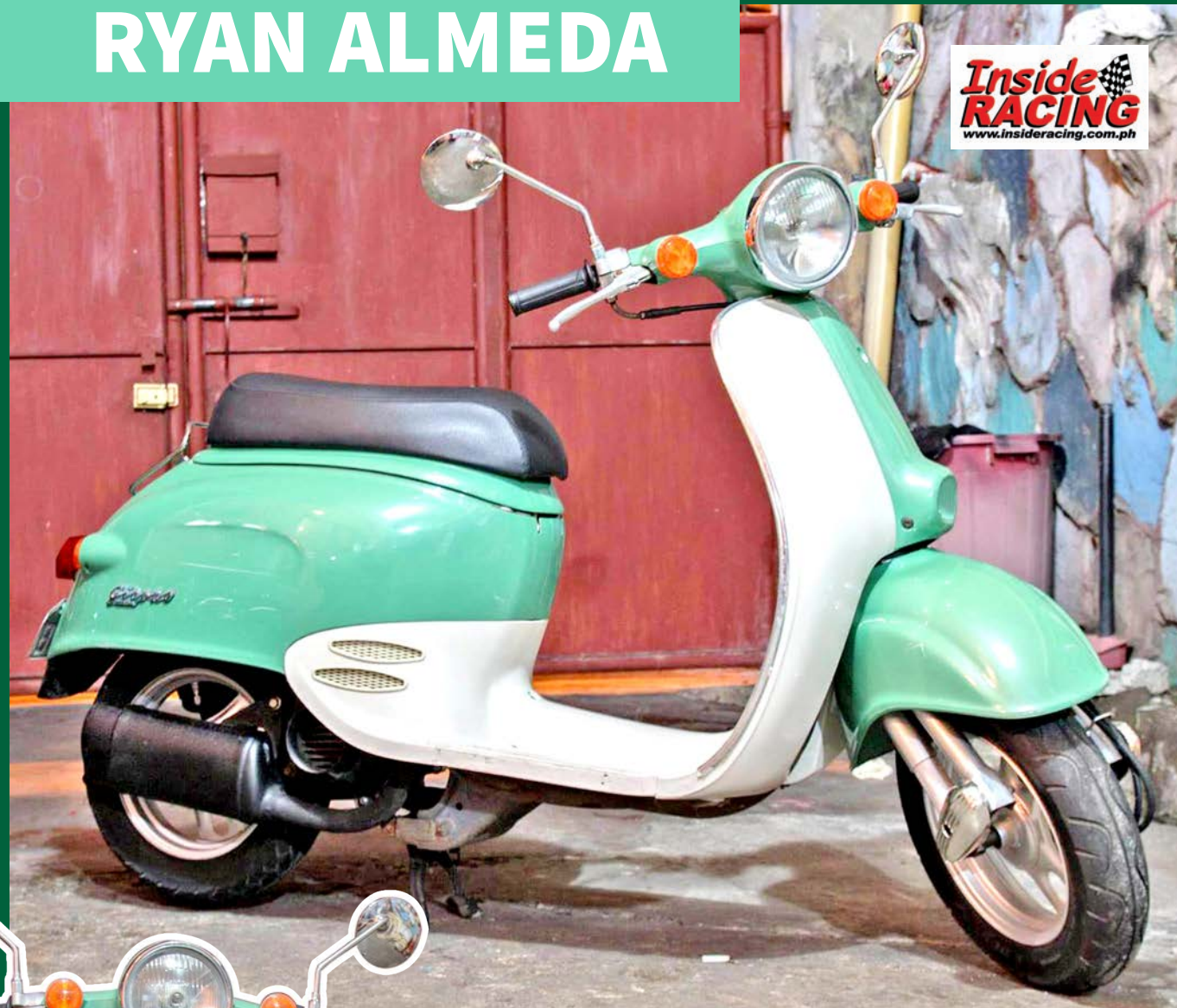


■ The Continental GT 650 is a sporty café racer that will appeal specially to sport riders with its optional seat, sculpted fuel tank, rearset footrests and race-style clip-on handlebars. Its ergonomics enable it to remain comfortable.

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RYAN ALMEDA



LLOYD ANTHONY REYALA





ERIC JAMES INFANTE

RACING TIPS

**Inside
RACING**
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BECOME A Better Racer

Your riding skills are not the only ones you should polish.



If you are a budding racer and you want to join the big leagues, there are things you must learn that are not that obvious. Seasoned campaigners might also pick up a few pointers not necessarily to improve your results but your enjoyment of the sport.

Plan and Strictly Follow a Budget

Racers will often do anything just to be on the grid on Sunday. Some even go to the extremes of borrowing money and jeopardizing the family's financial resources just so they can race. While it may sound poetic, it is actually selfish and inconsiderate. While racing is a passion more than a sport, spending more than what you can afford is not correct. The breakdown of friendships, teams and business relations sometimes are caused by uncontrolled spending on racing. Know exactly how much you can afford to devote to racing



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before the season starts and follow it religiously. If you need to spend more, you must find a way to get additional funds or resource through sponsorships.

Negotiate

Racing requires a lot of consumables (fuel, tires, lubricants, plugs, safety equipment, etc.) and special services (engine tuning, transportation, lodging, mechanics, etc.). These are sometimes more valuable than plain cash itself. If you can not get cold cash as support from sponsors, learn to negotiate for goods and services; “ex-deal” is the magic word. It is always easier to get goods than cash.

Learn Mechanical Skills

Aside from your riding skills, it is helpful if you also know how to adjust a valve, how to polish port, how to properly time your ignition or tune your carburetor or simply change a tire and adjust its pressure. Nobody is born with these skills so you have to have someone teach you these skills. As a rider, you will also know how to better take care of your equipment if you know how they are put together.

Talk to Race Officials

Most racers only talk to race officials if they have a complaint or a protest. Sometimes it is done when both parties are emotionally charged and often leads to misunderstanding and resentment towards each other. It is good to talk and to get to know the people who are running the event and you will discover that they are as passionate and dedicated as you are to the sport. This will lead to



better understanding for both parties.

Help a Fellow Racer

If you see a beginner rider beside you in the pits not knowing what to do, offer him good advice and teach him the ropes. If you can, lend him spare parts that you can afford. Remember, you were in that position once.



When They are Wrong, Confront Them

This is healthy attitude since everybody has a lot at stake here. But when you do, be direct, clear and make sure that you are right.

Apologize Immediately

If you are proven wrong, take the blame, be honorable and say sorry to the offended party. Don't delay or undermine it or make excuses. Sometimes, admitting your fault earns you the most respect from your peers. In this small racing world of ours, respect is your greatest asset.

Thank the Fans

This is the most neglected part of racing most of our local riders miss. The fans. They are the reason why companies support racing. They are also the ones that give us the thrills and satisfaction whenever we win. Whether you are having a good time or a bad day on the track, wave and say thank you to the fans and make them know that you notice them. I'm sure you know by now why Rossi is so popular and loved by many even when he doesn't win.

Thank the Organizer

Where will you race without them? Sure, they are making a business out of racing, but there is nothing wrong with that. It is not easy to organize a race and we need more people like them so our sport will continue to grow. It is also good to let them know if you had a good time at their events.

Take Care of Your Sponsors

You don't have to win to give your sponsor a good return of his investment. Good behavior on the track, good relationship with the fans, clean and good-looking race bike with their logos and regular updates of your race activities with pictures and results are all that it requires. The



key here is to do more than is required of you so that they feel they made a good decision to sponsor you.

Win with Class

Remember that you did not do it alone. Personally thank your mechanics and team members. Thank all your sponsors during media interviews. Thank the organizer and the event sponsor. And most importantly, thank God, your family and friends who are with you for being there and for supporting you in this wonderful passion called racing. **IR**



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Gian Carlo Mauricio with InsideRACING's Mr. Al Camba (leftmost), USRA's Mr. Duds Lumague (2nd from right) and Mr. Peter Yung of FDR Tires (rightmost)

MAURICIO IS GOLDEN WHEEL *Driver of the Year for 2018!*

by Reysel Tiamzon

For the fourth time, the coveted Golden Wheel Driver of the Year award was bestowed to a motorcycle racer. Gian Carlo Mauricio takes the plum after superbike riders Raniel Resuello and Marvin Mangulabnan and underbone and scooter veteran rider Masato Fernando.

Mauricio won the overall title in the premier 180cc class of the 2018 Philippine Scooter Racing Championships. Before being awarded the Golden Wheel Driver of the Year award, Mauricio first accepted the Perpetual Trophy and Golden Wheel Award for Scooter. The rider from Binangonan, Rizal also defended his



Mr. Johnny Tan



Mr. John Defensor, SBRA President



Mr. Jun Mirasol, USRA



title in the Automatic GP category of the 12th Annual InsideRACING Grand Prix (IRGPXII). Mauricio started his career by racing pocket-bikes and is now one of the highly skilled riders in the local motorcycle racing industry. From pocetbikes, Mauricio joined one-make races and eventually became one of the prominent racers in the country. For the past years he is supported by powerhouse racing team JVT which has been a fundamental part of his success story. With the help of his ever supportive father and family, his team JVT, sponsors and the people who admire him and his skills, Gian Carlo Mauricio continues to achieve more feats in his motorcycle racing career.

Mauricio started his career by racing pocketbikes and is now one of the highly skilled riders in the local motorcycle racing industry. With the help of his ever supportive father and family, his team JVT, sponsors and the people who admire him and his skills, Gian Carlo Mauricio continues to achieve more feats in his motorcycle racing career.



■ Gian Carlo Mauricio

Receiving the Golden Wheel Award for Underbone was John Emerson Inguito. "The Hitman" from Cainta, Rizal snagged his third Philippine Underbone King title in 2018, racing for 4S1M-Yamaha. He also champed in the Juniors Underbone Elite Trophy class of the IRGPXII and took the Vice Champion title in the Super Underbone class of the Super Series Nationwide



■ John Emerson Inguito

Championships. Marvin Mangulabnan again took the Golden Wheel Award for Superbike. The rider from Baliuag, Bulacan, defended his title and achieved a three-peat title for BMW Motorrad Philippines.



■ Marvin Mangulabnan





Other Golden Wheel Awardees for 2018 were John Dizon (Karting), Milo Rivera (Slalom), Jherico Lara (4x4 Off-Road), Raymund Dimapilis (Rally Cross), Carlos Castañeda (Classic Mini), Fil Gulfin (Classic Aspirated), Edwin Rodriguez (Grand Touring), Jannery Millet (Drag Racing), Bianca Denise Bustamante (Asian Karting - Junior) and Kaito Tsukada (Asian Karting - Senior). Motorsports Hall of Fame award was



given to Mr. Antonio “Doboy” Benavides of the karting field. Jolo Suba, Bianca Denise Bustamante and Kaito Tsukada were given Boy Ochoa awards for young karters. Mark Djereck Ondillo received the Maico Buncio Foundation Award conferred to young motorcycle racers.

Also recognized at the Golden Wheel Awards were the champions and runners-up of the Philippine Underbone King Championships, Philippine Scooter Racing Championships,

Philippine Superbike Championships, Ducati Cup, Pirelli Cup, MotoIR Championship, IR Supersports Championship, IRGPXII, IR-USRA Rider Rankings and other club races.

With the theme “Unparalleled Passion, Remarkable Achievement”, the 16th Annual Golden Wheel Awards was held on March 9, 2019 at the Samsung Hall, SM Aura Premier, Taguig City. The prestigious Golden Wheel Awards is presented by the Golden Wheel Awards

Foundation, Inc. and the Philippine Motorsport Community. The awards night is much anticipated by riders and drivers wherein their hard work for the racing season will be given recognition. Acknowledged as well during the night were the sponsors and benefactors of the Batangas Racing Circuit, Incorporated headed by Mr. Johnny Tan. BRCI organizes two-wheel and four-wheel race events. [IR](#)





BIKE SETUP 101

Being at the right place is the single most important factor of becoming a better rider. Set up the bike right and you will be most likely hitting the sweet spot. Set it wrong and you will always see the tail of the winner.

The right point to start is in your garage. Put your bike in a stand and put on all your riding gears. Position yourself on the seat and close your eyes, imagining that you are in the track.

Twisting the throttle, pressing the levers, shifting gears and giving a press on the foot brake will let you know if adjustments are needed. Handlebars need to be adjusted if you feel it's not right for your hands. Motocross bikes' handlebars have patterns to choose from such as rise, back sweep and height. Sportbikes' handlebars are clip on type and easy to adjust. Unlike scooters and underbones, the bar is fixed and bolted and there is no way to adjust. For motocross bars, loosen the clamps and you can adjust forward or backward and have an option to cut.

Some motocross riders want it wide for more leverage while sportbikers just loosen the bolts and adjust to the preferred height and sweep. Then, levers are needed to be adjusted too in a more relaxed and effective position when standing on motocross bikes and on bending position on sportbikes. Fixed bars needed



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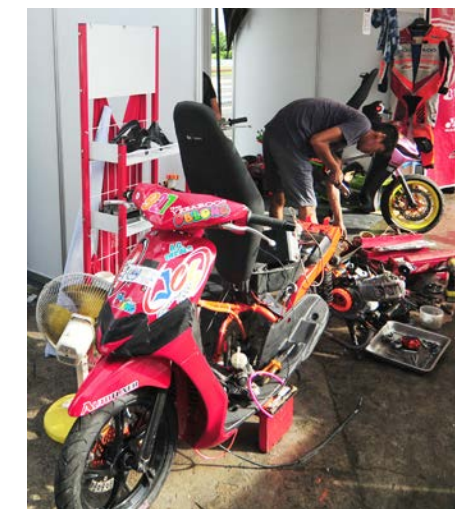


re-bending for some cutting and welding again for some riders to get the desired position. Not easy.

