

SPECIAL

10th ANNIVERSARY FEATURE EDITION

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cycle **canada**

APRIL 1981

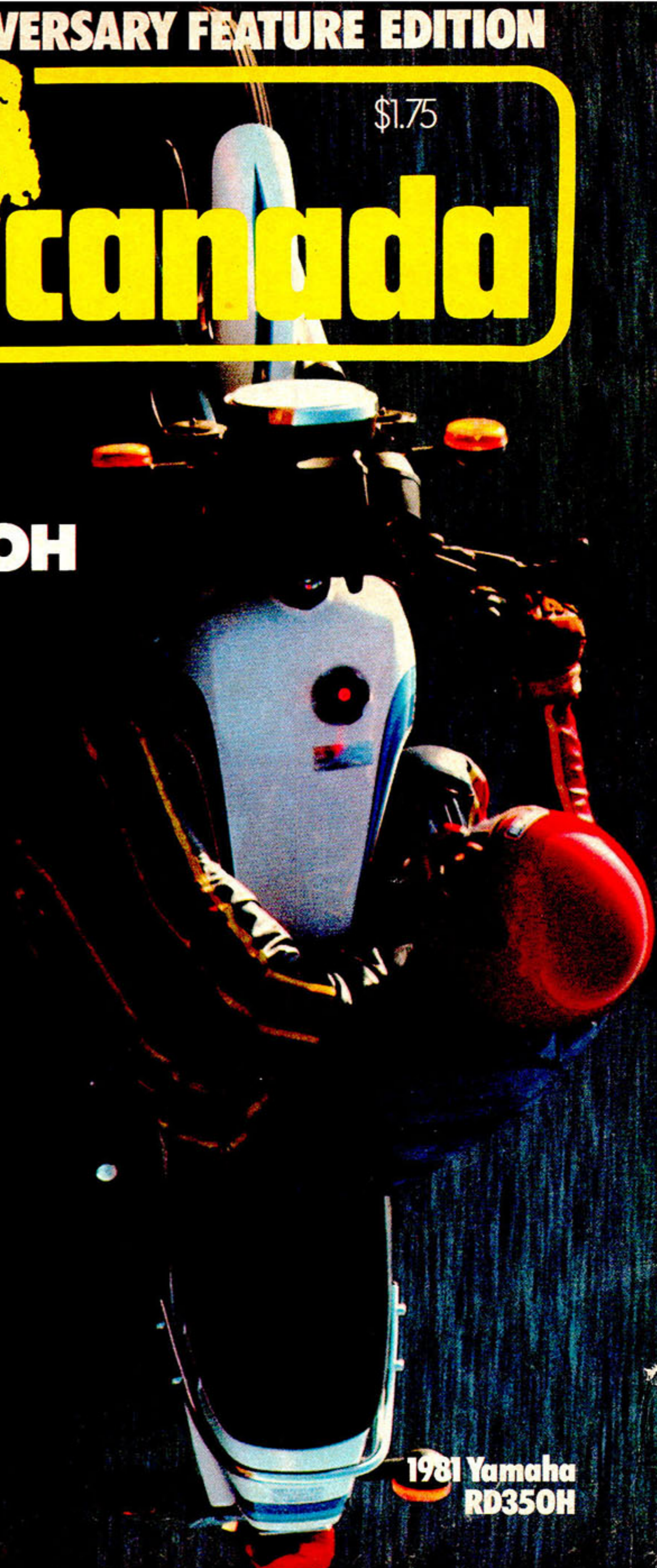
**ESPECIALLY
FOR CANADA
Yamaha's RD350H
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**Testing Suzuki's
GS750E: Cadillac
of the back roads**

**Two dirt tests:
Kawasaki KX420
and Yamaha YZ465**

**Looking back
at Cycle Canada's
first 10 years**

**Looking ahead
at the bikes of
the next decade**



**1981 Yamaha
RD350H**

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THE MAXIM 650.

Looks. Feel. Power. And the ultimate combination of all three. This is the motorcycle that gives you styling every bit as exciting as its astonishing performance. Last year, it already proved itself to be incomparable.

The uncompromised Yamaha Maxim 650.

Look it over. From its sleekly integrated lines to those cast alloy spiraled

wheels, sweeping back to the cast aluminum grab rail, this is truly the most striking bike you'll ever see.

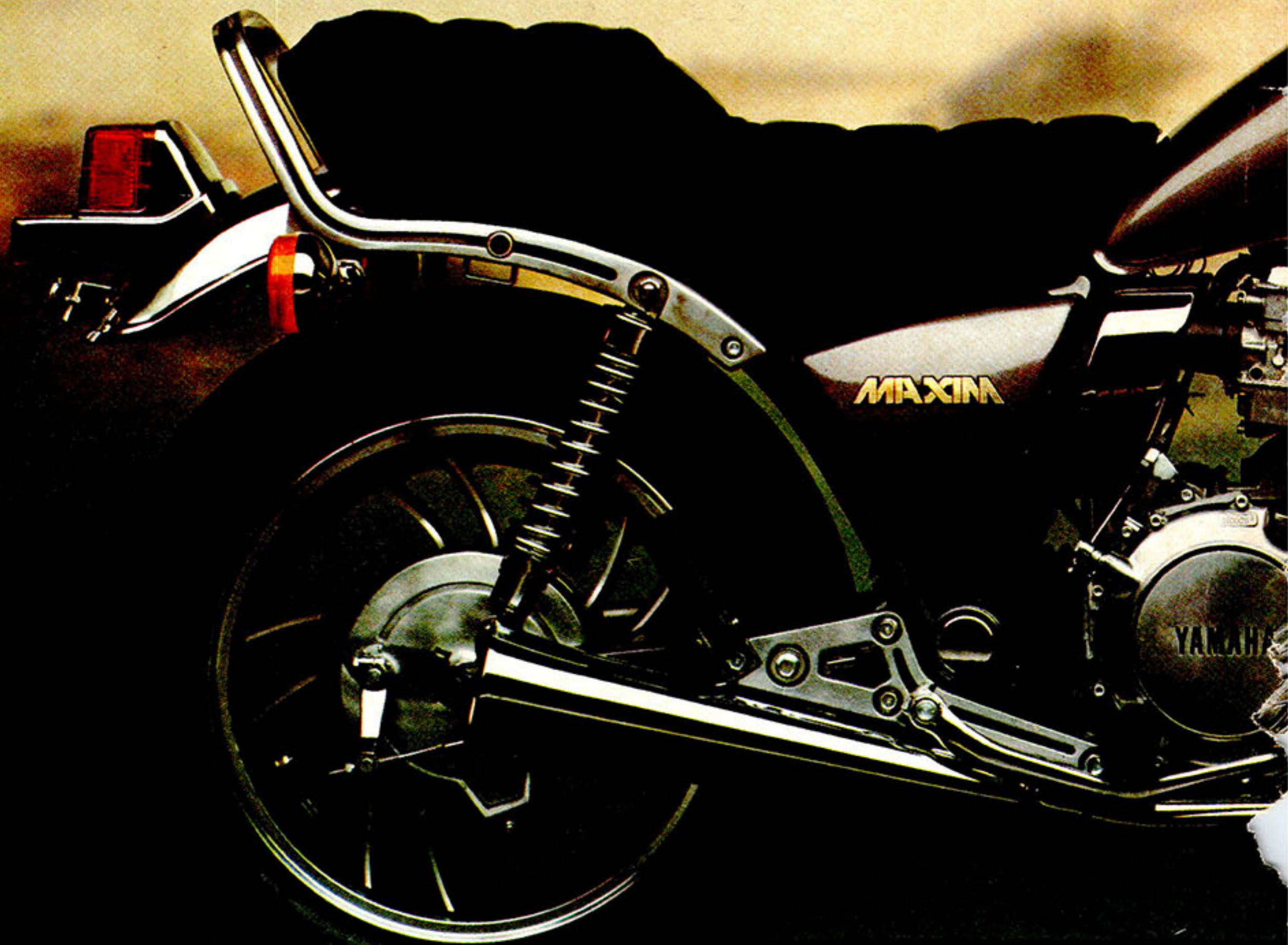
Feel what it's like to have only 447 pounds under you. Sit in. Fit in. Low and comfortable. We redesigned the Maxim's 30.3" seat and pull-back handlebars to make this machine feel right for any rider, tall or small. Like it was made for you.

Test its power. This is the lightest, leanest and

fastest 650cc. in-line four ever built. So fast, in fact, it'll smoke some 750's. Cycle Guide Magazine reported a 12.6 quarter mile and 125 mph top speed.

And the Maxim has such a broad powerband, it'll never leave you scratching for another gear.

We gave it a unique shaft drive system that's smaller, lighter and more responsive



than conventional shafts to make the ride all the more smooth.

And our dedication to minimum weight and maximum power gives it the best power-to-weight ratio of any competitive production machine.

To make it the narrowest it could possibly be, we performed technological feats. Like mounting the AC generator behind the cylinders and neatly incorporating the middle gear case into the transmission housing. This, plus its extremely low center of gravity, excellent steering geometry, very tunable suspension, hair-trigger

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Rear view mirror(s) standard equipment. Be a specialist. Take a Canada Safety Council Rider Training Course. See your Yamaha dealer for details.

The ContiTwins top Dunlop,

Recently, Cycle Magazine's riders were asked which street tires they bought. The results of the survey:

Continental 33.8%
Dunlop 23.9%
Goodyear 19.4%
Michelin 8.5%

Which confirms that the ContiTwins are the number one replacement street tire in America.

Now Rider Magazine's tire mileage test has helped to explain this result. In this test, the front and rear tire anticipated mileage showed the exact

same order of finish among these companies.

	Front	Rear	Combined
Continental (RB2/K112)	26,000	12,000	38,000
Dunlop (K91/MKII)	13,860	11,106	24,966
Goodyear (Eagle/GTII)	13,000	10,000	23,000
Michelin (M45)	7,961	9,612	17,573

(Actual mileage depends on your tire and machine maintenance and your riding style and road conditions.)

GGK



Goodyear, and Michelin twice.

But it's not only this outstanding mileage that has won so many friends for the ContiTwins—it's their superior performance. They handle surely and brake quickly on wet roads and dry.

This unique combination of high mileage and high performance is part of the ContiTwins' birthright. They are engineered, built, and tested in Germany, where there are no speed limits on the autobahn and plenty of wet, winding country roads. Which means the Twins have been tested at high speeds on real roads by riders like yourself.

The ContiTwins do cost a little more, but they

give you so much more. And they are engineered for the full range of today's motorcycles—from super bikes to middleweights to lightweights.

Of course, we at Continental are very proud that you've made us number one in America.

Proud, yes. Surprised, no.

Continental 



CANADA CYCLE

APRIL 1981

VOL. 11 NO. 4

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WE HAVE THE WINNERS!

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The #50 Super X-1 helmet. 1975 Snell approved is designed for specialized off road recreation, motor-cross and competition uses. Available in MX Red, Sun Yellow, White or Jet Black F.R. Epoxy finishes.

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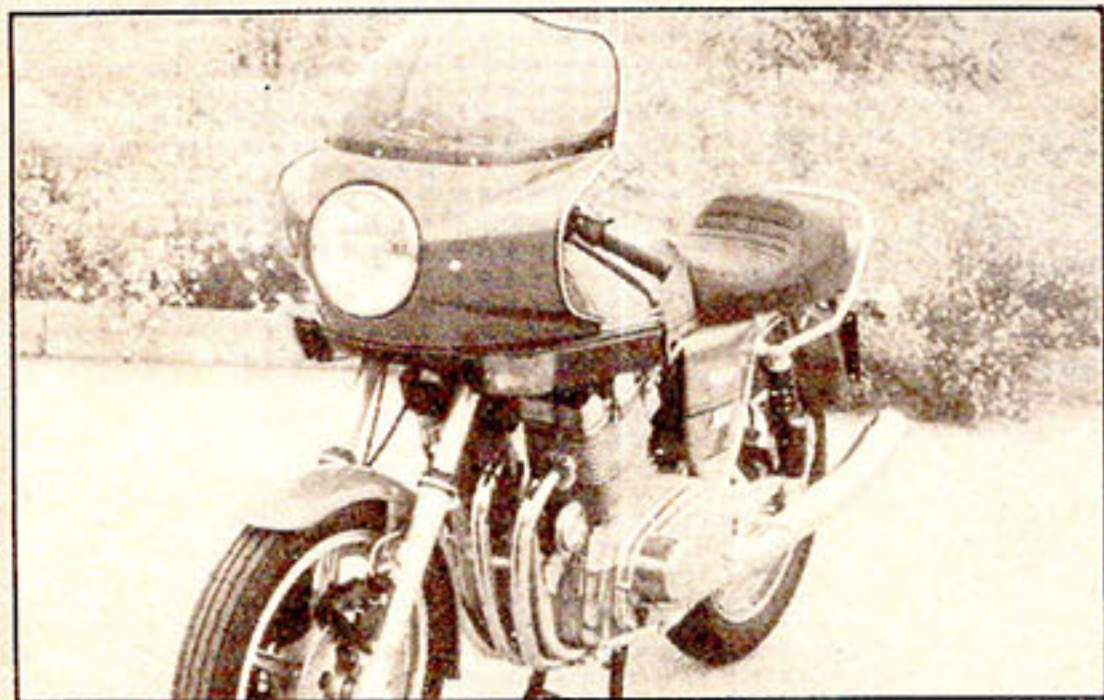


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\$3.00 (Including Decals)

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Almost always
you read it
here first



Latest Jota uses fibreglass to keep wind off the rider and top speed up where it belongs.

Laverdas get fairings, more power, model changes for '81

BREGANZE— Fairings will be standard on Laverda's two top models in Canada in 1981. The Italian triples have few major changes, apart from a power boost for the Jota.

The sporting Jota receives a frame-mounted quarter-fairing painted Laverda's traditional orange and black. Early 1981 Jotas will have a different fairing shape from the latest version shown in the photograph. Footpegs are rear-set and a solo seat is standard. Tires are V-rated Pirelli Phantoms. Compression ratio is down to 9:1 from 10:1 to suit our diminishing quality of fuel, while an increase in valve sizes results in a net gain of power. However, Laverda doesn't release horsepower figures.

Last year's 1200 Mirage is replaced by the 1200T and 1200TS. The TS has a sculptured and pinstriped touring fairing with two-piece lowers. Its 1,116 cc engine has larger valves than the Mirage. Three Del-

l'Orto carburetors feed the 80 x 74 mm cylinders; compression ratio is 8:1. Fuel capacity is 19.5 litres and the tires are Dunlop K81s. Later versions of both the Jota and 1200T/TS will have narrower engines, thanks to a change of alternators from German to Japanese.

The 1200T is similar but has no fairing. It also lacks the drilled discs, hydraulic clutch actuation and adjustable handlebar of the TS. Prices for the three models were still to be announced by the Canadian distributor, Slater Brothers Canada in Rock Forest, Que.

The 1000 Jarama has new tires and suspension front and rear. Price is \$6,395. A few 1980 standard 1200s were available at \$6,395; the price for the next shipment of machines will be determined after they arrive in Canada.

The twin-cylinder 500 Montjuic will be imported in extremely limited numbers—a maximum of 12—at an unspecified price.

Taped rally wrap-up available for video

ELMHURST, N.Y.—For video fans, Kieth's Touring Specialties is offering a video cassette of the 1979 BMWMOA national rally in Brainerd, Minn. Kieth claims the cassette is suitable for clubs or for public relations meetings with non-motorcyclists. It's entitled *Kicking Tires and Telling Lies*.

It's available in Beta I or II and VHS at \$65 and Vu-matic at \$81. Other formats are available on request. Prices are in U.S. currency.

Interested parties can write Kieth's Touring Specialties, 41-23 Hampton St., No. 3F, Elmhurst, N.Y., 11373. Credit card purchases can be made by phone to (212) 478-8575.



Ammex motocrosser is available for \$2,399 from Appalachian Sports in Moncton, N.B.

Ammex motocrosser available through New Brunswick shop

MONCTON, N.B.—Gord Johnson of Appalachian Sports is importing a new motocrosser for the 1981 season. Called the Ammex, it's been developed by three-time U.S. national champion Gary Jones in co-operation with the Mexican Moto Islo factory.

The bike is a 250, using reed valve induction to produce a claimed 38 hp at 8,500 rpm. Suspension travel is 305 mm

front and rear, with 38 mm Marzocchi forks and Fox air shocks fitted. Swingarm is an aluminum Thor unit. Mulholland gas shocks and a chromemoly swingarm are available as options.

Suggested retail price is \$2,399. Interested dealers and riders can reach Johnson at Appalachian Sports, RR 1, Moncton, N.B., E1C 8J5, telephone (506) 384-7854.



Footage for training film was taken out in the real world of traffic, slippery roads and automobile drivers.

Rider training film helps street skills

DEKALB, Ill.—Northern Illinois University has produced a riding skills film through its College of Continuing Education. The film describes riding techniques that include proper steering and braking.

Neil Tolhurst, the university's motorcycle safety project co-ordinator, says that motorcyclists need to practise street riding skills as much as competition riders, and that the aim of the film is to help them do that.

The film will be available in 16 mm and in video cassettes. It is available from Media Distribution Department, Division of Communication Services, Northern Illinois University, DeKalb, Ill. 60115, telephone (815) 753-0171.

Noise standards to be stiffer for U.S. bikes in 1983, 1986

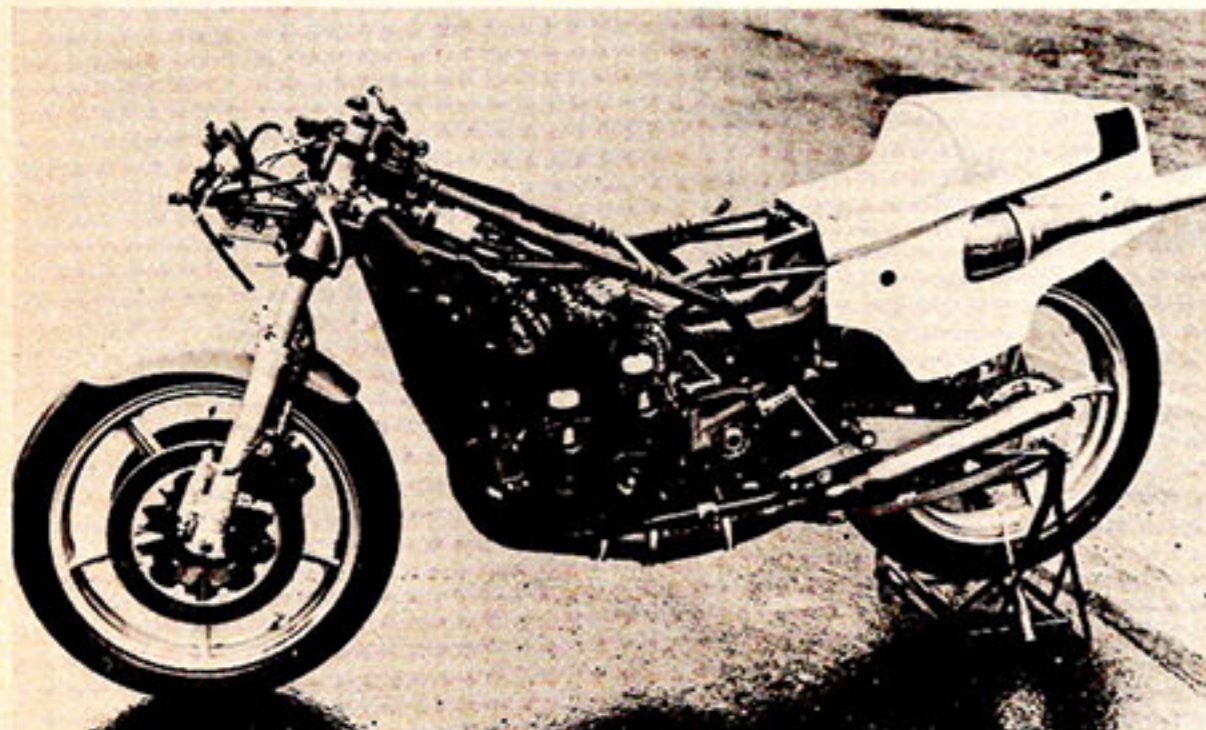
WASHINGTON — The U.S. Environmental Protection Agency has announced a new set of restrictions on motorcycle noise. Effective Jan. 1, 1983, motorcycles sold in the U.S. must not exceed a sound level greater than 83 decibels. By 1986 the limit will be reduced to 80 decibels for all bikes other than off-road bikes over 170 cc, which will be permitted an 82-dBA limit.

Mopeds will be limited to 70 dBA.

Replacement exhausts will be required to meet the same sound levels as the original equipment, but machines built prior to the

deadlines will not be affected.

American Motorcyclist Association supports the new regulations, which were considerably changed from those first proposed in 1978. Those proposals called for a 78-dBA limit. AMA objections to the regulations cited cost as a main reason for scrubbing the 78-dBA limit. A federal government agency estimated that the EPA limits would have added \$400 to the cost of a bike, so AMA began lobbying that the 78-dBA limit would be inflationary and was overly restrictive in the first place.



The 1981 RG Suzuki for privateers uses a twin-shock swingarm, bigger brakes than in 1980 and an adjustable anti-dive braking system.

Grand prix Suzuki announced in Europe

AMSTERDAM—Suzuki's 1981 500 cc grand prix racer, the RG-6, has been unveiled. Unlike some of the works racers, this customer version uses a conventional swing arm and twin shocks.

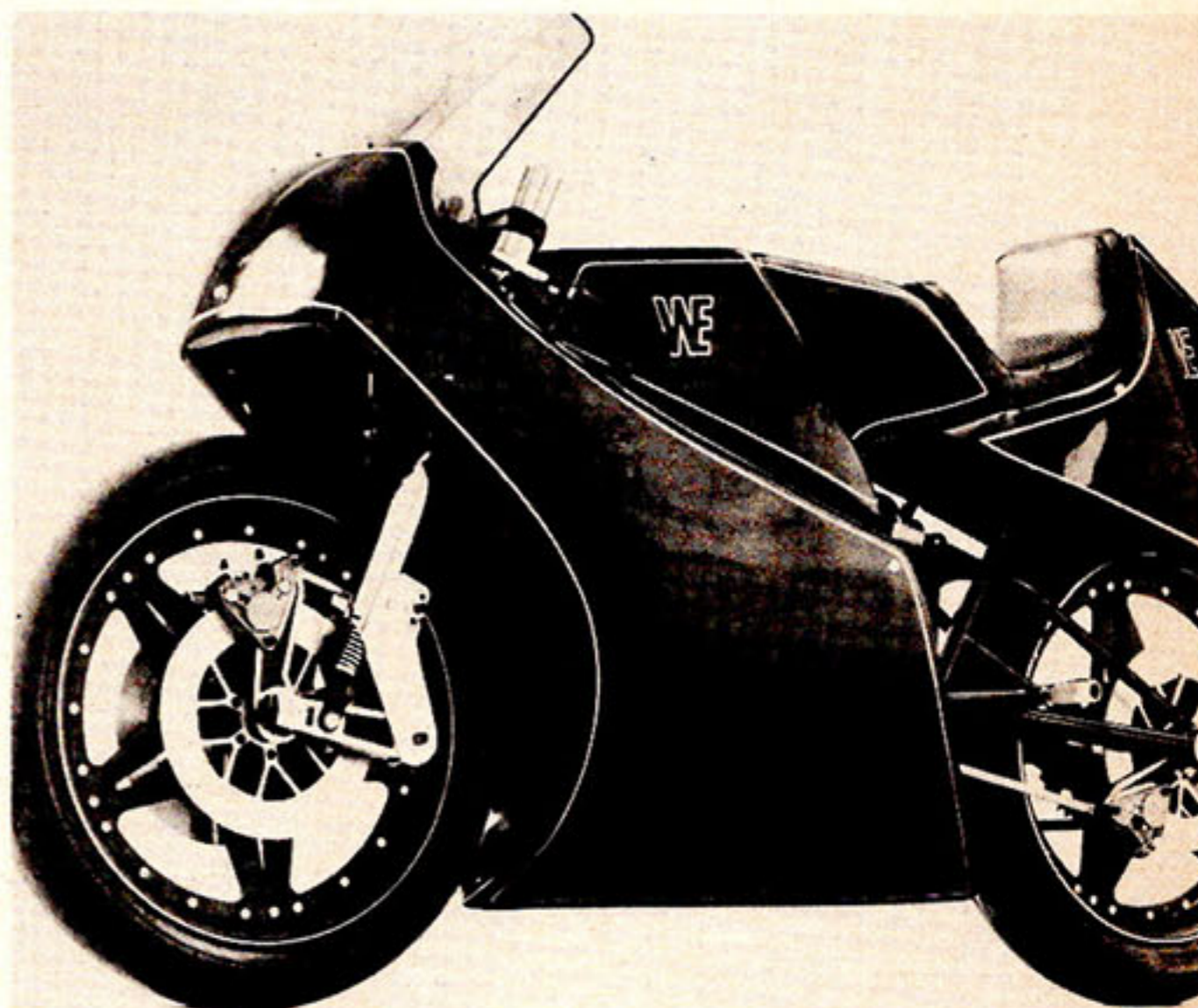
The familiar bracing under

the swingarm is still in use, and bigger front brakes—up to 305 mm from 280—are fitted, complete with an adjustable anti-dive unit with three positions.

Price in Europe is \$21,000.

Supercross prize was never offered

TORONTO—There was an error in the March Newsfront



The Waddon WE is yet another prospective English world-beating road racer using the inline Rotax two-cylinder 250 cc engine.

item about Yamaha prices and purchase policy. There will not be a draw for tickets to a supercross event.

Yamaha Motor Canada Ltd. says that the idea was discussed in the 1981 season planning sessions, but that it was never put into effect. The money that would have been spent on the promotion will go into the Yamaha race support program.

Trials association plans schools and feet-up competition

MISSISSAUGA, Ont.—A new club has been formed for those interested in trials riding.

The Amateur Trials Association plans a program of trials schools and competitions during 1981, and is eager to gather members who wish to learn about trials riding or who wish to get in some competitive riding.

Interested riders can write to the association at 2465 Yeovil Rd., Mississauga, Ont.

Never-say-die Brits ready to try again

LONDON—Waddon Engineering is a British conglomerate involved with the aircraft and automobile industries. It is now building a road racing motorcycle that it hopes will serve as a preliminary to its entry into the world of motorcycle manufacture.

The bike is designed around a modular concept that will let an owner fit 125, 250 or 350 cc engines. The bolted-up frame is claimed to be made up of only five parts, allowing engine removal in five minutes. The frame is designed around the inline Rotax engine also used by Armstrong and Spondon, but frames to suit

Continued on Page 12



**BMW. THE EXTRA MARGIN.
 MORE THAN YOU EXPECTED. AND EXACTLY
 WHAT YOU WOULDN'T WANT
 TO BE WITHOUT.**

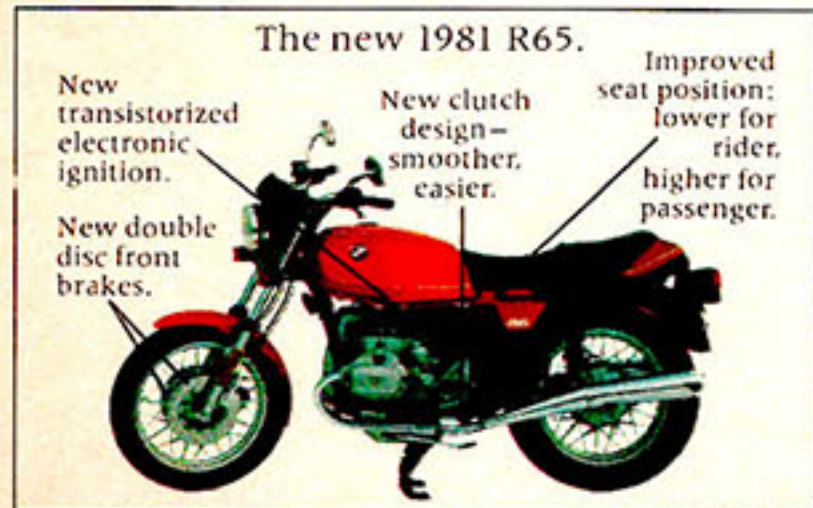
BMW believes in building motorcycles that you pay for once. And not forever after. This BMW philosophy applies to the all-important qualities of safety, ease of handling as well as maintenance, durability and riding pleasure. It's part of an engineering philosophy that's built into every BMW regardless

of its displacement category or road usage. The new BMW R65 and R100, shown here, are two recent examples. **Two R65 Extra Margins for 1981: More power, new front brakes.** This year's BMW R65, above left, is actually ten percent more powerful than last year's. It has also added

double front disc brakes for smoother stopping power. Yet it retains its singular advantages of low weight, easy maneuverability. Plus a 6.2 gallon tank for the longest range in its category. **The newest big BMW and its virtues.** The new BMW R100, above right, offers an almost limitless opportunity to customize to your own particular riding tastes with a whole range of factory-designed, and tested options. Options that are also factory-warranted—unlike those of the usual mass-produced bikes.



The Alps first. Then the drawing board. These are not theoretical bikes. Unlike the multitude of well-made but mass-produced bikes that swarm



America's shores, BMWs very deliberate limited production concept starts with a rigorous 1000 kilometer-per-day testing schedule on some of the most demanding roads on earth.

Out of this road experience, BMW builds an extra margin of response and dependability into each of its

bikes that is far beyond the usual.

But, as our Alpine Team—as well as numerous BMW owners across America will readily agree—reading about a BMW and riding one are two totally different experiences.

We heartily recommend the latter course to you.

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**FOR ONE LONG SHINING MOMENT,
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See the full line of BMW Motorcycles at your authorized BMW Dealer listed in the Yellow Pages. For the complete BMW brochure write Canada East: BMW Dist., Ltd., 801 Progress Ave., Scarborough, Ont. M1H 2X4. Canada West: BMW Dist. Co., 1650 W. 75th Ave., Vancouver, B.C. V6P 6G2. European Delivery Plan available.



NEWSFRONT

Continued from Page 9

Yamaha motors will also be available.

A leading link fork and monoshock rear suspension are used. Anti-dive characteristics have been built into both ends. Astralite wheels similar to those shown on the Hesketh V-twin are fitted; they look much like Honda's Comstars.

It is claimed that the fairing has been specially designed to minimize crash damage. Another unusual feature under development is the fitting of electronic instruments to measure lap times and counts.

KDX420 on the way, Kawasaki prices set

TORONTO—Canadian Kawasaki Motors Ltd. has announced prices for those 1981 models not available for our December 1980 issue. From the top down they are: GPz1100, \$5,299; KZ1100A, \$4,899; KZ1000J, \$4,599; KZ305, \$1,999; and KDX80, \$879.

Additionally, the KDX420 will be imported after all. The open-class enduro machine will go for \$2,499.

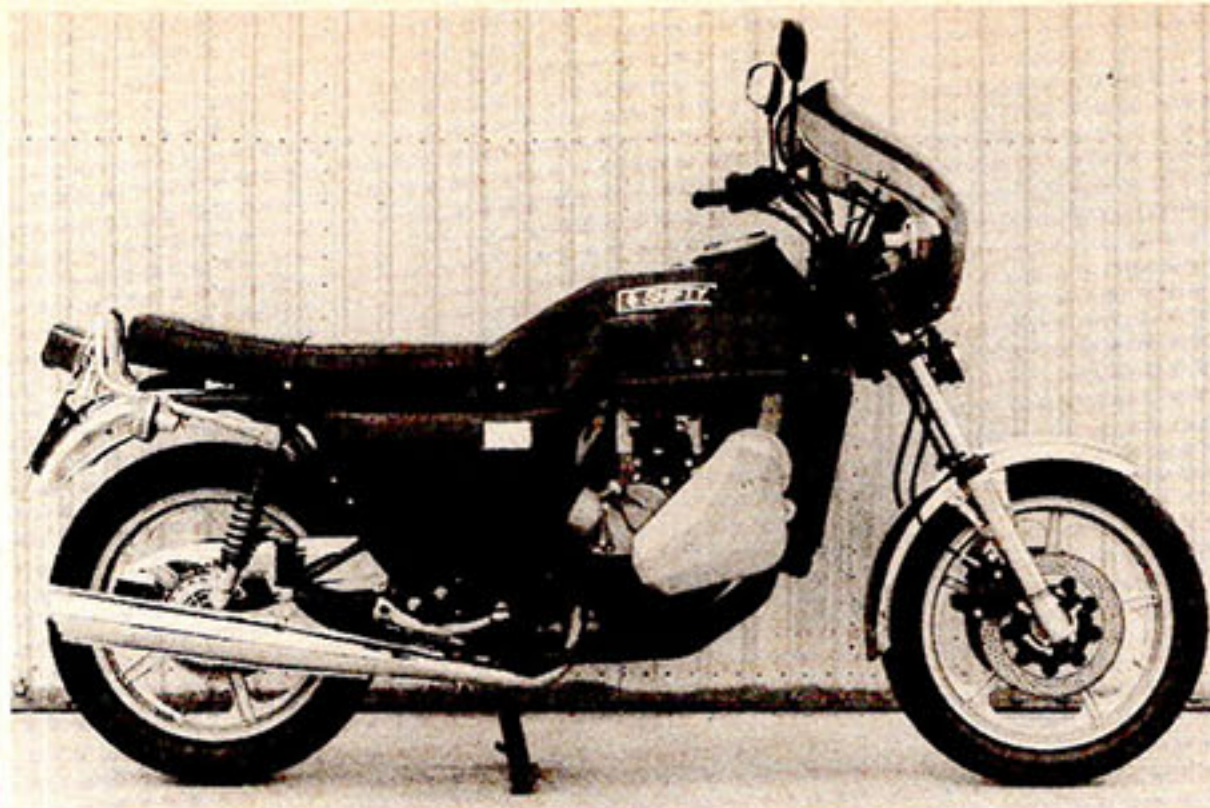
Ontario CMA region replaces Bill Adams with Bob Turnbull

HAMILTON—For the first time in nearly a decade, Ontario region of CMA has a new president. Bob Turnbull succeeded Bill Adams at the annual election Jan. 10. Turnbull is the president of Halton Off-Road Riders, an enduro-oriented group based northwest of Toronto.

The vice-president for 1981 is Warren Thaxter of Oshawa Competition Motorcycle Club, a group involved in every kind of off-road sport from ice racing to motocross.

Captain Kirk rode a bike before he got into starships

MONTREAL—Captain Kirk of the movie and TV series *Star Trek* got his start riding motor-



Laverda parts and a Fiat car engine make up much of the Shifty, an Italian special.

RACE under way with classes, a schedule and lots of money

SHANNONVILLE, Ont.—A schedule, choice of classes and set of rules have been settled for the RACE series described in the January edition of *Cycle Canada*. A new association—Roadracing Association Canada East—has a 10-race schedule using two Ontario tracks, one in Quebec and one in Nova Scotia.

Castrol is the series sponsor, as it was last year. There's \$20,000 in the prize kitty from Castrol. The other big sponsor so far is Honda with a contingency program with a maximum possible value of \$34,800. Other companies are contributing products for prizes, among them Dymag wheels, Shoei helmets, and Bristol and Treen leathers. RACE members also get a break in *Cycle Canada* subscription costs.

RACE is not affiliated with CMA, but has worked out a deal RACE calls an association. Neither organization will take action against its members who ride in the other's races, and points scored in RACE events will be considered for applicants for CMA

expert licences.

The following classes will be run at all RACE events in both amateur and pro categories, corresponding to CMA novice and expert designations: 125 and 250 cc GP, and 550 and 750 cc production and superbike. There will also be a 500 cc amateur class and a Formula One pro class. Rules are set up to correspond closely to AMA regulations to allow superbike and Formula One riders to compete south of the border at minimum expense.

The schedule is as follows: May 2-3, Shannonville, Ont.; May 16-18, Mosport, Ont.; June 13-14, Shannonville, Ont.; July 4-5, Atlantic Motorsport Park, Shubenacadie, N.S.; July 11-12, Mosport, Ont.; July 25-26, Shannonville, Ont.; Aug. 1-2, Sanair, Que.; Aug. 15-16, Shannonville, Ont.; Aug. 29-30, Sanair, Que.; and Sept. 19-20, Shannonville, Ont.

