

SONS OF GUNS

Polaris Outlaw 50 & 90

Words & pics: Paul



We're rushing towards Christmas and there'll be youngsters all around the country hoping the key to their first four-wheeler will be the only thing in their stocking come Christmas morning. And if that's the case in your household, you better get Santa down to his local Polaris dealer, because you'll want him to take a look at these two mean machines...

Have you ever noticed the things kids find cool about something often tends to be completely different to what we adults see? I discovered this while pulling the Polaris 50 and 90 off the trailer and wheeling them into the garage. My two boys came bursting through the door and rushed straight for the machines, stopped and surveyed them before working out which one they were going to jump on while shouting, "Cool! Skulls!"

I hadn't even noticed the skulls on the graphics, but after they mentioned them I did have to agree they were pretty cool. But when I'd been looking at them on the trailer, I'd thought they would be more likely to notice the adjustable footboards on the 50 or the huge suspension travel on the 90. And surely they'd love the electric starter on both, the excellent build quality and the tall flags waving off the back... Who am I kidding?

The weather had been continuously stink in the lead up to us getting the Polaris four-wheelers to test, but as you can see from the photos, that didn't stop Owen or his mate, Campbell from giving them a good thrashing. The first thing we noticed on both bikes was the way the power was delivered, with the automatic transmission nice and smooth when the boys were

pulling away from standstill, but then providing more power and drive the faster they went, and both machines could get up to a reasonable turn of speed as their confidence grew.

With power supplied through the rear wheels via a chain drive like the bigger Polaris sport quads, it wasn't long before the boys were making the most of the wet conditions and skidding around our paddock, making a mess of the grass and splashing through puddles. But then they got really adventurous and tried a few river crossings. This is where the extra suspension travel and ground-clearance of the 90 came into its own, with Campbell able to splash and crash through everything without getting stuck. Not wanting to be beaten, Owen soon discovered that a bit more momentum before hitting the stream resulted in him (a) getting through to the other side and (b) getting absolutely soaked!

Both machines were an absolute hit with any child we showed them to, with most having to be peeled off coated in mud after they'd insisted on going mad in the paddock. As you'd expect, both machines come with an adjustable throttle meaning you can turn the power down for beginners, but it was also neat that they came with flags (so the kids can see one another) and also crash

helmets. The lanyard attached to the kill switch is another great feature meaning the bike doesn't runaway if the child does happen to fall off. Saying that, despite our kids' best efforts, none of them managed to get either Polaris anywhere remotely near

firing them off - the suspension and dimensions seemingly ideally suited for smaller pilots. And it was this stability combined with the quality components and great design that meant the bikes behaved themselves even if the boys didn't... **DRD**

Specs Polaris Outlaw 50

Price: \$2,395 (save \$1,400)

ENGINE

Type: 49cc 4-stroke single
Carburettor: Mikuni VM12H
Starting: Electric with kick backup
Drive System: Automatic PVT - 2WD

CHASSIS

Front suspension: Single A-arm with 7.6 cm travel
Rear suspension: Mono-shock swing arm with 7.6 cm travel
Brakes Front/back: Drum

DIMENSIONS

Seat height: 58.4 cm
Wheelbase: 83.8 cm
Dry weight: 95.3 kg
Fuel capacity: 4.5 lt

Specs Polaris Outlaw 90

Price: \$3,395 (save \$1,100)

ENGINE

Type: 89cc 4-stroke single
Carburettor: Mikuni VM12H
Starting: Electric
Drive System: Automatic PVT - 2WD

CHASSIS

Front suspension: Single A-arm with 12.7 cm travel
Rear suspension: Mono-shock swing arm with 15.2 cm travel
Brakes Front/back: Drum

DIMENSIONS

Seat height: 67.3 cm
Wheelbase: 105.4 cm
Dry weight: 128.4 kg
Fuel capacity: 6.4 lt

