



**PAUL LANCE**  
AGE: 37  
WEIGHT: 92KG  
HEIGHT: 182CM  
BIKE: POLARIS OUTLAW 525

## STAFF BIKE - 2009 POLARIS OUTLAW 525

# Personal Touch

Words: **Paul** Pics: **Cozy**

**It's been a busy month for the Outlaw, with myself and resident quad-racer, Mike Small giving the red four-wheeler a spanking virtually every weekend since our last column.**

**M**y first trail outing was the Kuratau Trail ride, which turned out to be the most fun I've had on four-wheels – EVER! The ground was frosty, the terrain open farmland and the weather clear, which all added up to make perfect quad territory. With a lap in the morning chasing Rick around on his LT-Z while dodging all the two-wheelers that were crashing in front of us, I did a sneaky and went back out on the morning loop for a second time when everyone else was heading for the afternoon track. This time Cozy was my riding partner and we literally had 55km of prime farmland to ourselves to tear around on. It was awesome!

The Outlaw showed itself to be the perfect machine for this type of

riding, with the grunty motor giving the rear wheels plenty of traction for tackling the icy hill climbs. The independent rear suspension was worth its weight in gold as it soaked up the lumps and bumps, although I think we'd softened it slightly too much as it bottomed out a few times when hitting square-edged bumps flat-stick, giving me a fair whack in the arse. The saddle though is all-day comfortable, and once I get the rear suspension dialed in, I reckon there'd be no stopping the Outlaw.

The quarter-turn throttle I fitted was also a godsend, giving me the control to have the Outlaw sliding at 45° in top gear in some of the sloppier farm races. The motor is a peach, with bottom-end grunt matched to a stonking top-end that

makes the Polaris a performer both in the bush or out on a MX track as Mike will testify! He took the Polaris to the TT Champs and said he was first to turn one in virtually every race, as the KTM motor and superior traction let the Polaris dig in and accelerate when everyone else is spinning.

What is also encouraging is the way the Polaris cleans up, looking good as new after a month of punishment. Mike did report that it seemed to have used a bit of oil when he gave it a check-over before the TTs, but the motor had been on the limiter most of the previous weekend, so you'd probably expect it.

The one neat thing about the Polaris is the ease with which you

can adjust the chain, with one nut to undo before winding another to slide the axle back. I was hoping that getting the chain just right would make neutral slightly easier to find, but it seems that magical space is always going to be a little tricky to find. Maybe it just needs to bed in? We shall see.

Overall, the Polaris has proven itself to be the perfect compromise, with excellent trail manners and that all-important reverse gear combined with ample performance on the racetrack. The only problem I've got now is getting it back off Mike..!

*Paul*