Rider schools will be held April 26 and June 28, and there will also be vintage motorcycle races July 4-5 and Aug. 22-23.

cycles long before he learned how to pilot the starship *USS Enterprise*. William Shatner, who played the role, is from Montreal originally. In an interview done during a visit to his old home town he described his introduction to motorcycling.

It seems that when he was 14, his neighbor bought a motorcycle. Late at night Shatner would sneak out, take the bike and practise with it on the hilly Montreal city streets until he could ride it. After he mastered it, he'd sneak out in the wee

small hours to go for joyrides, always sneaking the bike back before dawn and carefully parking it exactly as he'd found it.

One day he came home to find the motorcycle missing. When he asked the owner what had happened to it, he was told that it had been sold because of the poor gas mileage it was getting.

Shifty motorcycle uses a car engine

LUDLOW—From England comes news of a new Italian big-bore called the Shifty. Shifty produces 900 cc bikes using Fiat four-cylinder car engines, and has decided to move to a bigger engine.

The new Shifty has a 1,050 cc liquid-cooled Fiat-Abarth engine. It is undersquare, contrary to most modern bikes, with bore and stroke of 67.2 x 74 mm. Two carburetors and a 10.4:1 compression ratio manage to squeeze 70 hp out of the engine.

The gearbox and many chassis parts are shared with the 900. The 1,050 cc version will be produced on special order only.

Some chassis bits are purchased from Laverda, the cast wheels being one example. Brembo brakes similar to those on the Laverda range are also used. Top speed is claimed to be 196 km/h.


Motorcycle Safety Foundation wants material to publish

LINTHICUM, Md.—Motorcycle Safety Foundation, a non-profit American association that researches and publishes items in the field of two-wheel safety, is looking for articles on every aspect of the field.

The foundation's monthly newsletter hopes to attract articles and photographs from people involved in all facets of motorcycling. Anyone interested in contributing for free to MSF's magazine should call or write Bob Cramblitt, Editor and Publications Manager, 780 Elkride Landing Rd., Linthicum, Md., 21090, telephone (301) 768-3060.

Newsfront is edited by Larry Tate.

The Quicksilver Advantage. **A BARE BIKE CAN'T MEASURE UP TO THE QUICKSILVER ADVANTAGE!**



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Editorial

Bikes versus the state of the world

Riders know a good thing when they see it. Interest in motorcycling is at an all-time high, regardless of the depressing state of the world's affairs.

Last year Canadians bought 100,163 new bikes, a total reached on only two other occasions in history. This winter, attendance at our CycleCanada '81 motorcycle shows was at record levels. The number of riders in Canada is estimated by the Motorcycle and Moped Industry Council to be at a new high of 700,000.

In a time of high unemployment, record inflation and high interest levels, not to mention political crises at home and abroad, Canadians are more interested than ever in two-wheel locomotion. Motorcycles are not cheap, and buying a new one can require some financial sacrifice. Obviously the sacrifice is still worth while.

Why? Not least among the reasons are the motorcycles themselves. Powerful, reliable and economical engines are routine; extras like fuel injection, shaft drive and fairings appeal to an ever more sophisticated and demanding clientele weaned on computer-age electronics. You don't have vanished makes like Bridgestone or BSA to choose from any more, but the strong ones which survive offer a greater variety of model choice than has existed since perhaps the 1920s.

But there must be other reasons. Those with an ear to the world of finance point to the public's habit of countering inflation by investing in durable goods—those goods which retain much of their value while providing enjoyment and useful service along the way.

People believe that if they don't spend their money, inflation eats it away in any case. Better to satisfy one's urge for a motorcycle and have something to show for it.

Motorcycling is becoming more acceptable. The bad old images are less formidable; bikers are no longer seen to be just drunken sophomores or inarticulate thugs. They're normal people, maybe parents or even grandparents of normal people, and they're out there quietly having fun.

It's easier to get started as a motorcyclist than in the days when you had to cajole Cousin Ralph to let you wobble his Royal Enfield around a parking lot in order to learn how to ride. For a reasonable fee you can take a comprehensive

course in rider training with expert practical instruction and a suitable bike as part of the package. If you pass the test at the end of it, you might even receive your licence at the same time. Or at least you may be able to get a learner's permit so you can legally improve your skills on the street before taking the test.

Fuel economy favors bikes, but only in

concert with human nature. The 60 mpg bike is less efficient at transporting people than the 40 mpg four-seater car. Yet how often do you see cars loaded to capacity?

Better to satisfy one's urge for a motorcycle.

One Statistics Canada survey showed that 49 per cent of Canadians drive their cars to work alone. Public transit services are trying to lure new passengers, but are raising rates at the same time.

Car pooling efforts haven't been overly successful. I'm not surprised. I don't feel like socializing with anyone else in the morning either, and I'd rather take my chances alone on a motorcycle than in the back seat of an econobox at the hands of half the drivers I see on the road.

Another facet of recession is escapism, in all its many forms. Motorcycling is one of the more healthy. Bikes are freedom machines—a physical and mental escape from bad news and dismal surroundings.

Advertising and promotion reach more people. Perhaps because of their effectiveness, or perhaps because of simple repetition, the message gets through. Motorcycle dealers get better at what they do, learning how to satisfy those same sophisticated consumers while staying ahead of their competitors and the bank. Competition has kept prices reasonable, especially in metropolitan areas where even the most popular models seem to be discounted as a matter of course.

Not even Canada's short riding season and harsh climate hold riders back. In fact, they seem to make bikers more enthusiastic. The number of bikes sold in Canada in comparison to the U.S. is in pretty direct proportion to the population, even though in southern states it's easy to ride year-round. Southern California's winter is like our late spring, yet winter riding is rare there. Canada's 7.1 per cent sales increase last year compares to five per cent south of the border.

The baby boom is over, and the days of cheap gas are long gone, but with no apologies to anyone, motorcycling can look forward to a good year.

—John Cooper

A NEW STAR IS BORN

The best gets better.

For 1981, Bell has completely redesigned what most people felt was the best motorcycle helmet available – the Bell Star.

The 1981 Star sets new helmet standards with its combination of safety, style and comfort features:

New design and construction with a special streamline shape.

Flush fitting face shield.

Lighter.

New interior design and fit system.

Terry cloth interior.

Neck roll, ear roll and cheek comfort pads.

Alloy pivots with 4-position shield mechanism.

Fade resistant finish in black, white and silver.

Bold Bell graphics.

Snell '75, D.O.T. and Z90 '79 approved.

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HELMETS

The 1981 Bell Star.
The birth of a
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Readers rank us No. 1

MASTHEAD

We learn a great deal
about you and us
via Feedback

At last count, Cycle Canada had 101,500 readers and we owe each of you a great thank you.

You have made us the largest-circulation motorcycle magazine in Canada. Our circulation is greater than the combined circulation of the two leading imports, Cycle and Cycle World. And we dominated the market even in our old tabloid format.

Now that Cycle Canada too is a magazine, we have been pleased to discover that a full two-thirds of you believe that Cycle Canada is a better motorcycle magazine than any of the imports from the States.

For that vote of confidence we also owe you many thanks.

A great deal of what we know about you and your reading preferences, and your reaction to what we do and do not publish, comes to us through Feedback. It is the quickie survey that we have published in the back of the book for the last three years. In this edition the form appears on Page 94.

Here is what we learned via Feedback from the January issue, the first one in magazine format.

Those of you who did not rate Cycle Canada ahead of the U.S. imports seemed to be mainly touring fans, because you cited Road Rider and Rider as your favorite motomags. A handful mentioned Cycle, once the acknowledged leader of the horde south of the border.

Almost all of you prefer the new magazine format. Many of you praised the look of the book and how it is organized.

Tests are the primary reason you buy Cycle Canada. Ninety-four per cent of you read the test of the new Yamaha XV750 Virago while 77 per cent read the Vincent Black Shadow test and 74 per cent, the Suzuki GS750L test.

The best-read feature—the annual Cycle Canada Bike of the Year Awards—also rated 94 per cent. The preview of 1981 Suzukis pulled 80 per cent, again reminding us how much you are interested in news about new models. The Steve McQueen profile was read by 75 per cent while the feature on touring in Mexico had 74 per cent. The piece on monoshock suspensions was read by 62 per cent.

The best-read regular features in the January issue were New Products and

Product Tests. They always rate near the top of the regulars, and this time they pulled 92 per cent. You're very much interested in info about new gear and you want to know how it stands up in use.

The third-ranked regular was Editorial with 86-per-cent readership.

You might be surprised to know that 83 per cent of you indicated that after New Products, Product Tests and Editorial, you liked advertising best.

Coming Soon in Cycle Canada was next with 78 per cent, followed by Readers Write with 77 per cent, Newsfront and Showcase with 74, and Masthead with 72. Rounding out the top 10 was Did You Know? with 69-per-cent readership.

The regulars which gained from 69 to 50 per cent of readership are the following: On The Road, Technics, Short Strokes, By Mike Duff, Contents, Cyclesport, Motomarket, Motopinion, CMA, Canada West, and Calendar.

Slightly less than half our readers read Who Won What and Motocross Canada, but that is to be expected because not everyone is keen on race results and motocross.

We receive requests to carry more on dirt bikes and to present more of motocross and road racing, but we receive far more requests to beef up our touring presentations. Clearly the street market is the strongest, and the one we tend to listen to most. But the motocross and road racing crowd need not go elsewhere. We'll cover competition quite closely in 1981 and wait till you see what we do on Daytona and then the Canadian supercross series.

Since tests are the main attraction for you they will receive the main effort from us, even more so in the future.

We're planning to test more motorcycles in 1981 than in any other year since the beginning. They'll include a great variety of what is new for the dirt as well as for the street. We have some interesting comparisons in the works. We're hoping to lay our hands on some neat computerized testing equipment which will give us the kind of hard data we have been unable to publish in the past.

And as before, we'll make every attempt to give you the most realistic and honest tests published anywhere. Count on it.

—Georgs Kolesnikovs

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Advertising policy: We expect all advertised goods to be as represented. If you are dissatisfied with a recent purchase from one of our mail order advertisers, do not hesitate to write. We will do our best to ensure that you receive the service you deserve.

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WINDJAMMER

IF YOU'RE SERIOUS ABOUT ROAD RIDING.

If you're serious about road riding you know what you're up against with wind resistance. When Windjammer took to the road over a decade ago all that changed. Suddenly a whole new dimension was added to motorcycle riding: comfort.

Since then it has been the standard against which all fairings are compared.

For 1981 it continues to offer today's big bike rider unprecedented cruising comfort and wind protection.

Windjammers are built with quality, for years of road-riding durability, yet timeless in styling.

If you're serious about road-riding make sure you're behind one.



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READERS WRITE

COST OF BIKE INSURANCE A COMMON COMPLAINT WITH MANY RIDERS

You need a pro for insurance troubles

The letter about his insurance problems from Dave Baird in your January issue makes it sound like Dave is well on the way to being shafted. I'd like to offer a few ideas that might make dealing with an accident a little easier.

Dave, you didn't say in your letter, but it sounds like you are talking to the adjuster who represents the genius who killed your bike. This can be a big mistake; the guy doesn't work for you, but for the person you're fighting. He doesn't care if you are happy with the settlement, because he is being paid by the guy who hit you to save every nickel he can. He is a pro, and unless you are too, you will lose. Get a pro on your side.

If you have collision coverage on your bike, talk to your own insurer about a collision claim. They will be more anxious to keep you happy, since you pay their rent. If the other driver is at fault, once they settle with you they will deal with the other guy and you can forget about the whole thing. The cost of your insurance should not increase if the other fellow is at fault.

If you don't have collision, get a lawyer. Sue the other driver for the cost of the bike and the cost of the legal action. The lawyer can tell you what you can recover.

The big thing to remember is that you are facing a group of professionals. If you don't have one in your camp, you don't have a hope in hell of coming out even.

If it is your own insurer that's giving you a hard time, there are a number of places to turn. Bitch to your agent. You paid him to arrange insurance, and it should work when you need it.

Bitch to the president of the insurance company. Your local library will have the names and addresses you need. Remember that adjusters see God knows how many files in a year, and after a while they all look the same. A call from the company president might remind the guy dealing with you that you're a human, not a file.

Bitch to your provincial Superintendent of Insurance. He is a government-appointed watchdog who carries a very big stick that he can and will swing if you are being shafted.

There are things you can do before an accident that may make things easier should anything happen. If your bike is an antique, is highly modified or unusual in any other way, you may be able to arrange insurance on an agreed-value basis so you won't have to fight about dollars later.

Tell your agent you want to deal with a reputable, sound company. Some of them will not be here next year. Pay a few bucks extra if necessary; your insurance won't be much of a saving if the company folds, and some of them will in 1981.

There are a lot of good agents and companies around. Make sure yours are among them.

J. McCleave
Shubenacadie, N.S.

Having read your article on page 12 of the January issue on insurance in Ontario and Quebec, I feel obligated as the owner of a 1980 Honda Gold Wing to do whatever I can to see that our insurance rates are lowered.

I am 33 years of age, am an accident-free driver and have been riding motorcycles for more than eight years. I pay more than \$600 per year for bike insurance.

I would appreciate advice or help with this problem, which, I'm sure, every bike rider has but doesn't know how to deal with.

Quebec riders have convinced their government to hold back—let's convince ours.

Harold Martell
Waterdown, Ont.

I would like to share a problem that angers me greatly. My wife and I own a 1980 GL1100 Gold Wing, and the insurance on it costs us almost \$400. My big beef is that the cost covers the liabilities for 12 months of riding, but our Wing is sitting in the garage from mid-October to approximately mid-April, a total of at least five months.

Yet we cannot receive any rebate, at least on the collision costs. At one time, when the insurance on my BSA Bantam 125 cost \$31, I got a rebate upon cancellation. Now they charge \$400 and that's that. We would like to know if that's the policy towards all riders by all insurance companies, and if there's anything we can do.

Another thing; a policy can be pur-

chased for a car for six months, but for a motorcycle only 12 month policies are available here in Sudbury. We wonder if this is a form of legal shafting.

Keith St. John
Garson, Ont.

Dave Baird's sad letter about insurance problems in the January issue brought back memories and reminded me how ignorant and unprepared most of us are when dealing with insurance. I think a series of articles on insurance in the Technics section would be helpful.

Articles on how to handle claims are really needed. I'm sure that many riders have other specific questions such as why insurance companies don't give discounts for passing an MSF course while they give huge reductions for driver education courses, and these questions could be covered, too.

By the way, I really like your new format. Keep up the good work.

Bryant Owen
Frazerville, Ont.

Technological overkill is a design wrong turn

Technological overkill seems to be creeping up on all of us, at least those of us who have found that rice is nice. Certainly this has to be true of the latest ideas from Yamaha and Kawasaki. If one is going to run with an on-board computer it might be nice to have a degree in the applicable electronics.

The closer one looks at the simplicity of BMW, Harley, Triumph and all the other forerunners of this technical and electronic wizardry, the more one wonders where all the improvements will end.

I really enjoy setting 16 valves on my GS, although shims could pose a problem, I suppose. But if one is into being a part of the machine when riding, you enjoy knowing that all service has been performed, and done right. In their efforts to keep us from maintaining our own machines, virtually every Japanese manufacturer now suggests that most operations be performed by an authorized dealer. But often motorcycle repair bills read: Parts, \$5; Labor, \$95. I recall that sometime in the past motorcycles were economical.

I recently ran across the perfect exam-

ple of the type of rider coming out of all this. He was standing by his bike, flapping his arms. He didn't know what was wrong, it was a friend's bike. The gas gauge read full, but the tank was empty. It was then I realized that I had been blessed with a vacuum fuel petcock, so after having to steal the breather hose we finally siphoned enough to get him to the next station.

The point: forget all the technical improvements. If it handles well and runs well and you have a fair knowledge of the machine, who really needs an on-board computer?

I asked an oldtimer about the first Henderson he owned. When he then looked at my bike, he asked if I really used the gear position indicator. I don't. I guess we all get caught in the sophisticated improvements.

R. Degnan
Vancouver

Modified Vincent still as quick as most bikes

Congratulations on your first magazine issue. As good as it was, it will improve in the future. Especially interesting was the article on the Vincent. As the proud owner of a modified 1953 Vincent, and a member of the Vincent Owner's Club, I can readily testify to the veracity of everything mentioned in the article.

My own Vincent runs 9:1 pistons, 36 mm Mikuni carbs, dual front heads, racing mag, gearbox and clutch, balanced flywheel, two-inch intake valves, and 1 3/8 inch exhaust valves. These modifications are not really all that radical, merely bringing the engine up to more modern specifications.

Last summer, on a trip over the North Cascades Highway in Washington state accompanied by my riding buddy on his GS1000 Suzuki, I had no trouble riding right alongside him until he really started riding berserko fashion. Since we both ride European style—low bars, tank bags, etc.—there were times when we were riding over 190 true km/h for several minutes. I can't match him in the quarter mile because of the awfully high gearing, but once rolling on the highway I can cruise with bloody near any machine made.



I also own a BMW R100/7, so as you can see I appreciate the qualities that big twins have to offer.

One interesting aside: the Vincent in stock condition was rated at 55-60 hp depending on compression ratios. With 250 cc less displacement, the Yamaha Virago is rated at the same hp, 59, with approximately the same weight and frontal area, yet produces a top speed of 170 km/h. A Suzuki 750, rated at 79 hp, has a top speed no greater than the Vincent.

My own bike might be getting 45-50 hp at the rear wheel, and the Suzuki about 60-65. With the extra rolling resistance and frontal area of an inline four machine, the top speed performance works out to be just about right. It never ceases to amaze me that so many motorcycle companies—and I think the Japanese are the worst offenders—inflate horsepower figures in the hope of selling more of them. Someday, perhaps, we will get back to honesty in advertising.

Bob Schneider
Vancouver

Two-strokes are the key to reliable riding

Long live two-strokes! I started riding in 1977 on a new GT500 Suzuki which cost \$1,500. I do all my own maintenance, which I learned from books and friends. My costs to date are: bike, \$1,500; second-hand fairing, \$100; quartz headlight, \$25; two rear tires, \$150; chain and sprockets, \$60; ignition coil, \$50; carb floats, \$20; and miscellaneous, \$50.

My PLPD insurance costs \$50 per summer. I always get 50 mpg and use

two-stroke oil at a rate of one litre every 1,300 km. I lube my chain with PJ-1 every 160 km, and a \$5 can lasts 8,000 km. I tune the bike every 5,000 km and check it over every day I ride.

My bike performs well, cruising at speeds up to 120 km/h. It has little more vibration than a four-cylinder four-stroke at high revs. It handles very well and will carry two comfortably.

Anybody can ride it. It is very easy to service: no valves or cams; just change the gearbox oil and spark plugs and clean the air filter. I rebuild my carbs each year. My ignition is electronic. It needs at most three kicks to start. The longevity is due to good maintenance and excellent design.

Bloys Dekker
Peace River, Alta.

Increasing leverage will decrease effort

I have a possible solution for the man who wrote you about having trouble squeezing a clutch lever. For my Suzuki RM125T I made a clutch actuation arm identical to the original but three-quarters of an inch longer. It gave a one-finger clutch pull.

If Rowland Smith has an external clutch actuating lever on his bike he may have an easy cure for his weak grip.

Rodney Horney
Fruitvale, B.C.

Contributions are welcomed for Readers Write. It's your section of Cycle Canada, a forum for your opinions and ideas. Write to The Editor, Cycle Canada, 290 Jarvis Street, Toronto, Ont., M5B 2C5. All letters must be signed and show the writer's full address. Anonymous letters will not be considered for publication. Personal replies are not always possible.

Right equipment is good investment

TECHNICS

How to select a tool kit to suit your needs and avoid going broke

By Dwight Teague

At this moment, chances are good that your motorcycle stands in need of some kind of maintenance or repair. This can always be said of any complex piece of machinery; the requirement could be anything from a minor adjustment or a few well-aimed squirts of lubricant to major surgery. Beginners are advised to leave the surgery to the surgeons, but being able to choose and use a modest collection of hand tools can help save on servicing costs, and the benefits in terms of confidence and general peace of mind may be worth far more than money.

Even a beginner will soon discover that the bike's original tool kit is only for the simplest curbside tinkering. This kit is worth keeping, though; the oddest-looking pieces are the most valuable, since they fit things like special fasteners, very large axle nuts, and tiny valve adjusters. The customary "wrenches" are best used as a guide to the socket sizes necessary for serious work.

Unless you're feeling extravagant, you needn't rush to buy a comprehensive set of sockets. Big sets include many extra shapes and sizes, and you'll want to avoid the heartache of paying for things you can't use. A good starting set might contain a 3/8-inch-driver ratcheting handle, an extension or two, and six to nine sockets running between 8 mm and 19 mm (or from 3/8 to 3/4 inch for American and post-1968 British bikes).

Canadian Tire (Husky brand) and Sears (Craftsman) stock several variations on this theme at prices around \$35-\$40. Most reputable brands are guaranteed, and without abuse will last for generations. Socket drives are standardized on 1/4, 3/8 and 1/2-inch squares, so pieces from any manufacturer can be added as required. Deep sockets cost more, and are rarely needed. Six-point types are preferable to 12-points because of their more secure fit, particularly on worn bolt heads.

For oil changes, a long, stout 1/2-inch-drive bar with a couple of 6-point sockets will probably be needed for loosening the

Dwight Teague worked for several years as a motorcycle mechanic, and has taught moto-mechanics at Centennial College in Toronto.



Tools should be proportional to the job at hand. There are more effective alternatives to this item dated 1872.

drain plug and filter bolt. Plastic dishpans are cheap and handy for catching used oil; for measuring small amounts of oil for fork legs or two-stroke mix, a plastic baby bottle marked in both ounces and millilitres can be had from the local variety store for less than a dollar.

An impact screwdriver is absolutely vital for freeing straight-slot or cross-head screws. Packaged with a small assortment of bits, these miraculous devices are available from most motorbike dealers for about \$16. If you get one with a 3/8-inch square drive, everything will interchange with your socket set.

A plastic-faced hammer will do almost anything a steel one can do, except to leave bash-marks. It won't even dent or mushroom the top of your impact screwdriver. Canadian Tire sells a dandy, with nearly indestructible white tips, for \$6.

Tire changing may never be fun, but there are means to ease the task: Michelin markets the longest, slimmest, most beautiful tire levers ever seen at \$11 each, and if you're afraid to mar those costly cast wheels using all that leverage, just try a set of the nylon rim protectors supplied through Suzuki (\$7). Don't attempt the job without tire mounting lube — an aerosol (Lubri-Tech, \$5) is best, but 50/50 dish

soap and water will do in a pinch. Pressure gauges run from \$4 to more than \$25; the best is probably one that gets used often.

For bolting on accessories, a set of combination wrenches (around \$20) would be especially useful. And multimeters can solve the mysteries of tracing electrical faults or adding new circuits; the vast assortment begins at \$15.

Chain breakers come in a range of shapes and prices, but Daido makes one of the most versatile: it fits sizes up through 3/4-inch pitch, and sells for less than \$20. Re-riveting tools are much more expensive, and the whole operation is officially frowned upon for some models. Check with your dealer or handbook before taking the chain apart.

Tune-up equipment can be simple or expensive, depending on your ambitions and the model involved. A small two-stroke dirt bike might do with little more than a spark plug socket, a continuity checker (light, buzzer or meter) for setting the ignition points, and a strong pair of pliers to pull the exhaust baffle for cleaning.

Some multi-cylinder machines can use a strobe light (up to \$80), a set of vacuum gauges (as much as \$300-plus for Honda's own), a special tappet depresser, and a selection of valve shims, as well as feeler gauges, gaskets, skill, etc. However, good strobe lights do exist at \$40 (the \$10 ones are pretty dim), and electronic ignitions may never need resetting at all. There are less expensive vacuum gauges too, but it could be more practical to have a dealer balance the carbs.

For more extensive engine work like a top end overhaul, a torque wrench is essential. The variety starts at about \$20.

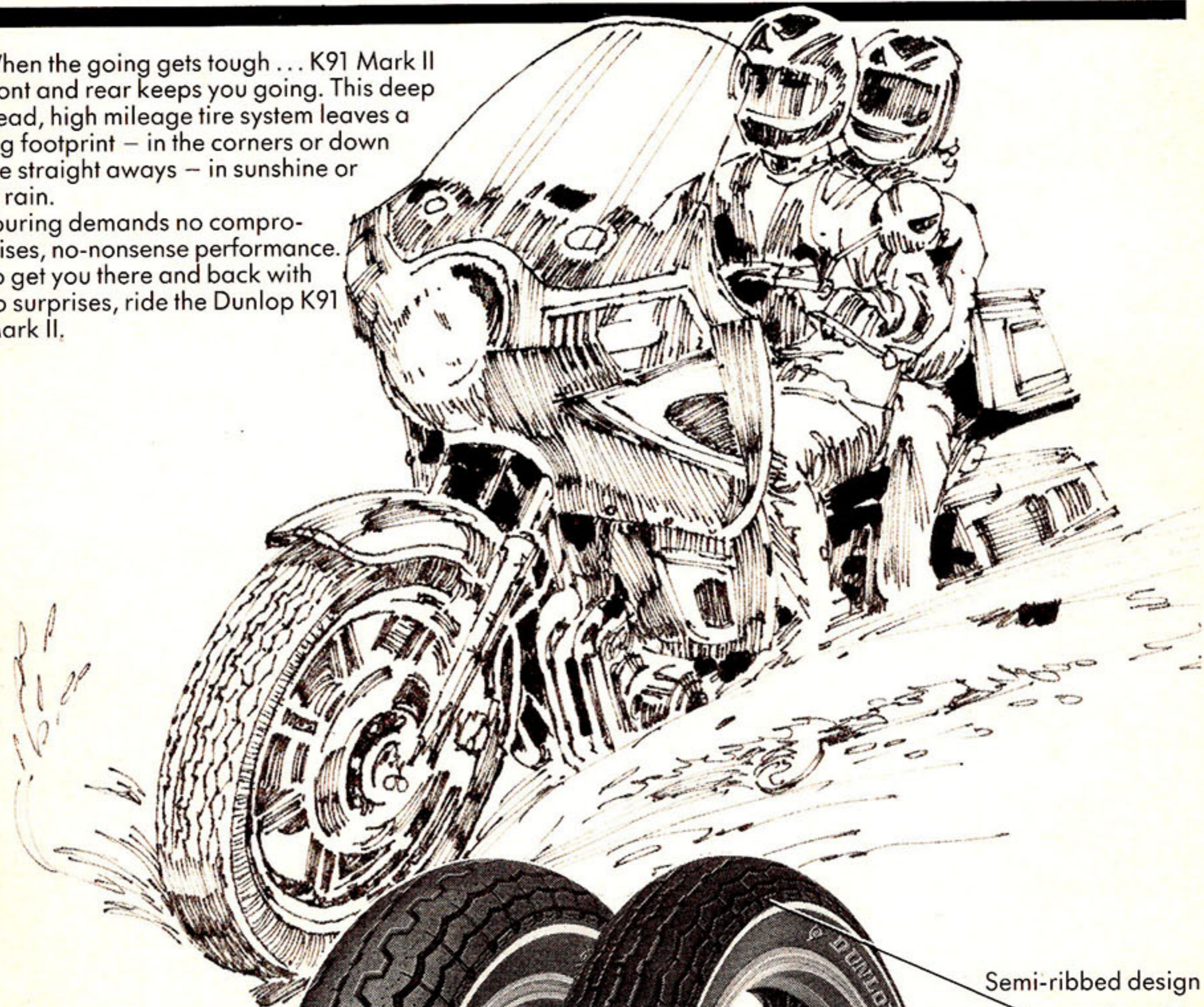
Special items such as gear pullers, welding torches and chain riveting tools can sometimes be rented, and the services of a hydraulic press, valve seat cutter or guide reamer can be obtained from a motorcycle shop or automotive machine shop for a nominal fee.

Information is often the most valuable tool of all, so a careful reading of your owner's handbook would be worthwhile — these little booklets can be amazingly informative. A mechanic's advice can sometimes prevent great troubles, and there's always the workshop manual as the Final Authority. □

DUNLOP **NO** Dunlop designs tires for touring
COMPROMISES

When the going gets tough ... K91 Mark II front and rear keeps you going. This deep tread, high mileage tire system leaves a big footprint - in the corners or down the straight aways - in sunshine or in rain.

Touring demands no compromises, no-nonsense performance. To get you there and back with no surprises, ride the Dunlop K91 Mark II.



Wide footprint, deep tread for high mileage

Buttressed centre groove for wet road adhesion

Water shedding aquajets.

Grip cells

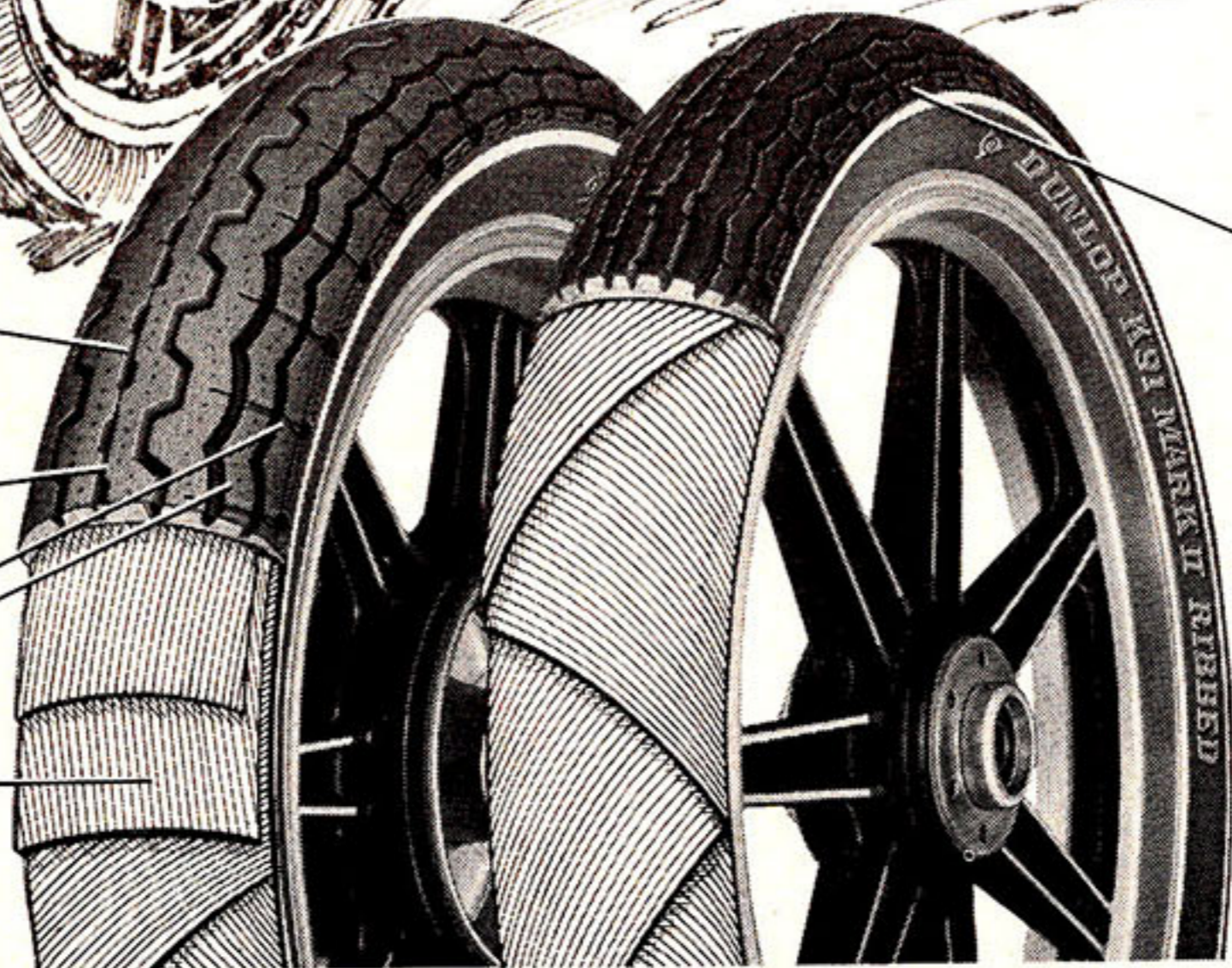
Exclusive belted construction

High load carrying capacity - tube/tubeless

Semi-ribbed design

Aquajets

Ideal match for K91 Mark II rear



K91 Mark II Front

K91 Mark II Rear

More cycles ride on Dunlop than any other tire in the world.

Confessions of a motorcycle grandma

ON THE ROAD

They say life begins at 40 and it's especially true with a bike involved

By Daphne MacKay

If I hadn't let them talk me out of it, I'd have had a bike when I was about 18. I like to remember being fearless, perfectly coordinated, strong and confident at 18.

Reality is another story. I got my first bike when I was 40. I had just completed my fifth session at a Canada Safety Council Motorcycle Training Course. The first four nights I was great; eager, bright, quick on the uptake. You didn't have to tell me twice. But the fifth night?

I stalled. I couldn't start; 20 times I couldn't start. I fell going up the ramp. The tire I had ridden over so glibly those other nights flipped up and hit the front of the bike. The instructor, who had been so pleased with me before, now looked at me the way I look at bugs.

That was the night my husband, who rides a Norton 850 Commando and can tell you everything you'd rather not know about everything that moves on wheels, bought me a beautiful, shiny, new, red 125 Honda street and trail bike; the bike I later called Spunky.

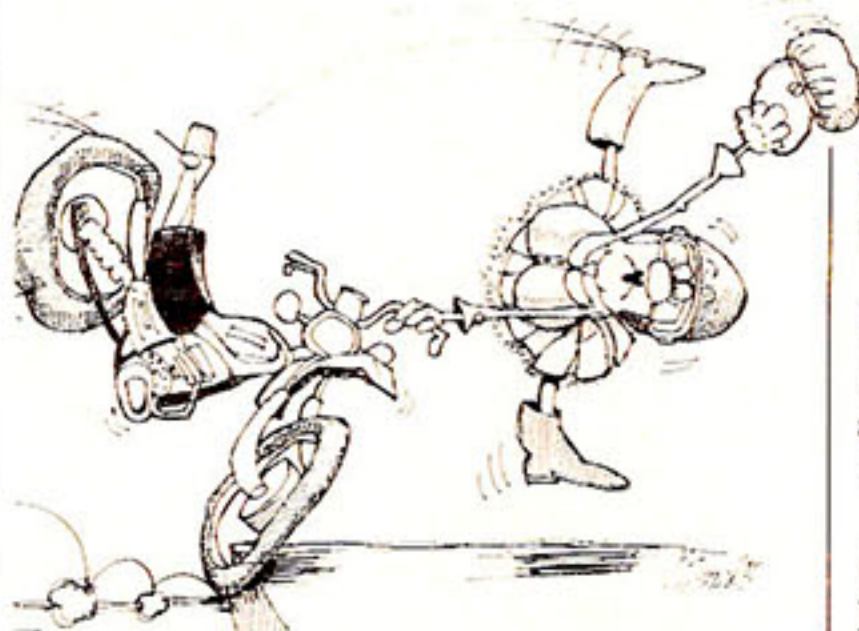
Somehow, I passed the test next day. I have an embarrassing idea that I may have mumbled during the whole ordeal, but I got my licence.

I'm 41 now and my eldest daughter recently gave birth to a baby girl. Before long she'll be able to say: "My Granny rides a motorcycle." Cool.

On those beautiful country trails I had longed to explore, I discovered that there is simply no way you can extract your person from underneath a fed-up, disgusted motorcycle with any degree of grace or dignity. My husband was very patient; he picked Spunky up and said soothing, sympathetic things. Sometimes he spoke to me, too.

Still, I'm convinced there's no way to quell that sick, black feeling you get as you head hopelessly toward a deep, malevolent rut and seconds later find yourself where you expected to be, in the mud, gazing up at a patch of azure sky through rich green leaves, listening to the birds

Daphne MacKay is an ex-Torontonian and ex-Montrealer who has adopted Nova Scotia's Cape Breton Island as home. She works as a writer and broadcaster for CBC radio and TV in Sydney.



The author discovered that visions of biking grandeur faded with each fall.

laughing themselves sick.

The first Big Adventure was when my husband and I rode 435 kilometers to Dartmouth to pick up a 350 Honda for a young friend. We rode there on the Norton and I was to ride the Honda home. It didn't rain as we left home under the worried eyes of my three youngsters. It rained moments later. It stayed raining. We dried out at a motel in Dartmouth, after treating ourselves to a well-earned steak supper.