Fitting the bike properly is also giving attention to foot controls. For sportbikes, get the adjustable rear set. You have lots of adjustment options for the proper leverage. Check the right and proper leverage by moving your foot when applying brake and shifting gears and don't just depend on the whole leg movement. If you don't want to buy expensive footpegs, the brakes and shift levers are easy to adjust on motocross bikes.

Footpegs in scooters need to be welded for some racers while underbones have an option to get adjustable rear set or an improvised one. If you can't find the proper sitting position, shave and trim the foam. Shave till you get that sweet position while holding the handlebars. Trim narrower for leg movement and ass hanging style. Some scooter and underbone riders want the design of having a catcher crouch. But for riders who love to sit for long hours, a more comfortable saddle is perfect for them. An additional soft foam trimmed to the desired size is advisable or buy a gel type or good foam saddle. Aftermarket seat cover will give more control and will suit the taste of style you want.

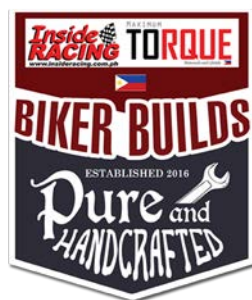
These are just initial setups on your bike. Final setup will be after the practices. After the feedback, adjustment comes. To make motorcycle riding or racing more pleasurable, proper thickness on handle grips should be considered. **IR**



“BLACK PEARL” YAMAHA XTZ 125 CLASSIC TRACKER by Tuba Garage

by Arnel Santos-Yñigo

They made their debut in 2018 during the 1st InsideRACING Bikefest “Cebu Biker Builds”.



“The skills that I have are mostly self-taught. I never had formal training, slowly but surely I got more experience and in turn it further developed my skills as a builder. You never stop learning and as you gain more experience, the better you get.”
- Ronell Salvado.

The base bike is the Yamaha XTZ 125, an entry-level off-roader from Yamaha which they converted into a Classic Tracker. The project which they dubbed as the “Black Pearl” took 2 months to build and it was indeed inspired by the “Black Pearl” ship of Captain Jack Sparrow from the Pirates of the Caribbean movies.

Tuba Garage is headed by Ronell Salvado who started out as a stockman at an Electrical Hardware store. But ever since then, he has always been fascinated with motorcycles. He always loved the art of building or customizing motorcycles. “It all started when I modified my own bike back in 2016 and my friends and fellow bikers really admired it. They asked me to work on their bikes and they really liked the outcome until the word spread out in the motoring community and I got so many build requests, so I decided to pursue it full time. The skills that I have are mostly self-taught I never had formal training, slowly but surely I got more experience and in turn it further developed my skills as a builder. You never stop learning and as you gain more experience the better you get,” shared Ronell.





better weight distribution. It made the bike more agile and it improved heat dissipation. The team also used Renthal low riser handlebars which they custom-painted. They also used aftermarket classic hand grips, bar end side mirrors, headlight and turn signals. The bike was then custom-painted to carry out the overall classic theme.

"I would like to say thank you to my family, my friends, specially to my wife for supporting and believing in me, my passion for building motorcycles and in the journey that I have chosen. Thank you to all "Tuba Garage" supporters. Thank you for appreciating our works. Thank you for trusting us. Thank you so much to InsideRACING Magazine for featuring our build project," Ronell expressed. **IR**

Tuba Garage specializes in metal fabrication, electrical, paint and chassis work. One of their trademarks is their ability to use unconventional materials for their builds. They have the uncanny ability to find purpose for discarded materials from the junkyard and they integrated it seamlessly to their builds. "Tuba Garage" got their name from the Coconut Palm sap wine or "Tuba" which their crew often drinks to celebrate the ending of each successful build project.

Going into the build, they completely cut the original dirt bike frame and created a new tracker sub-frame. They made a custom seat pad then outsourced a custom-made leather seat. The team got the Honda TMX gas tank and fenders from the junkyard and completely restored it. They also replaced the original dirt bike wheel set to XPD Rims and CST dual-sport tires. The side covers were taken from a spin drier they found in the junkyard and they custom cut it as side covers. They also made the custom underbelly exhaust to make the bike lighter and have a



MODIFICATIONS ■ YAMAHA XTZ 125

- Custom-modified chassis
- Custom-fabricated side covers
- Restored Honda TMX gas tank
- Restored junk fenders
- Aftermarket classic hand grips
- Aftermarket classic bar end side mirrors
- Aftermarket classic headlight
- Aftermarket classic turn signal lights
- CST dual-sport tires
- Custom-made underbelly exhaust system
- Custom-made leather seat
- Custom paint
- Original front and rear suspension
- Renthal low riser handlebars



LUZ
GP

RD.1

MARCH 31, 2019
Robinsons Novaliches

ANT
GP

RD.2

MAY 12, 2019
Robinsons Place Antipolo

MIN
GP

RD.3

JUNE 15-16, 2019
SM City Davao

VIS
GP

RD.4

JULY 13-14, 2019
Bacolod Baywalk

CEB
GP

RD.5

AUG. 17-18, 2019
Cebu Kartzone

CAV
GP

RD.6

OCT. 19-20, 2019
Carmona Race Track



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YGP RACE SCHEDULE

LEG 2 | MAY 26 | SM CITY DAVAO
LEG 3 | JULY 21 | SM CITY CEBU
FINALS | OCTOBER 13 | TBA



TEAM LUZON



TEAM VISAYAS



TEAM MINDANAO



ARRC RACE SCHEDULE

LEG 2 | MAY 31 - JUNE 2 | BURIRAM CIRCUIT 
LEG 3 | JUNE 28-30 | SUZUKA CIRCUIT 
LEG 4 | AUGUST 9-11 | CHANG CIRCUIT 
LEG 5 | SEPT 19-22 | SEPANG CIRCUIT 
LEG 6 | NOV 29 - DEC 1 | BURIRAM CIRCUIT 



- | | | | | |
|--------------|---|------------------------|---|--------------------------|
| Rd. 1 | - | May 4-5, 2019 | - | Rosario, Batangas |
| Rd. 2 | - | June 1-2, 2019 | - | Rosario, Batangas |
| Rd. 3 | - | July 6-7, 2019 | - | Clark, Pampanga |
| Rd. 4 | - | Aug. 3-4, 2019 | - | Clark, Pampanga |
| Rd. 5 | - | Sept. 7-8, 2019 | - | Rosario, Batangas |
| Rd. 6 | - | Oct. 5-6, 2019 | - | Clark, Pampanga |



CALIFORNIA SUPERBIKE SCHOOL in Partnership with Wheeltek and Kawasaki PH

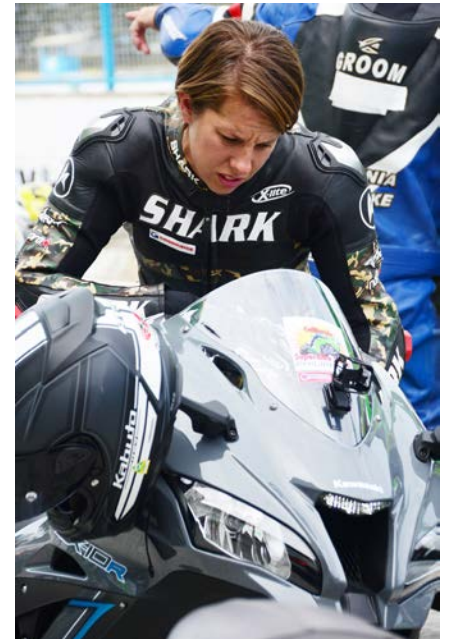
by Ricci Abrina



California Superbike School is here in the Philippines for the past 6 years now and the preferred motorcycle for the coaches is the Kawasaki ZX-10R, the race bike of 3-time World Superbike champion Jonathan Rea.

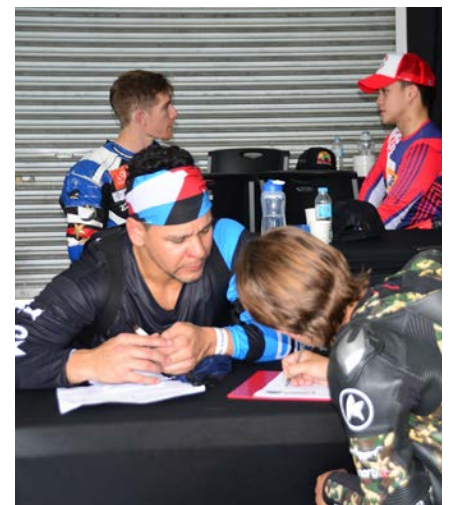
Last February 23 and 24, California Superbike School Philippines for 2019 produced a big turnout of students (45 students and 13 coaches and staff). Six of them were celebrities - Dingdong Dantes, Paolo Abrera, Dominique Roque, Jak Roberto, Ian Veneracion and Paolo Avelino. Also in the students' list was Wheeltek executives and brothers Roscoe and Raymond Odulio with Kawasaki Motors Philippines' Henry Raquedan. As in the past, there were green, white and

yellow groups with at least three to four students each per 8 coaches. Levels 1 and 3 were taught on the 1st day and Levels 2 and 4 on the 2nd day. The green group had first timers in the track while the white and yellow groups were a mix of experienced track riders and the highly competitive racers. The lesson plan and schedule was as always started with a 15-minute classroom briefing then a 20 minute track time. After which, the student discusses with his coach his performance according to the drill discussed in



the classroom. The coach gives suggestions on how to improve and then goes in the classroom for the next drill. Of course, while riding around and doing your drills on track your coach will be observing you and maybe following you closely.

With the enthusiasm and passion of Mr. Emil Banno and Mr. JP Tuazon, gratefulness is forthcoming for bringing in the coaching staff





and crew of California Superbike School to the Philippines. Thank you to Wheeltek and Kawasaki Philippines for the world champion motorcycles lent out. Plans for a California Motorcycle School are also in the pipeline for motorcycles with lower displacements. [IR](#)



FIRST IMPRESSION

KYMCO Like 150i ABS

RETRO Reborn

by Al Camba

The all-new KYMCO Like 150i ABS possesses a stunning design of a modern scooter with futuristic-retro style. It was named the 2017 Best Scooter in the USA at the prestigious Motorcycle.com Awards for its modern features and performance, unprecedented for a lightweight scooter category.

It is powered by KYMCO's newly-designed 4V technology engine, which has an increase of 1.4kW to the power of its predecessor, making it the best in its class. It provides a smooth and linear output throughout its power band. The roller rocker arm in the engine reduces friction within the valve driving system, while the lightweight cylinder head enables the engine to generate more power.

Capable of high speeds for any urban setting, the Like 150i can run on any full-access highway or cross bridges, complemented by the ease of a twist-and-go automatic transmission and stable yet super light steering.



An elegant Like Logo





Wearing both the classic and modern looks, the scooter comes with a modern retro LED headlamp, a highly luminescent full LED tail lamp, a fully digital instrument panel, a glove box compartment with lock and USB charging port, a 12" aluminum alloy wheel and Bosch antilock braking system, and an easy front fuel filler opening. Moreover, its innovative design allows better balance and stability, while exuding European elegance.

We got to see the prototype sample, the first KYMCO Like, way back in early 2009. We are very close friends with Sir Gilbert Limjoco of KYMCO Philippines. So pina-test ride niya sa amin yung KYMCO Like and na-attract agad ako because of the styling and lalo na yung price, noon it was only 70 something thousand pesos. At that time, yung Vespa, the original one, was 200 thousand plus. So, bargain na bargain yung KYMCO Like.

Immediately, I placed an order to Sir Gilbert and because of our good relationship, actually, the first KYMCO Like unit was given to me. I bought the white unit and then the second one went to Ricci. Ricci got the Super 8 two years earlier and is very happy with KYMCO so bumili



■ KYMCO Like 125

din siya ng KYMCO Like. And the third unit, I think went to Mr. Ryan Chao of Motoworld. That's how impactful the first Like was in terms of styling

and value for money. I kept the Like for maybe 3 years, using it. And that time may kasama pa siyang top box. So I changed it to a bigger top box



■ Instrument Panel



■ Easy front fuel filler opening



■ 770mm seat height



■ Modern LED Head Projector Lamp

and you can actually read our first impression report way back 2009.

So today, almost 10 years later, good thing that there is the new KYMCO Like 150i. Aside from the styling, the good thing in the 2009 model is that we were already impressed with the braking and the power of the motorcycle. It was only a 125 carburetor model. The braking although there's no ABS, was really strong. And the tires, maganda na rin. On top of that, for a

price na parang Japanese lang, it's a good feeling na you're owning something na retro-styled. With the new version, KYMCO did a very good job. Yung mga concerns ko sa luma, that time, if I could remember, there were only two things. First and foremost is the hard rear suspension and matatag yung unang KYMCO Like. And the high floorboard. But among others, ito ang isa sa mga una na mayroong USB port. And like I said, the brakes are very strong. With the new

Capable of high speeds for any urban setting, the Like 150i can run on any full-access highway or cross bridges, complemented by the ease of a twist-and-go automatic transmission and stable yet super light steering.



one, yung styling is actually closer to the inspiration and we cannot deny it, its inspiration is the Vespa scooter. If you compare this Vespa to the new KYMCO Like, mas malapit ang kanilang resemblance in terms of styling but the KYMCO is mas better pa because of the LED lights and the instrument panel is more advanced. Too bad, the unit that we have is the lower version which doesn't have the Noodoe. The Noodoe is something you can pair your phone with, you can do navigation and facebook.

