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Tyres are very much a personal choice for most people and sitting around a car park, campfire or bar, you will find no shortage of tyre experts explaining why their tyre of choice is the best. Some people swear by soft terrain tyres for all applications while others use the most long wearing hard terrain tyre even through the depths of the muddiest winter.

If you are like me, you might be one of those guys who keeps buying a different tyre every time one is bald, in the hope you come across that mythical rubber donut that does not wear out, hooks up in all terrain, has brilliant straight line braking and incredible lean angle grip. Well, I got to tell you, based on my extensive research, it does not exist!



It has taken me many years to realize tyre manufacturers spend millions of Yen, Dollars and even Euros on making specific tyres for varying terrain and most people ignore this and use them for all terrain. Who doesn't have a soft terrain front tyre on their ride at the moment, even though we are in a mother of all droughts? So with this in mind, Motoz sent me a set of rubber hoops that would suit the land down under.



Motoz is an Australian company that has just entered the market with a complete range of tyres designed and tested in Australia, for Australian conditions. Rick at Motoz sent me a Tractionator Enduro Rear and Tractionator XCircuit Front. Here is how they performed on my GasGas EC300.

140/80-18 Tractionator Enduro Rear has large aggressive knobs. The centre knobs cup forward, with the side knobs interestingly sweeping backwards. The tyre had surprising signs of wear in the first 50 klms, but then it seemed to stop wearing and settle in to life pushing me through the bush with no further knob height reduction for the next couple of hundred kilometres. Acceleration and braking is good on both firm and loose ground. When you tip the bike over and get on the throttle drifting is a pleasant experience, and with my recent flat-track practice, I have been trying to do this more and more. Even during a fairly high speed full lock incident the Tractionator Enduro, instead of biting the ground and spitting me off, the Motoz settled back in line with little fuss. On a very loose down hill I noticed that too much rear brake would cause the back to step out quickly as lateral braking grip seemed a little lost in this instance - but you should not be locking the back down a hill, so for all you enduro aces reading this, it will not be an issue.

I do like the arrows in the mounding on both sides indicating which way to put them on, especially if you are in a hurry at an enduro, or just late to get to the pub for lunch! Although some critics will want a tyre that can be reversed to get another fresh edge from the tyre.

Being a 140/80-18 this tyre is really well suited to the big 500cc bikes. A smaller size tyre on my 300 would no doubt make turning in tight rutted terrain even easier, but it is great to have a big Motoz on the back when you are churning up a loose hill spraying your mates all the way to the top. Motoz have a really extensive range of sizes, for a new to the market manufacturer that caters for all types of bikes and terrain!



*GasGaz putting the Motoz tyres through their paces!*

80/100-21 Tractionator XCircuit front is described as good for Intermediate terrain and good for softer/intermediate MX tracks. It is reversible with loose or firm terrain settings printed on the carcass. The large tapered lugs of this tyre is nothing like you have seen before. These lugs make it easy to climb out of ruts and track along rough ground. At high speed turns when pushing the bars hard, the tall knobs, when new, do squirm a little, giving feedback in the bars as a slight shake. But this would be well after a standard soft terrain tyre has let go and put you sliding down the gravel on your lid. The XCircuit has good straight line braking and confidently rails slippery turns. It will be interesting to see if in winter they will be able to throw the mud clean to get the knobs to bite!



Rick at Motoz has mentioned Finke, the greatest tyre destroying race in the country, on more than one occasion to me, indicating that they are serious about their tyres strength and life. All Motoz tyres are made of natural rubber and the strongest ply construction available, that only weigh in a little heavier than conventional synthetic motor cross developed tyres.



*The full line up!*

*All the rears!*

The naming of the tyres sounds pretty cool at first, but I found trying to understand which tyre does what best is a lot harder to remember compared to M-something or 2-0-Something, etc of the major brands. Get your hands on a flyer before buying a Motoz tyre and be guided by the little graph explaining it!

As far as rubber for your dirty go, Motoz Tractionators are good all round tyres designed to work well in Aussie conditions in a reasonably wide variety of terrain. I am keen to see how these perform over winter, to see if they can live up to the Tractionator name! I can definitely see Motoz tyres gaining a following around campfire arguments and winning over their fair share of people that decide Motoz is that ultimate tyre they have been searching for.

Motoz tyres can be found at all good bike shops and range from \$90 to \$140 depending on model and size.