Next morning the rain was light. We picked up the bike and my husband tried it out, announcing that it was "a good little machine." I got on then, muttering to it the way you do to a strange dog you think might be vicious. "Good little machine," I said hopefully, trying to get all my toes on the ground at once.

The rain soon abandoned its restraint and began to beat enthusiastically at our faces. The next two hours I remember as a year of splashing, aching, half-blind misery, during which I tried to convince the Almighty that nothing I might have done recently had earned me an ugly death.

We finally stopped for coffee. People sitting near us in the restaurant shook their heads at the puddles that surrounded us.

Another hour and a half of underwater riding found us at a garage and this time I couldn't hold the bike up when we pulled in. It simply lay down and so did I, still wrapped around it. It was time for howling again.

My husband came through once more. He masterfully called a halt to my agonies, assured me of my wonderful courage and led me to the garage snack bar, where we splashed our way through more coffee

and mopped up a bit.

After a chat with the proprietor, we decided that we could leave the Honda at the garage and send for it the following week.

It was a long, wet ride home on the Norton and visibility was almost nil once darkness set in, but I was grateful just to sit behind and wipe the rain off my nose whenever I liked.

The second Big Adventure was going to the Caper Rally, sponsored by The Cape Breton Motorcycle Touring Association last summer, under my own steam.

By the time we'd gone a mile, it was suddenly dark. I had only been a short distance down our road in darkness so far and I rode to the rally in an unrelenting dither the whole way over chewed-up country roads. But I was proud.

I'd love to report that I swooped into the rally campground to admiring throngs and the back-patting of my peers, but things went sort of screwy when I turned off the main road onto the dirt at the entrance.

I'm glad, now, that it was dark. It happened so fast that I'm not sure what it looked like, but I was quite high up above Spunky at one point. Then I was down and rolling. I heard Spunky still growling nearby and I crawled over to turn his engine off.

I'd read somewhere to do that. Another rider I hadn't seen behind me came running, very concerned for my safety and rather relieved when I apologized to Spunky and stood up.

Later, around the campfire, my rescuer gave me a bit of glory, telling everyone what a "plucky little gal" I'd been, showing more concern for my bike than myself and getting right back on. Maybe it wasn't exactly like the heroic fantasies I've conjured up from time to time and maybe you'd call it a kind of booby prize, but I basked. You bet I basked. I was wishing the scratch on my leg was worse.

I'm still riding. I'm still nervous and I often wonder if it's worth the fear. Well, I guess it's just going to take time. I'm not 18, after all.

Still, when Spunky and I are out together, we're a couple of kids. A little scared of the dark, maybe. Not sure how to handle all that freedom. But we're carefuland we're learning. □

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Cycle Canada '81 sets records

SHOW STROKES

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The Cycle Canada '81 shows were terrific, setting attendance records in all three cities. A total of 63,000 enthusiasts visited the fifth annual running of our exhibition of motorcycling at its best. Held on three successive weekends in January and February, the shows in Vancouver, Edmonton and Toronto attracted 18,000; 13,000; and 32,000 visitors respectively.

Among the show attractions was four-time world hillclimb champion John Williams from Markham, Ont. Williams and his Nick-Kemp-built 500 cc Honda nitro-burner were a hit with showgoers and the media, with an audio-visual presentation which introduced thousands to the 16,000 rpm wail of the STP Special.

The 10th of Craig Vetter's projected line of 200 Mystery Ships was another show feature. Bought by Vancouver motorcycle dealer Terry Faust, it formed the centrepiece of the Cycle Canada magazine display and information centre in Edmonton and Toronto. The centre supplied information on sources of rider training and motorcycle insurance, as well as a chance to meet with the editorial staff in Toronto.

Dennis Malkin's huge wooden chopper was a popular attraction in Vancouver. In Toronto, we showed our turbo Honda CBX test bike courtesy of dealer Zdeno Syrový, and our VW-Ariel showcase machine courtesy of its owner Martin Jansen. Contributing editor Mike Duff spent the weekend meeting readers at the Toronto show.

Several clubs and organizations provided displays, including the Alberta Road Racing Association, Amateur Trials Association, B.C. Road Riders, Canadian Motorcycle Association, Canadian Sidecar Owners Association, Canadian Vintage Motorcycle Group, Christian Riders, Gold Wing Owners Association, Greater Vancouver Motorcycle Club, York Wings Motorcycle Club and provincial affiliates of the Canada Safety Council.

Suzuki donated a GS400S, winner of Cycle Canada's 1980 economy test, for a free draw at each of our three shows. The winners were Richard Poole of North Vancouver, Dennis Bossert of Edmonton and Bill Houghton of Scarborough, Ont.

Foremost attractions were nearly all the 1981 motorcycles, plus other machinery as diverse as an Equalean sidecar and



Can-Am's Sabre-X four-stroke prototype.

To all of you who came, thanks. We're now catching our breath and planning ways to make Cycle Canada '82 better still. □

The three Cycle Canada shows featured everything from a Vetter Mystery Ship and Honda CBX turbo (above) to vintage treats such as a board track Indian. Four-time world hillclimb champion John Williams (below) wowed visitors.

Custom display Cycle Canada '81, Toronto February 1

HOT STREET

- | | |
|----------------|---------------|
| 1 - Ken Modl | Suzuki GS1000 |
| 2 - John Stead | Honda CB400F |

TURBO

- | | |
|-----------------|---------------|
| 1 - Chris Lowe | Suzuki GS1000 |
| 2 - Desmond Lee | Honda CBX |

CAFE

- | | |
|-------------------|-------------------------|
| 1 - Bob Tremblay | Rickman/Kawasaki KZ1000 |
| 2 - Bill Davidson | Kawasaki KZ1000 |

TOURING

- | | |
|-----------------|--------------|
| 1 - Sid Collier | Honda GL1100 |
| 2 - Al Brackett | Honda GL1000 |

DRESSER

- | | |
|----------------|----------------------|
| 1 - Ed Leslie | Harley-Davidson 1200 |
| 2 - Al Sklerac | Harley-Davidson 1200 |

CHOPPER

- | | |
|------------------|---------------------------|
| 1 - Pat Hurley | Harley-Davidson Sportster |
| 2 - Paul Garratt | Honda GL1000 |

ANTIQUÉ

- | | |
|-----------------|-----------------------------|
| 1 - Tom Wilcock | 1911 Harley-Davidson single |
| 2 - Phil Mahood | 1952 Vincent Black Shadow |

BEST IN SHOW

- | | |
|--------------|-----------------------------------|
| Lorne Liebel | 'Arlen's Old Lady', H-D Sportster |
|--------------|-----------------------------------|



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**CYCLE
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TEST

YAMAHA RD350

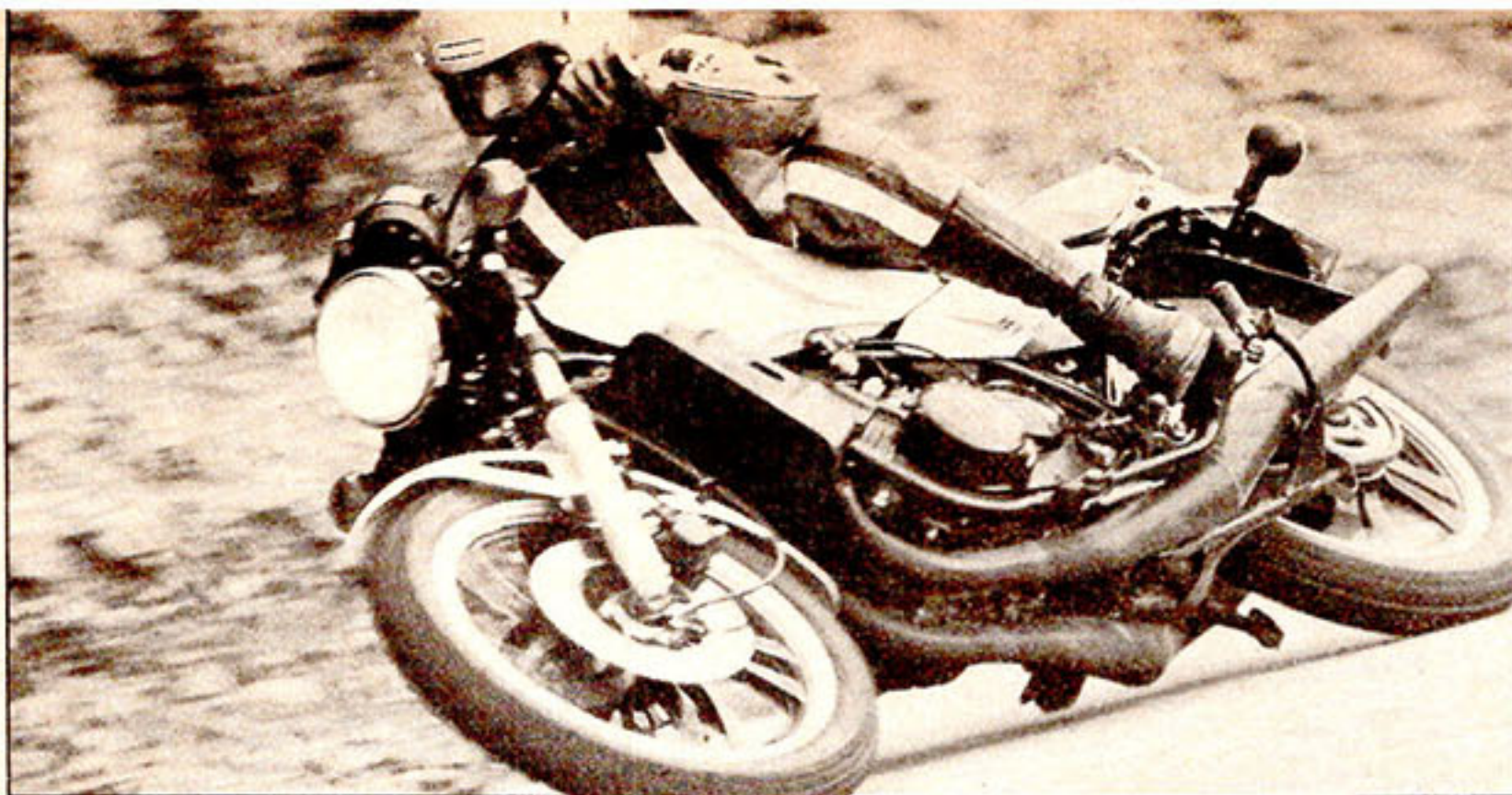
WILD THING!

Yamaha's pavement water-pumper ups the ante in the street performance game

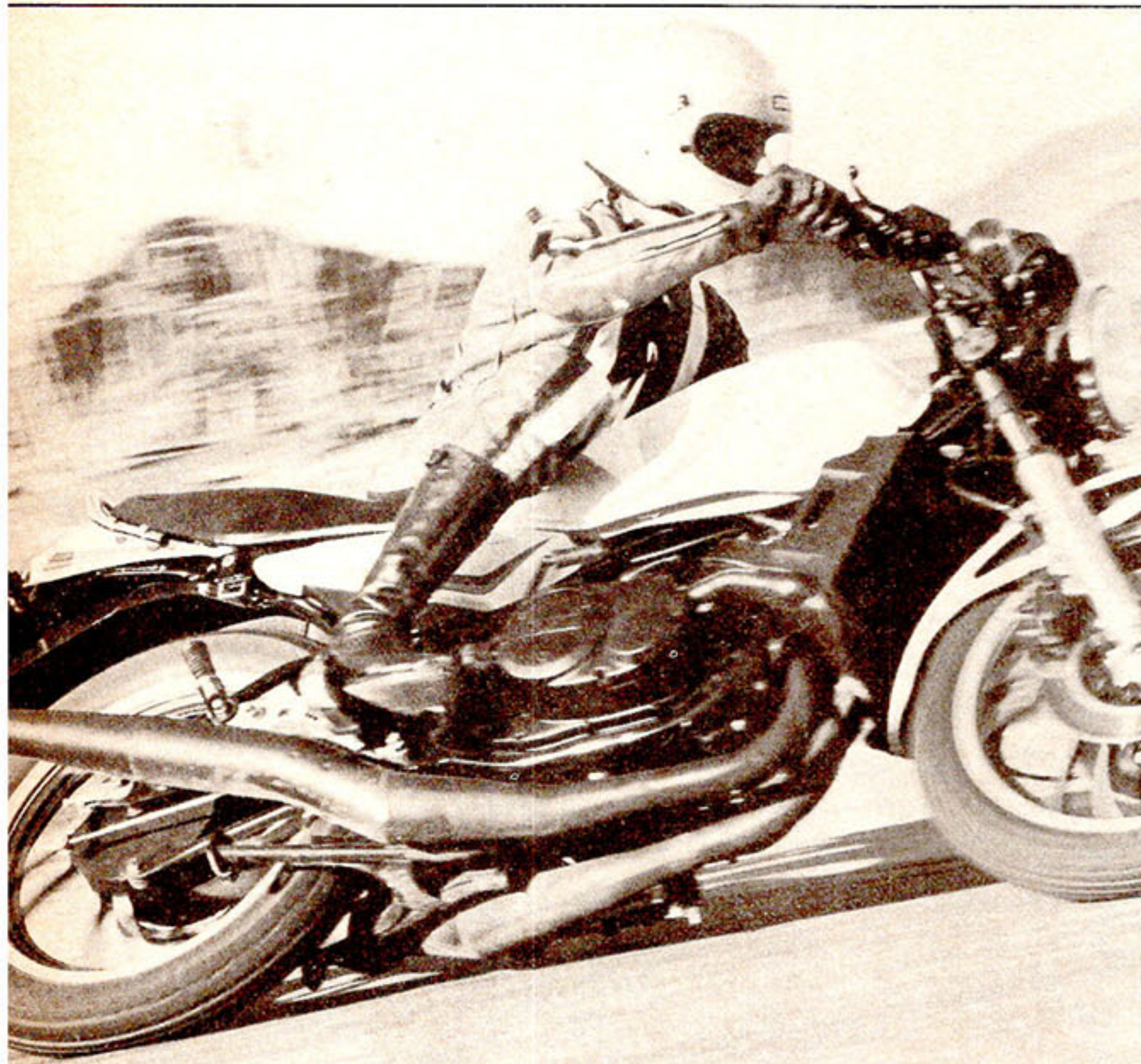
Sporting riders and production racers have been drooling over it since it was introduced in Europe in 1980. Yamaha has been swamped with requests—nay, demands—that it be imported to Canada. Finally it's here, and it was worth the wait. The RD350 has arrived and sporting bikes of all sizes have a rude shock in store.







Touching down any part of the RD350 requires nerves and ability beyond the norm.



The RD handles so well that cruising at maximum bank attitudes becomes easy.

YAMAHA RD350

Even in 1981, a year of innovation, change and introduction of new models galore, the RD350 is something special. It displaces only 347 cc, when 400 has been considered the absolute minimum for street sport bikes for years. It's a two-stroke, when even off-road machines are shunning the design and turning to valves and cams. It's liquid-cooled, which is unusual, although not unique. It doesn't have an electric starter, which is unique for new street models this year. And it uses a monoshock rear suspension, which was unique to the street when the bike hit European shores in 1980.

This RD350 is the outcome of a long

history of small sporting bikes from Yamaha dating from before 1973, when the first air-cooled RD350 was introduced. This first RD was a bomb with the engine mounted well back in a short wheelbase—wheelie city, particularly combined with the extremely peaky powerband.

In 1976 Yamaha tamed the bike somewhat, detuning the motor for less peakiness, adding 50 cc to restore lost power and creating a new frame to reduce the tendency to unicycle down the road. The new frame also greatly improved road holding, making the bike the killer in road racing production classes, a position the bike holds to this day.

Three years later, the RD was the only two-stroke sport bike still in production,

and Yamaha apparently decided to emphasize the sport aspects. Hence was born the Daytona Special, a pearl white and red jet with better suspension, more power and improved cornering clearance.

The new motor produced 41 hp, while vehicle weight was down to 156 kg. The extra heat produced by the added power was dissipated in part by a new shroud on the cylinder head similar to the Ram Air system Suzuki had used in previous years. The deflector gathered air and forced it through and around the head to keep engine temperatures to a tolerable level.

The Daytona Special was a true sporting rider's bike, a machine at home on the race track without being uncivilized on the street. It seemed like the ultimate. Canadian riders were twice blessed, since the version our neighbours south of the border got was strangled to meet EPA emission rules and produced only 37 hp.

There is no road-going two-stroke Yamaha at all in the U.S. this year, at least not legally. Word is that many frustrated American riders are buying RD350s in Canada and sneaking them back across the border. If you want one, better get it while the supply lasts.

The machine inspiring this clandestine commerce makes the previous ultimate, the RD400 Daytona Special, seem like a slug. The RD350 is a 143 kg missile that produces 47 hp at 8,500 rpm from its 347 cc engine, with a maximum torque of 4.1 kg-m produced at 8,000 rpm. Even with all this power, the engine feels fairly mildly tuned, with a compression ratio of only 6.2:1.

The power comes from porting, from closer tolerances allowed by the water jacket and from the inclusion of reed valves in the intake tract. The six extra horsepower creates more heat than the air-cooled engine ever did, of course, and this is where the water jacket comes in, allowing much more heat to be quickly carried away and dissipated through the radiator. It works so effectively that even after a hard ride you can put your hand on the cylinders momentarily without burning, they're hot, but nothing like an air-cooled engine's.

Piston travel is shorter than in the old engine, too; 54 mm instead of 62. This means that more rpm can be turned without exceeding piston speed limitations. All in all, the engine works like a dream. Not only is it stronger than the old air-cooled engine in maximum power and torque output, but it also has a much wider powerband and can comfortably be ridden around at engine speeds as low as 3,000 rpm.

A coat of flat black paint covering the entire engine and exhaust system further aids heat dissipation. The engine temperature is maintained between 40 and 110 degrees C. while running, and the rider can keep tabs on it by means of a temperature gauge mounted in the tachometer

face. We rode the bike in fairly cool weather, no more than 18 degrees C., and found that no matter how hard or how easily the engine was worked the needle never wavered from a position on the unmarked scale corresponding to about 60 degrees.

The system uses 1,800 cc of an anti-freeze/water mixture. It is moved around by a pump driven from the right end of the crankshaft, in the same location as the oil injector pump. The radiator is mounted on the front down tubes in front of the cylinders, and is cooled only by forced air circulation; there's no fan fitted, and certainly none needed in our experience.

The radiator is surrounded by a plastic shroud, black to match the engine, that might help prevent some damage in the event of a crash. The rad itself is also painted black.

Our test riders all found the appearance of the RD most attractive. The blacked-out engine, rad and exhaust pipes-cum-expansion chambers create a tough-guy, getting down to business look by visually centring the weight of the machine. The paint job, white with crisp dual-tone blue highlight stripes, contrasts sharply with the matt black and seems to indicate a cool, aloof disposition. It looks right for what it is—competent and collected in all situations. The curved-spoke alloy wheels only add a touch of provocative allure to an attractive package.

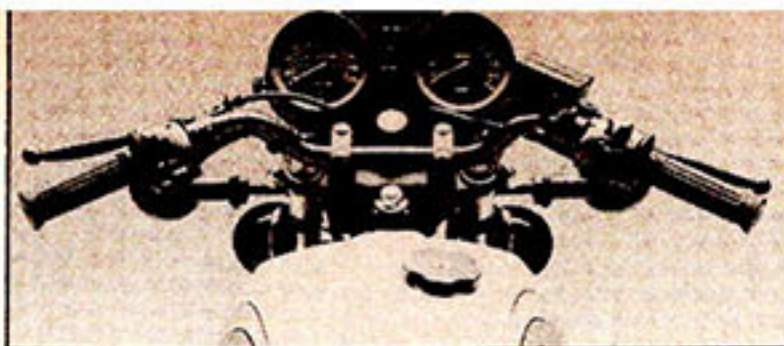
But if it's pleasant and instructive to look at, the machine comes alive once on the open road in the hands of a sporting rider. The performance of the engine, brakes and suspension are up to the highest standards, and more than bear out the promise of the bike at rest.

In spite of the bike's uncompromising ability as a sporting machine, the RD impresses its rider with its civilized compartment. The engine, capable of blinding bursts of power, is not peaky as you would expect — much less so than the Daytona. Below 5,000 rpm any rider can putter around the city or cruise down a country lane; between 5,000 and 7,000 the 47 horses start to gallop and at 7,000 rpm panic sets in for the inexperienced as the front wheel heads for the sky and the machine leaps forward.

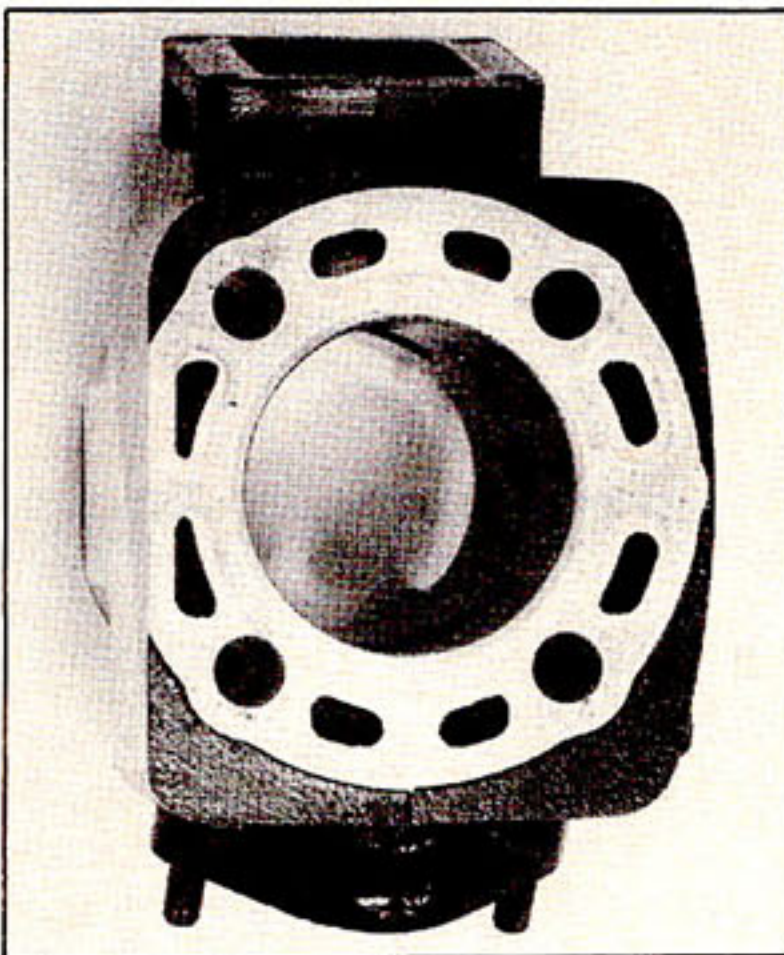
Even during the panic stages of acceleration, you'd never guess what was happening by listening. The air cleaner, water jacket and blank silencers quiet the engine enough to give no hint of the drama the rider is living through.

One thing that isn't changed from the Daytona Special is the RD's propensity to loft the front end. If you're gassing the bike hard, you have to work at it to keep the front wheel near the ground all the way through first and second, and a hard shift to third will find it pointing toward the moon again.

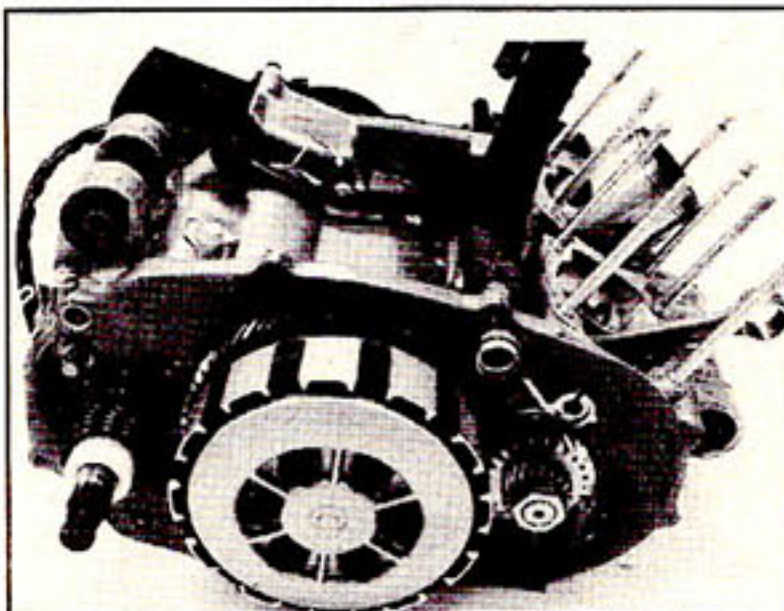
Keeping the engine revving above 7,000 is heaven for the street rider who likes to think he's a road racer. On the other hand,



Narrow handlebar is the perfect match to rear-set pegs and narrow seat.



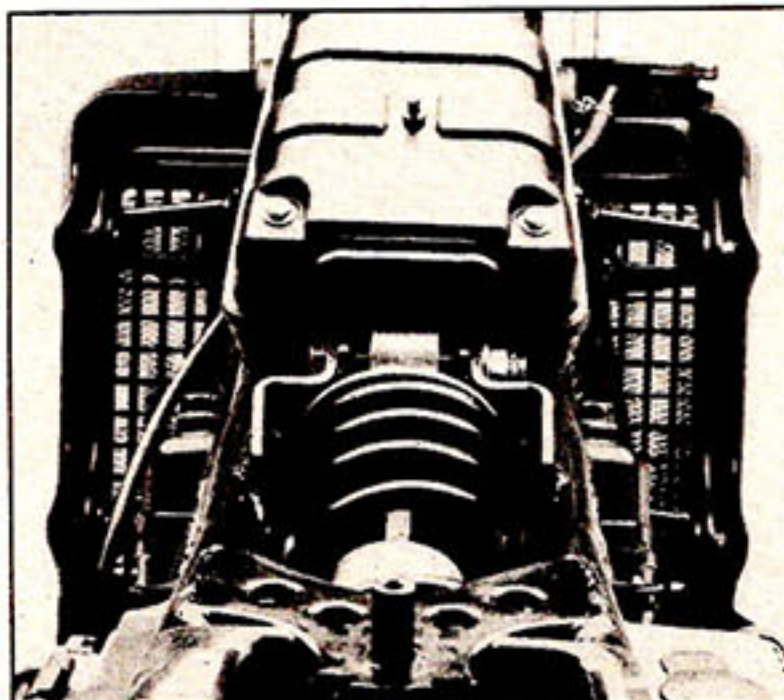
Individual cylinders share a one-piece head. Coolant flows up crankcase.



Gears on crank end drive oil and water pumps. Engine mounts on rubber.



Balance tube connects intake manifolds. Liquid-cooled engine always stays cool.



Air cleaner lives in the plastic box mounted just ahead of the monoshock.

if you're not into white knuckles and bulging eyeballs at every corner, keeping the rpm below the magic mark of 7 on the tach slows things down enough that the trip becomes much more relaxing.

One thing that makes it easy to keep the engine on the boil is the gearbox, which is perhaps the best one Yamaha provides on its street bikes. The six gears are staged well to match the RD's power. Short overall gearing, for a maximum of 169 km/h at redline in top, makes maximum use of the bike's accelerative power. The light, precise clutch has a wide engagement span and is easy to control, which is just as well considering how fast the front end gets light in the lower gears.

You can feel extremely safe on the RD no matter how fast you're travelling or how twisty the road, because the brakes are superb. There are two discs of 267 mm diameter up front, and hauling on the lever with only two fingers has much the same effect as running into a giant feather pillow. The bike stops right now. It's possible to lock the front end at triple-figure speeds if you try; a front tire better able to transmit the deceleration available from the brakes would be a good investment for a rider who planned to use the brakes hard.

The rear drum brake works well in concert with the front. The overkill at the steering end of the bike means that very little brake is needed at the rear, and the drum seems to be set up well to account for this. One nice touch is that the downward-sloping pedal is adjustable for various sizes of foot, so it's quite easy to get it in the most comfortable position.

Using the front brake alone can be great fun if you have the skill and the nerve to attempt doing brakies—stopping on the front wheel with the rear hovering in the air. It's easy if you have a precise feel, but a little too much brake and you'll lock up the tire with dire results. Don't try it unless you're sure of what you're doing.

The rear end is suspended by Yamaha's famous monocross system. It utilizes a triangular swingarm and a massive pressurized shock absorber that feeds suspension loads up the main backbone of the frame toward the steering head. It is adjustable five ways for preload by turning a notched collar. No damping adjustment is provided, and we didn't miss it.

The same is true at the front; 32 mm fork tubes carry coil springs and use oil damping, without adjustment for air pressure or damping rate. As with the 550 Seca tested in the March issue, we found the stock damping and spring rates to be good enough that the lack of adjustability wasn't a problem.

One rider thought that air caps on the fork tubes would be a good idea to minimize front end dive during the heavy braking the RD is capable of. Still, the bike doesn't nosedive the way the RD400s did and other riders didn't think it was a prob-

Continued on Page 54

GO FAST IN COMFORT

Comfort-loving racers will love the GS750's seat and suspension.

The big noise in the 1981 model year seems to be centred around 550s and the big litre-bikes. Newer, faster, smaller, lighter; a 550 with the speed of a 750 and a 1,000 with the weight of a 750.

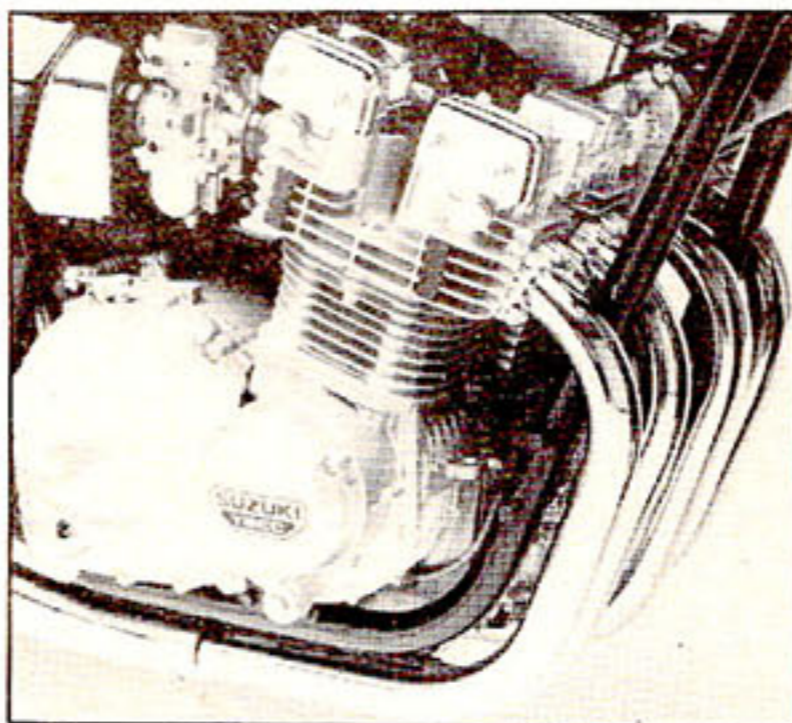
It's interesting that 750s are still used as the standard of comparison. Not so many years ago bikes of that size defined the outer limits of streetable size and performance, and despite the GS1100s and CBXs many people still seem to perceive them that way.

The manufacturers are certainly building them that way. The class is loaded with missiles this year, all priced within \$200 of one another and all offering different features to entice the buyer. It's a hotly competitive displacement category, in which the manufacturers use the latest technological trick or styling gimmick to sell more bikes than their competitors.

With the exception of a few aberrations such as the RE5 rotary, Suzuki has traditionally shied away from that kind of marketing. The company has preferred to market solid, well-constructed bikes that performed at least as well as the competition without having all the flash and hype. The 1981 GS750E represents a logical improvement on the 1980 model, which in turn was an update of the original GS750 of 1977 that ushered in the current crop of 750s.

In 1981 the GS has the adjustable suspension of its bigger 850 and 1,000 cc shaft-drive brothers. This should correct the howls of complaint from Suzuki fans from 1980, when the new TSCC engine arrived in a frame that was heavier and not so nimble as the earlier bikes. Up front the fork legs get individual air caps to allow the rider to tailor the ride he wants, while the rear has shocks adjustable for both damping rate and preload to complete the picture.

Owners of the GS1000 and GS850 series have known for years that their bikes' chassis were perhaps the best around for combining comfort with handling ability. That hasn't changed this year, as the 750 feels very much like the other GS models whether it's dragging the muffler clamps or sedately rolling down a rippled expressway.



The TSCC four-valve engine churns out 79 hp and still delivers 17.2 km/L.

In appearance, too, you won't mistake the Suzuki for any other brand. It looks enough like its 1,100 cc stablemate that you have to check the sidecovers to be sure which bike it is. It's large for the current group of 750 cc motorcycles; it's taller and wider and bigger in feel than a Honda, Kawasaki or Yamaha Seca. While that may go somewhat against the trend to make machines as physically small as possible, it does pay dividends in comfort both for rider and passenger. There's more room to move around, legs and arms aren't forced to bend as much and the bike retains more ground clearance than some other bikes in the class because the frame isn't lowered to ensure firm footing for short riders.

One rider made the classic comment about the Suzuki's styling and general feel — "it doesn't have any personality" — but when he had to choose between the Suzuki and another 750, he chose the Suzuki every time. Despite his comment he liked the appearance; the paint isn't up to top standard, but it's quite adequate. Our dark blue test bike had a classic look with bare metal and chrome used to set off the paint. It's an appearance that will wear well, perhaps better than that of its trendier counterparts.

Riding the GS is easy. While the engine isn't a low-speed slogger as a V-twin

would be, it has much more bottom-end power than other 750 fours, and certainly as much mid-range and top end. The engine produces 79 hp and 6.4 kg-m of torque; that is a lot of power for a 750, and it's obvious whenever you whack open the four Mikuni CV carburetors. Throttle response is quick and crisp, the transmission ratios are a good match for the power curve and the overall gearing is high enough that there is little vibration.

The engine on our test bike felt much smoother than the one in the L-model we tested in our January issue. The tingle you usually associate with a four was not noticeable at all unless you looked for it, and then only at speeds well above legal limits.

The four-valve engine gets good mileage, too. Suzuki's so-called twin swirl combustion chamber does seem to promote efficient combustion; we got a figure of 17.2 km/L with this bike compared to 18.5 for the January test machine, but the higher number is probably more representative. We toured the L-model, while the current bike was thrashed through the mountains of southern California and worked a lot harder for its living.