The new engine of the Like is already much smoother and more powerful. There's 3 reasons and these are fuel injection, 4 valves and of course it's bigger at 150cc. It's much smoother and more powerful. Acceleration is really impressive. In fact, comparing it with the Vespa that we have which is less than 3000km, medyo mas maganda pa takbo niya. You can feel it; it's much faster than Vespa. And one thing I also like about the new KYMCO Like is yung stability niya. I felt on the Vespa the smaller wheels and maybe the geometry medyo twitchy siya especially at high speed and if there's a sudden bump, medyo twitchy siya. I felt more stable dito sa new Like probably because of the size of the wheels and their geometry is more relaxed. Mentally, hindi nakakapagod yung new Like. The Vespa is a bit twitchy but it's not that bad. But the new Like is much more relaxed to use. And of course the price. Yung styling talaga ng Vespa ang magugustuhan natin. Even the seat now has



Seat Compartment



Rear Suspension



Front Suspension



ABS 12x10 inches



a different color. Mine was also white, I had to modify the seats and modify some others to look like retro. And what I liked about this is maraming metal chrome trimmings yung bagong Like. The group chrome trims sa side ng foot body work is tuloy-tuloy na and it's metal. It's not chrome plastic anymore. Also the rear grab reel, from the plastic ngayon chrome na rin parang Vespa na rin. And of course the instrument panel is much nicer and meron pang fuel gauge, voltmeter and most importantly the ABS Indicator, because this new Like has an ABS from Bosch. So, safety-wise it's very good. The old Like malakas ang preno. This new one still malakas pero much safer to





use because of the ABS. Now in terms of the suspension that I mentioned a while ago, yung complaint ko with the old one it's now gone, this new Like mas smooth na siyang i-ride. Dati naghahanap pa kami ng pang-replace ng shock dun sa original Like, now with this new one you don't have to. Again, kasing smooth na rin siya ng Vespa. And yet, although the Vespa has metal monocoque chassis, yung bagong Like medyo mas solid feeling na closer to the metal monocoque chassis feel of the Vespa.

Still, 10 years after with the new Like, it still has this proposition na it's very stylish and you feel like you're owning something not Asian, talagang Italian ang dating. If you want to be different from the other scooters, the other Japanese scooters and if you are not a fan of racing or mga graphics, then the KYMCO Like is for you. It's elegant; you don't have to go fast. Chill lang. It has this elegant and upscale feeling. Congratulations KYMCO! This is a big step up and a lot of old Like owners will upgrade to this new one. And of course it has the same quality of KYMCO. Again, thank you KYMCO Philippines! 

If you want to be different from the other scooters, the other Japanese scooters and if you are not a fan of racing or mga graphics, then the KYMCO Like is for you. It's elegant; you don't have to go fast. Chill lang. It has this elegant and upscale feeling.



SPECIFICATIONS

ENGINE

Engine Type	4S SOHC
Displacement	150cc
Max Horsepower	13.5Ps @ 9000rpm
Max Torque	12.5Nm @ 6500rpm
Fuel System	Fuel-injected
Cooling	Air-cooled
Ignition	Electric
Transmission	CVT Automatic
Front Brakes	Disc Type Bosch ABS
Rear Brakes	Disc Type Bosch ABS

CHASSIS/SUSPENSION

Front Suspension	Telescopic
Rear Suspension	Double Swing
Front Tires	110/70-12
Rear Tires	130/70-12

DIMENSION/WEIGHT

Length	1935 mm
Width	690 mm
Height	1145 mm
Wheelbase	1135 mm
Dry Weight	115 kgs
Under Storage	Yes
Fuel Capacity	7.0 Liters



"What I liked about the new Like is the placement of the emblem. And now it's a 150i. 150cc fuel-injected. Ang ganda nito. The new Like is much better to use at night than its old version. I like it also that the gas tank makes it balanced. Now you have more space on the seat. You can put a lot but I'm sorry to say the regular half-face won't fit. The ride is perfect and I like it, but I think you can adjust the rear suspension to make it stiffer."

- Ricci Abrina





LUZ
GP

RD.1

MARCH 31, 2019
Robinsons Novaliches

ANT
GP

RD.2

MAY 12, 2019
Robinsons Place Antipolo

MIN
GP

RD.3

JUNE 15-16, 2019
SM City Davao

VIS
GP

RD.4

JULY 13-14, 2019
Bacolod Baywalk

CEB
GP

RD.5

AUG. 17-18, 2019
Cebu Kartzone

CAV
GP

RD.6

OCT. 19-20, 2019
Carmona Race Track



2019 NATIONWIDE RACE CLASS

- > Super Underbone Open (*Expert/Int./Novice*)
- > Super Underbone Sealed Engine (*Expert/Int./Novice*)
- > Super Scooter Sealed Engine (*Expert/Int./Novice*)
- > Suzuki Raider FI One Make Race (*Novice/Beginner*)
- > Suzuki Skydrive Sport One Make Race (*Novice/Beginner*)

TIRES ALLOWED



2019 OFFICIAL TEAM



Eane Jaye Sobretudo



April King Mascardo



Jaypee Obedencio



Mark Djereck Ondillo



Nikko Nambatac



Rmand Salandanan



Roel Rubin



Mark Santos



2019 OFFICIAL TEAM



Kerwin Chang



John Emerson Inquito



Robert Ryan Espiritu



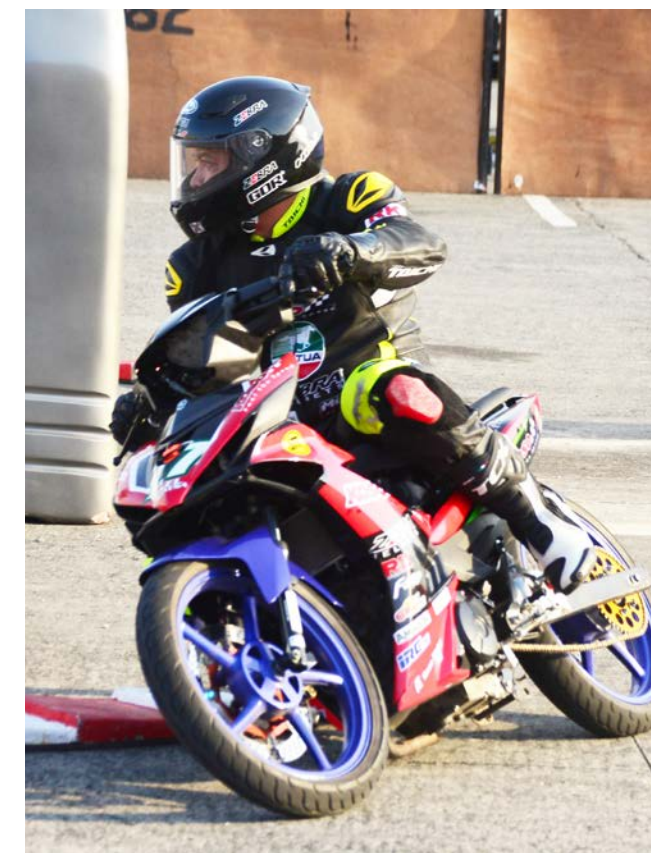
2019 OFFICIAL TEAM



Dustin Esguerra



Michael Cabaysa



2019 OFFICIAL TEAM



Leeandro Paredes



Christian Anderson



Maiko Adapon



2019 OFFICIAL TEAM



Clifford Bacus



Polo Arellano



Yna Marie Enriquez



Zoren Traje





NEW SEASON, NEW CLASSES; *Super Series and IR Cup* *Start in Luzon*

by Reyce! Tiamzon

The Super Series is a nationwide championship competition for underbones and scooters which started in 2016.



The series is organized InsideRACING from Luzon and VisMin organizer The Racing Line. The Super Series sanctioned by USRA gathers the best riders from all over the country. It is where the best of the best are hailed as riders have to battle it out in different racetracks and courses. Top teams and riders from different parts of the country get to compete with each other to the delight of race fans.



Now on its fourth season, the Super Series continues to improve and thrill with a TAG Heuer timing system and new race classes. The Super Underbone class now has an open and sealed engine category for Novice, Intermediate and Expert riders. 2018 Champion April King Mascardo and Vice Champion John Emerson Inguito who had an exciting clash last year are participating



again this year in the Super Underbone class. The Super Scooter class now features sealed engine race bikes. There are two one-make races in this year's Super Series for underbone and scooter. These are the Suzuki Raider Breed Wars Raider R150 Fi and Suzuki Skydrive Sport Cup. The 2019 Super Series is supported by Shell Advance, Suzuki Philippines, Pirelli Tires, FDR Tires and KOBAYASHI.

Conducted together with the first round of the Super Series at the parking lot of Robinsons



Novaliches on March 31 is the opener of the IR Cup Series presented by Shell Advance and organized by InsideRACING. Race classes were Super Underbone Open, Super Underbone Sealed Engine, Super Scooter Sealed Engine and All Scooter Club Race. **IR**



A MAN WITH A MISSION – Inguito Starts Strong in 2019 Super Series

by Reyce Tiamzon

2018's fierce battle for the Super Underbone title is indeed memorable as the rivalry until the end was thrilling. John Emerson Inguito ended up as Vice Champion of the said class after an unfortunate last round.

Had he won the Super Underbone plum, it could have been a grand slam for him as he was also the Philippine Underbone King that year and he also champed in the Underbone Elite class of the IRGPXII.

Moving on, this 2019, the rider known as "The Hitman" was off to a blazing start at the opening round of the Shell Advance Super Series Nationwide Championships held last March 31 at Robinsons Novaliches. Racing for Yamaha-4S1M, Inguito on his Yamaha Sniper race bike

■ John Emerson Inguito

RESULTS

Super Underbone Sealed Engine

1. John Emerson Inguito
2. Eane Jaye Sobretudo
3. Robert Ryan Espiritu
4. Jaypee Obedencio
5. April King Mascardo
6. Mark Djereck Ondillo
7. Roel Rubin
8. Michael Cabaysa

dominated the Super Underbone Open class of the Super Series.

A good takeoff at the start gave the advantage to Inguito who led and won the Super Underbone Sealed Engine race of the Super Series with a total time of 8:25.531s. Inguito also registered the fastest time. Suzuki-VMan's Eane Jaye Sobretudo who got the pole position delivered a second place finish while Inguito's teammate Robert Ryan Espiritu placed third. Suzuki-VMan riders Jaypee Obedencio, 2018 Super Underbone champ April King Mascardo, Djereck Ondillo and Roel Rubin finished fourth, fifth, sixth and seventh, respectively. Michael Cabaysa of



■ Dustin Esguerra





■ Robert Ryan Espiritu



■ April King Mascardo

RESULTS

Super Underbone Open

1. John Emerson Inguito
2. Robert Ryan Espiritu
3. Amber Torres
4. Dustin Esguerra

Team KOSO Philippines ended up at eighth place. Espiritu and Cabaysa also rode Yamaha Sniper motorcycles in the race while the Suzuki-VMa riders raced using Suzuki Raider R150 race bikes.

Inguito and Espiritu sealed the first and second podium spots in the Super Series Super Underbone Open race. Espiritu got the fastest lap time in the Super Underbone Open class that day. Amber Torres finished third while KOSO Philippines rider Dustin Esguerra placed fourth. Super Underbone Open riders all raced on board Yamaha Sniper motorcycles.

“Nag-focus lang ako, ginawa ko yung best ko



■ Jaypee Obencio



■ Mark Djereck Ondillo



■ Roel Rubin



Michael Cabaysa

salamat sa palamong ito. Kung wala kayo, di namin magawa itong karera na ito. Sa mga sponsor namin, maraming-maraming salamat unang-una sa Yamaha Philippines, BRT, 4S1M, MT, Nissin, Racing Boy, JM Mirasol, Motoworld,

LS2 at ZENEOS Tires,” said JE in an interview after the races.

The next round of the Super Series and IR Cup both sanctioned by USRA is on May 12 at Robinsons Antipolo. This year, the Super Series

organized by InsiderACING and The Racing Line is using Tag Heuer timing system. The 2019 Super Series is supported by Shell Advance, Suzuki Philippines, Pirell, FDR, ZENEOS, Racing Boy and Koby PH. **IR**



Amber Torres

CHANG SHOWS SCOOTER RACING SKILLS; Coronel Starts 2019 IR Cup Season with a Win

by Reysel Tiamzon



Kerwin Chang



After an awesome 2018, wherein he bagged numerous championship titles, wins and podium finishes, Kerwin Chang from Cainta, Rizal continues to achieve more in his racing career.

RESULTS

Super Series
Super Scooter
Sealed Engine

1. Kerwin Chang

2. Tracy Gaddi

IR Cup

Super Scooter

Sealed Engine

1. Kenneth Coronel

Chang participated and won the Super Scooter class of the Super Series Nationwide Championships held last March 31. Tackling the race course at the parking lot of Robinsons Novaliches, Chang dominated the Super Scooter race. He also got the fastest lap time of the race which had 12 laps.

“Pinapasalamatan ko po ang mga tumulong sa akin, mga kaibigan ko, mga taga Cainta at Floodway, mga nag-sponsor sa akin, maraming maraming salamat po kay Kuya Ivan, kay Kurt at sa lahat po ng tropa. Thank you po kay God, sa family ko, at sa InsiderACING po,” shared Chang who just used to watch races before and is now one of the admired and skilled racers in the country.

Longtime racer Tracy Gaddi placed second in the

SALANDANAN Impresses on the Suzuki Raider R150 FI

by Reyce Tiamzon

One of the one-make races in this year's Super Series Nationwide Championships uses the "Pinnacle of Hyper Underbones", the Suzuki Raider R150 Fi. The race class is for Novice and Beginner riders.

Mio race bikes.

