

MIDWEEK MOTORCYCLES

Transport trailblazer

TWO WHEELS

JOHN INNES

At some point every motorcyclist has needed the use of a trailer, maybe to put your bike on when you have had a problem and needed to get it to the repair shop, to take your off-road machine to your favourite riding spot, or to get your race bike to the track.

Most people seem to put off-road and race bikes in the back of a ute or a box trailer and pile all their riding gear in as well.

Many will say they don't need one and that they don't have the space available for something like a bike trailer which they will use very infrequently.

The answer to your problem is right here in Perth — it is the Folding Motorcycle Trailer (FMT). When folded, it will fit in a cupboard, being just 1390mm high, and you can move it around just like a wheelbarrow because it weighs only 60kg.

It can be broken down even further if necessary — into one part of 25kg and the other of 35kg, making it even easier to store. In fact, it will even fit into the boot of many cars.

It will unfold in seconds and is capable of carrying a motorcycle weighing up to 290kg.

The FMT is an Australian design and is manufactured in China. The trailer is constructed entirely of hot-dipped galvanised steel and all of the nuts, bolts and fittings are stainless steel so there won't be any problems with reliability; it is definitely made to last.

All of the lights are LEDs and mudguards etc are all powdercoated. It is black as standard but can be painted any colour. It complies to all the Australian standards.

All existing trailers have had limitations but this product has ticked all the boxes — it is light and durable, fits into a restricted space and is ideal for long-distance travel. It has had extensive road testing under all conditions, both on and off-road, and is rated to a maximum continuous speed of 100km/h.

Loading the bike on to the trailer is as easy as rolling the machine on to the track, thanks to the unique "break-back" system.

Once loaded, the trailer locks into position. The track can be adjusted to make it bigger or smaller and can also be moved backwards or forwards to move



Ready to go: The trailer with a motocross, left, and in its folded state, below.

Pictures: Innesphotografix

the centre of gravity to the correct position for the bike you are carrying and, more importantly, to make sure the weight is over the towball.

There are three tie-down points. The one for the footpegs is the most important because it stops the back of the bike bouncing about and takes the pressure off the fork tie-down, alleviating the need for "seal savers" on the forks, and damage from front suspension compression.

There is a point for securing the chassis and also one for the front forks.

There will be a kit to convert the existing single-track trailer into a double track to accommodate either a second bike or an ATV, and this will be sold as a separate kit with the cost to be advised. Also available shortly will be a

spare-wheel kit. You simply unbolt the wheel (three bolts) and bolt on the spare; the wheels are pressed on to the hub not bolted so that it is also a very simple exercise.

The single-track trailer is currently on special at \$1599 which includes 12 months' registration.

It is a well-manufactured product and does everything it is designed to do. It is well worth a look if you are interested in purchasing a bike trailer.

The trailers are available from Causeway Honda, Victoria Park; The Honda Shop, Midland; Portside Marine, Dobra Road, Yangebup; and Perth Quad Bikes, Railway Ave, Kelmscott.

Contact details: Phone Paul Crane on 9434 6555.