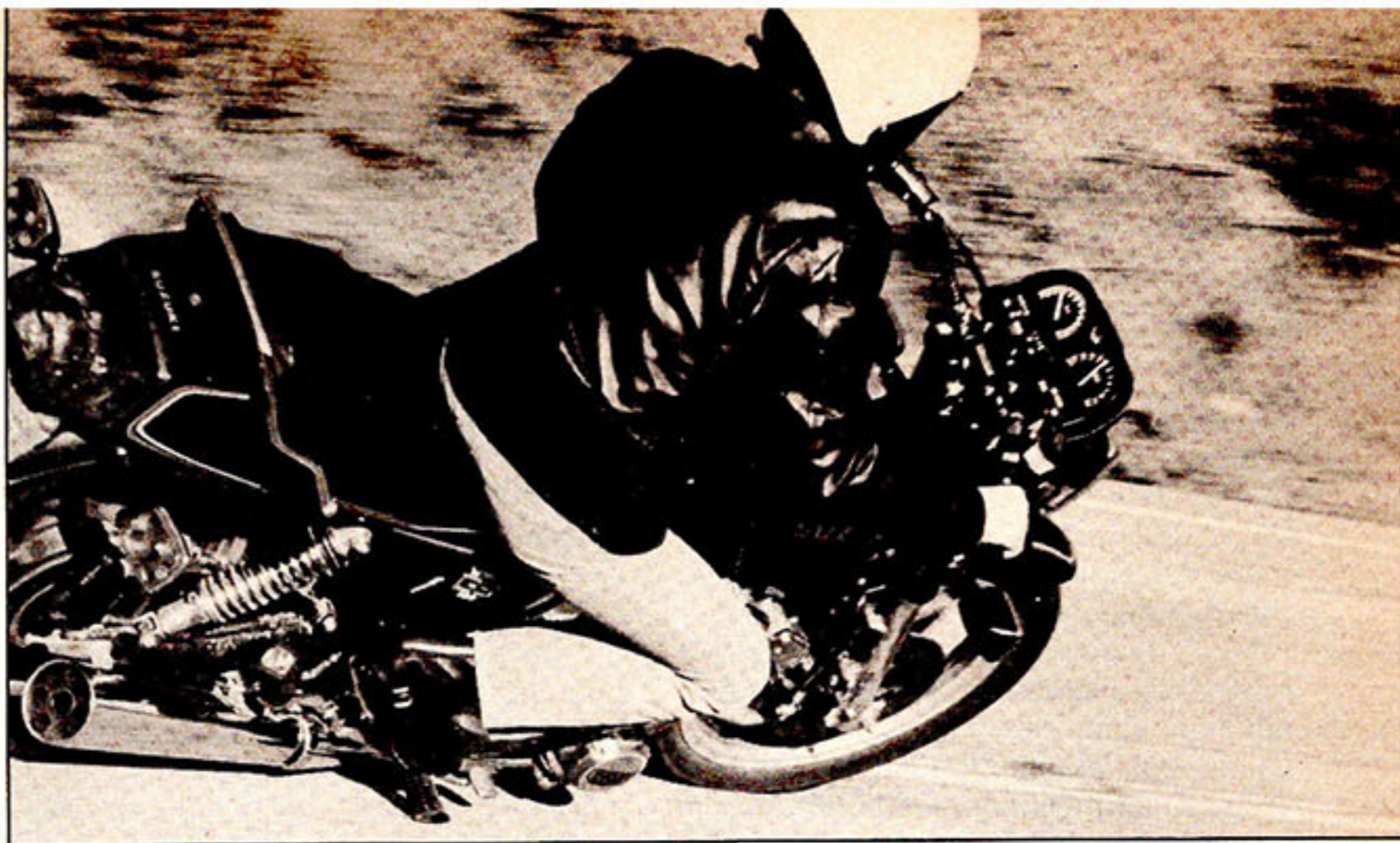
We felt that the gearing was still lower than need be. At 100 km/h the engine is turning 4,706 rpm; lower than a Yamaha 750 Seca, for example, but higher than need be for adequate power. It doesn't vibrate much, as noted above, but turning fewer revs would promote better fuel mileage and less wear and tear over the long term.

Something that Suzuki did do with the TSCC engine in this bike and the 1100 is pitch the idea of using shims and buckets to adjust valve clearances, reverting to the good old concept of rocker arms and adjuster screws. Shims hold clearances longer, but it's a major pain to set valve trains using them, and we think most owners who do their own work prefer the rocker arm system. Since the GS happily pulls five-figure rpm there's no compelling reason to go to shims to lighten the

Stability even while dragging the mufflers is one of the GS750's most endearing traits.







Suzuki GS750E's clearance is easily changed with adjustable shocks and air-assisted fork.

can train or improve reliability.

The transmission and clutch work extremely well, right in the same league with the big Kawasakis which are still our favorites. This GS has a fairly heavy clutch pull, stiffer than we remember on the L-model and much stiffer than on the Yamaha Seca we rode at the same time as the E-bike. It isn't objectionable in normal riding, but you'll notice it in heavy traffic.

The big change this year is to the chassis. Air forks up front and adjustable shocks at the rear allow easy adjustment of ride quality to suit the rider and the load on the motorcycle. Individual air caps are used up front; it would be useful to have them linked as on the GS1100 or the new Honda 750s. The air valves are canted outward from the fork tops so that you don't have to struggle to fit an air gauge or pump under the handlebar as you do on a Yamaha Virago, for example. It isn't quite as convenient a system as the side-mounted valves on the Yamaha Seca, but it's pretty close.

At the rear, damping can be adjusted by a large collar at the top of the shock that needs no special tool to operate; just grab it with your fingers and turn it. It's one of the easiest shock adjustment systems we've seen, on a par with the latest Kawasakis. Preload is adjustable five ways in the normal fashion that requires a screwdriver or some other such tool to turn a notched collar against spring pressure.

Most of the time we ran the forks at seven psi and the rear springs on the No. 2 positions for both damping and preload. In those positions we found the ride comfortable — probably the smoothest and most compliant of all the 750s — while handling was still precise.

Cranking up the rear end provided more ground clearance for our road-race-type test rider, but he didn't feel any need to go to a higher front pressure. The bike grounds out on the centrestand and

muffler clamps on the left and on the muffler clamps on the right; foot pegs touch down first on both sides but can be quickly worn away by an enthusiastic rider who knows what he's doing.

That's not to say that there's a lack of ground clearance; on the contrary, it's at least as good as average for the class. Anyone who touches the bike down in normal street riding is going to be going mighty fast, and we doubt that most riders will ever run into clearance problems. If you do, however, you'll find the Suzuki extremely forgiving.

The H-rated IRC tires are excellent, along with some of the latest Bridgestones among the best Japanese rubber we've tried.

The one time a rider nearly got into trouble was coming too fast into a very fast decreasing-radius turn. He had to brake very heavily while leaning the bike over, and found that it started to snake around. Thinking about it later, he wasn't sure if he'd used too much rear brake or if he'd just been going too fast. Still, he didn't fall and the Suzuki soldiered on untroubled.

Such antics aside, in normal riding the GS is perfectly well-behaved. It's a little more top-heavy — and just plain heavier — than a Seca or Kawasaki 750, and consequently is more work to pitch back and forth through a series of bends, but feels as though everything is working in harmony at all times. It has a pleasant synthesis of behavior and sensation that has marked the GS-series bikes since they were introduced.

To go with the engine and chassis, the brakes are of the highest calibre. They have perhaps a little less feel than the Honda's new twin-piston design, and they may not be quite as strong as the Yamaha Seca's brakes, but the differences are marginal. We found them strong and predictable.

We aren't fans of disc brakes on the rear of any motorcycle for two reasons. The first is that a disc is heavier than a drum, and the second is that discs usually provide more brake than is needed at the rear of a motorcycle. Most of a bike's braking force comes from the front end, the more so the harder you brake, as weight transfers forward. The Suzuki's rear disc is better than most in that we found it easy to modulate, but we still think it's overkill. A good drum rear brake is usually more controllable and useful than the Suzuki's disc.

Other features on the Suzuki are also first-class. The seat is an excellent example; some of our riders think that the seats on the GS850 and GS1000 are the best seats in motorcycling, and the 750 has the same one. It's broad, flat and well-padded with a dual-density foam that is com-



table on first acquaintance and stays that way all day long. The big saddle lets the rider and passenger move around, while the generous physical dimensions of the bike leave lots of room to the handlebar and footpegs so that legs and arms don't get cramped.

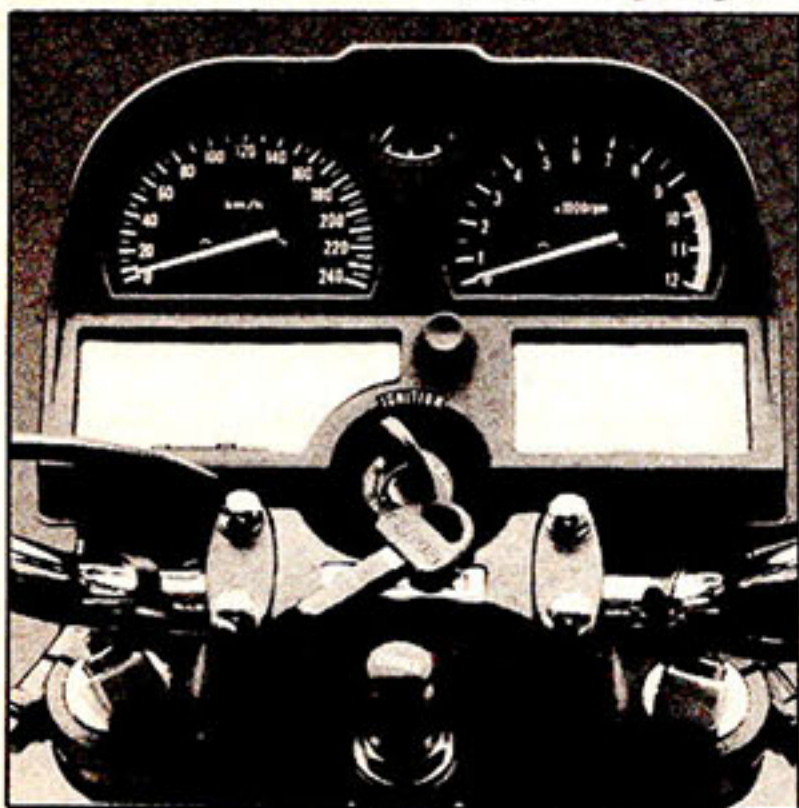
The 60/55 watt quartz-halogen headlight throws an excellent beam that's sharp, bright and well-defined. Another

electrical nicety is the provision of a fused accessory terminal in the fuse panel; for those who use electric gloves or other such add-ons, it greatly simplifies hook-up.

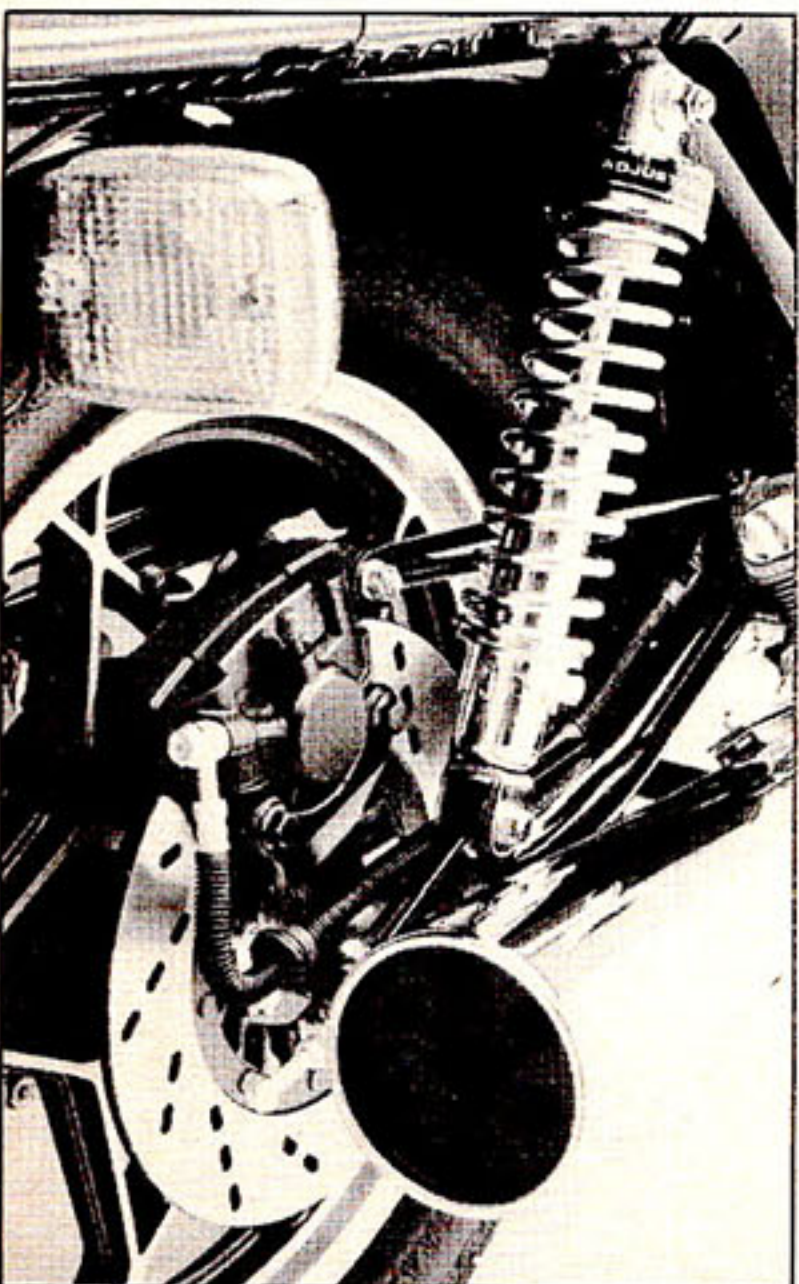
An electrical touch that isn't so nice is the starter interlock. The clutch has to be pulled before the starter will engage, even when the transmission is in neutral. It's a pain. We found that a cold engine would race madly while the clutch was pulled in, causing the rider to stab down at the handlebar-mounted choke control. Then upon releasing the clutch the engine would often die as the extra load was fed in. There has to be a better way, such as only having the interlock work if the bike is in gear.

The tool kit is excellent. The usual tools are provided, but the chrome steel tools are of much superior quality to those usu-

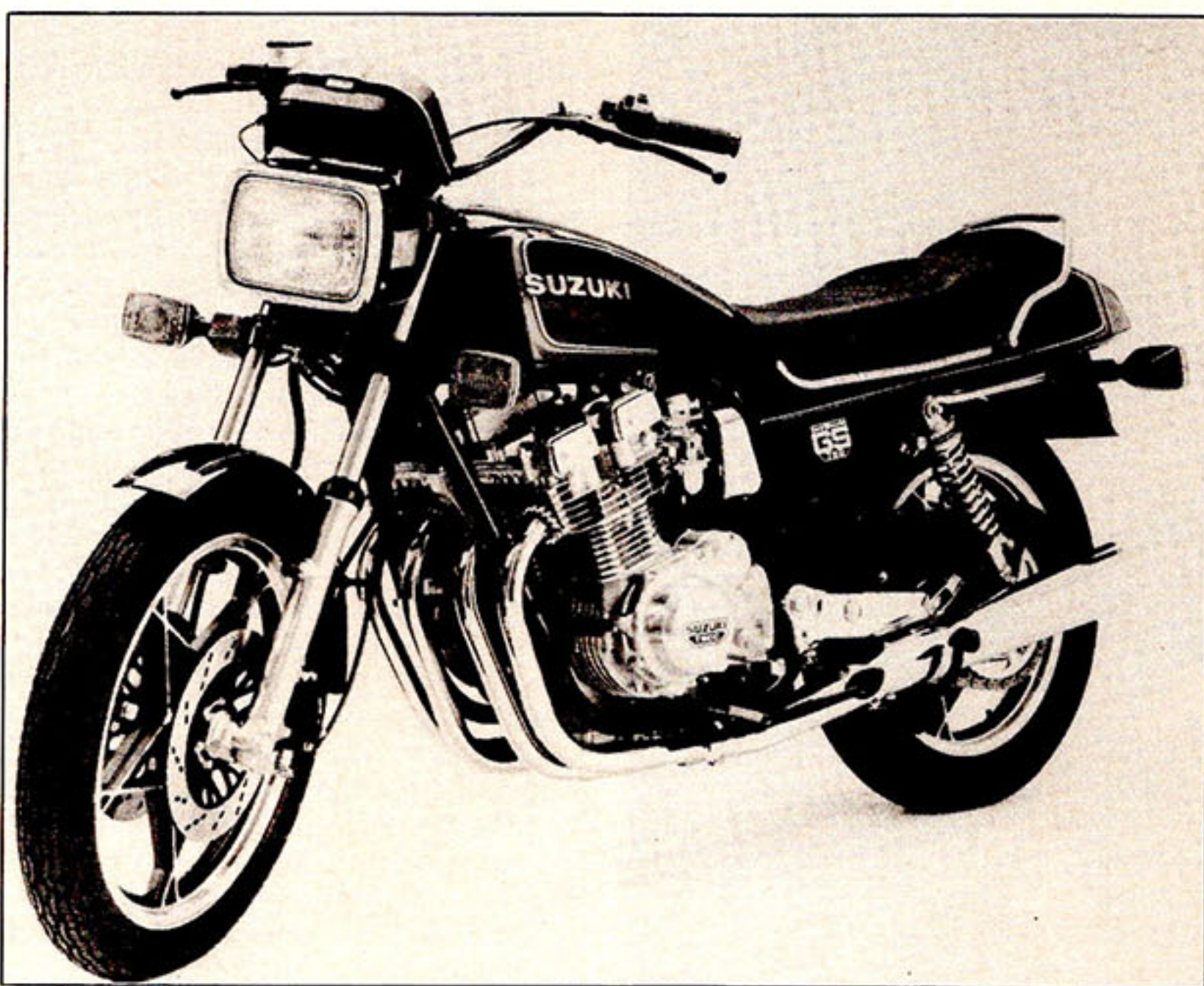
SUZUKI GS750E



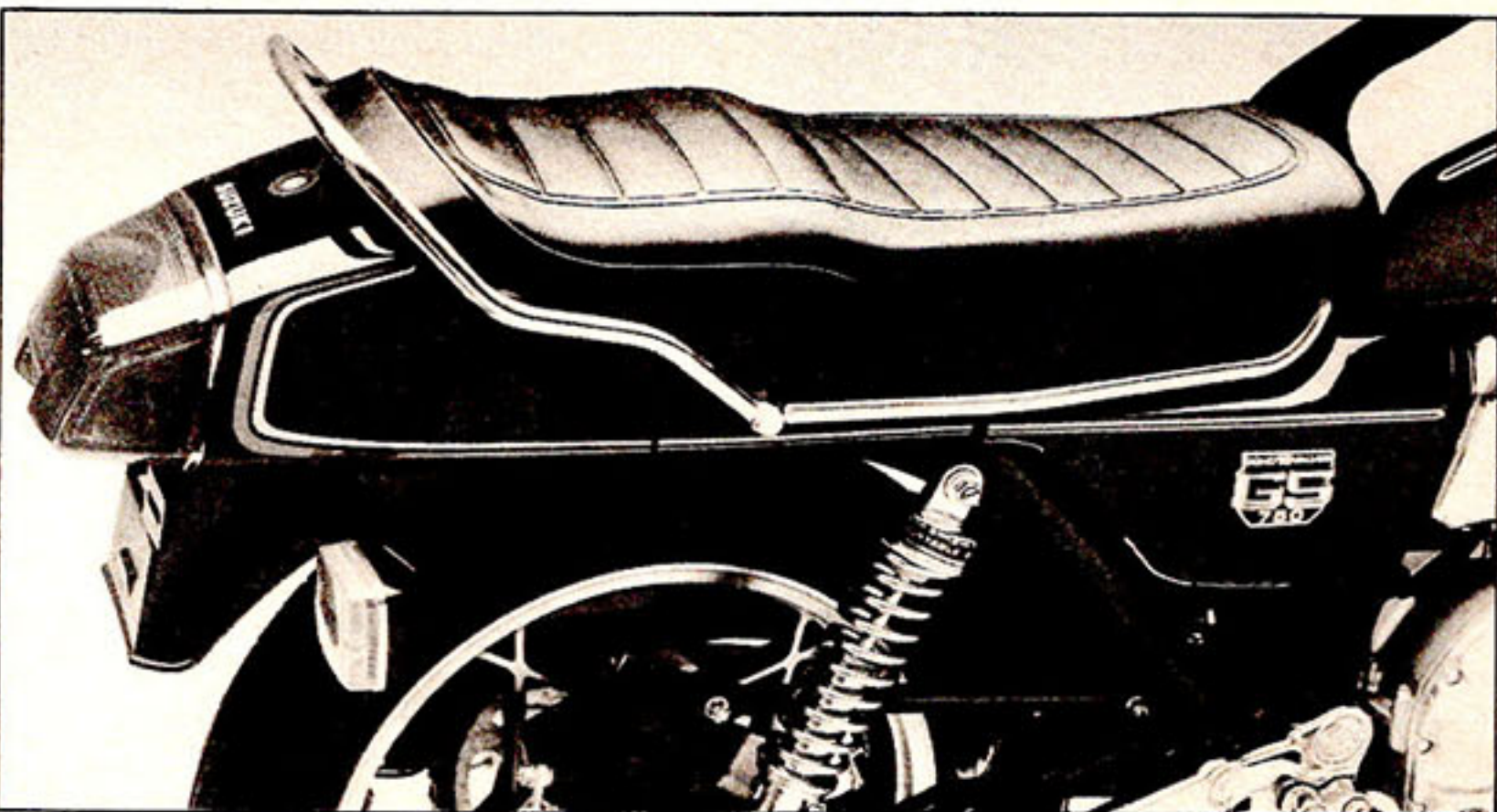
Orange instrument lights are easy on the eye, dials are clean and readable.



Collar at top of shock quickly adjusts damping. Four positions are available.



Understated elegance of the Suzuki's shape appealed to most riders. While bigger than other modern 750s, the GS still manages to look clean and crisp.

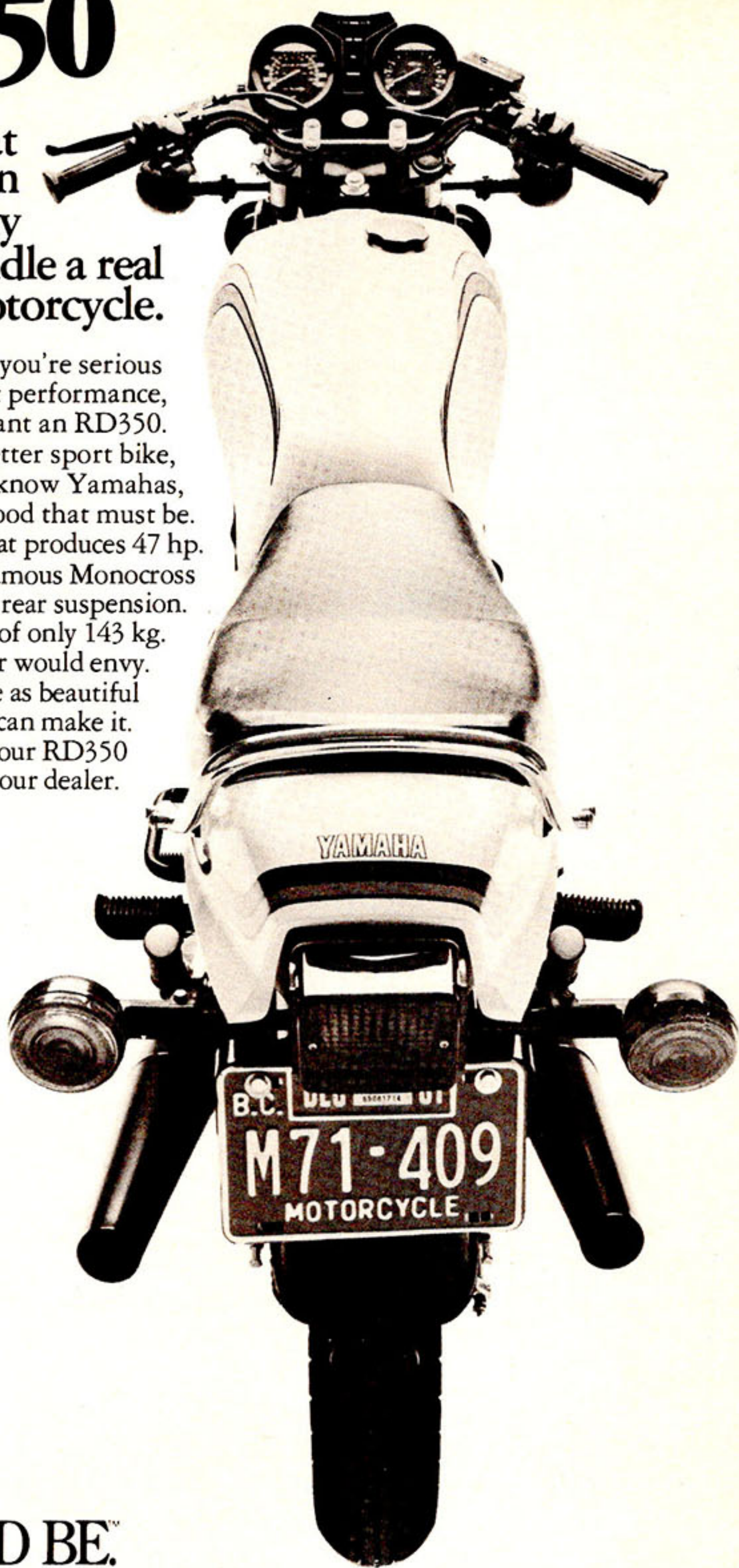


Some of Cycle Canada's riders think the seats on the big Suzukis are the best ones in motorcycling, and the one on the GS750 isn't about to change any minds.

The RD350

Built for that
special day when
you're ready
to handle a real
performance motorcycle.






If you're serious
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you want an RD350.
We've never built a better sport bike,
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A two-stroke engine that produces 47 hp.
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single shock rear suspension.
A dry weight of only 143 kg.
And brakes that a road racer would envy.
Wrapped up in a package as beautiful
as only Yamaha can make it.
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GRUNT

If you can't win on this bike
try taking up needlecraft.



In 1980, Yamaha knocked the motocross world off its axis with the YZ465G. No other stock open classer had a chance when the big yellow rocket set rubber to a track. The bike's reputation spread as fast as it climbed to the top of the motocross hill. It was by far the best.

For 1981 the Yamaha YZ465H is better than its ancestor. More power over a wider range, more adjustability for the suspension, a stronger clutch, lighter and stiffer frame and a larger diameter front fork are the improvements.

The machine is a visual knockout. The bright yellow bodywork is offset by the

massive flat-black cylinder head and block perched on the tiny but durable crankcase. The strong aluminum swing-arm guards the 5.10 x 18 rear tire. Wheel rims are gold anodized and give the bike an exotic appearance. The YZ465H is more similar than ever to the factory racers. Last year, Marty Moates won back-to-back motos in the 500 cc world championship event at Carlsbad, Calif., on a modified YZ465G against the best riders and equipment in the world.

With a seat height of 950 mm, the 465 is tall but the compliant suspension settles under the rider's weight and allows taller riders to put both feet securely on terra

firma. The seat, handlebar and footpegs fit well over a wide range of rider sizes. For 1981, the clutch and front brake lever assemblies are shorter and mounted with twin-bolt sections that allow removal of both without taking off the grips. A thoughtful touch.

Starting ease is not one of the 465's strong points. A firm, rapid push on the kickstarter is required. It usually takes at least three kicks to get the fire going. The process is often accompanied by a resounding thunderclap just before the engine starts.

The 465 cc engine vibrates minimally and little of that gets past to the rider's

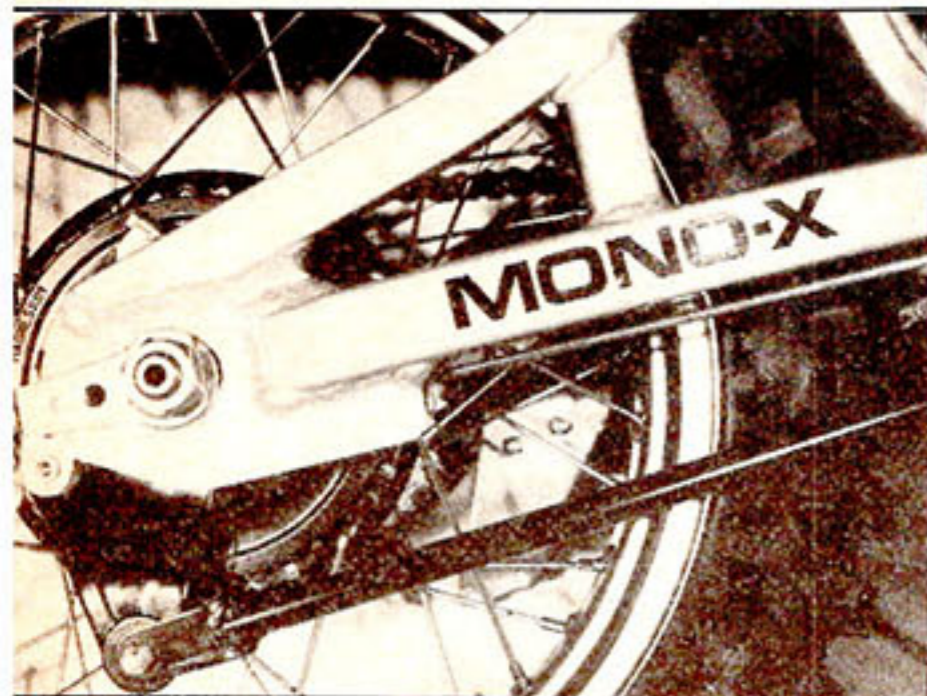


With Saturn V power,
launching the YZ465
is no problem.
Thanks to its refined
suspension, the landing
is soft.

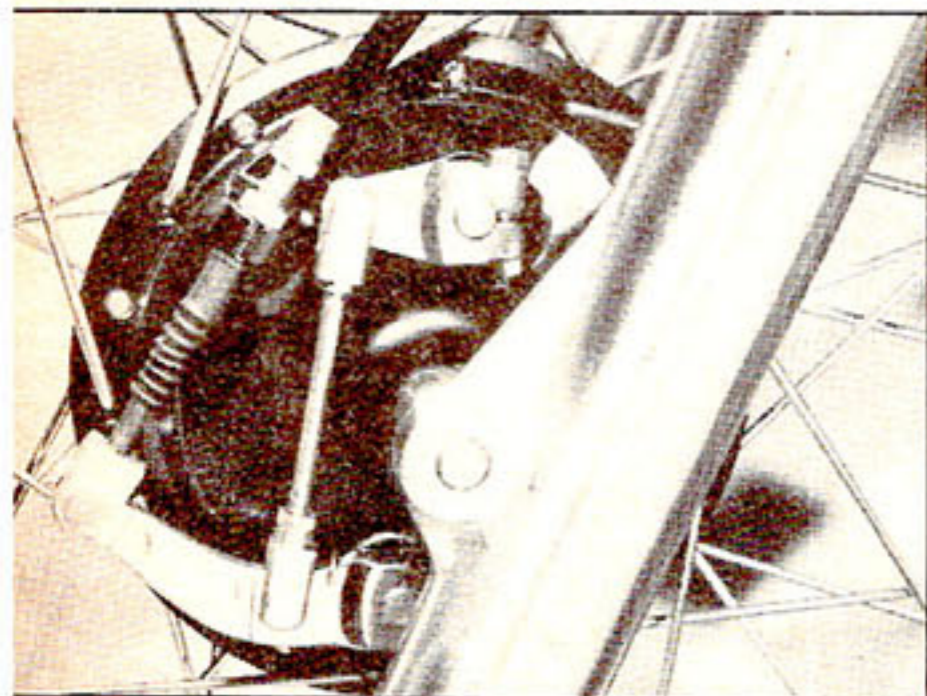
YAMAHA YZ465

arms. A new mounting system for the rubber dampers on the handlebar mounts prevents the squirming out of place that occasionally occurred with the 1980 model.

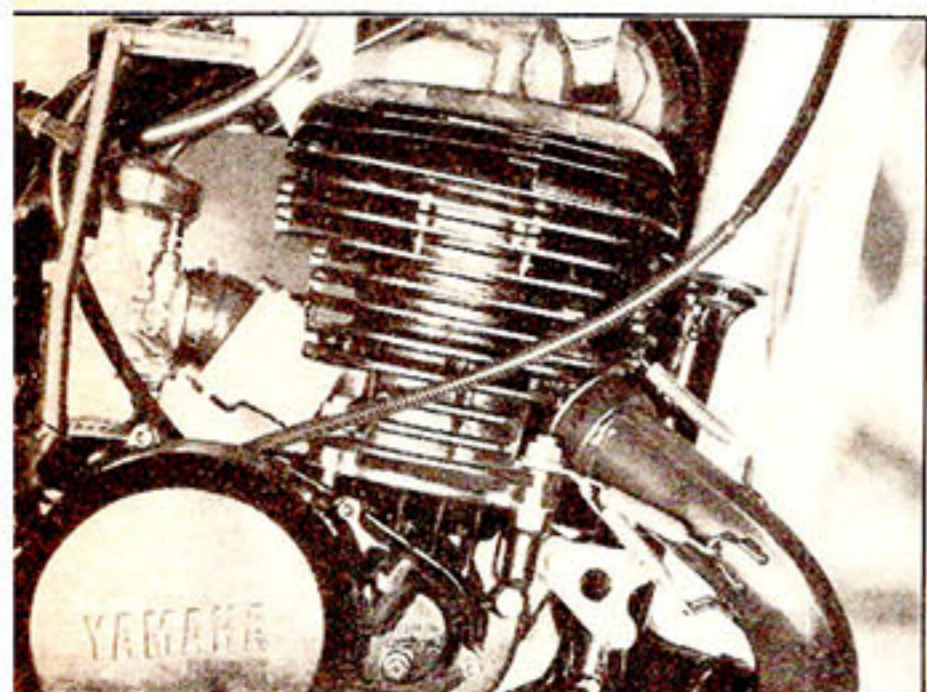
Second-gear starts are the norm with the YZ465. Third can be used when the surface is slippery. The clutch did not fade



Full-floating drum rear brake has quick adjusting wingnut on the steel rod.



Powerful but light double-leading shoe drum brake permits safe stopping.



An incredible 52 (claimed) horsepower with loads of low-end torque will thrill anyone.



Plastic throttle bevel gears allow cable to run beside handlebar.

or drag even when slipped repeatedly, and the locomotive-replica torque carries you away with the greatest of ease. You're quickly into higher gears and flying along faster than you ever went before on an off-road machine. That's when it hits you, the so-called beast is really a sweetheart.

First-time riders, awed by reputation, approached the biggest Yamaha motocrosser with prudence. Anything that fast just has to be terrifying. With a claimed horsepower rating of 52 at 7,000 rpm, surely a small mistake on the rider's part would result in a close encounter with Mother Earth.

But the YZ465 is one of the easiest bikes to ride, ever. The rider who gets beaten while riding one will have to find some excuse other than the motorcycle.

Other than the few, mainly cosmetic changes that every rider makes to his machine, there is no need for modification. If the rider is good enough, the job will be done.

Handling cannot be faulted. With a slight decrease in rake and trail from the 30 degrees and 130 mm of the 1980 model to 28.5 degrees and 120mm, the bike steers well and allows precise cornering and straight-line stability. In deep sand on Florida test tracks, the 465 handled like a 125. It could be tossed around without fear of reprisal. Fork tubes have increased in size from 38 mm to a massive 43 mm.

A light 4.7 kg aluminum-alloy monoshock unit reaches up from the top of the swingarm to the rear of the steering head. With a 24-stop damping range, optional springs and variable nitrogen capacity, the monoshock can be tuned to any desired setting. The damping adjuster can be reached without removal of any body parts and can even be turned with gloves on. Mounted on the right side of the frame downtube just above the cylinder head is the nitrogen reservoir for the monoshock. Although it appears vulnerable it never came to any harm.

Wheel travel of 300 mm at the front and 310 mm at the rear swallowed rough terrain easily. The compliant suspension does not pound the rider into submission; it lets you go faster, longer.

Just as all the power in the world won't make a poorly suspended bike a winner, also great suspension will not make a slug a winner. The Yamaha YZ465H powerplant is a fitting partner for the chassis. The new cylinder, exhaust system and clutch of the 1981 model supply even more controllable power over a wider range. Acceleration is immediate in any gear.

Brakes are fortunately more than up to the task of slowing the open class rocket. Yamaha has a reputation of having the best brakes in the industry and the YZ465H backs it up. The 130 mm double leading shoe front drum brake complements the 150 mm leading/trailing fully floating rear drum.

The YZ465 is not perfect but its shortcomings are minor. The kill switch was

too stiff and required a hard push to cut the ignition. Access to the carburetor and air filter is less than ideal — certainly more difficult than on the Kawasaki KX420-A2 tested in this issue. Part of the problem with the difficulty of access has to be blamed on the excellent rear suspension. The monoshock design takes up a lot of space below the seat, while on the Uni-Trak machines of Kawasaki the space is relatively free.

After almost 1,500 km of hard riding in parched Florida sand, hard-packed Georgia clay and snow-bound Ontario soil we are impressed with the 465. The bike is still going strong with only a bit of piston slap to indicate the harsh use.