Running in the same grid as the Super Scooter class of the Super Series is the IR Cup divisional class. Kenneth Coronel was the winner of the IR Cup Super Scooter category and he also used a Yamaha Mio scooter in the 12-lap race. Coronel is grateful for the support of CHAWRX, Redspeed, CMP Garage, Team Yeyok, Denoo Oil, Team Graphitee, HJC Helmets and Triumph JT. **IR**



Tracy Gadi



Kenneth Coronel



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Suzuki Philippines provides Suzuki Raider R150 Fi race bikes for the Super Series one-make class. 18 riders registered and they underwent qualifying eliminations to determine who will compete in the race proper.

On pole position was Suzuki-VMan rider Rmand Salandanan who was seamless all



Rmand Salandanan



throughout. Salandanan was impressive not just in the qualifying but in the 18-lap race as well. Leading the entire race, Salandanan crossed the finish line with a total time of 7:28.425s. He also submitted the fastest lap time in the race. “Pinapasalamat ko po yung team ko na Suzuki VMan, sila Sir Manuel Chien, Sir Gerald Sobretudo at lahat po ng bumubuo sa Suzuki Philippines,” expressed Salandanan.



RESULTS Suzuki Raider R150 Fi

1. Rmand Salandanan
2. Nikko Nambatac
3. Polo Arellano
4. Jason Baguasan
5. Bernard Bobby Valdez
6. Christian Anderson
7. Zoren Traje
8. Kevin Ramirez
9. Joseph Toledo
10. Mark Santos
- DNF Edcel Corpuz
- DNF Michael Cabaysa



It was a 1-2 finish for Suzuki-VMan as another rider of the team, Nikko Nambatac from Davao, secured the second place. Third placer was Polo Arellano who also hails from Davao. Arellano races for FiTech-Speedzilla.



■ Nikko Nambatac



■ Bernard Bobby Valdez

Jason Baguasan finished fourth followed by Bernard Bobby Valdez. Sixth to cross the finish line was Project Fi rider Christian Anderson. Zoren Traje finished seventh while Kevin Ramirez ended up at eighth place. Joseph Toledo of Motortrade-Suzuki and Mark Santos of Suzuki-VMan placed ninth and tenth. Edcel Corpuz and Michael Cabaysa both had a DNF (did not finish) result.

Much anticipated by Suzuki riders and enthusiasts here in the country, the Suzuki Raider R150 Fi was finally launched locally in 2017. Inherited from Suzuki technologies developed for MotoGP



■ Jason Baguasan



machines, the Raider R150 Fi is powered by a 150cc DOHC engine, 4-valve with 6-speed transmission. It is liquid-cooled and sports a full LCD instrument panel reminiscent of the one on the Suzuki GSX-S1000 big bike giving it a premium feel. **IR**



RIDER FROM DAVAO Conquers Luzon and Shines!

by Reyce Tiamzon

Suzuki's fashionable and economical scooter, the Skydrive Sport, also takes the spotlight in racing! The Suzuki Skydrive Sport Cup, a new class for the Super Series Nationwide Championships lets beginner and novice racers experience the thrill of racing as well as the performance and style of the latest scooter offering of Suzuki Philippines.



Out of 17 riders who registered for the Skydrive Sport Cup last March 31 at Robinsons Novaliches, 15 were featured in the race proper which had 20 laps. Suzuki-VMan's Rmand Salandanan who was in pole position led the race after the takeoff and behind him were teammate Nikko Nambatac, FiTech-Speedzilla rider Polo Arellano and the rest of the Suzuki Skydrive Sport Cup racers. Salandanan led for some laps but

RESULTS Suzuki Skydrive Sport Cup

1. Polo Arellano
2. Nikko Nambatac
3. Edcel Corpuz
4. Rmand Salandanan
5. Mark Santos
6. Jason Baguasan
7. Kim Suzuki
8. Kerth Felixmeña
9. Justin Javier
10. Ace Fajardo
11. Michael Cabaysa
12. Yna Marie Enriquez
13. Zoren Traje
14. Joseph Allen Magalit
15. Joseph Dominique Purino

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■ Polo Arellano



an unfortunate crash caused him the first place. Claiming first position after Salandanan's mishap was Arellano from Davao and the FiTech-Speedzilla rider took the lead and win for good. Arellano is grateful to si God, his family, mother, father, brother and sponsors FiTech, Ohdiba Racing, The Racing Line and Stay Ahead for supporting him. It is the first time for Arellano to come to Luzon to race and he immediately impressed the crowd and the other riders with his win.

Nambatac finished second while third placer was Edcel Corpuz. Salandanan was able to remount and continue the race and the Suzuki-VMan racer settled for fourth place. Teammate





■ Nikko Nambatac



■ Edcel Corpuz



■ Rmand Salandanan

Mark Santos finished fifth followed closely by Jason Baguasan. Kim Suzuki crossed the finish line seventh while Kerth Felixmeña placed eighth. Justin Javier and Ace Fajardo finished ninth and tenth, respectively. Michael Cabaysa ended up at eleventh place. Yna Marie Enriquez of FiTech-Speedzilla, the only female rider in the race, finished twelfth followed by Zoren Traje, Joseph Allen Magalit and fifteenth placer Joseph Dominique Purino. The Skydrive Sport was introduced in the country by Suzuki Philippines in 2018 and proves to be a very convenient and trendsetting scooter. **IR**

PAREDES Delights Project Fi

by Reyce Tiamzon

From joining one-make races in the past years, Leeandro Paredes continues to get better and grow in the local racing industry.



■ Leeandro Paredes



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RAIDER
SPEED WARS

USRA
UNITED STATES RACING ASSOCIATION

RESULTS

IR Cup
Super Underbone
Sealed Engine

1. Leeandro Paredes
2. Joseph Toledo
3. Maiko Adapon



■ Maiko Adapon

the local star riders we have today who started young in the motorcycle racing industry. With talent and the help of Project Fi and his supporters, Paredes is sure to reach new heights in his racing career.

Finishing second in the IR Cup Super Underbone Sealed Engine class is Joseph Toledo of Team Motortrade-Suzuki who raced on board a Raider R150 Fi. Third placer is another Project Fi rider, Maiko Adapon, on a Suzuki Raider. First and third place result indeed delighted the Project Fi racing team.

The Super Underbone Sealed Engine class of the IR Cup is battled by Novice and Beginner racers on stock 150cc race bikes. The said class ran in a combined grid together with the Super Underbone Sealed Engine category of the Super Series Nationwide Championships. **IR**



■ Joseph Toledo

MALIHAN DELIVERS VICTORY for Moto Corsa

by Reycel Tiamzon



The Super Underbone Open class of the IR Cup series this year is for Novice and Beginner racers. The IR Cup held its opening round alongside the first round of the Super Series Nationwide Championships.



■ Ton Farin



■ Dale Malihan

Riders on board 150cc underbones with open setup are featured in the IR Cup Super Underbone Open category. The said class ran together in a combined grid with the Super Series Super Underbone class.

Dale Malihan of Moto Corsa with a total time of 8:24.094s emerged as the winner. Malihan who hails from Bulacan was off to a great start this racing season as manifested by his steady performance in the IR Cup's opening round held at Robinsons Novaliches last March 31. Last year, Malihan was able to get some wins and podium finishes and with the help of Moto Corsa racing team, the young rider aims to achieve more this year. Malihan is also thankful to Pirelli Tires, HJC Helmet and Racing Boy.



■ Kevin Ramirez



■ Rodel Lemu



RESULTS

IR Cup Super Underbone Open

1. Dale Malihan
2. Ton Farin
3. Rodel Lemu
4. Kevin Ramirez

Ton Farin of JRD Performance finished second, crossing the finish line 1.199s after Malihan. Rodel Lemu joined Malihan and Farin in the podium while Kevin Ramirez finished fourth in the 22-lap race.

Malihan, Farin and Lemu used Yamaha Sniper 150 race bikes in the first round while Ramirez raced on board a lent Suzuki Raider R150 Fi. **IR**

ADAPON REIGNS in All Scooter Race

by Reysel Tiamzon

An All Scooter Club Race was part of the opening round of the IR Cup Series.



■ Maiko Adapon

Novice and Beginner races joined the said class and diced it out last March 31 at Robinsons Novaliches. Adapon dominated the 18-lap race. He registered the fastest lap time and finished the race in 7:16.206s. Adapon is supported by Project Fi racing team. "Exciting ang first leg. Halos napaghandaan namin. Sulit ang pagod namin. Salamat po sa Project Fi Philippines, K-Tech Thailand, DK Racing, Yayamanin, Combiz Philippines, YSS Philippines, kay Boss Mika, Chinaworks, IZ2, YSS Suspension Philippines at A3 Motobok," said Adapon. Another rider of the team, Christian Anderson placed second, another double podium result for Project Fi.

Jaed Issifu grabbed the last podium spot. Kenneth Coronel crossed the finish line fourth



■ Kenneth Coronel



■ Kim Suzuki



■ Christian Anderson



■ Jaed Issifu

RESULTS IR Cup All Scooter Club Race

1. Maiko Adapon
2. Christian Anderson
3. Jaed Issifu
4. Kenneth Coronel
5. Kim Suzuki
6. Joseph Purino
7. Mac Cris Miranda
8. Kerth Felixmeña

followed by Kim Suzuki and Joseph Purino. Mac Cris Miranda placed seventh while Kerth Felixmeña finished eighth.

Yamaha Mio races bikes were used by all participants in the first round of the IR Cup Series. [IR](#)

KTM DUKEHANA Wraps First Leg

by Reysel Tiamzon

Dukehana, a motorcycle time attack challenge for KTM 200 and 390 Duke riders, held its first leg this year on March 30 at Robinsons Novaliches.



■ L-R: Mr. Jong Uy of The Racing Line, Rodol Lemu, Luisito Sta. Ana, Jason Baguasan and Mr. Al Camba of InsideRACING

The series is organized by InsideRACING in partnership with KTM Philippines. Participants' riding and maneuvering skills were tested as they tackle the course in the best time possible in heats.

Winners in the first round were Jason Baguasan from Parañaque (200 Duke), Rodol

Lemu from Quezon City (390 Duke) and Luisito Sta. Ana from Taytay, Rizal (Open class). Sta. Ana who is sponsored by Bikerbox, Inc. is the 2018 Dukehana champion while Baguasan and Lemu were road and circuit racers.

Stay tuned for the schedule of the next Dukehana event. The Dukehana is held together with the legs of the Super Series Nationwide



Championships organized by InsideRACING and The Racing Line. The Dukehana and the Super Series have rounds in Luzon, Visayas and Mindanao. Dukehana participants may bring their own Duke motorcycles or rent a Duke unit at the venue of each leg of the series.

On March 31 also at the Robinsons Novaliches, the season opener of the Super Series and IR Cup which are both presented by Shell Advance and sanctioned by USRA took place. [IR](#)



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PAZ AND FERNANDO Prove the Philippines is an Underbone Racing Power in Asia!

by Reysel Tiamzon

History was made by Uma Racing-Yamaha Philippines in the opening round of the FIM Asia Road Racing Championship (ARRC) wherein the team dominated the Underbone 150 class.

Before their stint at the season opener, there were high hopes and expectations for Filipino riders McKinley Kyle Paz and Masato Fernando as the two were considered high caliber racers for a long time now. The two indeed did not disappoint, proudly carrying the Philippine flag and clinching victories to the delight of the multitude of their fans and supporters back at home.



L-R: Mr. Emerson Mendoza, K-u de Leon, McKinley Kyle Paz, Mr. Jordan Cornista, Mr. Jason Yong, Ms. Jenifer Perey, Mr. Ryan Jude Camus, Masato Fernando, JayR Cambaog and Jhonar Cruzem



The battle in the UB150 class of the ARRC is tough as 34 riders diced it out in the first round held at the 5.543-kilometer Sepang International Circuit in Malaysia from March 8-10. Riding the highly regarded Yamaha Sniper 150 which is dubbed as "King of the Street", Paz and Fernando hold their own against the best underbone riders in Asia. On March 8, #17 Masato Fernando who struggled at the Preseason Test held on March 5-7 qualified 4th while #123 McKinley Kyle Paz who was impressive right away days before the opening round was 6th in the qualifying. Both participated in the Superpole in the morning of March 9 and Paz got the second position at the starting grid. Fernando, on the other hand, placed fourth.





Race 1 was a well-deserved victory for Paz who “slipstreamed” past his opponents in the last corner of the last lap. Paz and Fernando were both relentless in battling at the first lead pack in the 6-lap race. Fernando eventually ended up at 5th place and was determined to redeem himself in Race 2. Meanwhile, the Philippine national anthem was played at the awarding ceremony of the UB150 class as “Wonder Boy” Paz joyfully accepted the first place trophy. Paz took the first win in the 2019 ARRC as the UB150 was the first race of the weekend. The “Wonder Boy” from Taytay, Rizal greatly capitalized on his experience racing in some rounds of the UB150 class in 2018 wherein he also raced for UMA Racing and his familiarity with the Sepang track.



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The "Wonder Boy" from Taytay, Rizal greatly capitalized on his experience racing in some rounds of the UB150 class in 2018 wherein he also raced for UMA Racing and his familiarity with the Sepang track.





It's payback time for "The Chairman" Masato Fernando in Race 2. Staying true to his word, the rider from Guiguinto, Bulacan crossed the finish line first, surviving the tight 6-lap race. It was the first time for Fernando to join the UB150 class and to race at the long Sepang circuit as well.

It's payback time for "The Chairman" Masato Fernando in Race 2 as he made sure to clinch the win for the country. Fernando and Paz both had the chance to lead the race and staying true to his word, "The Chairman" from Guiguinto, Bulacan crossed the finish line first, surviving the tight 6-lap race. This was the first time for Fernando to join the UB150 class and to race at the long Sepang circuit as well. Paz got the third place and seeing two Filipinos in the podium indeed got their supporters in the Philippines in euphoria.

The Philippine national anthem was played twice and the Philippine flag was raised in the podium twice in Malaysia.

With his first place and third place output in Round 1, Paz now leads the point standings in the ARRC's UB150 class with 41 points while teammate Fernando is second at the rankings with 36. UMA Racing-Yamaha Philippines is on top of the team standings with 50 points after the first round.



All out in supporting Paz and Fernando of course is Yamaha Motor Philippines with representatives Mr. Ryan Jude Camus, Ms. Jennifer Perey, Mr. Jordan Cornista and Mr. Emerson Mendoza. Team mechanics Jhonar Cruzem, JayR Cambaog and K-u de Leon of course played an important role in our victory in the first round. UMA Racing is a prominent motorcycle performance and racing parts brand in Malaysia and is a well known brand in the Philippines. Ms. Sam Lu of UMA Racing Philippines was present to support the Philippine team in Sepang.

With the superb performance of the UMA Racing-Yamaha Philippines, the Philippines is now regarded as a legit underbone racing power in Asia. Paz and Fernando are an inspiration to Filipino racers and fans. Yamaha Motor Philippines continues to produce new racing heroes while at the same time validating the high performance of Yamaha motorcycles be it on the street

or on the racetrack. This is the first full season participation of Yamaha Motor Philippines in the ARRC. Locally, Yamaha Motor Philippines stages the longest one make race series in the country, the Yamaha GP, which is had its opening round for its 10th year on March 17 at Robinsons Novaliches.

Round 2 of the UB150 class is on May 31-June 2 at the Chang International Circuit in Thailand. Congratulations UMA Racing-Yamaha Philippines and all the best in the coming rounds! **IR**





ACCESS PLUS RACING-DUCATI PHILIPPINES-ESSENZA Starts Well in Asian Superbike Competition

by Reysel Tiamzon

Tricky weather conditions challenged the inaugural ASB1000 (Asian Superbike) class of the FIM Asia Road Racing Championship (ARRC) last March 8-10 at the Sepang International Circuit. Access Plus Racing-Ducati Philippines-Essenza, comprised of Filipino TJ Alberto and Swiss-Italian Jonathan Serrapica had a decent showing in the tough race class.

The ARRC had its Pre-season Test right before the first round. The ASB1000 is currently the series' highest level of competition and offers a regional platform where riders graduating from their respective national championships can compete. The ASB1000 are using FIM Superstock 1000 regulations with machinery that is equivalent to what is being sold for the road going public.

Alberto and Serrapica are using Ducati Panigale V4 R race bikes provided by Ducati Corse in the series. The Access Plus racing team has been successful and victorious in the Philippine racing scene for more than a decade and now ventures into international racing.

Alberto was 9th in qualifying while Serrapica was 13th at the starting grid. The two both finished their first ASB1000 race as Alberto crossed the finish line 7th while Serrapica placed 8th. Race 1 saw Alberto and Serrapica's consistency as other riders have crashed. Race 2 was tricky and challenging at the same time as rain poured, drenching some parts of the Sepang Track. With some parts of the 5.542 racetrack wet and the rest dry, the riders' skills were challenged. Serrapica impressively moved up to the 9th position by the second lap but unfortunately slid of the track amidst the rain just as he was just getting close



to P7. Serrapica got up and rejoined the race but crashed again and was out of the race with only two laps remaining.

Alberto on the other hand, held his own and an overtake to finish in 6th place was his highlight in Race 2. After a productive first round, Alberto is ranked 6th in the overall point standings while Serrapica is 11th. The second round was scheduled on April 25-28 at The Bend Motorsport Park in Australia.

Access Plus Racing-Ducati Philippines' Essenza riders and Team Principal's thoughts after the first round:

#77 TJ Alberto: "I'm quite happy with our results as I struggled during the two-day pre-season test to break into the top 10, so it was a welcome improvement to gain a few spots. We have a lot still to improve with the bike, but the team did a great job for this first race. I'm looking forward to the next event in Australia now that I have more laps under my belt in the wet and the dry. Thanks to my team Access Plus Racing-Ducati Philippines-Essenza for providing me with a great bike for this race."

#48 Jonathan Serrapica: "Good way to start the season for Access Plus Racing-Ducati Philippines-Essenza. It was a long week for everyone and I'd like to thank the whole team for working so hard to give me and TJ an amazing bike to race. Glad that the team is also happy with my performance even if I went down in the rain. If we continued maybe we could have reached the podium. I'm now fully charged for the next race in Australia!"

Toti Alberto, Team Principal: "Our result for the opening round of the ARRC is an accomplishment considering we only received our Ducati Panigale V4Rs less than a week before the race. We then spent long nights to just get them ready for the official pre-season test on Tuesday and Wednesday. TJ and Jonathan's performance during the weekend made all our efforts worthwhile and is a testament to Access Plus Racing-Ducati Philippines-Essenza's abilities as a team."

Team Access Plus Racing-Ducati Philippines-Essenza is sponsored by Access Plus Group, Ducati Philippines, Essenza, AELLA, Dickies Philippines, Ohlins Philippines, Century Hotel Angeles City, LV8, and Pradera Verde.

With one step at a time, Access Plus Racing-Ducati Philippines-Essenza is sure to gain ground in the high level ASB1000 class of ARRC, proudly carrying the Filipino flag and talent in the international scene. TJ Alberto is one of the top Filipino superbike riders with racing experience not just in the Philippine Superbike Championships but also in the Italian Superbike Championship and European Superstock Championship. Serrapica, meanwhile, is a former Malaysian superbike champion. Team Principal Toti Alberto, TJ's father, is a champion and prominent figure in Philippine motocross and superbike in the past years.

Good luck for the remaining rounds of the ASB1000, Access Plus Racing-Ducati Philippines-Essenza! **IR**



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REPSOL ROAD RACE BEGINS 2019 Season in Tumana

by Reyce Tiamzon

It was a well participated race event once again for Sonicboom Motorsports' Repsol Road Race Championship last February 17. The 2019 season opener drew a huge number of new and up and coming riders as well as some prominent names in the local motorcycle racing industry.



The first round was held in Tumana, Marikina. Coming up with a double win was Dean Martin Dadivas who emerged triumphant in the 150 Open Underbone (Beginner/Novice) and Fun Race Underbone classes. Kevin Ramirez from Marikina placed second in the 150 Open Underbone race for Beginner and Novice races while runners-up in the Fun Race Underbone were Russel Jay Jarlego and Jericho Santos

There were three pocketbike classes and these were for kids, teens and adults. Mytchell Joshua Ngo won in the kids class with Ricardo Balanquit and Eunice Sta. Ana taking the second and third place. Rexelle Prado was the victor in the pocketbike teens category and



joining him in the podium was Alexander Diaz. In the adults' group, Louie Reyes was victorious. Finishing second was John Pabico while the third place was taken by Homer Feliciano.

Come backing Clyde Relativo who has stayed in the United States dominated the 160 AT Open race. Kerwin Chang and Hermie Francisco placed second and third. In the 160 AT race for Beginner and Novice riders, it was Jomari Hernandez who prevailed. Second and third placers were Jaypee Austria and Laurence Acay. Kenneth Coronel was the winner of the Fun Race Automatic class.

Amber Torres was seamless in the 115 Underbone race. Mark Indiongco finished second followed by John Michael Estillero. In the exciting 150 Open Underbone race, Kerwin Chang snagged the victory. Fellow prominent riders Ton Farin and Tracy Gaddi were the runners-up.

Club races were part of the Repsol Road Race Series. Sierra Wave club race winner was John





Louie Reyes. Second placer was Honesto Reyes Jr. and Ramon Franco finished third. A club race for local riders was also held. Laurence Acay won the Batang Tumana club race while Marky Añasco placed second. Adrian de Maiwat and Denmark Mendoza were the third and fourth placers. Team High Risk also had a club race and winning the race was Mark Enesando. Rev Salazar and Oliver Miranda joined him in the podium.

A fun All Dio race was also conducted. Taking the first place was Prince Jeffrey Talontong. Finishing second was Kane Ricaña and ending up third was John Nathaniel Pabico.

Two months after, the Repsol Road Race held its second round in San Pedro Laguna. The Repsol Road Race Championship series is organized by Sonicboom Motorsports and is one of the popular race events in the country. [IR](#)





DAVAO PRIDE MANGOSONG Unstoppable in MMF Supercross 7

by Reyce! Tiamzon

The 7th edition of the MMF Supercross Championship gathers the top off-road racers as well as up and coming riders who are out to have fun and enjoy a competition of riding skills in the rough terrain.

Howell "Bornok" Mangosong from Davao is one of the highly regarded riders in the country today and he continues to achieve more feats in his career. 27-year-old Mangosong is much anticipated by his supporters and fans at the MMF Supercross 7 and the highly skilled rider did not disappoint. Mangosong convincingly won the Pro Open class in the opening round of the series held at the MX Messiah Fairgrounds in

Taytay, Rizal which happened on February 3. That win which he grabbed even though there was a problem is his motorcycle right before his race is just the first of three as the talented rider also dominated the Pro Open class in Rounds 2 and 3. It was a smooth dominance for Mangosong in the second round as well as in the third round. Mangosong uses a Yamaha YZ450F. He battles among the likes of prominent riders

Ompong Gabriel, Ralph Ramento and JC Rellosa in the exciting Pro Open class.

In the first round, other victors were the legendary Jolet Jao in the Veterans class, Pia Gabriel in the Ladies class, John Kenneth Saligao in the Amateur Production, Roman Llorente in the Executive Production, Michael Tschop in the Amateur Production, Joseph Penaso in the Open Local Two-Stroke Enduro, Abdul Heiz Sandani in



the Beginners Open Production and Power Enduro classes, Lad Bucag in the Open Underbone and Local Enduro 4-stroke categories and Shana Tamayo in the Girls Division. In the kids' categories, winners were Lleyton Fellizar in the 85cc, Carl Celestino in the 65cc 11 and below, Xy Maximo in the 50cc 9 and below, Joshua Tamayo in the 50cc 7 and below and Dylan Fabian in the Yamaha PW50 5 and below.



Jasmine Jao, daughter of Jolet Jao, shone in the second round as she outperformed Pia Gabriel. Jasmine is supported by Potato Corner Philippines, Black Mamba Energy Drinks, KYT Philippines, Richbian Taxi, Platinum Lubricants, OZ Racing Philippines and Imprint Customs. Jolet Jao was stellar like his daughter as he duplicated his victory in the Veterans category.

Triumphant once again was Abdul Heiz Sandani who won two classes, the Power Enduro and Beggins' Open Production. Other victors in Round 2 were Quikko Bautista (Local Enduro 2-stroke), Jason Sarmiento (Local Enduro 4-stroke), David Malgapo (Amateur Open Production), Jason Sarmiento (Open Underbone), Lleyton Fellizar 85cc 14 and below), Shana Vernice Tamayo (Girls 12 and below), Dylan Brice Fabian (Yamaha PW50 5 and below), Joshua Vern Tamayo (50cc, 7 and below), Nijel Torre (50cc 9 and below) and Carl Celestino (65cc 11 and below).





Just like Mangosong, Jolet Jao continued to win in the Veterans class in the third round. Pia Gabriel bounced back in the Ladies class. Round 3 was supported well by race fans just like the two rounds.

The MMF Supercross Championship 7 is supported by Generation Congregation, Shell Advance Motorcycle Oil, Yamaha Motor Philippines, Fox Racing Philippines, Coffee Grounds, Dunlop Tires, Richbian Taxi, Coffee Grounds, MMF Academy, Vermosa, NAMSSA and Best Taytay. The series organized by Mr. Sam Tamayo is accredited by the Games and Amusement Board. [IR](#)



OWN YOUR THRONE!

Turbo Drag King Battle Resumes in Tarlac

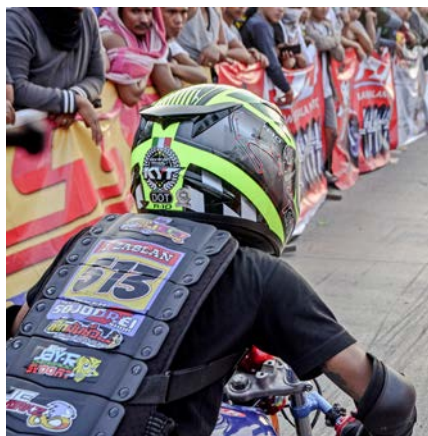
by Reyce Tiamzon

Can the champions defend their titles or new kings will arise? After another successful and exciting 2018 season it's time to answer that question again for Turbo Racing Drag King Series aficionados.



The renowned drag race series thrilled Tarlac City last February 24. The venue for the drag battle was Barangay Carangian, Bypass Road, Tarlac City. The 2019 Drag King Series organized by Turbo Racing is Powered by FDR Tires, Inside-RACING Magazine, KYT Helmets, SWR Carbs, SSS Sprockets, YSS Suspension, Spec V Performance Parts, Drag King Merchandise, JM Mirasol Ads, Got Speed Racing and RLSM Design.

With a tagline "Own Your Throne", another well participated Drag King leg was witnessed by a great crowd. 2017 and 2018 Overall Drag King Adrian Talavera did not fail his supporters as he



came up with a victorious performance once again. Talavera won the 160 Stock Head and 240 4V AT Open to start off his 2019 bid for the title. Talavera is also the 2018 160 Stock Head King.

Joshua Clemente took the first place in the 160 AT Open class while 2018 champ JM Baltazar placed second.