In the open class king-of-the-hill game the Yamaha is on top. The introduction of Honda's CR450R and Suzuki's RM465 could pull the rug out from under the YZ, but one thing is for sure: After refining the monoshock suspension for eight years, the Yamaha's bugs are all gone. That the Honda and Suzuki open class motocrossers may be superior is a possibility, but the YZ465H is better than most riders will ever be, and that's a fact. □

SPECIFICATIONS



MODEL	.. 1981 Yamaha YZ465H
PRICE	..... \$2,649
ENGINE TYPE	..... Single-cylinder two-stroke, air-cooled, five-speed transmission, primary kick starting
DISPLACEMENT	..... 465 cc
BORE AND STROKE	... 85 x 82 mm
HORSEPOWER	..... 52 at 7,000 rpm (claimed)
TORQUE	..... 5.75 kg-m at 6,000 rpm (claimed)
CARBURETION	... One Mikuni VM38
IGNITION	..... CDI
SUSPENSION	.. Telescopic fork, air sprung and oil damped with 300 mm travel; rear monoshock adjustable for preload and damping with 310 mm travel
TIRES	.. IRC Motocross Z Mark II; 3.00 x 21 front, 5.10 x 18 rear
WEIGHT	..... 104 kg dry
FUEL CAPACITY	..... 9 litres

Distributed by Yamaha Motor Canada Ltd., 480 Gordon Baker Rd., Willowdale, Ont., M2H 3B4, (416) 498-1911.

PHOTOGRAPHY BY TIM JACOBS AND BILL PETRO

CYCLE CANADA

10

THE FIRST TEN YEARS

WITH THIS ISSUE, Cycle Canada celebrates its 10th anniversary. The past decade has seen us evolve from a small tabloid to the magazine you hold today. For us, it's been a decade of steady, conservative growth. For motorcycling, the changes have been more vast, hastened by

imperatives such as gasoline pricing, rider taste and developments in the electronics, automotive and plastics industries. Motorcycles today are a far cry from those of 1971. Join us in this special 10th anniversary report as we look back on the publishing and motorcycling highlights of the past decade, and fantasize about the bikes of the 10 years to come.

HAPPY ANNIVERSARY!

In 10 years of steady development, Cycle Canada has expanded from a one-man tabloid to a group of three publications and five shows.

By John Cooper Editor

WHEN THE FIRST ISSUE OF CYCLE CANADA appeared in April 1971, the motorcycling world was a little different from the way it is now. The 1960s were barely ended. Memories of the era of Honda step-throughs and twin-pipe CZs were crisp. Motorcycling's image was improving, sales were booming and gas was cheap.

The Honda CB750 was the *ne plus ultra* of street machinery, although the British 750 triples from BSA/Triumph and the Norton Commando were forces to be reckoned with in the market and on the street. On the dirt, you didn't count if you didn't ride a Bultaco.

Valentine's Day 1971 was auspicious for more than the exchange of love notes. It was the day Georgs Kolesnikovs, a journalist from Niagara Falls, Ont., moved to Toronto to open a tiny office and found a publication for and about motorcycling. Kolesnikovs had been city editor of the daily Niagara Falls Review, and made the hard-news approach one of the basic tenets of the new tabloid.

The one-man operation gathered news, sent a reporter to Daytona, sold advertising, set up circulation and performed all the other tasks necessary to produce the 28-page first issue in four weeks and four days. A week after it went to press, a fire in the dusty second-floor walkup office forced Kolesnikovs to move to new address, still in the pawnbroker district on the edge of Toronto's Cabbagetown. The second issue was only two days behind schedule, although files and papers were burned. Some smoke-blackened pictures and records are still in our files today.

Marty Levesque, former reporter with The Review, came on staff as editorial assistant with the second issue. He's publisher today.

Cycle Canada soon developed a unique tabloid format using a glossy cover with

newsprint inside, a format which endured until the conversion to magazine in January of this year.

The publication was barely a year old when Kolesnikovs and Levesque decided to launch a French-language tabloid in Quebec and name it Moto Journal. The two publications shared much of their subject matter, but over the years Moto Journal has evolved its own personality well suited to its audience which is almost exclusively within Quebec.

Just three issues of Moto Journal were published in 1972, but its frequency soon increased and now, under the editorship of Jean-Pierre Belmonte, it is a monthly magazine like Cycle Canada.

Anticipating eventual expansion of our publishing operations, we changed the name of our company in early 1974. Previously simply called Cycle Canada, the company became Brave Beaver Pressworks Limited. We found the name curiously appropriate for an upstart little Canadian publishing house challenging the established names in the magazine business.

In the summer of 1974, Kolesnikovs left to expand his horizons, first at The Canadian Press and later as managing editor of the Niagara Falls Review, now a part of the Thomson newspaper chain. He returned to Cycle Canada as editorial director at the beginning of 1977.

The next big jump in operations took place early in 1977, when we started the Cycle Canada shows. The first one was held in Toronto. It was the first

professional-looking display of the motorcycle industry at its best, and the response encouraged us to expand into Western Canada. This year the Cycle Canada '81 shows were held in Vancouver, Edmonton and Toronto, attracting 63,000 visitors.

This year's feature personality was Canadian four-time world hillclimb champion John Williams. Over the years the shows have featured other stars like Ken Roberts, Russ Collins, Bob Hannah, Broc Glover, Carter Alsop and Don Vesco.

For years, Cycle Canada also served motorcycle dealers with a regular feature called Trade News. We realized there was a need for a distinct publication which would address only dealers, with information and advertising geared to the wholesale market. In April 1978 the first issue of Motorcycle Dealer & Trade was published in our standard tabloid format. MDT still maintains the tabloid tradition at Brave Beaver Pressworks, reaching 2,700 subscribers in the motorcycle trade.

Our most recent expansion was a decision to organize a trade show for the same audience as MDT. It would give dealers a chance to see the new products and place orders before the sales season began. The first Motorcycle Dealer & Trade show was held in Toronto in the fall of 1979; this year they were held in Calgary and Toronto.

After 10 years, the one-man enterprise has expanded to employ 20 people who produce two glossy magazines, one tabloid and five shows. All with motorcycling as their central theme. All under independent Canadian ownership and control.

During the decade, at least five competing Canadian motorcycle publications have passed into oblivion. Cycle Canada is the largest-selling motorcycle magazine in Canada, with a monthly readership of 101,500. None of the U.S. magazines even comes close.

For motorcycling, for Cycle Canada and for its affiliates in Brave Beaver Pressworks, we think the future looks bright indeed. □

FULL COVERAGE

For nearly a century, both on and off the track, Castrol lubricants have earned the reputation of being the world's finest. They're designed to give you optimum protection, reliability and performance, in all kinds of riding conditions. And for all kinds of needs. In the world of motorcycle lubricants, Castrol carries the most complete line of products anywhere. So when it comes to full coverage, Castrol lubricants leave all the others behind.



Our thanks to **SHOEI** helmets.

THE FIRST **10** TEN YEARS**BIKES OF
THE DECADE**

We knew Cycle Canada would become bigger and better.
But in 1971 we little knew how far the motorcycles would progress.

By John Cooper

Nineteen seventy-one was not a banner year for milestone motorcycles. Design progress that year was perhaps typified by the Norton Hi-Rider, a 750 cc twin-cylinder Commando Roadster bastardized by the addition of an ape-hanger handlebar and a banana seat. Years before the chopper style became legitimate, it simply looked ridiculous.

But one make and model of machine stood out as brightly in 1971 as its stunning descendant does today. Cycle Canada readers voted the Yamaha 350R5-Bas the bike of the year. Incidentally, Yvon Duhamel was picked as rider of the year in our reader poll.

Today's RD350H is the apotheosis of that R5-B—a sublime product of a decade of refinement embodying lessons learned on race tracks, on highways and in dyno rooms from Hamamatsu to Daytona Beach. Years after the two-stroke wave crashed upon the rocks of legislation, the RD350 remains. Years after it was commonly assumed that 750cc was the lower threshold of inspiring performance in

street machinery, the RD gives away 50cc to the Daytona Special and leaps to new levels of action.

Technological trickle-down from racing practice has given it fuss-free CD ignition; liquid-cooling for stable power output and, incidentally, much less noise; cast wheels for rigidity and simplicity of manufacture; disc brakes for eye-popping stopping; and monoshock rear suspension for predictable handling.

But lo and behold, it's still a ring-ding, with a soft moan from the air intake and a crackle from the muffled expansion chambers to signify that there are no cams or valves inside. It still looks like a motorcycle, carries two people in an upright position and has a reciprocating engine. It burns gasoline, albeit modestly, and Lordy, even has to be kick-started.

It's far less radically developed than a motorcyclist of 10 years ago, buzzing on the recent accomplishments of the space age, might have expected. Riders are a conservative lot, and avant-garde motorcycles of every decade have had a poor rate of survival. Even the canny Japanese have learned that, to their cost.

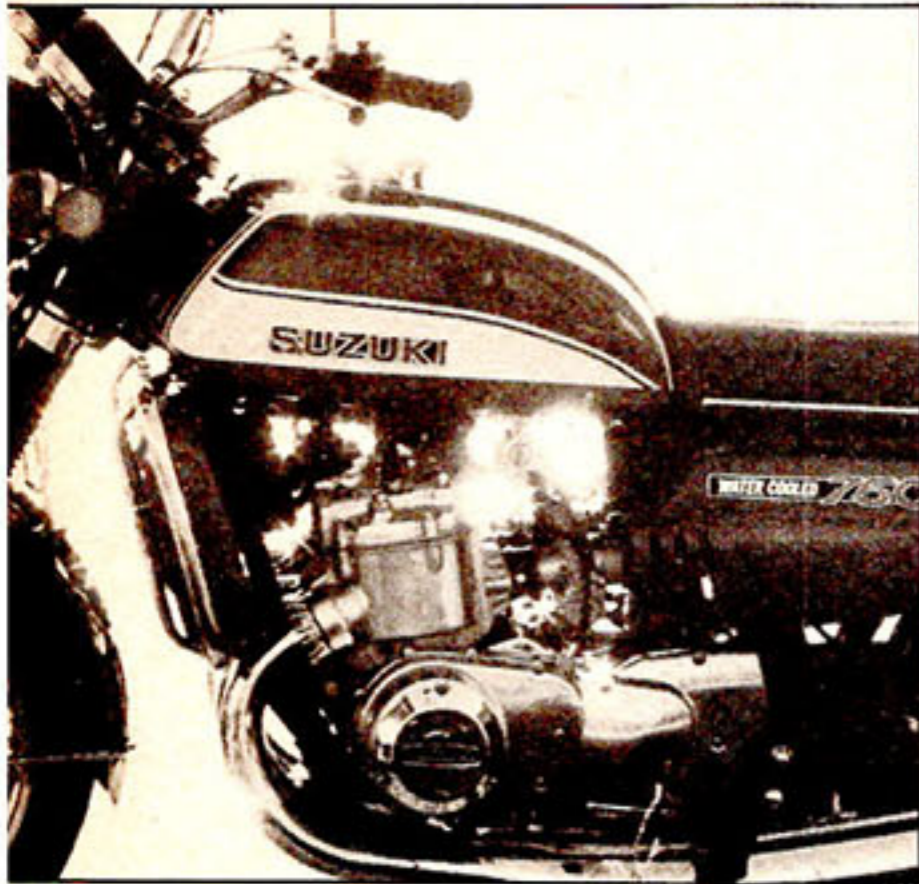
Motorcycle design moves in two- to three-year cycles, no pun intended. In

1971, things were still coasting from the high spot in 1969 when two landmark machines as well as several lesser lights appeared. Japan brought us the dazzling Honda CB750 four and the breathtaking Kawasaki 500 Mach III triple. The Honda set the pace for a decade to come, and the Kawasaki signalled the arrival of a glorious, doomed era of screaming street strokers which brought out the squirrel in every rider.

After that pair, what more could anyone want? But there was much more, in the form of BMW's totally revamped /5 series, three-cylinder 750s from BSA and Triumph and the apogee of the British parallel twin: the lovely Norton 750 Commando.

Motorcycling was set to boom again, as it had done in 1965. Disposable income was climbing steadily and the all-important group of males aged 16 to 34 was doing likewise. Insurance rates were less than one-third what they are today, and gasoline cost the equivalent of 10.7 cents per litre.

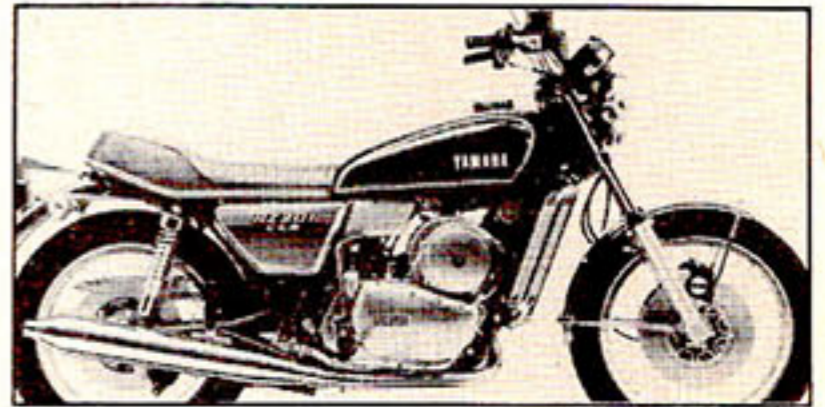
Those marketing carrots of 1969 worked, and sales soared. Next year was pretty quiet, except that BSA/Triumph blew its corporate brains out introducing

THE FIRST **10** TEN YEARS

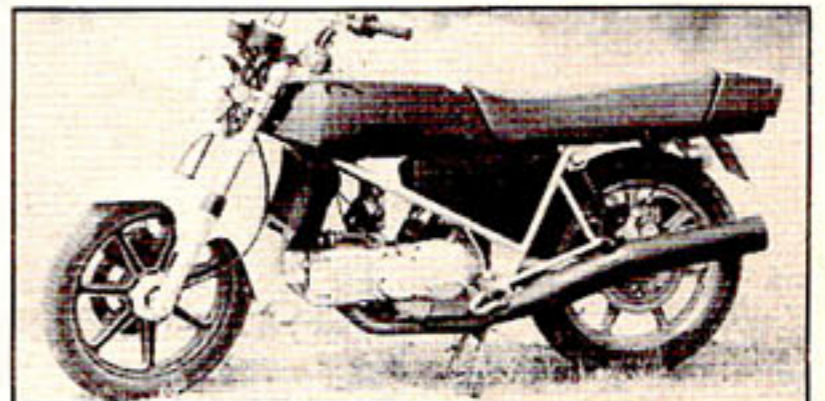
Suzuki GT750 triple set new standards.



The Commando's number was up by 1975.



Prototype rotary never saw production.



Can-Am 500 was a tragedy of the 1970s.

The GL750 was virtually a TZ750 equipped for touring.

a range of new and made-over 250s, 350s, 500s, 650s and 750s which it had to struggle to produce on time, if at all.

1971

Then along came 1971, and Cycle Canada. Our first road test appeared in our first issue but the publication held more promise than the machine, an Ariel three-wheeler. The Ariel name was exhumed by BSA/Triumph and applied to a frivolous 49 cc, 1.7 hp moped which failed to set anyone's heart alight.

The brighter side of the British factory's fortunes was shown by Triumph's fourth consecutive win of the Canadian production road racing championship, garnered by Dan Sorensen on a Trident 750. British makers had retreated even farther into the larger displacement categories, as Japan took over the market below 500 cc. Velocette and Royal Enfield had folded their motorcycling tents the year before.

Portending future developments, Yamaha launched a shocker with its prototype GL750 at the Tokyo motor show. Never put into production, the GL750 was virtually a TZ750 equipped for touring. It was flashed at the public three years before the real TZ shook road racers in their Sidi boots.

1972

Two completely different major motorcycles appeared in 1972. The Suzuki

GT750 set new standards in two-stroke silence and good manners, while propelling touring riders across continents with uncanny reliability and durability. The nickname Water Buffalo was purely from affection.

And at the opposite extreme, the Italians delighted us with another GT750—a V-twin double-up of cylinders from Ducati's revered series of singles. The singles were always noted for good looks and grace under pressure, but the Ducati 750 had real punch where it counted—in the mid-range. It gave a whole new definition of good handling, and Paul Smart promptly won the Imola 200 on a Ducati the same year as its production debut.

But the killer meat that year had to be Kawasaki's 750 cc Mach IV triple. It brought religion to more riders than any other motorcycle except the Mach III.

European bikes were still part of the picture, with off-roaders like the AJS 410 Stormer, Zundapp 125 and Bultaco and Ossa plonkers for the connoisseur. Japan could offer nothing to compete with these simple piston-port strokers which look crude by today's standards.

Rumors of impending rotaries circulated through the trade, while Norton issued the Combat Commando to defend its performance reputation. Unfortunately it vanquished its own pistons and main bearings as often as it did in its competitors, and the manufacturer soon

offered a thicker head gasket to knock its compression back.

Honda introduced the CB500 four, a smooth and sweet-mannered heir to Sixties racing technology without the performance. However, it was no slower than the rate at which its four mufflers succumbed to oxidation.

A Can-Am prototype won its first race in 1972. Alouette, another Canadian spin-off from the burgeoning snowmobile industry, produced the now-forgotten AX125.

1973

Towering above everything else which happened in motorcycling in 1973 was the first Kawasaki Z-1. It had it all, and its descendants still do. It was the definitive superbike, with quarter-mile times in the mid-12s to equal the nasty Mach IV. In other respects it was the picture of docility. Then as now, enormous horsepower was on tap with the addition of a header and big-bore kit.

Yamaha's Tokyo show zinger of that year was the prototype rotary RZ201, another teaser which never saw the light of day. Rotaries were much in the news at the time. Yamaha's twin-chamber show-piece was expected to go into production at any moment, and Suzuki's rumored breakthrough Wankel-engined street machine was also reported to be in final

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The AERO by Pacifico sets a new standard for fairings in the '80s. More protection. Less bulk. And higher efficiency.

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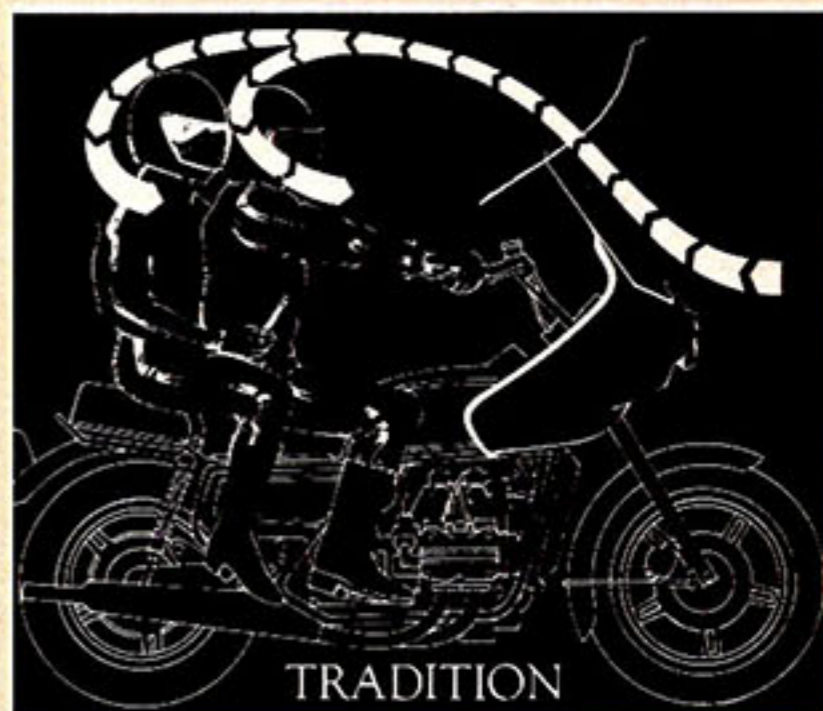


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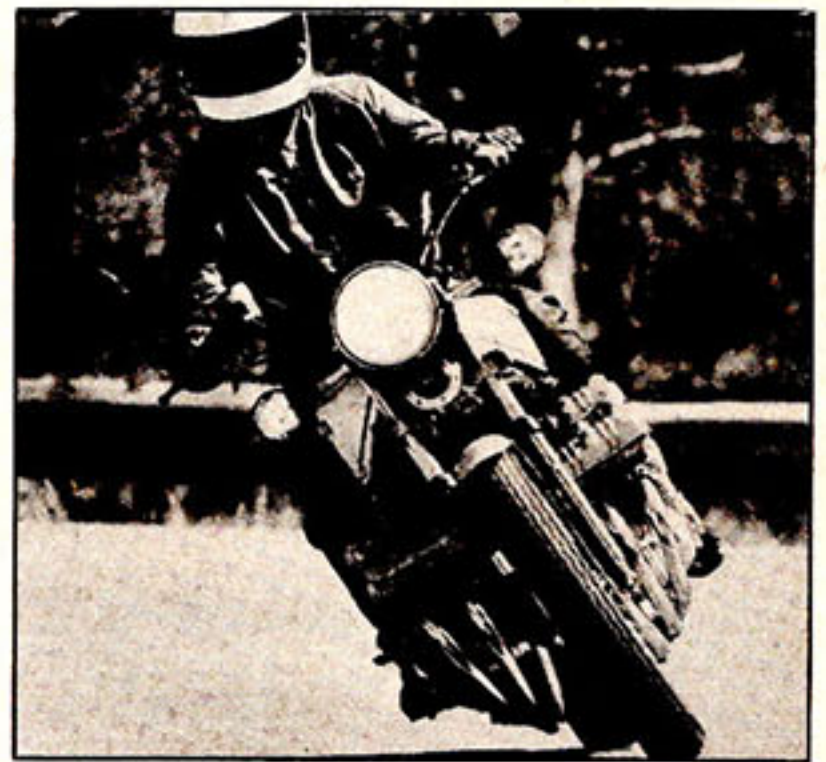
Shown with optional lowers and rectangular headlight kit.



Sound system and lighter optional.

THE FIRST **10** TEN YEARS

One-off Laverda 997 V6 was incredible.



Honda CBX was awesome and available.

Suzuki recognized that two-strokes and the rotary were losers.

stages of development.

A high point was the first production Can-Am 175 T'NT. A low was the Yamaha TX750 twin; its ungainly appearance should have been the tip-off to its future reputation as a turkey nonpareil. Norton opened up the Commando to an 850, while Honda dazzled us again with a little hummer of a 350 cc four. The four wouldn't humble anything quicker than a bicycle, but it was a motorcycle which needed to do nothing more than simply exist.

A little quicker was the first Elsinore, the CR250M, Honda's first motocrosser and first two-stroke in 20 years. It was time for the Europeans to take notice.

1974

Things slid in 1974, with little of note apart from the disappearance of BSA. We sampled a Benelli 750/6, the last time we've set eyes on one although it is rumored to still be in production as a 900. Hope springs eternal.

We also tested bikes as diverse as a Hercules 2000, the first production rotary, and a Snow Job, a well-named twin-track conversion for winter motorcycling which we bolted on to Jean-Pierre Belmonte's long-suffering CB750.

We reported Can-Am's development of the Canadian-built superbike. It was a two-stroke water-cooled twin with its cylinders laid down horizontally and fed by rotary-valve induction. Final drive was by enclosed duplex chain. Some of the sharpest minds in motorcycling nursed it through the prototype stage, until it was axed by Bombardier management which

foresaw the demise of street two-strokes. It was a tragedy, Canadian motorcycling's version of the Avro Arrow affair.

When we finally rode a 500 Can-Am two years later, it was even more quick, quiet and delightful than the RD350 today.

1975

The year had two polar opposites, and important ones at that. We published the world's first test of Suzuki's daring, rococo rotary, the RE5. We liked it, but Marty Levesque's comment that it could be the Edsel of motorcycling was all too prophetic.

The high note was the debut of the Honda GL1000. After that, there is little to say except that Honda also thrilled us with the CB400F and bored us with the CB500T. The 500T's greatest contribution to motorcycling was in supplying pistons for innumerable Z-1 big-bore kits supposedly custom made for the bike.

Norton's doom was in the air when we tested our last Commando in 1975. We said as much, and returned the big white, red and blue beast with regret. Even though it had nothing like its rorty performance of five years before.

The Cosworth/Norton Challenge was another potential British world-beater, of course, although few outside of the misty isles were optimistic.

1976

The heat was off in 1976. Honda introduced the short-lived, two-speed CB750A semi-automatic roadster, and Husqvarna introduced the 360 Automatic enduro

with self-selecting four-speed transmission. The only event of significance was our test of the Kawasaki KZ900 LTD—after the Norton Hi-Rider it was the first of a new wave. Our test bike was practically a prototype, with its fuel tank made more of body filler than metal. We weren't thrilled by the LTD, but had to admit that it had flash, class and proven durability.

We were thrilled by our brief encounter with a living legend: an MV Agusta 750S America. We heard later that some Philistine had made it into a chopper.

1977

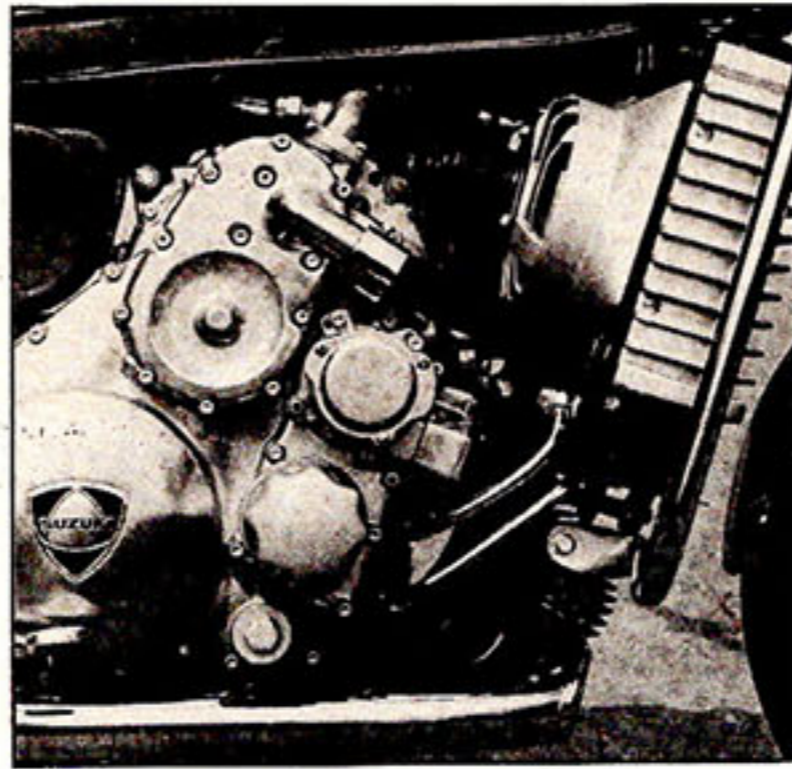
Next year was much more rewarding. Nineteen seventy-seven was the year Suzuki finally overcame its weird-Harold image as a builder of bikes which appealed to technicians and were bought by eccentrics. The GS750 was unexpectedly excellent, although the RE5 had been a good handler of its own. Suzuki recognized that two-strokes and the rotary had only taken it deeper into left field, and so abandoned innovation and concentrated on refining the Z-1 concept to a new level of comfort and performance.

Never hesitant to step on toes, Kawasaki thought it had the 750 world by the tail with its KZ650. It would have, had Suzuki not premiered the GS750 the same year. The KZ was and is an excellent motorcycle, especially now that there is also a KZ750 four to challenge other 750s on their own terms.

The year was also notable for Harley-Davidson's trend-setting Low Rider, Can-Am's first Qualifier series and the MT125R, Honda's first made-to-sell road

THE FIRST **10** TEN YEARS

Husky auto survives, Honda's didn't.



Rotary buyers stayed away in droves.



Honda CB400 four thrilled us in 1975.

1978 was a watershed year, one of the epochs in motorcycling.

racer since the CR93. The Triumph Trident disappeared. Japan finally entered the true enduro market, with the Suzuki PE250 and Yamaha IT175; if the Europeans didn't cringe, they should have.

Then there was, and may still be, the Quasar—another British reminder of the era of Victorian folly. It had a roof, windshield and enveloping bodywork which lacked only doors and two more wheels to classify it as a GT car. Power was supplied by a four-cylinder water-cooled engine out of, appropriately, a Reliant mini-car.

1978

This was a watershed year, one of the epochs in motorcycling. It was a year we were jolted with such delights as the Yamaha XS1100, Suzuki GS1000, Kawasaki Z-1R and Honda CX500 and CBX. There has been no other single year in the history of motorcycling in which such an array of street artillery has been presented.

It demanded coining of a new term—megabike—to describe the awesome power of these four- and six-cylinder monsters which dashed off 11-second standing quarters as if they were routine. In sheer horsepower, they were unprecedented.

Harley-Davidson celebrated its 75 years of building bikes—a world record.

Laverda played peekaboo with an incredible prototype 997 cc V6 endurance racer, but only one was ever completed. Benelli even displayed its evergreen inline six, now a 900. Rumors of its availability

in Canada were greatly exaggerated.

In England, Silk was turning out very limited numbers of water-cooled 700 cc twins of traditional design for the specialist market. And Honda introduced an unpretentious little bombshell in the form of the CM185. Finally, in Germany, Sachs dropped production of the rotary.

1979

The world took a breather in 1979. After 1978, who wouldn't? The significant machine of the year was the Kawasaki KZ1300 six. It was almost a parody of North American materialism and gizmophilia. It had everything, sometimes in multiples of six. It was huge, heavy, supremely comfortable and enormously fast. It's rugged and handsome but only moderately popular and perhaps nothing like it will be built again. The 1300 is at the outer limit of what *homo sapiens* can handle.

As the decade wound down, Honda retired the sturdy CB750 single-stick four in favor of a twin-cammer with 16 valves and endurance racing credentials.

Honda also sought to re-establish its grand prix credentials with the staggering NR500, but the bike's initial promise and Honda's hopes have yet to be justified.

Kawasaki's name was associated with another outrageous motorcycle, the California-built Z-1R-TC. It was designed to move unsold Z-1Rs out of the warehouse and make some money for a former Kawasaki executive and American Turbo-Pak. Beautifully custom-painted, it was staggeringly fast.

1980

Last year we had everything from the sublime (the Hesketh?) to the ridiculous (the Sno-Runner). Honda showed the CX500 Turbo prototype and H-D returned to belt drive with the Sturgis.

Performance reached a new pinnacle with Suzuki's GS1100. It decimated all that had come before. In 1978 we had thought that that was it; there would never be such powerful, massive and awe-inspiring motorcycles offered to the public again. But then along came 1980 and the GS1100 and everyone else went back to the showers.

The GS1100 has a colossal amount of mid-range and top-end power bolted into a chassis which handles like a Ducati. It costs less than a year's interest on a loan for a Porsche Turbo.

Honda dazzled us again with the vastly improved GL1100 Interstate, loaded with every conceivable gadget and convenience known to Japanese technology. It was deservedly an instant hit and proceeded to capitalize on the huge popularity of its predecessor. Bluegrass music never sounded so good as on an Interstate's AM-FM radio while tilting through the Great Smoky mountains.

1981

And here we are. We have a fuel-injected ultimate meanie, the Kawasaki GPz1100, an outlandish Suzuki GS1100S, a monoshock CBX with saddlebags, no less, as well as a BMW R80GS, an RD350H and a Virago. Things could be worse. Enjoy. □

The rest



1981 GS Model 12-Month Unlimited Mileage Warranty

* See Owner's Manual for full details.

of the 650 class may now be dismissed.

When Suzuki decides to step into a class, other folks can only sigh. And step aside.

Case in point: The new GS-650E, G and GL. Friends, these bikes aren't just new, they're tomorrow-new.

For instance, the G and GL Shafts are outfitted with a unique transmission/shaft system. Get this: When these bikes are shifted into high gear (5th), the power is transferred directly from the engine to the shaftdrive, thus bypassing the transmission reduction gears. Result: More compact

engine, less driveline lash.

You think that's something? Listen to this: The sporty E model comes with an automatic dual damping shock system. So damping rates are automatically adjusted within the shocks as loads and roads change.

You think that's neat? Well, hear this: All three bikes are powered by Suzuki's new Twin Dome Combustion Chamber engine. Without getting into

a lot of technotalk, we'll just say that this 4-cylinder, 4-stroke is a powerhouse. Yet, it is extremely fuel-efficient and clean-burning.

We could go on and on about these extraordinary bikes. All three are appointed with CV carbs, transistorized ignition, Quartz Halogen headlight, digital gear indicator, top-mounted choke and accessory terminal.

And each has its own special features. Like tubeless tires and air forks on the G model. Tubeless tires with raised white letters on the GL. And dual slotted front disc brakes with a rear single disc on the E and G.

Also, of course, each of these beautiful machines is backed with a beautiful 12-month unlimited mileage warranty.*

Sure, you've seen 650 bikes before. But you've never seen 650 bikes like these before.



Suzuki 1981  The Performer.

Be a specialist. Take a Canada Safety Council rider training course. See your Suzuki dealer for details.

MEMORABLE MOMENTS, MEMORABLE MACHINES

Wherein the man who founded Cycle Canada and was its first editor and publisher recalls the first decade in terms of motorcycles owned, tested and not tested.

By Georgs Kolesnikovs

1970 Honda CB450

Because it was then and still ranks in my mind today as the great all-around, general-purpose motorcycle. It could do so many things satisfactorily, around town or out on the highway, sedately or with much abandon, two-up or solo, and it was inexpensive to buy and easy to maintain. It gave me more memories per mile than any other motorcycle I owned, perhaps because the summer I bought my CB450 I also fell madly in love with a dream girl. It saddened me to have to sell the bike in order to help fund the start of Cycle Canada.

1971 BSA Ariel 3

Because it was the only motorcycle we ever tested that absolutely refused to start.

1971 Honda CB500 Four

Because 10 years ago you could safely say

Georgs Kolesnikovs, now editorial director of Cycle Canada, had his first ride on a motorcycle when his mother was pregnant with him in their native Latvia where his father was a champion road racer.



Greg Stott, Cycle Canada's first photographer, aboard the CB500 Four.

it was the closest Honda had come to building the perfect motorcycle. It was a dazzling machine in many ways, and the first motorcycle I rode that actually was as smooth as silk. Here's how I gushed about it in our road test: "The 500 heralds a new dimension in motorcycle design and execution loaded with stunning sophistication. It offers a new experience in motorcycling that reaches beyond the simple speed and outright power of the superbike. The 500, with its incredible smoothness and welcome quietness, is more civilized than any other motorcycle has dared to be, yet it packs the performance sufficient to please the motorcycle masses while satisfying the sports."

1971 Suzuki GT750J LeMans

Because the wonderful water buffalo —

the truly incredible machine of the day — was the first Suzuki to make me realize how overlooked and under-rated the brand was.

1971 Kawasaki 350 Mach II

Because I set out for my first Woodstock-style rock festival on it and somehow ended up on one of those mindless, endless rides to nowhere. You know the kind: ride, ride, ride, pull over and sleep by the bike, then up and ride, ride, ride, repeating the procedure in what seems at the time to be a never-ending trip.

1971 BSA 650 Lightning

Because bit by piece it fell apart during our test. The clincher came when the frame, which so cleverly served as the oil reservoir, cracked just ahead of the rear wheel. The punch line is that the BSA distributor claimed the fracture was completely uncharacteristic of the model.

1972 Kawasaki 750 Mach IV

Because it was loud and fast and so brutal.

1972 Yamaha AS3 125

Because it made me realize that riding

over my head was so much more enjoyable and healthful on a small bike than on a behemoth. It was the bike that started me away from displacement to the point where later in the decade megabikes such as the Honda CBX were merely of academic interest.

1972 Suzuki GT380 Sebring

Because it was the first motorcycle laid down during a Cycle Canada test, and were we ever embarrassed.

1972 Norton 750 Interstate

Because it sounded terrific, handled superbly and was black like God intended motorcycles to be. A singular motorcycle that I would have ranked near the top of the list of memorable motorcycles of Cycle Canada's first decade even if it had not given me a most memorable weekend: It was April and there was still snow in the woods, but we — the dream girl and I — were warm on the Norton as the three of us swept and swooped through the Haliburton Highlands and the Madawasaka Valley along the best roadways Ontario has to offer.

1972 Honda CB350 Four

Because it made me realize that noise was not a necessary part of motorcycling. Riding the smallest four was like riding the wind. But was it gutless!

1972 Ducati GT750

Because it was the first Ducati I ever rode and the first bike to blow out a tire from under me. Memorable moments, indeed.

1972 Kawasaki 175 F7

Because it was the first Japanese bike to do it right in the dirt.

1972 AJS 410 Stormer

Because it was the last British bike to give me a buzz.

1972 Zundapp 125 Enduro

Because something exhilarating happens in the woods on a bike like the Zundapp when you dial it on and keep it on. The bike lightens up. The scenery blurs. Your tunnel vision begins to reach farther and farther ahead. You ride faster and faster. You and the bike are one. Flying. Skimming the soft earth. Lofting the front wheel. The bike skips over rocks and logs. You lean and twist. It goes like an arrow. Afterward, you think how great it was to be in complete control at the very edge of control.

Continued on Page 61



The Japanese first mastered handling in the dirt with the Kawasaki F7.



Thoroughbreds like the Zundapp make riding fast an exhilarating experience.



Crisp, clean paint-work
contrasts with tough-guy black engine.

YAMAHA RD350

Continued from Page 29

lem. The improvement in ground clearance that stiffer springing toward the end of the fork's travel would provide wouldn't be of any practical use except on a race track.

The RD just loves to turn. A short wheelbase of 1,365 mm and steep head angle of 27.1 degrees combine with a short trail of 102 mm to make the RD incredibly easy to steer. Somehow Yamaha engineers managed to keep the front end from being oversensitive, so that despite the fast steering it never feels twitchy. The bike seems to balance itself, feel smooth and precise, no matter how ham-handed the pilot may get.

The extremely light weight—and the fact that it's down low—makes transitions from side to side little harder

than thinking about them. Changing lines in the middle of a corner is easy, as is braking. The chassis is forgiving in the extreme, and many riders will find themselves getting away with stunts that would have them on their tails on other bikes.

While the front end seems to supply comfort almost as much as it does road holding, the rear is a little stiff. It does keep the rear end tracking straight; we found that on most road surfaces the tires stayed stuck to the pavement regardless of how bumpy it was. Riding any great distance would get painful, though, because not only does the monoshock deliver a firm ride, so does the seat. An upholstered park bench is the closest comparison we can think of.

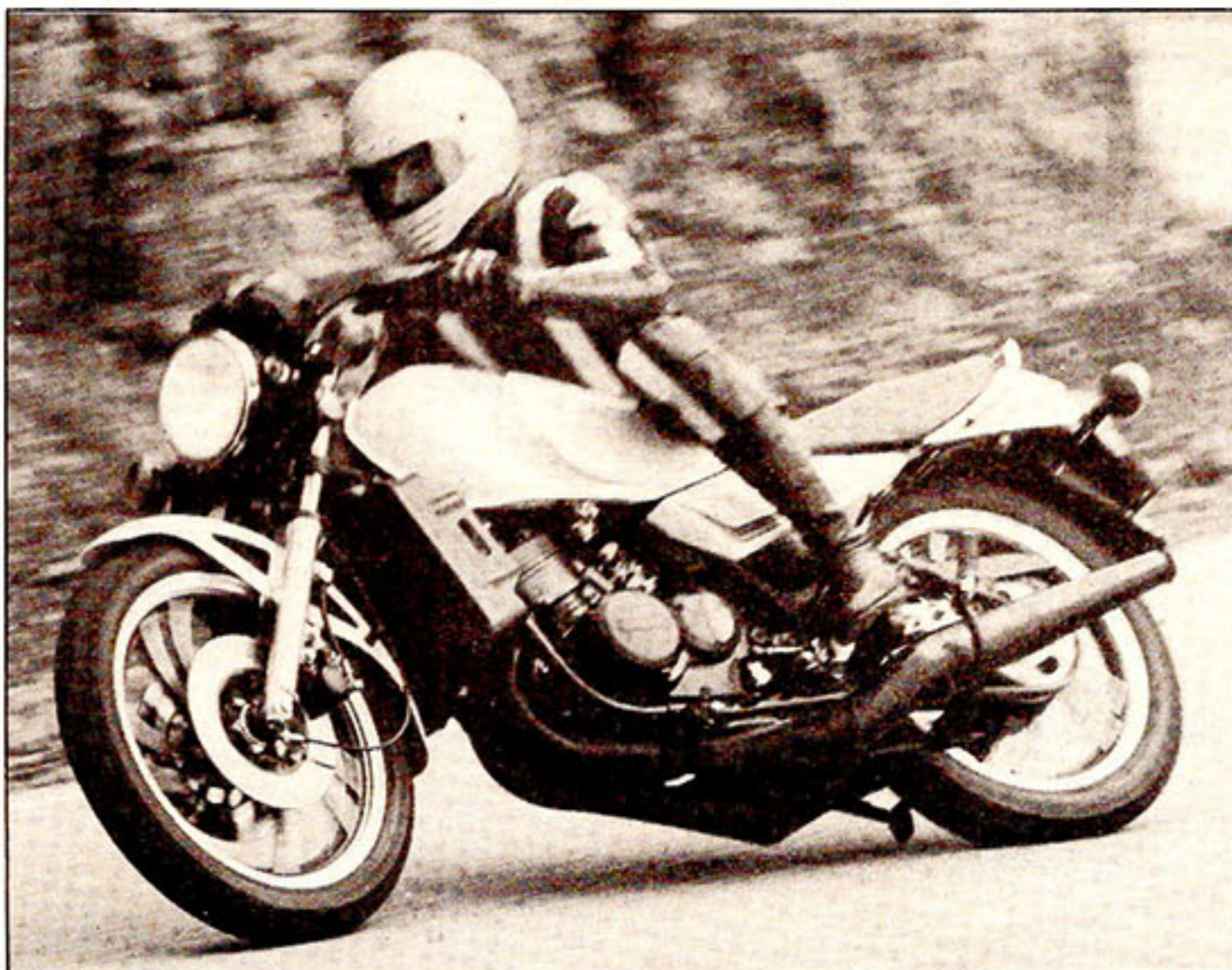
However, the bike is after all not designed to compete with a GS Suzuki for touring comfort. Given the banzai sporting nature of the motorcycle, the excellent seating position and ease of riding provide all the comfort a rider is likely to need or want while he's out getting his daily adrenalin rush.

The seating position is very good indeed, suiting riders of widely varying statures. The low, narrow handlebar and rear-set pegs tilt the rider forward in just the right position for fast riding. Both pedals, for rear brake and gearshift, are adjustable over a narrow range to help each rider find the optimum position.

Once you get comfortable and start exploring the bike's limits, you'll find that the stock Yokohama tires are the weakest link in the chassis. We found that they gripped well, in fact right up until the expansion chamber on the right was drag-

ging and the centrestand tip on the left. But they felt a little twitchy and had absolutely no tread left beyond the contact point for a safety margin.

The front tire especially felt as though it wanted to give up a few times, especially



No matter how radical you get, the RD's handling will pull you through.

when braking and cornering forces were combined. If we owned the bike the first thing we'd do is put on some better-quality tires. Not that the Yokohamas are terrible, but we think that tires fitted to a bike capable of cornering and braking as hard as the RD can should be the best available. The Yokohamas aren't.

We were astounded after the test was over to discover that the little Yamaha's fuel consumption had averaged 16.5 km/L during the test. For the non-metricated, that's 48 miles per Imperial gallon, a figure just behind the 16.9 km/L we achieved with the 550 Seca in last month's issue. Two-strokes are famous for using more gas than four-strokes anyway, and considering the amount of time we had the RD wailing between 7,000 and 9,000 rpm it's incredible that it got the consumption figure it did.

It was equally stingy sipping injector oil. The 1.6 litre reservoir was only half empty after our 830 km test. You could never accuse this RD of being a pig.

Riders used to modern bikes might be nonplussed to find that there's no starter button on the right handlebar end. Kick only, and at that you have to go to all the trouble of folding up the right footpeg so that the starter can swing through its arc. Big deal; it fired first kick nearly every time. When cold it liked to have the enricher lever on the left carb pulled for a minute or so, then was quite happy to idle or pull redline at the rider's command; yet another indication of how civilized the machine is.

The easy starting is aided by an electronic ignition that supplies lots of spark

at any rpm. Two-stroke riders of the past can forget memories of fouled plugs and burned pistons.

Checking on the level of injection oil is easy. Under the right side cover is a translucent plastic container with a screwtop right on it. Unlike the RD400, you don't have to aim a stream of oil at a tiny hole right in the middle of the chassis, but can tip directly into the tank.

Right beside the oil tank is another small transparent plastic container. This one is the overflow tank for the radiator. It has a high and low mark scribed on the side, and checking coolant level is just a matter of peering at the plastic and adding liquid as necessary. It's just as well because to get into the rad itself you must first unscrew and remove the plastic shroud to clear the cap.

The air filter lives up under the gas tank

in a breadbox-shaped plastic container. It's an oiled-foam element that should last a long time between cleanings. One benefit to having it tucked up under the tank is that the tank can then act as a further muffler of intake noise, helping to keep the bike as quiet as it is.

Access is simple enough; pull the gas lines off the tank and remove one bolt and the tank lifts right off. It doesn't take much longer to do than to tell about it, so we don't think having the element tucked away is any impediment to easy service.

Parked right behind the gas tank bolt, under the seat, is a small plastic tray that can be used to carry loose change, a pair of gloves or all the speeding tickets you'll collect while riding. It lifts out, giving access to the preload adjustment on the monoshock. There's a tool provided, a simple hook wrench, that fits down inside and pulls on the adjuster collar. Better wear heavy gloves when you're doing it, because the wrench isn't very long and there isn't much room to work. You can almost guarantee skinned knuckles, a free flow of blood and a freer flow of curse words if you try it with bare hands.

The tools live in the usual plastic pouch and are secured by a rubber strap inside the tail section behind the seat. They are satisfactory but not outstanding. It probably matters less with this bike than many, since most who'll buy one will be enthusiasts who have a good tool kit of their own. Still, Suzuki is providing excellent quality tools with their 1981 bikes, and it'd be good to see the same from other manufacturers.

The seat isn't hinged, sadly. It's one of

YAMAHA RD350

those damnable contraptions that clips under a metal and plastic ridge at the front and then requires that you line up hooks on each side at the rear before applying equal pressure to each side to engage the hooks in the locking clips. You'll soon learn not remove the seat unless you absolutely have to; it's infuriating trying to get the thing back down securely in place.

You'll forget the hassle the second you get it back on and start riding again, though, because the little RD overwhelms you with good feelings almost instantly. As you wheelie off into the distance, you'll decide once again that speed limits are for others; than any machine that can go so fast so quickly and in such perfect safety is worthy of any amount of minor hassling.

Even while sedately riding out to your favorite piece of twisty road you'll find much to please you. The light controls, the virtual absence of vibration—the engine mounts use rubber doughnuts to help soak up the engine's shakes—and the light, responsive nature of the beast all make riding the RD a visceral delight.

You're likely to find that every time you head off to the corner store to buy a pack of cigarettes or a magazine you'll spend three hours tearing around the hills, giggling to yourself all the while as you gobble up 750s and 1,000s that are foolish enough to get in your way.

Yes, the RD350 was worth the wait. The engine performance, the handling ability,

the brakes, the mystique and the fuel consumption that gives you 272 km of fun per tankful all make the bike worth the wait, and more than worth the purchase price of \$2,599.

It without doubt again sets the two-stroke lightweight up as the target for all four-stroke sport bikes, and recalls the halycon days of the early Seventies when TZ350s would humble everyone else's 750 cc racers even at high-speed tracks such as Daytona.

And speaking of which, one last touch. The cylinders from a TZ250 or half a TZ750 bolt right on to the RD cases, in case you prefer 60-plus hp to 47. What more could you ask? □

The RD's responsiveness makes side-to-side transitions as easy as thinking about them.

SPECIFICATIONS Yamaha RD350H

MODEL 1981 Yamaha RD350H
TEST DISTANCE 830 km
PRICE \$2,599

ENGINE

TYPE Two-cylinder two-stroke with reed valve induction
DISPLACEMENT 347 cc
BORE AND STROKE 64 x 54 mm
COMPRESSION RATIO 6.2:1
HORSEPOWER 47 at 8,500 rpm (claimed)
TORQUE 4.1 kg-m at 8,000 rpm (claimed)
CARBURETION Two Mikuni VM26
STARTER Kick only
OIL CAPACITY ... 1.6 litre injector oil tank, 1.5 litres transmission lubricant

ELECTRICAL

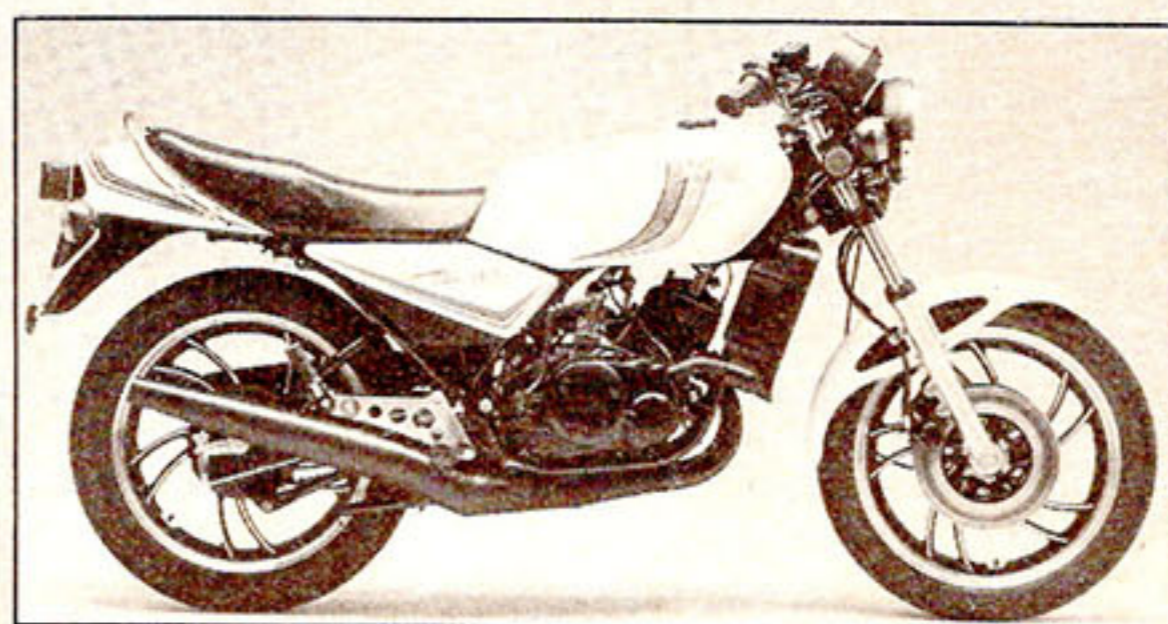
IGNITION TYPE CDI
GENERATOR OUTPUT 150 watts at 5,000 rpm
BATTERY CAPACITY 12 volts, 5.5 amp-hours
HEADLIGHT 60/55 watts

TRANSMISSION

TYPE Six-speed, constant mesh, wet clutch
PRIMARY DRIVE Gear, 2.870:1
INTERNAL RATIOS ... (1) 2.571, (2) 1.778, (3) 1.318,
(4) 1.083, (5) 0.962, (6) 0.889
FINAL DRIVE No. 530 chain, 41/16, 2.563:1

CALCULATED DATA

WEIGHT/POWER RATIO 3.04 kg/hp



SPECIFIC OUTPUT 135 hp/L
PISTON SPEED AT REDLINE 17.1 m/sec at
9,500 rpm
RPM AT 100 KM/H 5,631
MAXIMUM SPEEDS IN GEARS (1) 58, (2) 84,
3) 114, (4) 138, (5) 156, (6) 169 km/h

FUEL

CAPACITY 16.5 litres including reserve
RESERVE CAPACITY 1.5 litres
CONSUMPTION 16.5 km/L (6.06 L/100 km)
RANGE 272 km

CHASSIS

WHEELBASE 1,365 mm
RAKE/TRAIL 27.2 degrees/102 mm
SUSPENSION ... Telescopic front fork with 32 mm diameter fork tubes and 140 mm travel, rear swingarm with monoshock spring/damper adjustable five ways for preload with 110 mm travel

BRAKES ... Dual front discs 267 mm diameter, SLS rear drum 180 mm diameter

TIRES Yokohama 3.00S18 front, 3.50S18 rear
DRY WEIGHT 143 kg
LOAD CAPACITY 175 kg
HANDLEBAR WIDTH 700 mm
SEAT HEIGHT 760 mm (with 61 kg rider)
GROUND CLEARANCE... 145 mm (with 61 kg rider)

Distributed by Yamaha Motor Canada Ltd., 480 Gordon Baker Road, Willowdale, Ont., M2H 3B4, (416) 498-1911.



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DETACHABLE TRAVEL
TRUNKS INTERCHANGE
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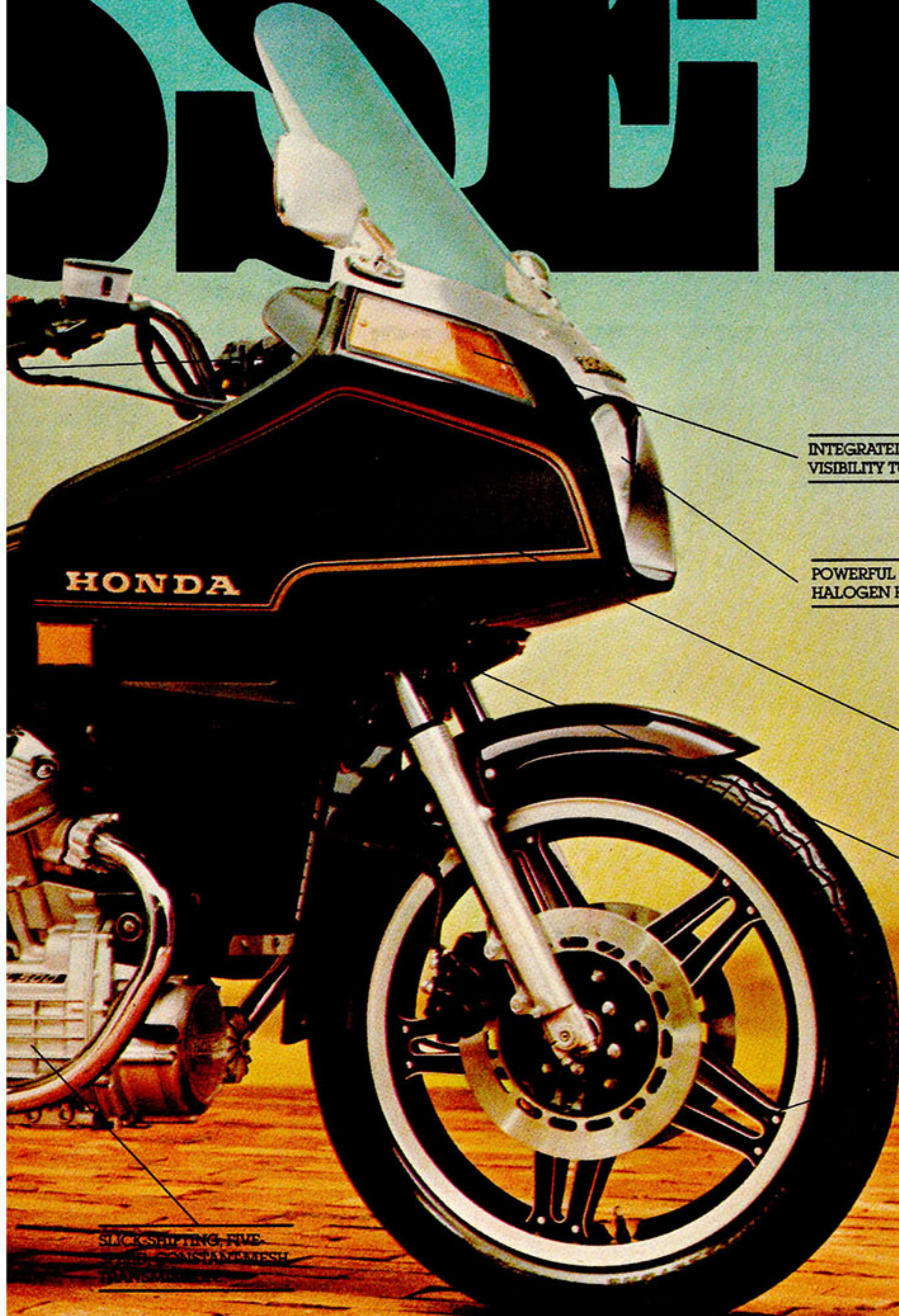
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HONDA GL5001.

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Suzuki launches the Full-Floaters.

You've seen single-shock systems before. Now take a look at the best you've ever seen.

Suzuki's all-new "Full-Floating" system. Standard equipment on the all-new RM-250 and 465.

Heart of this lightweight system, of course, is a large single shock. Which is mounted vertically near the center of the bike's gravity for better handling.

Lower end of the shock is mounted directly to the boxed aluminum swing arm. Also, the upper end is attached by rod and link to the swing arm.

Thus, you have 'floating' ends. Result: The shock compresses smoothly at both ends — responding perfectly to any terrain.

(Like we said, the best.)

These big RMs are also equipped with totally new powerplants. Full-Reed engines with new porting, cases, transmission and clutches. Believe us, the power (especially at mid and top end) is incredible. Definitely not for the faint-hearted.

Other hot items that'll please you but not the competition include:

Remote reservoir for the rear shock. Works roller-type chain guide.

Full-floating rear brake. Maintenance-free PEI ignition. Newly-designed air-assisted front forks. And a whopping amount of travel — 11.2 inches up front, 12.7 inches in back.

Now go launch one of these rockets at your Suzuki Dealer.



Suzuki 1981  The Performer.

Be a specialist. Take a Canada Safety Council rider training course. See your Suzuki dealer for details.

THE FIRST 10 TEN YEARS

Continued from Page 53

1973 Laverda 750 SF

Because it was Italian and because it had the greatest horn ever heard in motorcyclingdom.

1973 Can-Am 175 T'NT

Because it was Canadian and went like stink in the dirt.

1974 Hercules W2000

Because it was a great conversation piece, just the thing to have parked in your living room.

1974 Moto Guzzi 850 Eldorado

Because it convinced me to never again ride pillion with your favorite editor, John Cooper.

1974 Jawa 350

Because it was one of the great motorcycle bargains of all time.

1975 Suzuki RE5 Rotary

1975 Honda CB400F

1975 Jawa 350 ISDT

1976 KTM 250 Enduro

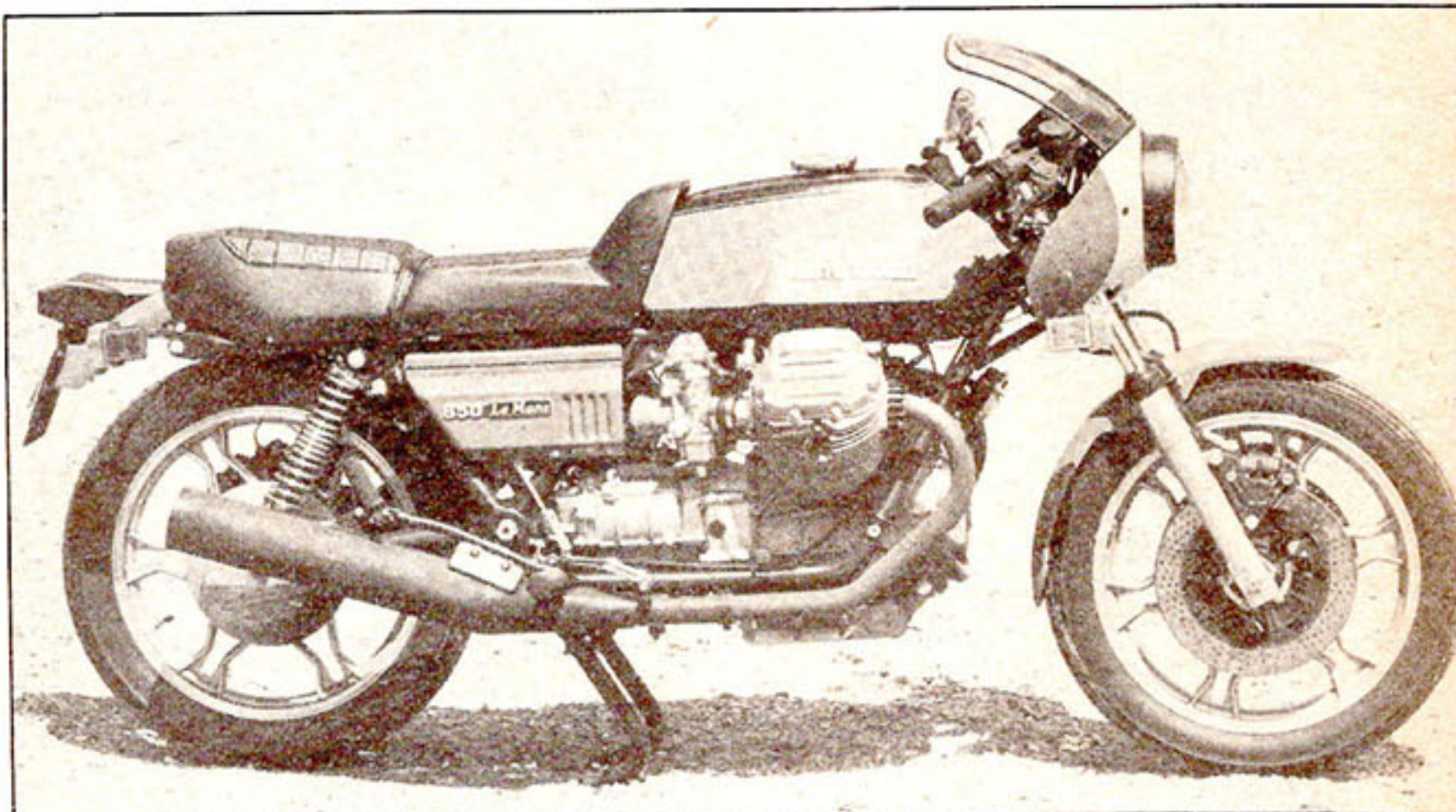
1976 Honda GL1000 Gold Wing

1977 Suzuki GS750

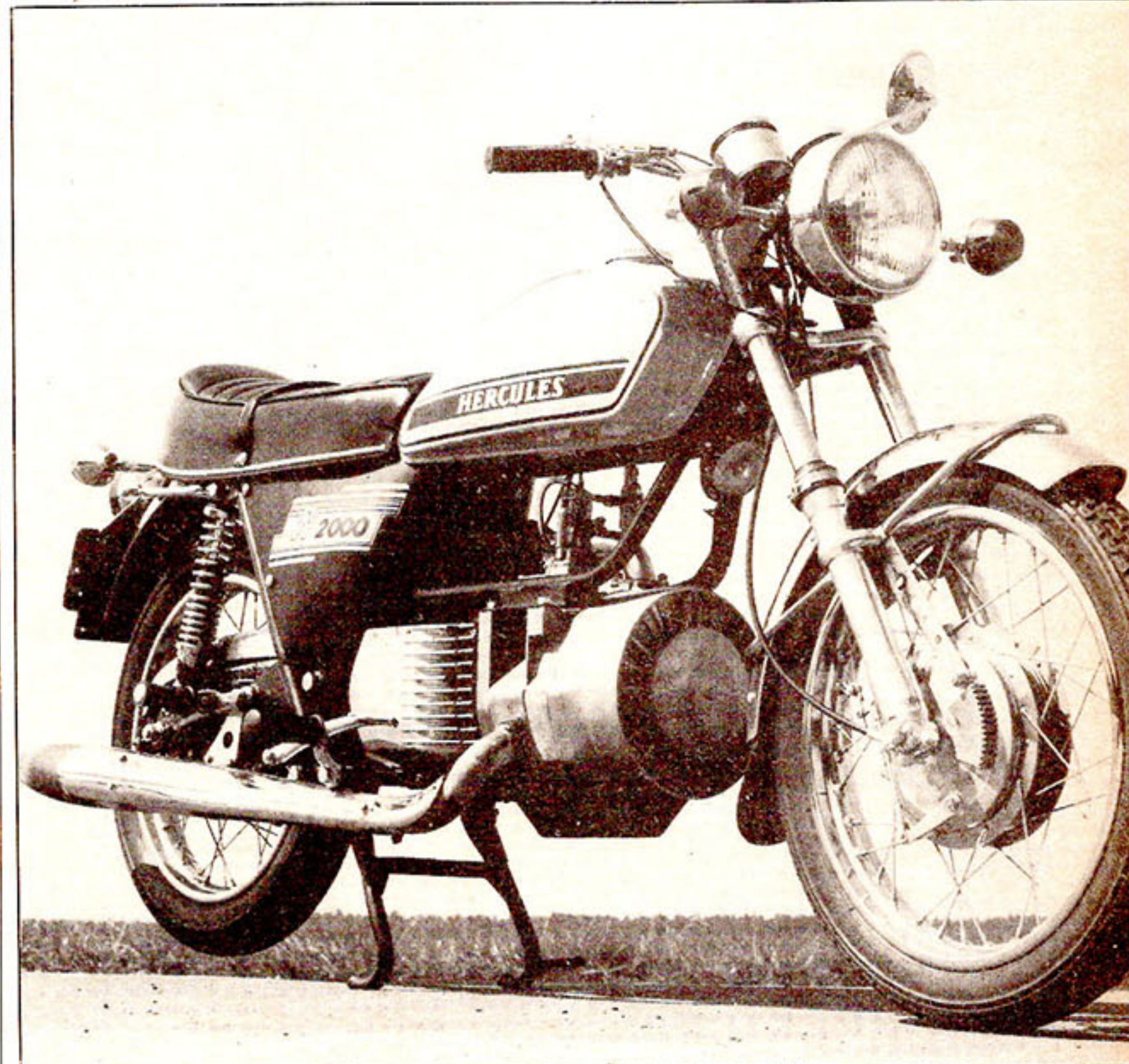
Because I left Cycle Canada for a while and didn't get to ride them.

1977 Moto Guzzi 850 Le Mans

Because to this day it still ranks as the most desirable motorcycle of all time. I took the Le Mans on a two-day sprint from Toronto to Montreal via Algonquin Park and I was never so sorry to see a ride come to the end. Even today there is no motorcycle like this: a machine which combines the thunderous sound and striking visual presence of a 90-degree V-twin engine, breathtaking handling, erotic styling and the convenience of a



Isn't the Moto Guzzi 850 Le Mans the most desirable motorcycle of all time?



The rotary Hercules W2000 was the best conversation-starter of 1974.

THE FIRST 10 TEN YEARS

shaft drive. I can't believe I don't own one.

1977 BMW R100RS

Because BMW always states so elegantly and convincingly that less can be more and because this was the model I enjoyed most.

1978 Yamaha XS1100

Because it was on the XS Eleven at Yamaha's test track in Japan that I realized that speedometer readings beyond the 200K mark no longer interested me. Afterward, I figured I wasn't getting older, just smarter.

1978 Kawasaki Z-1R

Because it made me look faster than I really was.

1978 Harley-Davidson FXS1200 Low Rider

Because it was a Harley and because of Ann and Diane and Toni, the Harley's Angels.

1979 Suzuki GS850

Because I met (Gulp!) Jane Fellowes while directing the cover shoot.

1979 Honda XL500 and Yamaha XT500

Because it was during the comparison test that I discovered I was no longer the staffer fastest in the dirt.

1979 Ducati 900SS and Suzuki GS1000S

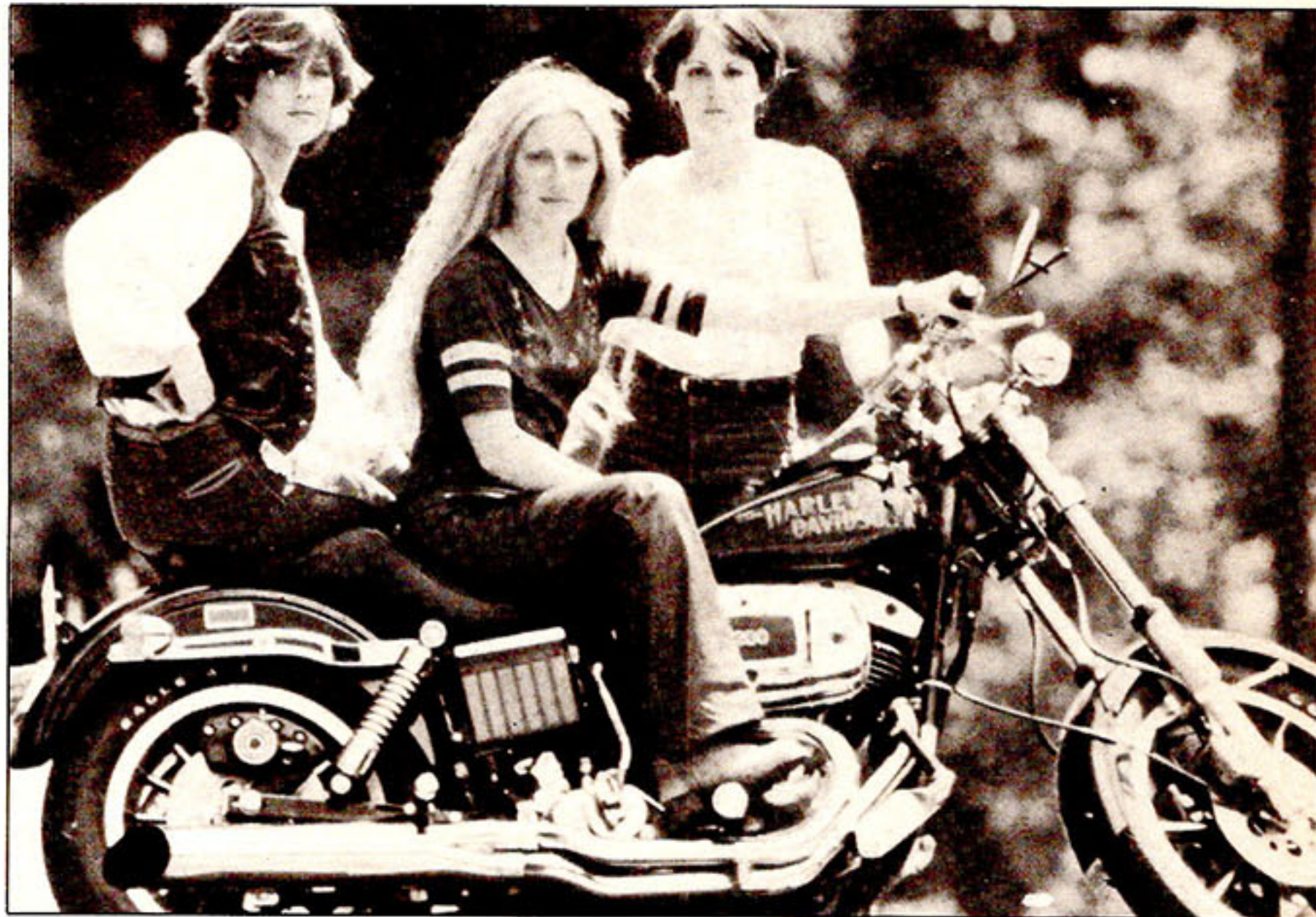
Because we dared to shoot them out and pick a winner. And because Mike Duff and Yvon Duhamel helped us do the comparison test.

1980 Dnepr MT-10-36

Because it's the only motorcycle I have ever ridden with reverse gear. And that can be a strikingly unique experience.

1981 Yamaha RD350H

Because I didn't get to go to California to test it.



Harley's Angels tripled the most-memorable quotient of the Low Rider test.



Mike Duff and Yvon Duhamel helped in our 900SS-versus-GS1000S handling test.



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FUTURE BIKE

THE COMPUTERIZED DECADE

Advances in mechanical and electronic technology will bring us superior bikes.

By Damian James

RELAX. FORGET THE DIRE PREDICTIONS of your local doomsday specialist. The bike of the future is going to be better than present machines and then some. The industry, like the average purchaser, will age and mature.

With the introduction of machines like the Yamaha XV920, we see that the crazy horse-

power-at-all costs race is tapering off. As the members of the baby boom enter their thirties, realistic on-the-road performance in the full meaning of the word will become the primary objective of manufacturers.

We have sketched here a bike that we think will epitomize the sport/touring machine of the 1990s; practical, economical, sporting and fun—everything a motorcycle should be.

Engines of the next 10 years or so will be reciprocating internal-combustion types. Refinement rather than radical alternative is the forecast from the motorcycle manufacturers. Fuel injection and turbocharging will be an integral part of the new, smaller engines.

It's not so much because it can do what a carburetor cannot, but because the avalanche of technology in mini-computers will eliminate the mechanical complexity inherent in a carburetor of equal performance.

Motorcycle components will have a greater percentage of plastic parts. With the pressure on automobile manufacturers to cut weight and improve fuel economy, developments there will create spinoffs for the motorcycle industry. Such things as carbon-fibre materials, currently too expensive for the mass market, will become economically feasible. Our future bike uses carbon-fibre in the pivot arm for the front suspension and in the rear swingarm.