RESULTS

160 Stock Head

1. Adrian Talavera
2. Jaycob Pascual
3. Giovanni Tayag

160 AT Open

1. Joshua Clemente
2. JM Baltazar
3. Juan Carlos Carlotta

150 4V UB (25G)

1. Evander Soliveres
2. Jeff Teopengco
3. Michael Cortez

59 Stock Stroke Automatic

1. Kian Lester Obedoza
2. Sean Ulanday
3. Juan Carlos Carlotta

Drag Queen

1. Angelika Javier
2. Yashang Salonga
3. Cheska Vergara

180 AT Open

1. JM Baltazar
2. Jerome Canlas

240 4V AT Open

1. Adrian Talavera
2. Jeff Teopengco
3. Giovanni Tayag

150 4V UB (Super 25G)

1. Michael Cortez
2. Angelo Parati
3. Mark Jerson Marzan



Evander Soliveres reigned in the 150 4V UB (25G) category, edging out veteran drag and circuit racer Jeff Teopengco and 2018 king Michael Cortez. In the 150 4V UB (SUPER 25G), however, Cortez showed excellence and won the said class.



The 59 Stock Stroke Automatic category was dominated by Kian Lester Obedoza. 2018 Drag Queen Yashang Salonga placed second in her class as Angelika Javier clinched the victory. Cheska Vergara placed third. JM Baltazar emerged victorious in the 180 AT Open category.

It's another season of exciting clashes of drag race stars and Turbo Racing will once again stir different provinces and cities with their Drag King Series. Let's see who will Own the Throne this 2019! [IR](#)



(As of April 15, 2019)

Highlights:

40riders from Luzon and Mindanao who joined USRA events scored points for the Ranking as of April 15, 2019
John Emerson Inguito leads the **Overall Ranking**
- Highest ranked **Intermediate** rider is **Kerwin Chang**
- Highest ranked **Novice** rider is **Polo Arellano**
- Highest ranked **Beginner** rider is **Dale Malihan**

Rank	Pts.	Name	Class	Region
1	1st	200	Inguito, John Emerson EXP	LUZ
2	2nd	135	Espiritu, Robert Ryan EXP	LUZ
3	3rd	75	Sobretodo, Eane Jaye EXP	LUZ
4	4th	50	Chang, Kerwin INT	LUZ
5	5th	47.5	Arellano, Polo NOV	MIN
6	6th	45	Nambatac, Nikko NOV	MIN
7	6th	45	Paredes, Leeandro NOV	LUZ
8	8th	42.5	Salandanan, Rmand NOV	LUZ
9	9th	40	Esguerra, Dustin EXP	LUZ
10	9th	40	Obedencio, Jaypee EXP	MIN
11	9th	40	Coronel, Kenneth NOV	LUZ
12	9th	40	Malihan, Dale BEG	LUZ
13	13th	37.5	Gaddi, Tracy INT	LUZ
14	14th	30	Farin, Ton NOV	LUZ
15	14th	30	Mascardo, April King EXP	MIN
16	14th	30	Toledo, Joseph NOV	LUZ
17	14th	30	Torres, Amber INT	LUZ
18	18th	27.5	Adapon, Maiko NOV	LUZ
19	19th	25	Lemu, Rodel BEG	LUZ
20	20th	17.5	Baguasan, Jason NOV	LUZ
21	20th	17.5	Corpuz, Edcel NOV	LUZ
22	22nd	12.5	Ondillo, Mark Djereck INT	LUZ
23	23rd	10	Rubin, Roel INT	LUZ
24	24th	7.5	Cabaysa, Michael NOV	LUZ
25	24th	7.5	Santos, Mark NOV	LUZ
26	24th	7.5	Valdez, Bernard Bobby BEG	LUZ
27	27th	5	Anderson, Christian NOV	LUZ



John Emerson Inguito



Dale Malihan



Polo Arellano



Kerwin Chang



Riders will earn points (please see IR website) by racing in any local events in 2018 which will culminate in the annual IRGP. For an event to Qualify: 1. It MUST be a USRA Sanctioned/Observed event. Organizers are responsible for the submission of certified race results to IR office after every event. 2. InsideRACING Magazine must be one of the official Media Partners. Rules for accumulating Points: 1. Only the rider's Best Class Finish will count per day (maximum one to count per event). 2. Scoring will start from Dec. 2017 (Carrera Grande) until the Nov. 25 IRGPXII. December events will count in the 2019 ranking 3. ONE RANKING ONLY FOR ALL RIDERS: (Exp./Int./Nov./Beg.). 4. Rider Classification will be based on the 2017 USRA Unified Riders List. 5. Organizers currently not affiliated with the USRA may be included upon application and approval of the USRA.

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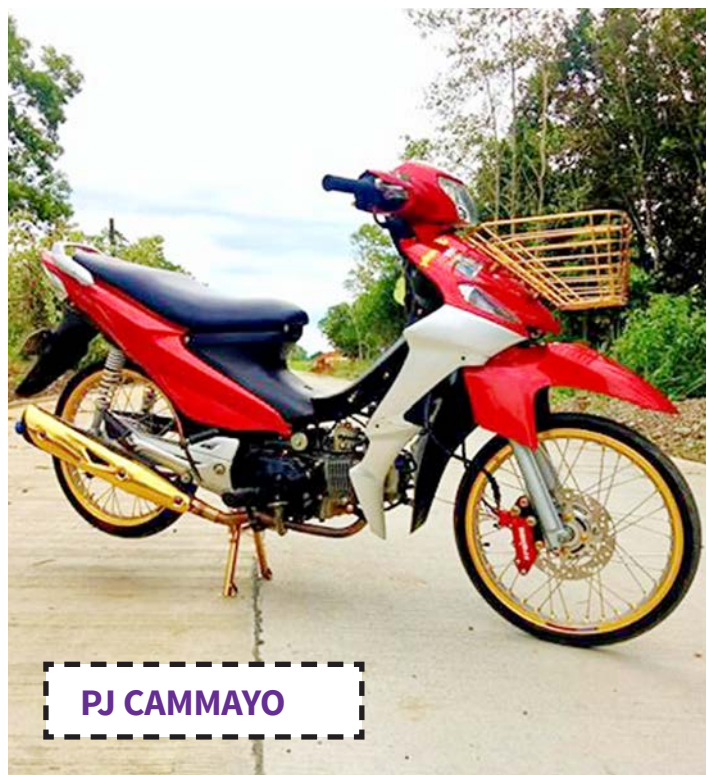


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By EJWORKS

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EVENT CALENDAR



November 22-24, 2019

International

MotoGP

Rd.	Date	Venue
1	Mar. 10	Qatar
2	Mar. 31	Argentina
3	Apr. 14	USA
4	May 5	Spain
5	May 19	France
6	June 2	Italy
7	June 16	Spain
8	June 30	Netherlands
9	July 7	Germany
10	Aug. 4	Czech Republic
11	Aug. 11	Austria
12	Aug. 25	Great Britain
13	Sept. 15	Italy
14	Sept. 22	Spain
15	Oct. 6	Thailand
16	Oct. 20	Japan
17	Oct. 27	Australia
18	Nov. 3	Malaysia
19	Nov. 17	Spain

Superbike World Championship

Rd.	Date	Venue
1	Feb. 24	Phillip Island
2	Mar. 17	Thailand
3	Apr. 7	Spain
4	Apr. 14	Netherlands
5	May 12	Italy
6	June 9	Spain
7	June 23	Czech Republic
8	July 7	United Kingdom
9	July 14	USA
10	Sept. 8	Portugal
11	Sept. 29	France
12	Oct. 13	Argentina
13	Oct. 26	Qatar

Local

PSBK/UBK/PSR

Rd.	Date	Venue
1	May 5	Rosario, Batangas
2	June 2	Rosario, Batangas
3	July 7	Clark, Pampanga
4	Aug. 4	Clark, Pampanga
5	Sept. 8	Rosario, Batangas
6	Oct. 6	Clark, Pampanga

MotoIR Championship

Rd.	Date	Venue
1	May 5	Rosario, Batangas
2	June 2	Rosario, Batangas
3	July 7	Clark, Pampanga
4	Aug. 4	Clark, Pampanga
5	Sept. 8	Rosario, Batangas
6	Oct. 6	Clark, Pampanga

Shell Advance Super Series

Rd.	Date	Venue
1	Mar. 30-31	Luzon GP
2	May 11-12	Antipolo GP
3	June 15-16	Davao GP
4	July 13-14	Bacolod GP
5	Aug. 17-18	Cebu GP
6	Oct. 19-20	Manila GP

March 22-24, 2019

IR Cup Series

Rd.	Date	Venue
1	Mar. 30-31	Luzon GP
2	May 11-12	Antipolo GP
3	Oct. 19-20	Manila GP

Regional Underbone Grand Prix

Rd.	Date	Venue
1	June 15-16	Davao GP
2	July 13-14	Bacolod GP
3	Aug. 17-18	Cebu GP

Dukehana

Rd.	Date	Venue
1	Mar. 30	Luzon GP
2	May 11	Antipolo GP
3	June 15	Davao GP
4	July 13	Bacolod GP
5	Aug. 17	Cebu GP
6	Oct. 19	Manila GP

2019 Nationwide Bikefest

Date	Venue
July 13-14	3rd Visayas Bikefest
Aug. 17-18	SMX Bacolod
Sept. 28-29	4th Visayas Bikefest
	Cebu Trade Hall
	3rd Mindanao Bikefest
	Limketkai Cagayan de Oro

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Est. Price	Engine	Displacement (cc)	Maximum Output@rpm / Horsepower	Transmission	Starter	Front Brake	Rear Brake	Front Tire	Rear Tire	Fuel Tank (L)	Wt. Dry/Curb
F700 GS	780,000	Parallel Twin	798	75HP@7,300	6-speed MT	Electric	2 Discs	Disc	110/80 R 19	140/80 R 17	16 209
F700 GS Low Suspension	795,000	Parallel Twin	798	75HP@7,300	6-speed MT	Electric	2 Discs	Disc	110/80 R 19	140/80 R 17	16 209
F800 GS	900,000	Parallel Twin	798	85HP@7,500	6-speed MT	Electric	2 Discs	Disc	90/90 R 21	150/70 R 17	16 214
R1200 GS	1,415,000	Two-cylinder Boxer	1,170	125HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 19	170/60 R 17	20 244
R1200 GS Low Suspension	1,430,000	Two-cylinder Boxer	1,170	125HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 19	170/60 R 17	20 244
R1200 GS Triple Black	1,445,000	Two-cylinder Boxer	1,170	125HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 19	170/60 R 17	20 244
R1200 GS Low Suspension Triple Black	1,460,000	Two-cylinder Boxer	1,170	125HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 19	170/60 R 17	20 244
R1200 GS Rallye (new)	1,480,000	Two-cylinder Boxer	1,170	125HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 19	170/60 R 17	20 244
R1200 GS Rallye Low Suspension (new)	1,495,000	Two-cylinder Boxer	1,170	125HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 19	170/60 R 17	30 260
R1200 GS Rallye Sport Suspension (new)	1,540,000	Two-cylinder Boxer	1,170	125HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 19	170/60 R 17	30 260
R1200 GS Adventure	1,600,000	Two-cylinder Boxer	1,170	125HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 19	170/60 R 17	30 260
R1200 GS Adventure Low Suspension	1,615,000	Two-cylinder Boxer	1,170	125HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 19	170/60 R 17	30 260
S1000 XR (new)	1,335,000	Inline-four	999	165HP@11,000	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	190/55 R 17	20 228
S1000 XR Tricolor	1,335,000	Inline-four	999	165HP@11,000	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	190/55 R 17	20 228
G310 R	300,000	Single-cylinderC	313	34HP@9,500	6-speed MT	Electric	2 Discs	Disc	110/70 R 17	150/60 R 17	11 158
F800 R	785,000	Parallel Twin	798	90HP@8000	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	180/55 R 17	15 203
S1000 R	1,070,000	Inline-four	999	160HP@11,000	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	190/55 R 17	17 207
R nineT Pure	900,000	Two-cylinder Boxer	1,170	110HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	180/55 R 17	17 219
R nineT Scrambler	970,000	Two-cylinder Boxer	1,170	110HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 19	170/60 R 17	17 220
R nineT Racer	1,100,000	Two-cylinder Boxer	1,170	110HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	180/55 R 17	17 220
R nineT	1,200,000	Two-cylinder Boxer	1,170	110HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	180/55 R 17	18 222
C650 Sport	730,000	Parallel Twin	647	60HP@7,750	CVT AT	Electric	2 Discs	Disc	120/70R 15	160/60 R 15	16 249
C650 GT Scooter	790,000	Parallel Twin	647	60HP@7,500	CVT AT	Electric	2 Discs	Disc	120/70 R 15	160/60 R 15	16 261
S1000 RR Bi-Color	1,385,000	Inline-four	999	199HP@13,500	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	190/55 R 17	17.5 203
S1000 RR Motorsport Color	1,400,000	Inline-four	999	199HP@13,500	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	190/55 R 17	17.5 203
F800 GT	990,000	Parallel Twin	798	90HP@8,000	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	180/55 R 17	15 213
R1200 RT	POA	Two-cylinder Boxer	1,170	125HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	180/55 R 17	25 273
K1600 GTL	POA	Inline-six	1,649	160HP@7,750	6-speed MT	Electric	2 Discs	Disc	120/70 R 17	190/55 R 17	26 348

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Multistrada 950 Red	995,000	LC 2cyl. 4V Desmo	937	83kW@9000	Man. 6-speed	Electric	2 Discs	Disc	120/70 R19	170/60 R17	20 205.7
Multistrada 950 White	1,000,000	LC 2cyl. 4V Desmo	937	83kW@9000	Man. 6-speed	Electric	2 Discs	Disc	120/70 R19	170/60 R17	20 205.7
Multistrada 1200 Enduro Red	1,490,000	LC 2cyl. 4V Desmo	1198	112kW@9500	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	190/55 ZR 17	30 225
Multistrada 1200 Enduro Grey/White	1,500,000	LC 2cyl. 4V Desmo	1198	116.1kW@9500	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	190/55 ZR 17	30 225
Multistrada 1260 Pikes Peak	1,750,000	LC 2cyl. 4V Desmo	1,262	112kW@9500	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	190/55 ZR 17	- -
Multistrada 1260 S Red	1,505,000	LC 2cyl. 4V Desmo	1,262	112kW@9500	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	190/55 ZR 17	- -
Multistrada 1260 Base Red	1,325,000	LC 2cyl. 4V Desmo	1,262	108kW@9250	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	190/55 ZR 17	- -
Hypermotard 939 SP	1,390,000	LC 2cyl. 4V 2V Desmo	937	81kW@9000	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	180/55 ZR 17	16 178
Hypermotard	950,000	LC 2cyl. 4V 2V Desmo	937	81kW@9000	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	180/55 ZR 17	16 181
Monster 821 Dark/Yellow	840,000	LC 2cyl. 4S 2V Desmo	821	80kW@9250	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	180/55 ZR 17	16.5 195
Monster 821 Red	830,000	LC 2cyl. 4S 2V Desmo	821	80kW@9250	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	180/55ZR 17	16.5 175
Monster 797 + Red	675,000	LC 2cyl. 4S 2V Desmo	803	54kW@8250	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	180/60 ZR 17	16.5 195
Monster 1200	1,300,000	LC 2cyl. 4S 2V Desmo	1198	108kW@9250	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	190/55 ZR 17	16.5 187
Monster 1200 S Red	1,540,000	LC 2cyl. 4S 2V Desmo	1198	108kW@9250	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	190/55 ZR 17	16.5 185
Monster 1200 S Gray	1,550,000	LC 2cyl. 4S 2V Desmo	1198	108kW@9250	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	190/55 ZR 17	16.5 185
Monster 1200 R - Red	1,680,000	LC 2cyl. 4S 2V Desmo	1198.4	112kW@9250	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	200/55 ZR 17	17.5 180
Super Sport	890,000	LC 2cyl. 4V Desmo	937	81kW@9000	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	180/55 ZR 17	17 184
Super Sport S White	1,009,000	LC 2cyl. 4V Desmo	937	81kW@9000	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	180/55 ZR 17	17 184
Panigale 959 Red	1,180,000	LC 2cyl. 4V Desmo	955	110kW@10500	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	200/55 ZR 17	17 176
Panigale V4 Red	1,550,000	LC 2cyl. 4S 2V Desmo	1103	157.5kW@13000	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	200/60 ZR 17	16 198
Diavel Base	1,250,000	LC 2cyl. 4V Desmo	1198.4	112kW@9000	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	240/45 ZR 17	17 239
Diavel Carbon	1,490,000	LC 2cyl. 4V Desmo	1198.4	112kW@9000	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	240/45 ZR 17	17 234
X Diavel	1,420,000	LC 2cyl. 4V Desmo	1262	112kW@9500	Man. 6-speed	Electric	2 Discs	Disc	120/70 ZR 17	240/45 ZR 17	18 247

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Scrambler Sixty2	499,000	ACL-Twin 2cyl. 2V Desmo	399	30.2kW@8750	Man. 6-speed	Electric	Disc	Disc	110/80 R18	160/60 R18	14 167
Scrambler Icon Red	630,000	ACL-Twin 2cyl. 2V Desmo	803	55kW@8250	Man. 6-speed	Electric	Disc	Disc	110/80 ZR 18	180/55 ZR 17	13.5 170
Scrambler Icon Yellow	635,000	ACL-Twin 2cyl. 2V Desmo	803	55kW@8250	Man. 6-speed	Electric	Disc	Disc	110/80 ZR 18	180/55 ZR 17	13.5 170
Scrambler Café Racer	805,000	ACL-Twin 2cyl. 2V Desmo	803	55kW@8250	Man. 6-speed	Electric	Disc	Disc	110/80 ZR 18	180/55 ZR 17	13.5 172
Full Throttle/Classic/Urban Enduro	720,000	ACL-Twin 2cyl. 2V Desmo	803	55kW@8250	Man. 6-speed	Electric	Disc	Disc	110/80 ZR 18	180/55 ZR 17	13.5 170
Desert Sled Red	805,000	ACL-Twin 2cyl. 2V Desmo	803	54kW@8250	Man. 6-speed	Electric	Disc	Disc	110/80 ZR 18	180/55 ZR 17	13.5 191
Desert Sled White/Black	815,000	ACL-Twin 2cyl. 2V Desmo	803	54kW@8250	Man. 6-speed	Electric	Disc	Disc	110/80 ZR 18	180/55 ZR 17	13.5 191

HONDA Honda Philippines, Inc. Lot 34 Phase 1 - B Road 3, First Philippine Industrial Park, Tanauan City, Batangas +632 581 6700 to 99



BeAT Fi (Standard)	63,900	AC 4S SOHC	110	6.48kW@7500	Auto, V-Belt	ACG,Kick/Electric	Disc	Drum	80/90-14M/C40P	90/90-14M/C40P	4	89
BeAT Fi (CBS/SS)	69,900	AC 4S SOHC	110	6.48kW@7500	Auto, V-Belt	ACG,Kick/Electric	Disc	Drum	80/90-14M/C40P	90/90-14M/C40P	4	92
Click125i (Standard)	80,900	LC 4S OHC	125	8.3kW@8500	Auto, V-Belt	ACG,Kick/Electric	Disc	Drum	80/90-14M/C40P	90/90-14M/C40P	5.5	106
Click150i	89,900	LC 4S 2V SOHC	150	9.3kW@8500	Auto, V-Belt	ACG,Kick/Electric	Disc	Drum	80/90-14M/C40P	90/90-14M/C40P	5.5	106
Zoomer-X	93,900	AC 4S SOHC eSP	110	6.48@8000	Auto, V-Belt	ACG,Kick/Electric	Disc	Drum	100/90-12M/C59L	110/90-12M/C64L	4.4	102
Wave Dash	65,200	AC 4S OHC	110.1	6.22kW(8.46PS)@7500	Const. Mesh, 4-spd	Kick/Electric	Disc	Drum	70/90-17M/C 38P	80/90-17 M/C 50P	3.7	94
Wave110 Alpha (Cast)	46,800	AC 4S OHC	110.1	5.57kW(7.57PS)@7500	Const. Mesh, 4-spd	Kick/Electric	Disc	Drum	70/90-17M/C 38P	80/90-17 M/C 50P	3.7	94
Wave110 Alpha (Spike)	44,900	AC 4S OHC	110.1	6.3kW@7500	Const. Mesh, 4-spd	Kick/Electric	Disc	Drum	70/90-17M/C 38P	80/90-17 M/C 50P	3.7	94
Wave110 Alpha (Drum Type)	56,900	AC 4S OHC	110.1	6.3kW@7500	Const. Mesh, 4-spd	Kick/Electric	Disc	Drum	70/90-17M/C 38P	80/90-17 M/C 50P	3.7	94
Wave125 Alpha (Cast/Disk)	60,900	AC 4S OHC	124.9	6.5kW(8.84PS)@7000	Const. Mesh, 4-spd	Kick/Electric	Disc	Drum	2.50-17 3.8L	2.75-17 4.7P	3.7	100
XRM125 DSX	69,900	AC 4S OHC	124.9	7.12kW@7500	Const. Mesh, 4-spd	Kick/Electric	Disc	Disc	2.50-17 M/C33L	2.50-17M/C38L	3.9	99
XRM125 DS	66,500	AC 4S OHC	124.9	7.12kW@7500	Const. Mesh, 4-spd	Kick/Electric	Disc	Drum	2.50-17 M/C33L	2.50-17M/C38L	3.9	97
XRM125 Motard	71,800	AC 4S OHC	124.9	7.12kW@7500	Const. Mesh, 4-spd	Kick/Electric	Disc	Drum	2.50-17 M/C33L	2.50-17M/C38L	3.9	101
XR150L	88,900	AC 4S OHC 1cyl.	150	8.72kW@8000	Manual	Kick/Electric	Disc	Drum	90/90-19	110/90-17	12	122
CBR150R Black	150,000	LC 4S 4V DOHC	150	12.60kW@9000	Const. Mesh, 6-spd	Electric	Disc	Disc	100/80-17 Tubeless	130/70-17 Tubeless	12	125
CBR150R Repsol	155,000	LC 4S 4V DOHC	150	12.60kW@9000	Const. Mesh, 6-spd	Electric	Disc	Disc	100/80-17 Tubeless	130/70-17 Tubeless	12	125
CBR150R Winning Red	152,900	LC 4S 4V DOHC	150	12.60kW@9000	Const. Mesh, 6-spd	Electric	Disc	Disc	100/80-17 Tubeless	130/70-17 Tubeless	12	125
CB150R Streetfire	98,800	LC 4S 4V DOHC	150	12.4kW@9000	Const. Mesh, 6-spd	Kick/Electric	Disc	Disc	100/80-17 Tubeless	130/70-17 Tubeless	12	122
CRF250RL	284,900	LC 4S 4V DOHC	250	17.4kW@8500	Man. 6-spd	Electric	Disc	Disc	3.00-21 51P	120/80-18M/C 62P	10.1	146
CRF250L	232,900	LC 4S 4V DOHC	250	17.4kW@8500	Man. 6-spd	Electric	Disc	Disc	3.00-21 51P	120/80-18M/C 62P	7.8	138
TMX125 ALPHA	50,900	4S OHC	125	7.21kW@8000	Man. 5-spd	Kick/Electric	Drum	Drum	2.50-18/40L	2.75-18/42P	8.6	108
TMX SUPREMO 3rd Gen	72,900	4S OHC, Air-cooled	150	8.23kW@7500	Man. 5-spd	Kick/Electric	Drum	Drum	80/100-18M/C 47P	90/90-18M/C 51P	10.3	121
CB125CL (Kick Start)	53,900	AC 4S OHC	125	6.32kW@6500	Man. 5-spd	Kick	Drum	Drum	80/100-18M/C 47P	90/90-18M/C 51P	10	103
CB125CL (Electric)	58,900	AC 4S OHC	125	6.32kW@6500	Man. 5-spd	Kick	Drum	Drum	80/100-18M/C 47P	90/90-18M/C 51P	10	103



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KYMCO KYMCO Philippines, Inc. Mañalac Ave. cor. Sta. Maria Drive, Sta. Maria Industrial State, Bagumbayan, Taguig +632 8212345 ext. 102 Fax: +632 8258935

Model	Est. Price	Engine	Displacement (cc)	Maximum Output@rpm / Horsepower	Transmission	Starter	Front Brake	Rear Brake	Front Tire	Rear Tire	Fuel Tank (L)	Dry Weight
Visa R 110												
Super Z 150 Fi												
Like 125 ITALIA												
Racing King 180i												
LIKE 150i Noodoe												
LIKE150iABS												
X-Town 300i												
Xciting S 400i												
X-Town 300												
MXU 150 4x4												
Kargador 150 Euro 3	63,000	AC 4S OHC	149.9	11.3PS/7500rpm	Const. Mesh 5-spd	Electric/Kick	Disc	Disc	3.00-17	3.00-17	12.4	110
VisaR 110 (AL) Euro 3	45,900	AC 4S OHC	107	8PS@7000rpm	Const. Mesh 4-spd	Electric/Kick	Disc	Disc	2.50-17	2.75-17	4	95
Super Z 125 Euro 3	69,900	AC 4S OHC	124.6	9.8PS/7500rpm	CVT Automatic	Electric/Kick	Disc	Disc	80/90-14	80/90-14	4.6	110
Agility 125 Naked	68,000	AC 4S OHC	125	9.8PS@7500rpm	CVT Automatic	Electric/Kick	Disc	Disc	120/70-12	130/70-15	5	111
Agility 125 Naked LED	72,000	AC 4S OHC	125	9.8PS@7500rpm	CVT Automatic	Electric/Kick	Disc	Disc	130/70-12	130/70-15	5	111
Super 150 Sporty Euro 3	76,000	AC 4S OHC	150	10.6PS@7500rpm	CVT Automatic	Electric/Kick	Disc	Disc	120/70-14	120/80-14	6	117
Like 125 Italia Euro 3	79,900	AC 4S OHC	125	9.8PS@7500rpm	CVT Automatic	Electric/Kick	Disc	Disc	120/70-12	130/70-15	7	116
Like 150i ABS	109,000	AC 4S OHC 4V	150.0	13.5PS/9000rpm	CVT Automatic	Electric	Disc	Disc	110/70-12	130/70-12	7	115
Like 150i with Noodoe	139,900	AC 4S OHC 4V	150.0	13.5PS/9000rpm	CVT Automatic	Electric	Disc	Disc	110/70-12	130/70-12	7	115
Super Z 150i 8 Series	83,900	AC 4S OHC	149.6	11PS/7500rpm	CVT Automatic	Electric	Disc	Disc	80/90-14	90/90-14	4.6	114
Racing King 180i ABS	159,900	LC 4S OHC 4V	180	17PS@8500rpm	CVT Automatic	Electric	Disc	Disc	110/70-12	130/70-12	7	127
X-Town 300i	199,000	LC 4S OHC	276	23PS@8000rpm	CVT Automatic	Electric	Disc	Disc	120/80-14	150/70-13	12.5	181
Xciting 300i	239,000	LC 4S OHC 4V	299	29PS@7500rpm	CVT Automatic	Electric	Disc	Disc	120/70-14	150/70-13	11	168
Xciting S 400i	359,000	LC 4S OHC 4V	400.1	36PS@7500rpm	CVT Automatic	Electric	2FDisc	Disc	120/70-15	150/70-14	12.5	189
Xciting 400i ABS Euro 4	339,000	LC 4S OHC 4V	400	36PS@7500rpm	CVT Automatic	Electric	2FDisc	Disc	120/70-15	150/70-14	12.5	193
AK 550	599,000	LC 4S DOHC 2cyl	550	53PS@7500rpm	CVT Automatic	Electric	2FDisc	Disc	120/70-R15	160/60-R15	15	226
MXU 150X	169,000	AC 4S OHC	149	11PS@7500rpm	CVTChainDriveF-NR2WD	Electric/Kick	Disc	Disc	21x7-10	22x10-10	8.1	152
Mongoose 300	225,000	LC 4S OHC	270	18PS@7500rpm	CVTChainDriveF-NR2WD	Electric	Disc	Disc	21x7-10	20/11-9	13	205
UXV 450i 4x4	550,000	LC 4S OHC 4V	443	33PS@7500rpm	CVTAutomaticH-L-NRP	Electric	2Disc	Disc	25x8-12	25x10-12	32	490