Gasoline supplies will be extended by blending in grain- and wood-derived alcohol. Gasohol in higher proportions than currently available seems likely. The ratio will be about 50/50, which will demand a larger tank capacity to go the same distance as a machine run on straight gas. Alcohol-

burning engines run with a much richer fuel/air mixture than gasoline burners. Our midrange sport-tourer runs on a 50/50 gas/alcohol mixture.

Water cooling will be a feature of almost every bike built in the 1990s. It offers consistent engine temperature regardless of external conditions or harshness of use, and allows closer tolerances for greater efficiency and power while greatly reducing the harsh mechanical racket produced by most finned air-cooled engines. Combined water cooling and improved metallurgy will increase engine life, a desirable feature at a time when rising living expenses will make a motorcycle a major expenditure.

Computerized controls and possibly rotary-valve induction will make our future engine so efficient that much less energy will be wasted as heat.

Welded tube frames of mild steel will be with us for a while yet, until public acceptance of the more radical monocoque designs improves.

The front fork on our future bike is a leading-link type for reduced unsprung weight, high rigidity, and built-in adjustable anti-dive under braking. Carbon-fibre in the lower arm gives increased strength and lower weight. As mentioned before, it is also used in the swingarm.

Brakes are single aluminum discs front and rear. They have been coated for durability and excellent fade-free stopping, wet or dry.

Our machine has a toothed-belt final drive. It is quieter, lighter and cleaner than a chain, lighter and cheaper than a shaft

and unlike a shaft drive its gearing can be varied.

Wheels will be solid discs which will split for easy tire removal. Struggling with tire irons will be a thing of the past. A centre-stand mounted at the bike's balance point will allow fast removal of either quick-detachable wheel.

Conspicuity of future bikes will be high. The quartz-halogen headlight of our model has a Q-switch which pulsates at the rate of four cycles per second, the rate that seems to attract the human eye best. Tail-lights will be built on the Cyberlight principle. Compressed-air horns will replace the current anemic buzzers.

A warm, protected rider can go farther and faster than one braving the elements. In Canada, because of the severe winter motorcycles will never replace cars totally, but with better wind protection and heated air ducted to the vital areas like hands, knees and feet, the weather restriction on riding will be determined mainly by road surface conditions and thus riding seasons will be greatly extended.

Heated clothing will be readily available from the major manufacturers and could be optional on long distance machines.

Besides having improved physical comfort, the future rider will have an exact picture of what is going on below him. A comprehensive control panel will rest between the tachometer and speedometer, which concede to analog-receptive human perceptions by staying in the traditional shape. Fuel-level gauges will be replaced by digital readouts of the riding distance available at the current rate of consumption. Oil and water temperatures will be digital displays, and there will be an ammeter to keep track of the maintenance-free battery's condition.

When the 1990s finally arrive we will look back on our present bikes with the same disdain we now reserve for the machines of the Fifties, Sixties and early Seventies, wondering how we ever rode such primitive machinery. □

Slim, light, and economical, the future bike will be sophisticated, satisfying, and fun.

THE NEXT 10 TEN YEARS

Deep tank for extra
gasohol capacity

Computerized instrument &
fault monitoring panel

Turbocharger with 2-layer
exhaust system for heat insulation

Twin halogen headlights
enclosed in shatterproof glass
cover

Turn signal integrated with
airscoop

Water and oil radiators
for V-twin engine

Spun aluminum
split-rim wheels

Tubed tires

Wet sump

Cradle frame

Toothed belt drive
enclosed in plastic
protection case

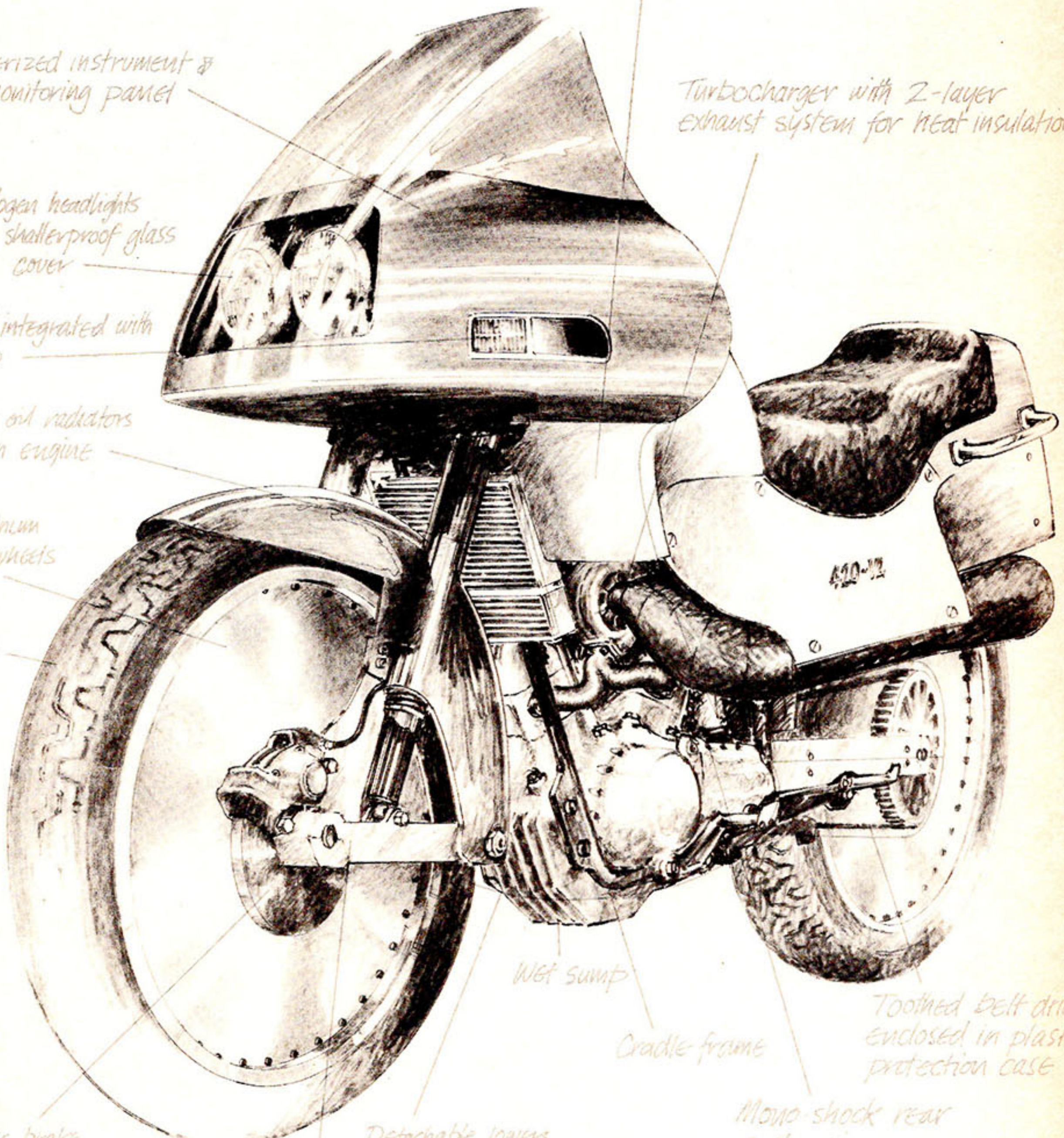
Smaller disc brake
utilizing high-dissipation metal
for rotor

Detachable lowers
to cover legs & feet

Mono-shock rear
suspension

Leading link
front suspension

Roger Veitkamp/81



DOES CLOSE COUNT IN THE OPEN CLASS?

The KX420 is proof that a small leak can sink a great ship.



A mere two years ago, the first Kawasaki motocrosser with Uni-Trak suspension was ridden by Brad Lackey in European grands prix. Lackey's bike was no sluggard either in power or handling and it was good enough to finish second in the world. Last year, after an incredibly short gestation period, Kawasaki introduced the KX420-A1 which was intended to bring the yellow and red competitors to their knees.

What the production bike did was bring a lot of riders to their knees complaining about a somewhat peaky engine and stiff and inaccessible suspension. A funny thing had happened on the way to the showroom floor. That the big K could build a winner was obvious, that the cost accountants had cut too many corners was also obvious. The bike was more bad than Brad.

Oh, the A1 wasn't hopeless, it just required fiddling and refinement to make it up to scratch in the meanest class to ever leave a starting gate.

For 1981 Kawasaki has the KX420-A2.

The updated model is an improvement over the original but in the fast-moving world of motocross better is still a long way behind best.

Looking at the bike, one is immediately struck by the massive swingarm, which this year is a forged aluminum I-beam replacing the box-section arm of 1980. The swingarm looks strong enough and almost long enough to drop right in your run-of-the-mill nitro-burning hillclimber. The bike has a long wheelbase, longer by 40 mm than the Yamaha YZ465H which is 1,480 mm.

The bike is very high, even for an extraordinarily tall rider. With a seat height of 985 mm, the KX will make the average rider stretch hard to reach the ground. The stiff rear end is no help, either, as it compresses only incrementally under the rider's weight.

Kick starting the tall machine is difficult enough when the rider has his right knee just below his ear to get a good prod on the lever, but the situation is aggravated by the necessity of having to give

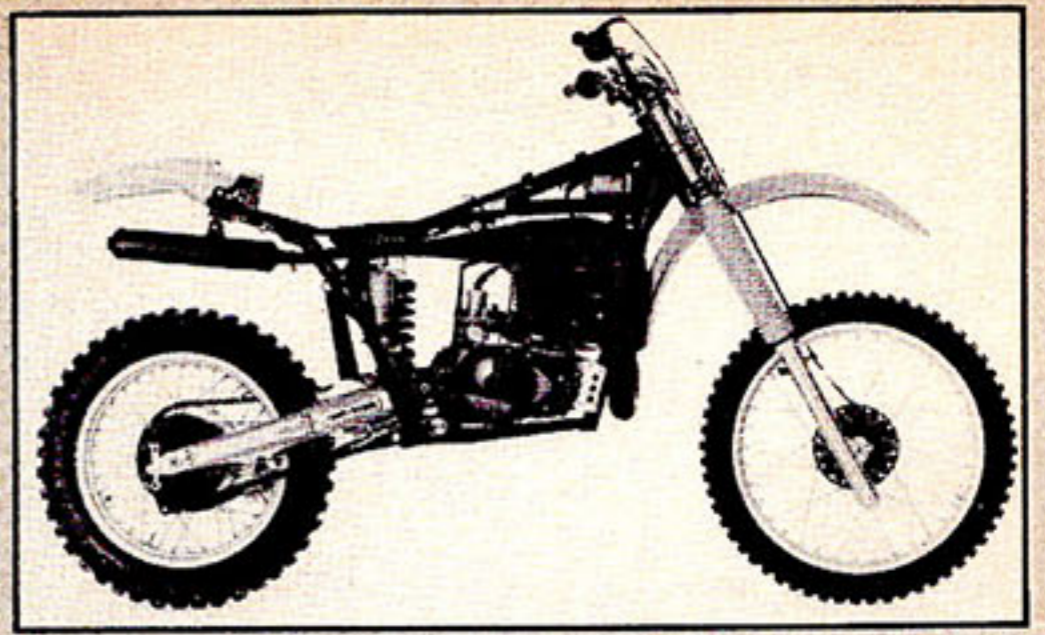
the 420 a very healthy kick to get it going. The light internal-rotor magneto capacitor ignition gives the crankshaft little added momentum to keep on going and the kickstart lever must be engaged at the top of its travel to start the big two-stroke.

Once running, the KX420 warms up fast, despite the jetting which seems lean when compared with other open-class motocrossers. Throttle response and exhaust note are crisp and inviting. What isn't so inviting is the vibration which at low revs surges through the rider's arms as he blips the throttle. This can be attributed in great part to the presence of only three motor mounts, the top one being more of a head steady.

Invariably, the first-time rider will stall the bike when moving off and have to repeat the starting ritual. The engine makes reasonable but not gargantuan power in the lower rev range, and this combined with the tall gearing makes a fair amount of clutch slippage necessary at the start.

The riding position feels strange at first.

Kawasaki was wrong
with the rear spring
rate but the rest of
the bike is of high
quality construction.



KAWASAKI KX420

The rider gets the impression that he is way up in the air and will go straight over the bars when the front brake is applied. It takes a bit of getting used to but is easy to live with and soon forgotten.

Winter conditions did not allow race track testing but indicate clearly the ability of the machine to handle terrain similar to the more perverse parts of motocross tracks. The long wheelbase of the KX420 makes smooth straights a whiz and the bike slides predictably under throttle directions.

We rode the bike on some of the most whooped-up roads to ever see a snowmobile. Few motocross tracks are as bad, none is as slippery. The KX was decidedly not the hot set up for this surface. The stiff rear suspension bounced the rear wheel off the ground and delivered quite a beating to the rider. Speed and acceleration are the cure for its stiffness. As speed went up, the bike became much better behaved, if somewhat busy. With the preload adjusted to the minimum the rear was still too stiff but the seat height became bearable.

However, what speeds up must slow down, and this is where the rider was made quite aware of his mortality. With the power off, or reduced, the front end dropped under the weight transfer and threatened to follow every rut and groove that was even mildly receptive. Riders who don't normally crash did.

Racing the KX420 against a Yamaha YZ465H on the roads described above resulted in the win going to the Yamaha. The KX rider had to go to and sometimes beyond the ragged edge to keep up with or even make the occasional pass. The 465's hold on the open class won't be taken by the Kawasaki.

Despite going to a softer dual-rate spring and foam shock bumper for 1981, the rear suspension is still too stiff for riders up to 80 kg even after 10 hours of riding. It comes with 40 kg (2.5 adjuster turns) of preload on the Uni-Trak spring. This can be reduced by 16 kg per turn of the adjusting nut. The factory manual insists that the preload not be moved beyond five turns of the stock setting. If the preload adjustment does not provide enough leeway then softer springs can be ordered from the dealer.

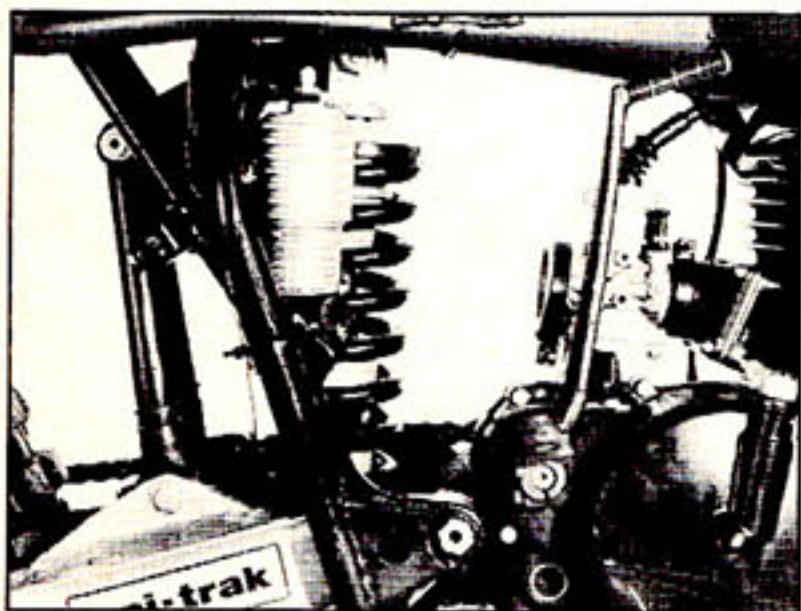
One big hassle of the present Uni-Trak

assembly is the extensive and difficult maintenance required. The shock still has to be removed for preload adjustments although damping can be adjusted to one of four positions by an adjuster ring in the top of the shock body. The factory maintenance chart requires dismantling and greasing of the bearings in the linkage after every two races. Grease fittings in these critical lubricating points would ease the mechanic's workload.

The particularly frustrating point of the KX420 is that the other components of the machine work well. The fork is very good, on par with any other from Japan. Brakes are powerful and controllable. The carburetor and air filter are easily accessible and stay clean thanks to the efficient front fender. All controls work perfectly. The No. 520 chain exhibited no tendency to fly despite the long reach—by current standards—between the swingarm and countershaft pivot points.

The KX420-A2 is a remarkable achievement. However, Kawasaki's attempt at cutting costs on the production model has taken the bike out of winner's circle as far as the majority of racers are concerned.

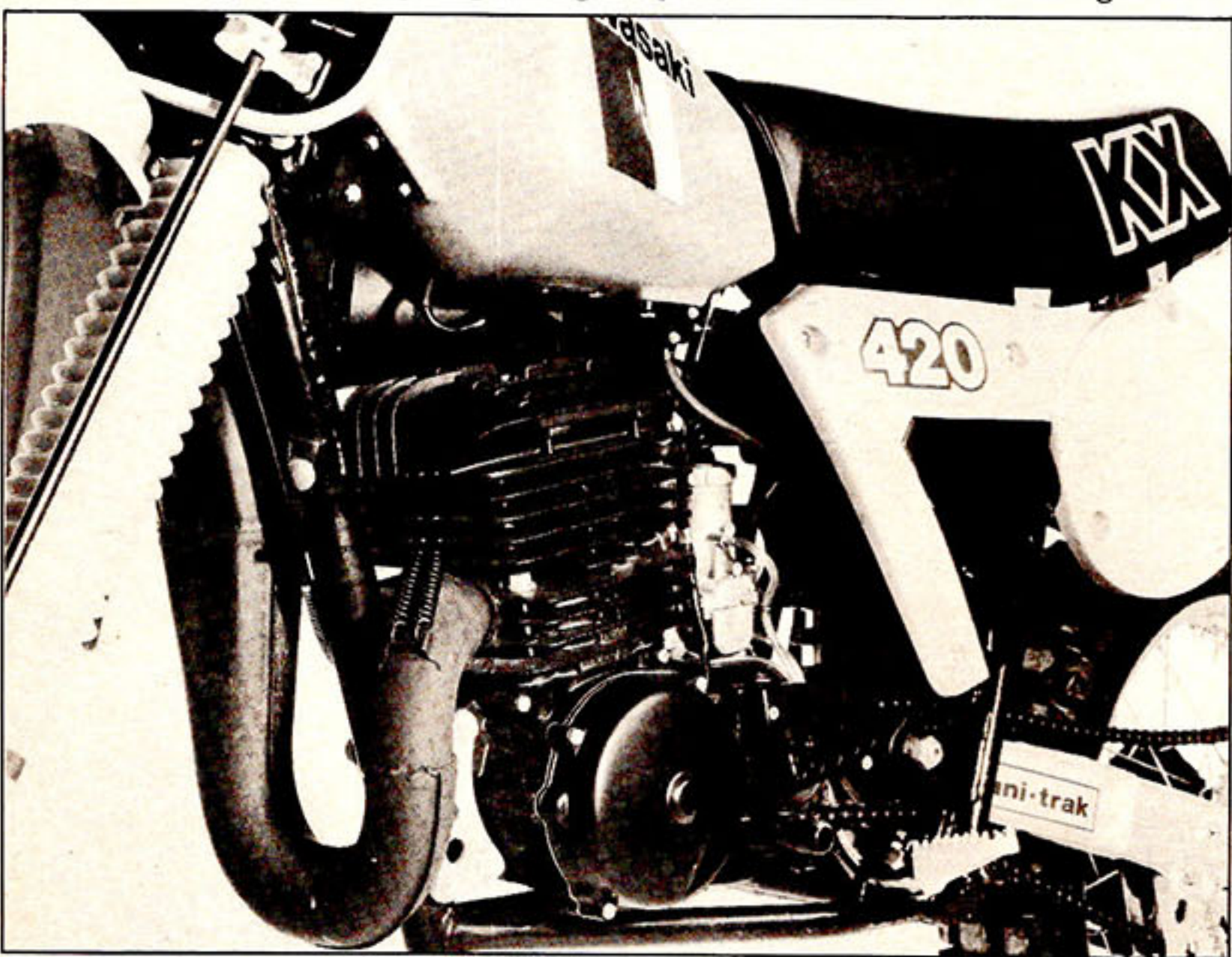
Come on Kawasaki, how about some more Brad? □



Uni-Trak needs disassembly for greasing.



Quick-detach wheel has a strong brake.



The 422 cc engine has adequate power but is peaky for an open-classer.

SPECIFICATIONS



MODEL	..... 1981 Kawasaki KX420-A2
PRICE	..... \$2,599
ENGINE TYPE	..... Single-cylinder two-stroke, air-cooled, five-speed transmission, primary kick starting
DISPLACEMENT	..... 422 cc
BORE AND STROKE	..... 83 x 78 mm
HORSEPOWER	..... N.A.
TORQUE	..... N.A.
CARBURETION	.... One Mikuni VM38SS
IGNITION	..... CDI
SUSPENSION	.. Telescopic fork, air-sprung and oil-damped with 300 mm travel; rear Uni-Trak adjustable for preload and damping with 300 mm travel
TIRES	..... Bridgestone M27 3.00 x 21 front, M22 5.10 x 18 rear
WEIGHT	..... 104 kg dry
FUEL CAPACITY	..... 9 litres

Distributed by Canadian Kawasaki Motors Ltd., 25 Lesmill Rd., Don Mills, Ont., M3B 2T3. (416) 455-7775.

PHOTOGRAPHY BY JIM COLBERT AND JOHN WILD

CYCLESPORT



PHOTOGRAPHY BY MARCLACHAPPELLE

Mario Mercier followed brother Michel home in the 250 cc expert race January 25 at Val d'Or, Que.

Mercier is still ice king

Rapid Quebec riders take lion's share of purse

70

Sehl leads Quebec series

Rules shuffle topples traditional top runners

72

Mercier is still ice king

Quebec riders scoop national championships

By Damian James

HAILEYBURY, Ont.— Michel Mercier, from Thetford Mines, Que., demonstrated why he wears the No. 1 plate in Canadian ice racing at the single-event national race on January 18.

Mercier won his fourth consecutive No. 1 plate in his usual feet-up sliding style on a Monette / Bombardier-sponsored Can-Am. Competition was fierce since riders would have no chance at a second event. Unusually warm minus-2 C. weather resulted in more than 100 racers turning up for a shot at the \$3,000 purse.

In the open expert final, Roger Bibeau, from Vanier, Que., blasted his Centre-Moto-sponsored Yamaha thumper into the lead followed by Chris Evans, from St. Catharines, Ont., on a Honda 500 and Martin Lavoie from Quebec City on another Honda.

Mercier held fourth in front of Serge Gosselin from Levis, Que., on a Yamaha 500 and Donald Beauvais from Val D'Or, Que., on a Yamaha YZ465. Following were Mario St. Gelais from Quebec on a Yamaha 500, Ronald Beauvais from Val D'Or, Que., on a Honda 500, Todd Sharpless from Don Mills, Ont., on a Honda 500 and Mike Kelly from Hamilton, Ont., on a Yamaha.

On lap two, Evans was left spectating gloomily on corner one when the drive chain on his bike jumped the rear sprocket. Bibeau lost the lead on lap three to Mercier, whose charge through the ranks propelled him to an unassailable lead.

On the seventh of 10 laps Bibeau still held second in front of Donald Beauvais. Brother Ronald Beauvais was secure in fourth. On lap eight, Bibeau had dropped to third suffering from mechanical troubles. A lap later, he was out. By the ninth lap Lavoie, who had won his semi-final,



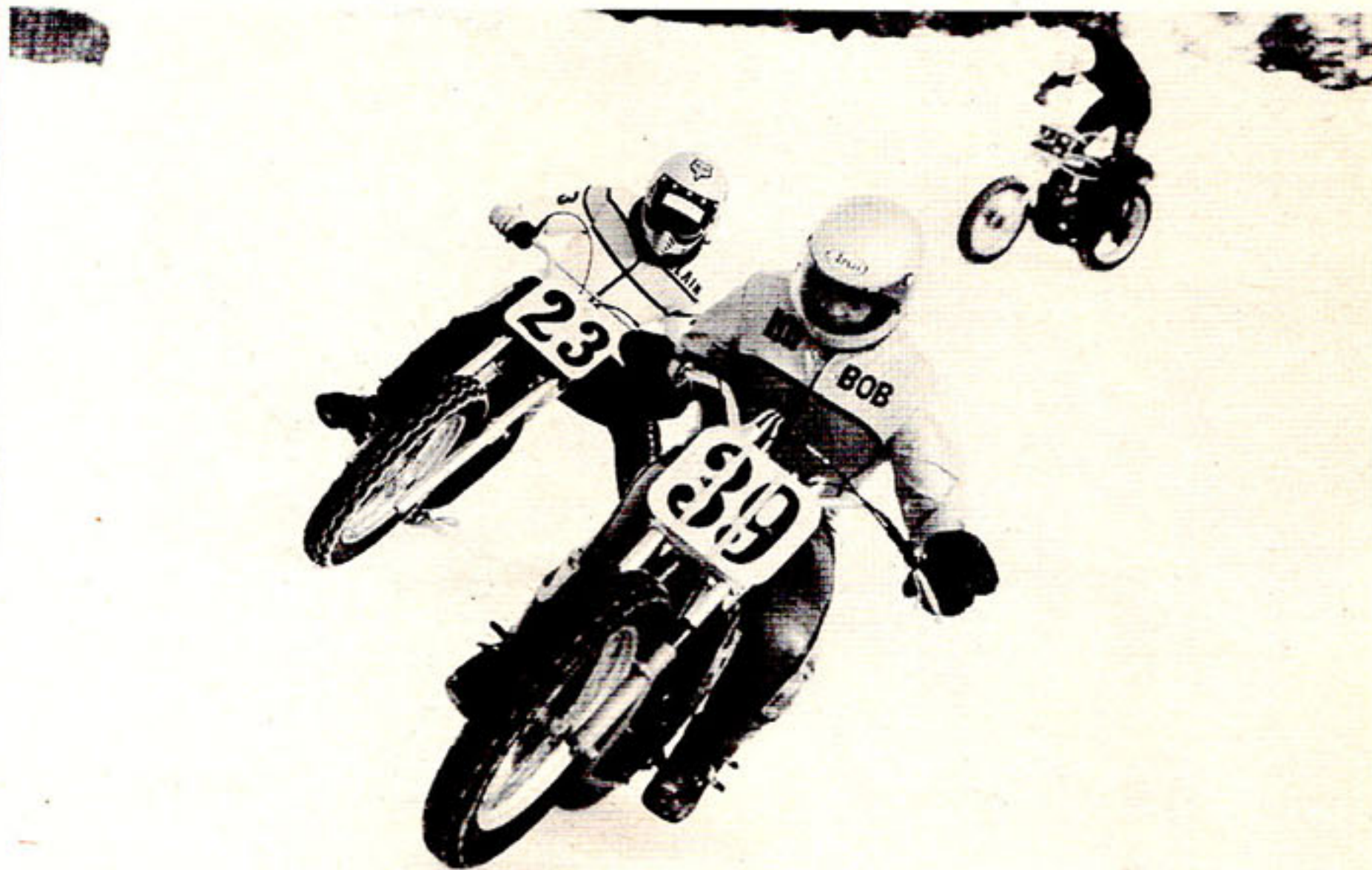
Michel Mercier won his fourth national championship.



Donald Beauvais slid to second in open expert.



Chris Evans lost chance at No. 1 plate when chain flew.



Jacques Bourret (rear) loses the lead in the 250 cc national senior final in Haileybury, Ont., as his bike coughs to a halt. Bob Sobering (39) won, closely followed by Alain Alarie.

had hustled into fifth place, getting by Gosselin.

Mercier took the flag followed by Donald Beauvais, Ronald Beauvais, St. Gelais, Gosselin and Sharpless. Lavoie, defeated by his bike, coasted across the finish line in eighth spot behind Kelly.

Jim Mudry from Kamloops, B.C., won the 125 cc senior/expert class ahead of Paul Chapman from Frankford, Ont., and Toni Sharpless from Don Mills, Ont.

Jacques Bourret from Laval, Que., took the win in the open senior class in front of Alain Alarie from Val D'Or, Que.,

Richard Coté from Levis, Que., grabbed third ahead of Sylvain Beauvais from Val D'Or. Beauvais was disqualified when it was discovered that the studs used in the right side of his rear tire did not meet CMA requirements. He claimed that he did not have time to change them all and that the right side of the tire was not used on the left-handed track.

The 250 cc senior final was a disappointment for Jacques Bourret, who after winning his semi, was set to repeat when his bike apparently ran out of fuel on the third lap. Bob

Sobering, from Brantford, Ont., assumed the lead which he held to the finish by Alain Alarie. Dave Kirby from Brantford, Ont., was third.

In the junior classes, Marcel Fournier from Val D'Or won the open class, Donald Fournier, also from Val D'Or, led the 250 cc contestants across the line, and Renato Dissegna from Montreal was victorious in the 125 cc race. Barry Martini from Ile Perrot, Que., put in a steady ride to take the schoolboy win.

Results are listed in Who Won What on Page 80.



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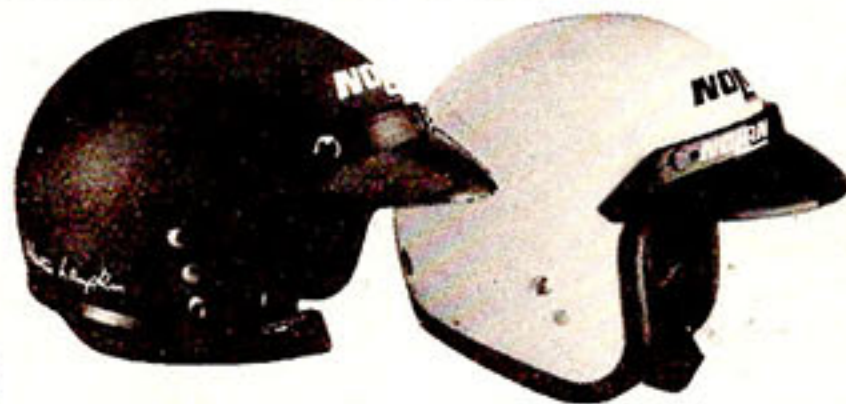
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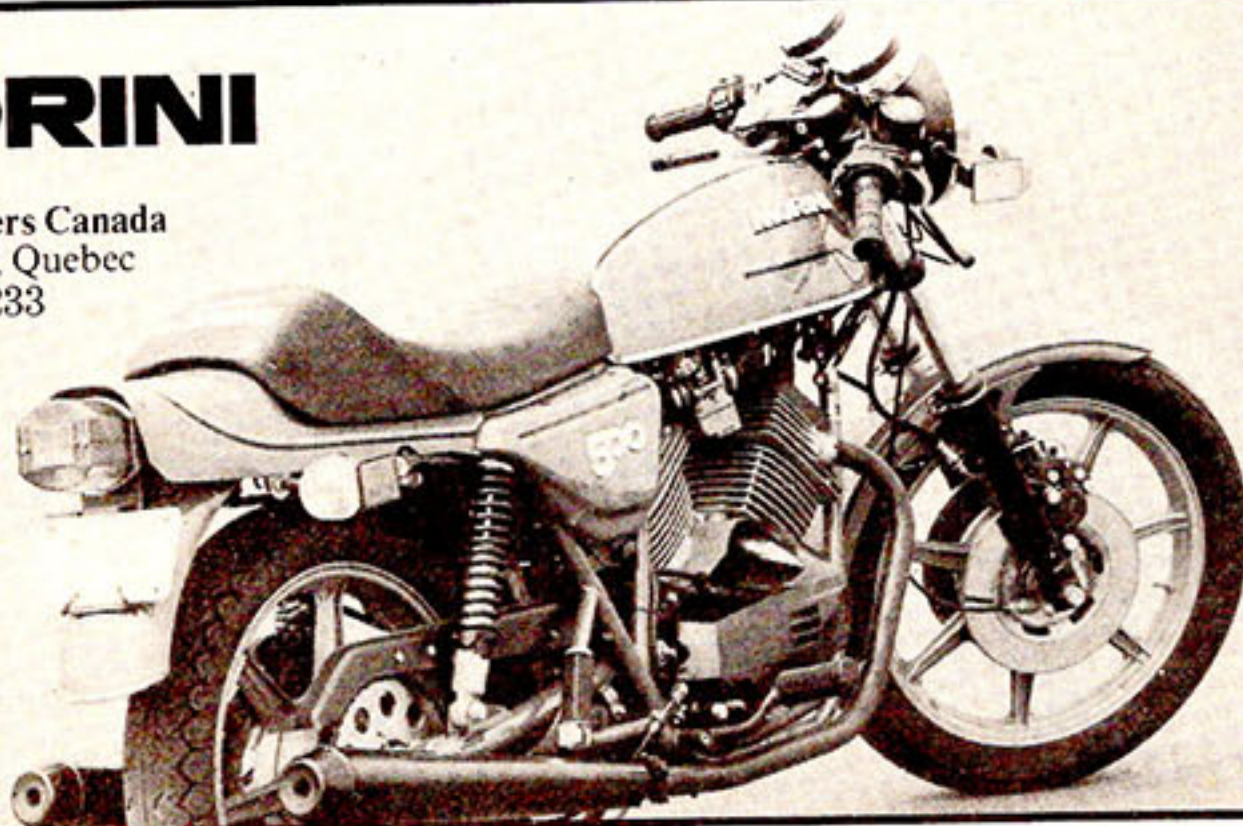
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Sehl leads Quebec series

Rules shuffle topples traditional top runners

By Marc Lachapelle

VAL D'OR, Que.—First-year expert Jamie Sehl Jr. from Stoney Creek, Ont., and Mario St. Gelais from Levis, Que., came out open expert winners after the first two days of CMA-Quebec's ice racing season for 1981.

Sehl, 16, is the nephew of Dave and Doug Sehl, both considered to be among the best Canadian dirt trackers ever. On Saturday January 25, in the first round of the Quebec regional championship, Sehl won the open expert class, the hardest to conquer in studded tire racing.

Referee Robert Vigneault changed rules to modify the points system after the first day of racing. Not satisfied with the system by which heats are worth less than the final, a normal situation in most sprint racing, a group of riders including Martin Lavoie, Donald and Ronald Beauvais, Michel Mercier and Mario St. Gelais asked that points be awarded equally to

top finishers in all three races.

The two heats — the first being four laps, the next six laps — and the eight-lap final (10 for an expert), were from then on to be scored according to the motocross method of 15-12-10-8-6-5-4-3-2-1.

This new system was in effect on Sunday for the first round of the North American Ice Racing Challenge, a new series created by the CMA-Quebec region. It immediately profited one of the protesters. By consistent high finishes all day, Mario St. Gelais on a Yamaha TT500-based special walked away with first place in the open expert class and top spot in the series standings.

Michel Mercier, who was heavily favored to win both expert classes, had to be content with a seventh-place finish. He was the most obvious victim of the rules system he helped set up.

After stalling his Monette Sports-sponsored Can-Am 400 on the line of the first heat he never had a chance to catch

up in four laps. In the second heat Mercier was trying to make up for another poor start when he got into corner three too hot and climbed on Jim Sehl's impeccable, and new, Panther-framed Honda 500's fibreglass rear fender.

Sehl stayed up but Mercier took team-mate Jean Bourret and Martin Lavoie crashing with him. That scrapped heat two for Mercier who later came back to win the 10-lap final with a vengeance in front of Bourret, leaving St. Gelais for third.

Mercier took three straight wins in the 250 cc expert class followed by brother Mario on a borrowed Can-Am with his best finish in a long time. The older Mercier's mount was Old Faithful, a 250 cc Can-Am that has seen five seasons of intense flat track and ice racing action and has won at least 13 provincial and national titles.

Chris Evans, a first year



Jamie Sehl beat all comers to take open expert victory.

expert, had a miserable time in Val d'Or. Evans managed a second-place finish behind Sehl in the open expert class Saturday but had to settle for fifth overall on Sunday.

In both the 250 cc and open senior classes, Jacques Bourret on Monette Sports Can-Ams and Jacques Picard on Can-Ams he rides with sponsorship from Corriveau Motosports traded top placings. Picard came out on top for Saturday's racing and Bourret had the best of Picard on Sunday, also in a clean sweep fashion.

For results see Page 80.

Cyclesport is edited by Damian James.

Michel Mercier, No. 1, cuts inside Serge Gosselin (58) during the 250 cc expert race at Val d'Or Jan. 25.