MOTORSTAR Eastworld Motor Ind. Corp. 304 M. Asistio St. cor 3rd St., Grace Park, Caloocan City +632 256-7211 +632 252-8903

Model	Est. Price	Engine	Displacement (cc)	Maximum Output@rpm / Horsepower	Transmission	Starter	Front Brake	Rear Brake	Front Tire	Rear Tire	Fuel Tank (L)	Dry Weight
Café 400												
Xplorer X200R												
MSX 125M												
Star X-155												
Idol 125												
Idol 110	40,500	AC 1cyl. 4S	107	4.5kw@7500rpm	Auto Clu.	Kick/Electric	Disc	Disc	2.25-17	2.50-17	3.5	93
Zest X-110	40,500	AC 1cyl. 4S	107	4.5kw@7500rpm	Auto Clu.	Kick/Electric	Disc	Disc	2.25-17	2.50-17	3.5	93
Nicess 110	40,500	AC 1cyl. 4S	107	5.2kw@7500rpm	Auto Clu.	Kick/Electric	Disc	Disc	2.50-17	2.75x17	4.2	95.5
Star 125	39,000	AC 1cyl. 4S	124	6.5kw@8500rpm	Auto Clu.	Kick/Electric	Disc	Disc	2.5-18 4PR	2.75x18-4PR	8	97
Idol 125	41,000	AC 1cyl. 4S	123.6	8.5kw@8500rpm	Auto Clu.	Kick/Electric	Disc	Disc	2.50-17	2.75-17	3.5	97
X-155	46,000	AC 1cyl. 4S	144.6	7.3kw@8500rpm	Auto Clu.	Kick/Electric	Disc	Disc	3.00x17	3.00x17	12.5	101
MSX 125M	41,000	AC 1cyl. 4S	123.6	8.8kw@8500rpm	Man. 5-spd	Kick/Electric	Disc	Disc	70/100-19	90/100-16	7.2	127
Xplorer 150	47,000	AC 1cyl. 4S	123.7	5.8kw@8000rpm	Man. Wet 4-spd	Kick/Electric	Disc	Disc	2.75-18	3.5-16	10	99
Xplorer X200R	55,000	AC 1cyl. 4S	149.5	6.5kw@7500rpm	Man. 5-spd	Kick/Electric	Disc	Disc	110/70-17	130/70-17	13	136
Cafe 400	61,000	AC 1cyl. 4S	149.5	10.8kw@8500rpm	Dry Auto Centrifugal Chain Drive 6 gears	Kick/Electric	Disc	Disc	110/70-17	130/70-17	14	170
	140,000	OC 1cyl. 4S 185VMO	397.2	20kw@7000		Kick/Electric	Disc	Disc	90/90-19	110/80-18or130/70-18	13	150

SUZUKI Suzuki Philippines, Inc. 126 Progress Avenue Carmelray Industrial Park 1, Carmeltown, Canlubang, Calamba City, Laguna Tel.: (02)462-5000

Model	Est. Price	Engine	Displacement (cc)	Maximum Output@rpm / Horsepower	Transmission	Starter	Front Brake	Rear Brake	Front Tire	Rear Tire	Fuel Tank (L)	Dry Weight
Smash												
Skydrive SPORT												
Skydrive Fi												
Raider R150												
Raider R150 Fi												
GSX-R150												
V-Strom 1000												
GSX-S1000												
GSX-R1000												
Burgman 200 ABS	238,900	LC 4S 1cyl. SOHC	200	13.5 kw @ 8,000	CVT	Electric	Disc	Disc	110/90-13M/C56P TL	130/70-12 62P TL	10.5	163
Address	66,900	AC 4S 1cyl. SOHC	113	6.9kw@8000	CVT/V-Belt	Kick/Electric	Disc	Disc	80/90-14M/C46P	90/90-14M/C40P	5.2	95
Skydrive Sport	67,900	4S 1cyl. 2VSOHC	113	6.7kw@8000	CVT	Kick/Electric	Disc	Disc	80/90-14 (TT)	90/90-14 (TT)	3.6	93
Skydrive 125	70,900	AC 1cyl. 4S 2V SOHC	124.1	6.9kw@7500	CVT/V-Belt	Kick/Electric	Disc	Disc	70/90-14	80/90-14	3.9	108
Skydrive Fi ^{NEW}	78,900	AC 1cyl. 4S 2V SOHC	124	6.9kw@7500	CVT	Kick/Electric	Disc	Disc	70/90-17M/C38P	80/90-14M/C40P	4.0	108
Smash ^{NEW DECALS}	57,900	AC 1cyl. 4S 2V SOHC	112.8	6.4kw@8000	Auto Clu. 4-spd	Kick/Electric	Disc	Disc	70/90-17M/C38P	80/90-17M/C44P	4.3	99
Smash Fashion Colors ^{NEW DECALS}	57,900	AC 1cyl. 4S 2V SOHC	112.8	6.4kw@8000	Auto Clu. 4-spd	Kick/Electric	Disc	Disc	70/90-17M/C38P	80/90-17M/C44P	4.3	99
Shooter 115 Fi (Mags)	63,900	4S 1cyl. SOHC 2-Valve	113	6.9kw@7500	Man. 4-spd, Const.	Kick/Electric	Disc	Disc	70/90-17M/C38P	80/90-17M/C44P	3.7	94
Raider J 115 Fi (Mags)	67,900	4S 1cyl. SOHC 2-Valve	113	6.9kw@7500	4-spd, Const.	Kick/Electric	Disc	Disc	70/90-17	80/90-17	3.7	96
Raider J 115 Fi ^{NEW DECALS}	68,900	4S 1cyl. SOHC 2-Valve	113	6.9kw@7500	4-spd, Const.	Kick/Electric	Disc	Disc	70/90-17	80/90-17	3.7	96
Raider J 115 Fi ^{NEW DECALS}	64,900	4S 1cyl. SOHC 2-Valve	113	6.9kw@7500	4-spd, Const.	Kick/Electric	Disc	Disc	70/90-17	80/90-17	3.7	94
Raider R 150 ^{NEW DECALS}	96,900	OC 4V 4S DOHC (TwinCam)	147.3	11.5kw@9500	Man. 6-spd.	Kick/Electric	Disc	Disc	70/90-17	80/90-17	4.9	106
Raider R 150 ^{NEW DECALS}	97,900	OC 4V 4S DOHC (TwinCam)	147.3	11.5kw@9500	Man. 6-spd.	Kick/Electric	Disc	Disc	70/90-17	80/90-17	4.9	106
Raider R 150 Fi ^{NEW}	109,900	OC 4V 4S DOHC (TwinCam)	147.3	13.6kw@10,000	Man. 6-spd.	Kick/Electric	Disc	Disc	70/90-17 38P TL	80/90-17 50 P	4.0	109
Glxer	89,900	AC 4S 1cyl. SOHC	154.9	10.4kw@8000	Mech. Man. 5-spd	Kick/Electric	Disc	Disc	100/80-17	140/60R17	12	135
GSX-R150 ^{NEW}	156,000	LC 4S DOHC Fi	147.3	14.1kw/10,500	Man. 6-spd.	Electric	Disc ^(Wavy)	Disc ^(Wavy)	90/80-17M/C TL	130/70-17M/C TL	11	131
GSX-S150 ^{NEW}	112,800	LC 4S DOHC Fi	147.3	14.1kw/10,500	Man. 6-spd.	Kick/Electric	Disc ^(Wavy)	Disc ^(Wavy)	90/80-17M/C TL	130/70-17M/C TL	11	130
AX4	68,900	AC 4S 1cyl. SOHC	149.5	8.2kw@8000	Man. 5-spd	Kick/Electric	Disc	Disc	275-18 42P	90/90-18M/C57P	12	133
BD110	48,900	AC 1cyl. 4S SOHC	112.8	6kw@8500	Man. 4-spd	Kick	Disc	Disc	2.5-17 38L	2.75-17 41P	9.2	108
Bandit 650 A	399,000	LC 4cyl. 4S DOHC Fi	650	-	Const. Mesh, 6-spd.	Electric	Disc ^{twin}	Disc	120/70ZR17M/C (68W) TL	160/60ZR17M/C	17.5	244
GSXS750 ABS	539,000	LC 4cyl. 4S DOHC	750	-	Man. 6-spd.	Electric	Disc ^{twin}	Disc	120/70ZR17M/C (68W) TL	180/55ZR17M/C (69W) TL	17.5	211
GSXS750Z ABS	559,000	LC 4cyl. 4S DOHC	750	-	Man. 6-spd.	Electric	Disc ^{twin}	Disc	120/70ZR17M/C (68W) TL	180/55ZR17M/C (69W) TL	17.5	21
V-Strom 650 XT ABS	514,000	LC2cyl.4S DOHC 90A/Twin	645	-	Man. 6-spd.	Electric	Disc ^{twin}	Disc	110/80R19M/C59H TL	150/70R17M/C 69H	20	214
V-Strom 1000 ABS	734,000	LC2cyl.4S DOHC 90A/Twin	1037.0	-	Man. 6-spd.	Electric	Disc ^{twin}	Disc	110/80R19M/C59V TL	150/70R17M/C 69V TL	20	228
Hayabusa ABS	924,000	4S 2cyl. LC DOHC	1340	-	Const. Mesh, 6-spd.	Electric	Disc ^{twin}	Disc	120/70ZR17M/C58V TL	190/50ZR17M/C73W TL	21	266
GSX-S1000 ABS	639,000	4S 4cyl. LC DOHC	999	-	Const. Mesh, 6-spd.	Electric	Disc ^{twin}	Disc	120/70ZR17M/C58V TL	1190/50ZR17M/C73WV TL	17	209
GSX-R1000 ABS	955,000	4S 4cyl. LC DOHC	999	-	Const. Mesh, 6-spd.	Electric	Disc ^{twin}	Disc	120/70ZR17M/C58V TL	1190/50ZR17M/C73WV TL	16	200
RM-Z 250	390,000	4S 41cyl. LC DOHC	249	-	Const. Mesh, 5-spd.	Electric	Disc ^{twin}	Disc	80/100-21.5JM	110/90-19 62M ^{tube type}	6.5	106

SYM Mitsukoshi Motors Phils., Inc. Brgy. Kalusugan, 222 E. Rodriguez Sr. Ave., Quezon City, Philippines +632 722-3333

Bonus X	Bonus 110 SR	RV1-2	Jet Power 125	Sport Bonus SR	Joyride 200i Evo	Citycom 300i	Maxsym 400i	T2 250i				
												
Bonus X	44,800	AC 1cyl. 4S SOHC	100	5.3PS@7500rpm	Auto Clu. 4-spd	Kick/Electric	Disc	Drum	2.25x17	2.50x17	3.8	98
Bonus 110	47,800	AC 1cyl. 4S SOHC	110	5.3PS@7500rpm	Auto Clu. 4-spd	Kick/Electric	Disc	Drum	2.25x17	2.50x17	3.8	98
Bonus 110 SR	48,800	AC 1cyl. 4S SOHC	110	5.3PS@7500rpm	Auto Clu. 4-spd	Kick/Electric	Disc	Drum	2.25x17	2.50x17	3.8	98
RV1-2	55,800	AC 1cyl. 4S SOHC	125	7.5PS@7500rpm	Auto Clu. 4-spd	Kick/Electric	Disc	Drum	2.25-18	3.00-18	12.5	107
Sport Bonus SR	60,900	AC 1cyl. 4S SOHC	115	7.2PS@7500rpm	Auto Clu. 4-spd	Kick/Electric	Disc	Drum	70/90-17	80/90-17	4	103
Jet Power 125	69,800	AC 1cyl. 4S SOHC	125	6.3PS@7500rpm	CVT	Kick/Electric	Disc	Drum	80/90-14	90/90-14	4.5	105
Sport Rider 125i	68,800	AC 1cyl. 4S SOHC	125	6.2PS@8000rpm	Auto Clu. 4-spd	Kick/Electric	Disc	Drum	70/90-17	80/90-17	4	10
Joyride 200i Evo	188,000	WC 1cyl. 4S 4V SOHC FI.	200	11PS@8000rpm	CVT	Kick/Electric	Disc	Disc	110/90-13	130/70-12	7.6	155
GTS 300i Evo	245,000	WC 1cyl. 4S 4V SOHC FI.	300	23PS@7500rpm	CVT	Electric	Disc	Disc	110/90-13	130/70-13	12	182
Citycom 300i	228,000	WC 1cyl. 4S 4V SOHC FI.	300	15.4PS@7500rpm	CVT	Electric	Disc	Disc	110/70-16	130/70-13	10	184
Maxsym 400i	318,000	WC 1cyl. 4S 4V SOHC FI.	400	33.3PS@7000rpm	CVT	Electric	Disc	Disc	120/70-15	140/70-16	14.7	224
T2 250i	198,000	WC 1cyl. 4S 4V SOHC FI.	250	24.66PS@7500rpm	Manual Clu.6-spd	Electric	Disc	Disc	140/70-17	11 0/70-17	14	173



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