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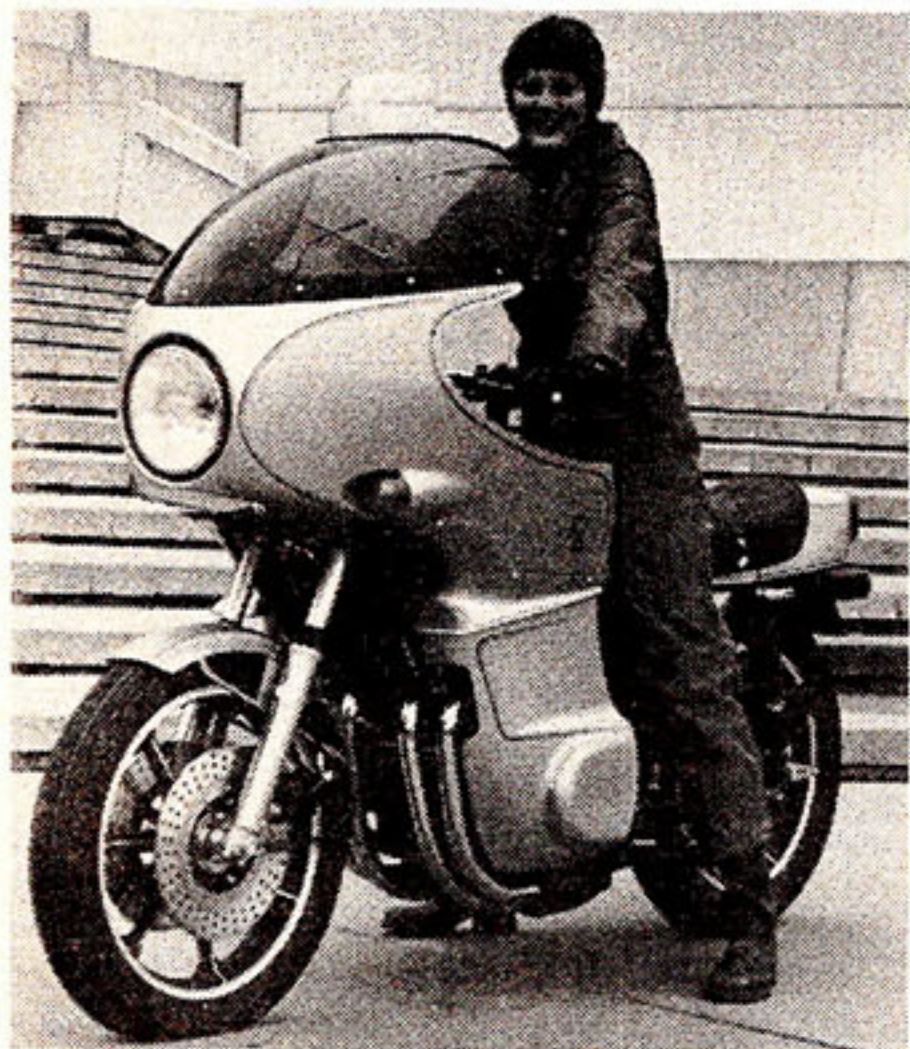


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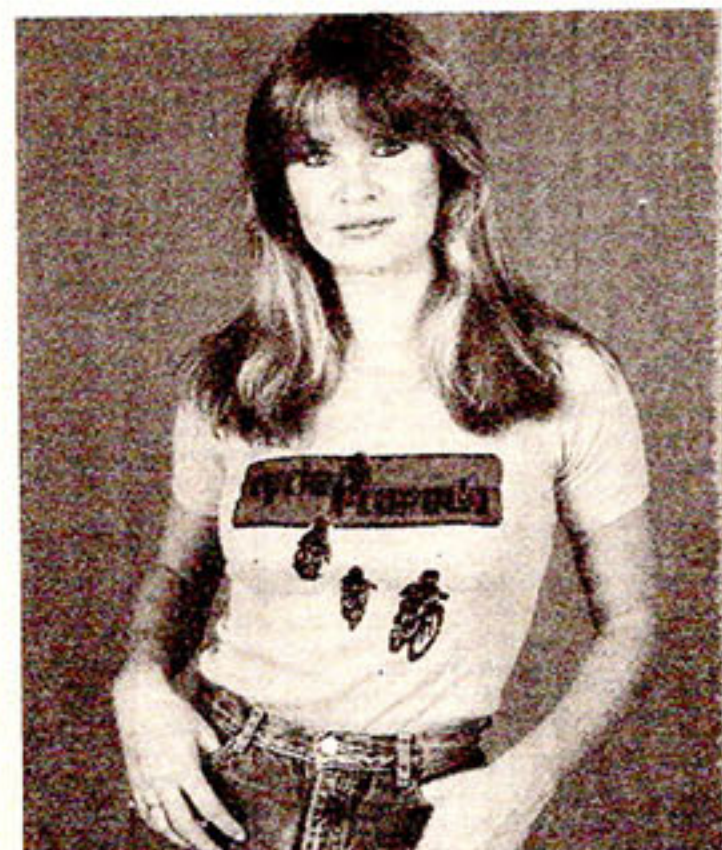
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Steering damper hassle paid off

Hydraulic dampers give you a margin of safety over fast, rough roads.

By Mike Duff

I arrived back in England to compete in the international Mallory Park Race of the Year with an air of confidence I had not known before. The meeting offered the biggest prize money of all British short circuit racing, and at that time ranked among the highest in the world.

A thousand pounds was to be given the winner of the special invitational race, and I was anxious to get my hands on some of it. Perhaps a little too anxious, as I threw my 350 cc 7R AJS down the road in practice at the 150 km/h Gerrard's Bend and really did a number to my new Peel fairing.

I entered the 180-degree corner as always and had just started a gentle two-wheel drift when all hell broke loose. The rear wheel slid viciously out from under me and I felt the right foot peg dig into the emery-like tarmac. The front wheel hung on and I managed to get the bike upright again, but the front was so far out of shape the handlebars shook with the violence of a cat snaring its victim.

By this time the edge of the tarmac was very close, and I shot over the high side of the 7R and landed heavily in a grating heap of tangled fibreglass and plexiglass. Had the reaction to the initial slide been less violent the accident would not have happened.

I needed a steering damper. I saw one on a little Japanese motorcycle new to the market, but it was so small and neat it seemed unlikely to work as intended. I approached the Girling representative and asked if he had anything like it.

"No, I don't. But look, if you're having problems with your bike there's got to be something wrong with it."

"The bloody thing's brand new," I replied. "I just want something to slow down the violent reaction when I get all crossed-up." I wasn't getting anywhere, so let the matter drop. The idea stayed firmly imbedded in my mind.

A friction damper, the kind popular on British bikes from the late Fifties and early Sixties, works in the opposite way to that in which a good damper should. When the damper is screwed down tight, friction is high. Move the handlebars slowly and the resistance is great; move them quickly and the resistance is lower.

A hydraulic damper works the correct way. Move the bars slowly and you'll encounter little resistance, but as the bars move faster, as they would in a speed wobble, the hydraulic damping gets firmer and firmer. If I'd had a hydraulic damper on my AJS at Mallory the speed wobble would have been less intense and I think I'd not have fallen.

A few months later I was competing in a race meeting in southern Germany. It was a nasty paved hillclimb with more than 179 corners in a 13 km stretch of Black Forest road. As the crow flies from start to finish it was not even five km.

At this hillclimb was a German rider with a hydraulic steering damper fitted to his bike. I learned the unit was from a Mercedes-Benz automobile steering damper mechanism. I immediately bought a pair and fabricated brackets to fasten them to my Matchless 500 G50 and AJS 7R.

I designed the bracket clamped to the fork leg so it could be swivelled toward or away from the steering axis, thereby changing the leverage on the damper and the effective damping force. For short circuits like Mallory or Brands Hatch where little damping is required, I swivelled the bracket in to minimize damping force. On bumpy fast courses like the Isle of Man TT I'd swing the unit far out to gain more damping power and increase the resistance of the fork and handlebars to wobbles.

The system worked beautifully, so well that when Tom Kirby, a well-known sponsor of Matchless and AJS machines, saw it he demanded that Girling immediately produce such a unit. I guess I hadn't screamed loudly enough when I first approached Girling, because in a matter of weeks it seemed that everybody had hydraulic dampers fitted. It became the rage.

In places like the Isle of Man the damper was a godsend. During one Senior TT I had the damper fitted to my Matchless. The unit had proved 100 per cent reliable until then. Maybe I was riding harder that year—at the end of lap five I was averaging near 160 km/h—but on the last lap there was a noticeable drop in handling ability and lap time. It was especially obvious in sections where great force had to be exerted on the handlebars to get the bike from one side of the road to the other through an S-bend, and worst where the bend was fast and bumpy.

After the race I found that one of my brackets had broken and the damper was no longer attached to the bike. It was fortunate that the unit didn't fall off and jam a wheel or injure someone else.

The Girling representative never let me forget the hassle I had indirectly caused him. Every time we met after Tom Kirby's wrath had abated, he'd raise a fist in jest and say through gritted teeth: "I'll get you for this, Duff, someday I'll get you."

It goes to show that you can't always ignore the little guy. □

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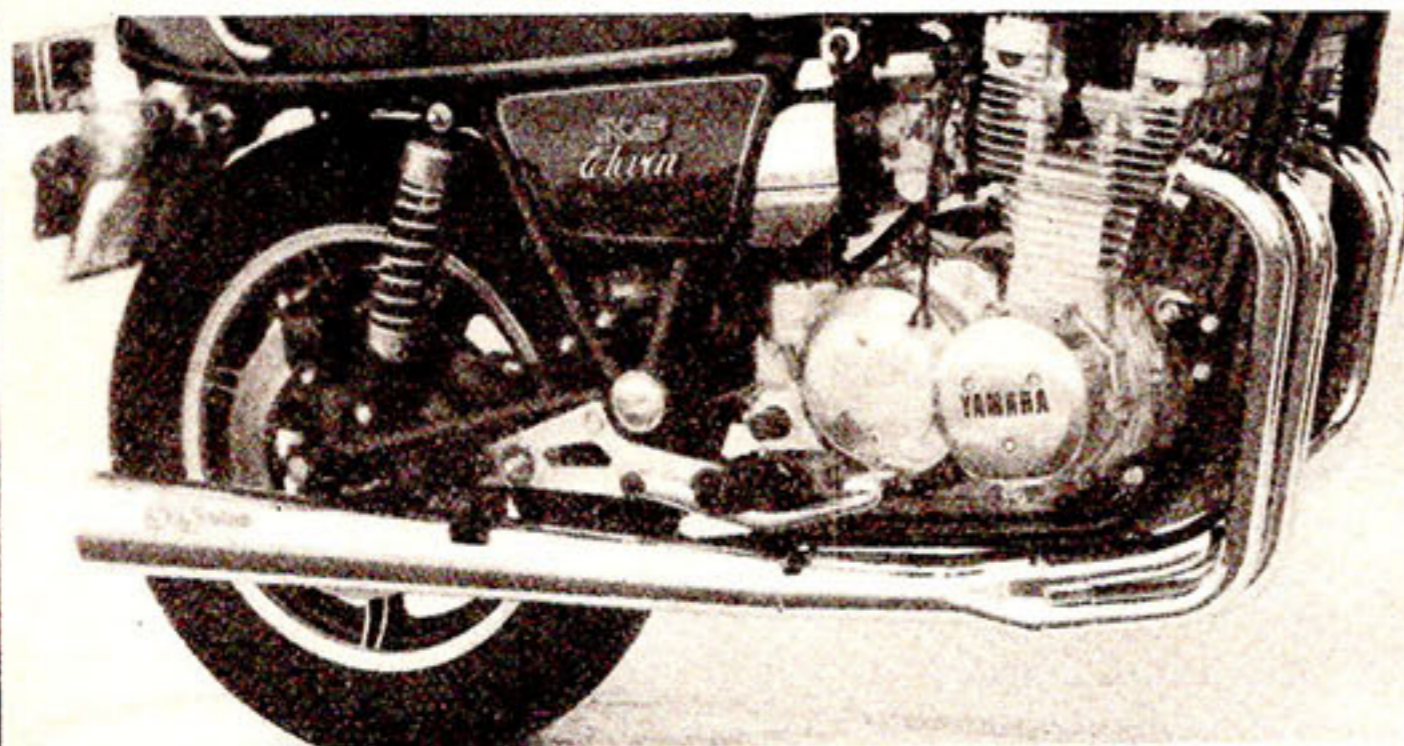
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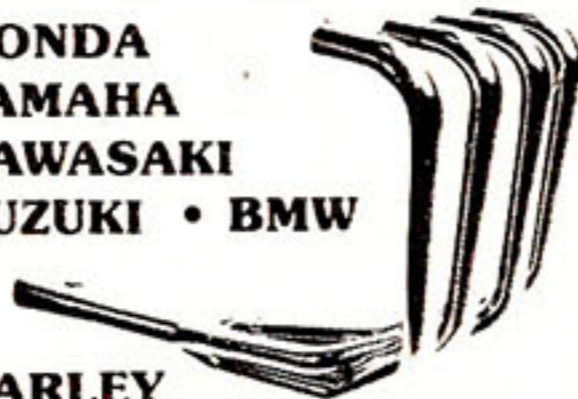
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The rise, fall, and rise of motocross

MOTOCROSS CANADA

The stormy mid-70s razed the earlier boom but finally recovery is in sight

By Carl Bastedo

The future of Canadian motocross looked promising in 1971. Manley Kawasaki had hired Heikki Ylonen, Bob Fisher and Paul Duncan to race and CZ had Vlastimil Valek. Ron Keys, Bill McLean and Larry MacKenzie had full support from Deeley Yamaha. The riders were all full-time employees of their companies. The Manleys were promoting their own race just outside Toronto with a \$4,000 purse and I imported the likes of Montesa's Peter Lamppu, Husqvarna's Gunnar Lindstrom and Maico's Tore Jonsson.

Copetown was going strong with a few races each year culminating in the highly successful Trans-USA series which featured all the top European and American riders. Schoolboy motocross was coming of age. In 1971 a new national tabloid, Cycle Canada was started.

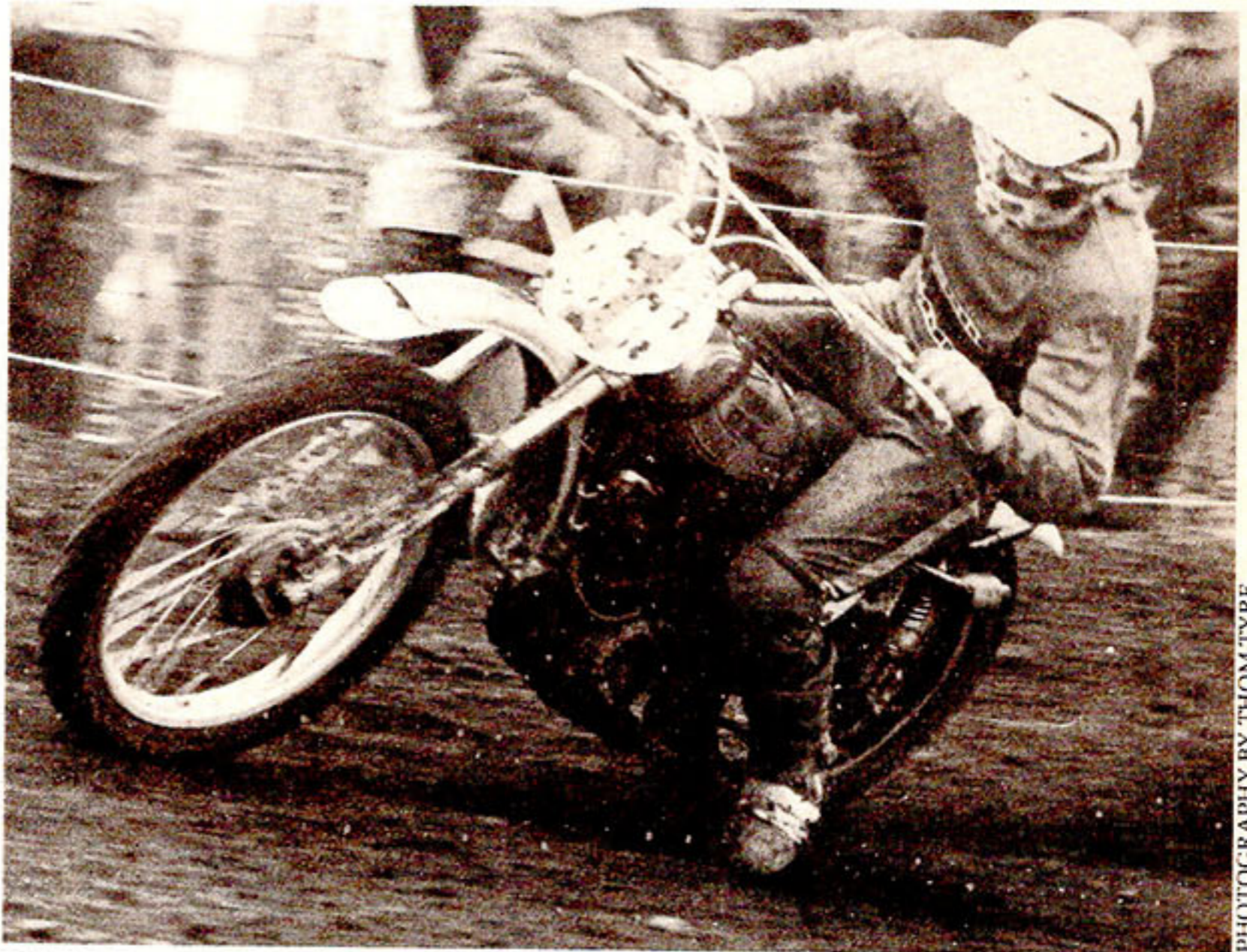
Further growth occurred from 1972 to 1975 with the likes of Jan-Eric Sallqvist, Nicky Kinoshita, Masaru Ikeda, Kari Nissinen, Jeff Wecker, Eddie Cole and Jim Turner all being imported to ride Canadian events and teaching Canadians how to go fast, and it worked. Canadian riders like Keys, McLean, Ylonen, Fisher, Duncan, MacKenzie, Bob Levy, Jorma Rautiainen and Jay Kimber made the imports work harder at winning.

In 1974 disaster struck the motorcycle industry which resulted in things falling apart for the motocross professionals by 1976. Few factory imports, no on-staff riders, no more big Copetown races and no more big-bucks sponsorship. By the end of 1980 we had even lost our good provincial championship series in Ontario and Quebec.

But don't despair, things are starting to turn around. We have a national supercross series and a new provincial championship series starting in Ontario in 1981 which is due to expand across Canada in two years.

Our national championship motocross series seems strong and more importantly, the manufacturers are slowly re-entering the scene with some strong

Carl Bastedo was marketing manager and race team manager in the early days of Manley-Kawasaki distribution. He now devotes his time to promoting shows and events, including the Toronto supercross.



PHOTOGRAPH BY THOM TYRE

Bill McLean, successful racer, now tutors Yamaha's motocross teamsters.

support of the top riders. The machines are more available and vastly improved and the grass roots of motocross, schoolboy racing, is healthy.

Bicycle motocross has taken off in the USA and is starting to have an impact in Canada. That will create even more grass roots interest and more growth potential. We are on the threshold of a new era in growth for Canadian motocross.

It won't come without work. We have to all chip in and help our sport grow. We have to start building in our community, sell our friends on it, sell the motorcycle dealer on it and encourage participation

We have a lot going for us. Motocross is a sport that can involve the whole family, and it encourages physical fitness. It is educational and requires maturity and dealer on it and encourage participation.

We have a lot going for us. Motocross is a sport that can involve the whole family, buy bikes for the trail and street and will usually ask for advice on what and where to buy.

We generally buy a new bike every year and also continue to buy after we stop racing. That's important for the dealers and the industry in general to know.

Cycle Canada magazine enters its next

10 years full of optimism and enthusiasm and motocross fans should feel the same way. □

Cycle Canada's Top 10

1. Ross Pederson
Calgary
2. Zoli Berenyi Jr.
Edmonton
3. Tim Krogh
North Vancouver, B.C.
4. Al Logue
Hamilton
5. Stan Currington
Edmonton
6. Mike Harnden
Oshawa, Ont.
7. Jari Heinonen
Coquitlam, B.C.
8. Charles Desourdy
Cowansville, Que.
9. Pierre Couture
Drummondville, Que.
10. Wally Levy
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This ranking of the best motocross riders resident in Canada is updated periodically by the editors of Cycle Canada.

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WHO WON WHAT

SEHL IS LEADING OPEN CLASS IN THE QUEBEC PROVINCIAL SERIES

Ice race Orangeville, Ont. January 25

125 cc JUNIOR		
1—Barry Ferguson	Port Hope, Ont.	Kaw
2—Ken Bland	Stroud, Ont.	Suz
3—Warren Thaxter	Newcastle, Ont.	Hus
250 cc JUNIOR		
1—David Anderson	Freelton, Ont.	Yam
2—Brian Hadley	Belleville, Ont.	Hon
3—Richard Davey	Shelburne, Ont.	Mai
OPEN JUNIOR		
1—Pete Thompson	Port Colborne, Ont.	Hon
2—Brian Barcroft	Hamilton	Yam
3—Rob Berg	Tavistock, Ont.	Bul
OPEN SENIOR		
1—Darryl Johnson	St. Catharines, Ont.	Hon
2—Marty Hall	Shakespeare, Ont.	Bul
3—Phil Ashmore	Binbrook, Ont.	Yam
250 cc EXPERT		
1—Jon Cornwell	Georgetown, Ont.	C-A
2—Mark Holliday	Whitby, Ont.	Yam
3—Todd Sharpless	Don Mills, Ont.	C-A
OPEN EXPERT		
1—Mark Holliday	Whitby, Ont.	Yam
2—Todd Sharpless	Don Mills, Ont.	Hon
3—Mike Kelly	Hamilton	Yam

Ice race North American championship Val d'Or, Que. January 25

SCHOOLBOY		
1—Steve Bibeau	Val d'Or, Que.	Kaw
2—Normand Cere	Val d'Or, Que.	Kaw
125 cc JUNIOR		
1—Pierre Godbout	Val d'Or, Que.	Yam
2—Jean-Marc Barbin	Val d'Or, Que.	C-A
3—Marc Beauvais	Val d'Or, Que.	Kaw
250 cc JUNIOR		
1—Gill Tardiff	Ste. Foy, Que.	C-A
2—Donald Fournier	Val d'Or, Que.	Yam
3—Alain Huot	Ste. Sophie, Que.	C-A
250 cc SENIOR		
1—Jacques Bourret	Laval, Que.	C-A
2—Jacques Picard	Quebec	C-A
3—Daniel Paradis	Chibougamau, Que.	Yam
OPEN SENIOR		
1—Jacques Bourret	Laval, Que.	C-A
2—Alain Alarie	Val d'Or, Que.	Yam
3—Jacques Picard	Quebec	C-A
250 cc EXPERT		
1—Michel Mercier	Thetford Mines, Que.	C-A
2—Mario Mercier	Thetford Mines, Que.	C-A
3—Serge Gosselin	Levis, Que.	C-A
OPEN EXPERT		
1—Mario St. Celais	Levis, Que.	Yam
2—Roger Bibeau	Ville Vanier, Que.	Yam
3—Jean Bourret	Laval, Que.	C-A

Ice race Quebec provincial championship Val d'Or, Que. January 24

SCHOOLBOY		
1—Barry Martini	Ile Perrot, Que.	Yam
2—Steve Bibeau	Quebec	Kaw
3—Normand Cere	Quebec	Kaw
125 cc JUNIOR		
1—Pierre Godbout	Val d'Or, Que.	Yam
2—Marc Beauvais	Val d'Or, Que.	Kaw
3—Jean-Marc Barbin	Quebec	C-A
250 cc JUNIOR		
1—Donald Fournier	Val d'Or, Que.	Yam
2—Gill Tardiff	Ste. Foy, Que.	C-A
3—Daniel Cyr	Rauthier, Que.	C-A

OPEN JUNIOR		
1—Marcel Fournier	Val d'Or, Que.	Yam
2—Daniel Cyr	Rauthier, Que.	Hon
3—Bob Sehl	Stoney Creek, Ont.	Hon
250 cc SENIOR		
1—Jacques Picard	Quebec	C-A
2—Jacques Bourret	Laval, Que.	C-A
3—Renaud Boivin	Levis, Que.	C-A
OPEN SENIOR		
1—Jacques Picard	Quebec	C-A
2—Sylvain Beauvais	Val d'Or, Que.	Yam
3—Richard Cote	Levis, Que.	Hon
250 cc EXPERT		
1—Michel Mercier	Thetford Mines, Que.	C-A
2—Serge Gosselin	Levis, Que.	C-A
3—Jean Bourret	Laval, Que.	C-A
OPEN EXPERT		
1—Jamie Sehl	Stoney Creek, Ont.	Hon
2—Chris Evans	St. Catharines, Ont.	Hon
3—Martin Lavoie	Quebec City	Hon

Trial Ioco, B.C. January 18

BEGINNER		
1—Alan Seddon	Coquitlam, B.C.	Yam
2—Dean Wandler	Cloverdale, B.C.	Yam
JUNIOR		
1—Diane Williams	Clearbrook, B.C.	Yam
2—Bill De Garis	Vancouver	Yam
3—Gary Radford	Surrey, B.C.	Yam
SENIOR		
1—Dale Hinkelman	Burnaby, B.C.	Mont
2—Jim Hong	Surrey, B.C.	Yam
3—Rob Sims	Burnaby, B.C.	Yam
EXPERT		
1—Stan Bakgaard	Calgary	Mont
2—Peter Wille	Victoria	Bul
3—Ron Wilson	Victoria	Bul
PREMIER		
Bob Todosyckuk	Surrey, B.C.	Yam

Ice race Calgary January 18

SMALL-WHEEL SCHOOLBOY		
1—Martin Bowles	Calgary	Yam
2—Teddy Thomas	Calgary	Suz
3—Dwayne Couronne	Calgary	Hon
LARGE-WHEEL SCHOOLBOY		
1—Jamie Palmer	Calgary	Suz
2—Kevin Hess	Calgary	Suz
125 cc JUNIOR		
1—Scott Charlton	Calgary	Yam
2—Glenn Willing	Calgary	Yam
3—Dylan Cartwright	Calgary	C-A
250 cc JUNIOR		
1—Scott Charlton	Calgary	Yam
2—Wendell Maki	Rocky Mountain House, Alta.	C-A
3—Peter Thompson	Edmonton	C-A
OPEN JUNIOR		
1—Kevin Lee	Calgary	Suz
2—Douglas Moar	Calgary	Hus
3—Scott Charlton	Calgary	Yam
125 cc SENIOR		
1—Steve Wilfort	Stettler, Alta.	Yam
2—Darren Haverlock	Calgary	Yam
3—Doug MacRae	Calgary	Yam
250 cc SENIOR		
1—Steve Wilfort	Stettler, Alta.	Yam
2—Randy McBee	Calgary	Suz
3—Darren Sharuga	Calgary	Yam
OPEN SENIOR		
1—Paul Goldbeck	Edmonton	Hus
2—Ward Moir	Edmonton	Yam

3—Brian Hooker	Edmonton	Yam
125 cc EXPERT		
1—Gordon Lalonde	Edmonton	Yam
2—James Kinzel	Red Deer, Alta.	Suz
3—Brian Couronne	Calgary	Hon
250 cc EXPERT		
1—Royal Anderson	Calgary	Hon
2—Dale Eggan	Calgary	Hon
3—Gord Baldwin	Calgary	Suz
OPEN EXPERT		
1—Royal Anderson	Calgary	Hon
2—Doug Hueston	Calgary	Hus
3—Darrell MacRae	Calgary	Suz
SIDECAR		
1—Renny Ceccato	Eckville, Alta.	Yam
Alan Andrews	Eckville, Alta.	
2—Brian Wright	Red Deer, Alta.	Yam
Ian Scott	Red Deer, Alta.	
3—George Lang	Red Deer, Alta.	Nor
Jason Mitchell	Red Deer, Alta.	

Indoor ice race Wheatley, Ont. January 18

125 cc JUNIOR		
1—Roger Kniffen	Wheatley, Ont.	C-A
2—Martin Mobach	Dundas, Ont.	Hon
3—Claude Brevard	Stoney Point, Ont.	Kaw
250 cc JUNIOR		
1—Ian Hayward	Annisburgh, Ont.	Yam
2—Paul Metcalfe	Sarnia, Ont.	Yam
3—Roger Kniffen	Wheatley, Ont.	Kaw
250 cc SENIOR		
1—Dave Kukura	Sarnia, Ont.	Hon
2—Kurt Bieger	Hamilton	Hon
3—Joe Chartier	Windsor, Ont.	C-A
250 cc EXPERT		
1—Harvey Ginter	Woodslee, Ont.	C-A
2—Tim Farrington	Wheatley, Ont.	Yam
3—Len Fitch		

Ice race Haileybury, Ont. January 18

125 cc JUNIOR		
1—Dissegna Renato	Montreal	C-A
2—Pierre Godbout	Val d'Or, Que.	Yam
3—Jack McEachern	Whitby, Ont.	Yam
250 cc JUNIOR		
1—Donald Fournier	Val d'Or, Que.	Yam
2—tie—Gill Tardiff	Ste. Foy, Que.	C-A
Brian Hadley	Belleville, Ont.	Hon
OPEN JUNIOR		
1—Marcel Fournier	Val d'Or, Que.	Yam
2—Brian Barcroft	Hamilton	Yam
3—Daniel Cyr	Rauthier, Que.	Hon
125 cc SENIOR/EXPERT		
1—Jim Mudry	Kamloops, B.C.	Yam
2—Paul Chapman	Franford, Ont.	Hon
3—Toni Sharpless	Don Mills, Ont.	Suz
250 cc SENIOR		
1—Bob Sobering	Brantford, Ont.	Yam
2—Alain Alarie	Val d'Or, Que.	Yam
3—Dave Kirby	Brantford, Ont.	C-A
OPEN SENIOR		
1—Jacques Bourret	Laval, Que.	C-A
2—Alain Alarie	Val d'Or, Que.	Yam
3—Richard Cote	Levis, Que.	Hon
250 cc EXPERT		
1—Michel Mercier	Thetford Mines, Que.	C-A
2—Cam Whiffing	Hamilton	Yam
3—Chris Evans	St. Catharines, Ont.	C-A
OPEN EXPERT		
1—Michel Mercier	Thetford Mines, Que.	C-A
2—Donald Beauvais	Val d'Or, Que.	Hon
3—Ronald Beauvais	Val d'Or, Que.	Hon

Cross-Canada Dealer Directory

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K.C. CYCLE LTD. — Parts for Triumph, Ducati, Laverda, Moto Guzzi, Norton, Kawasaki and others. Will ship COD. Phone (613) 257-1951. Or write 410 Moffatt St., Carleton Place, Ont. K7C 3L9

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Scarborough

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Tecumseh

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Trev Deeley Motorcycles
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\$195 buys you 30 words (give or take a few). That's effective advertising.

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Sparks to fly in world trials?

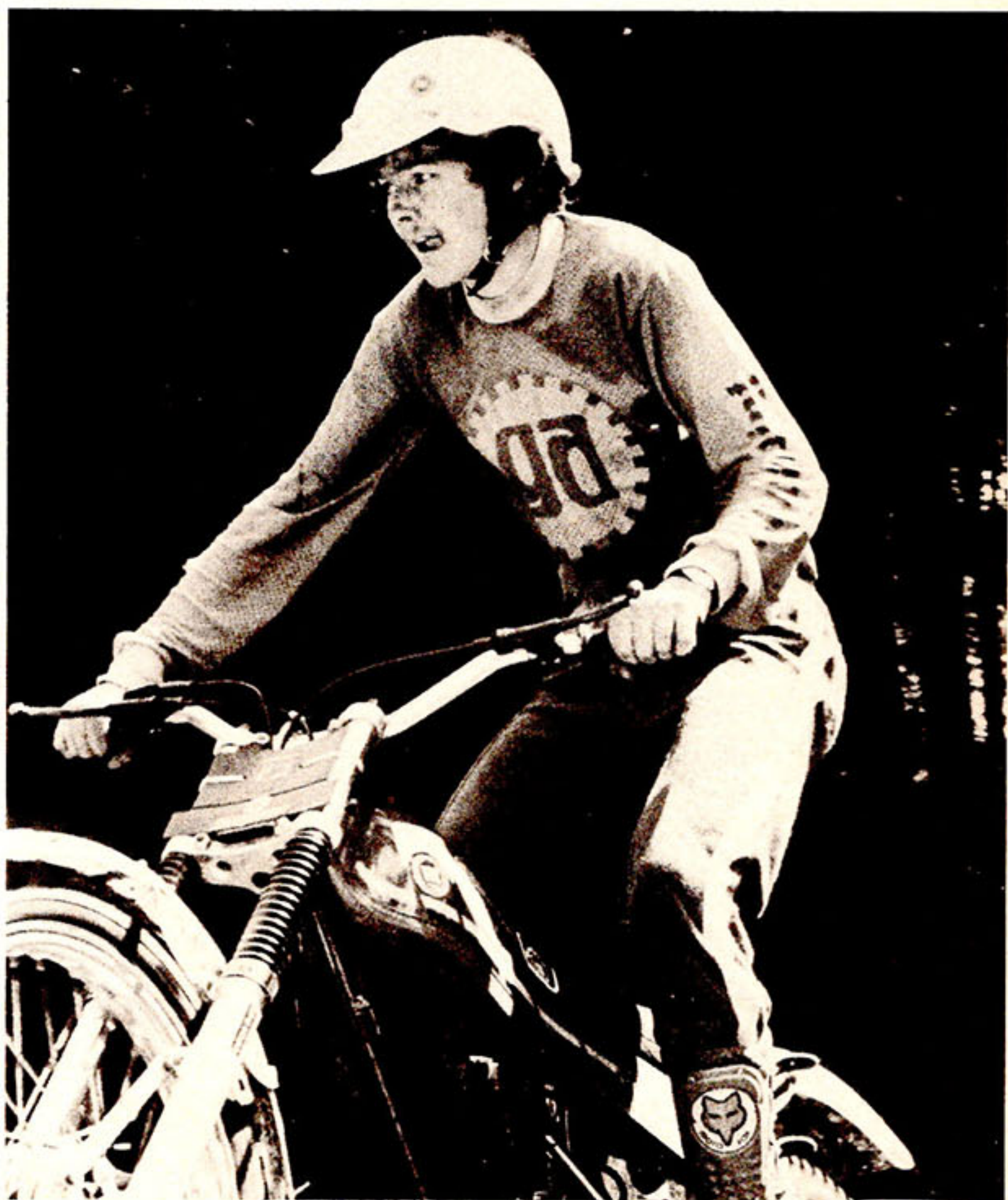
IOCO, B.C.—Bill Sparks will represent Canada in the 1981 world trials championships in Europe.

Sparks, 24, is the best trials rider in western Canada. His record of consistent top finishes includes a close second place to U.S. champion Marland Whaley in the American championships in California last year. Sparks is presently ranked as second in North America. Part of his success can be attributed to his family's having a 22-acre ranch just outside Port Moody, B.C.

He wrote Martin Hardiman, the U.K. Italjet importer, asking for help with arranging sponsorship. Hardiman contacted the Italian factory which immediately agreed to provide a machine. Sparks was to try the bike in the first round in Spain, Feb. 22, shortly after this issue went to press.

Sparks has free use of a three-room cottage provided by Richard Mayes of Cumbria, England. Mayes read of his needs in the British publication *Trials and Motocross News* where Sparks had placed an ad asking for accommodation.

With \$10,000 to last him through the season Sparks is on the verge of realizing a long-time dream. "I may discover that I've been over-estimating my talent, that I'm stepping out of my class. That would be depressing, sure, but it would be worse to sit back ... in Vancouver for the rest of my life wondering whether I could make it against the best in the world."



Bill Sparks has the desire and now the chance to go against the best trials riders in the world when he competes in the 1981 FIM trials championship which started in Spain, February 22.

Road racing schools are a painless way to get a taste of the action

CALGARY—Alberta will have two road racing schools in 1981. One will be in Calgary, May 2-3 at Calgary South Airport (Rocky Raceway) and the other will be at Edmonton International Speedway in Edmonton, May 9-10. This is the first year that there will be a school in Calgary and the third for Edmonton.

Both schools will be two-day affairs with the first day's eight hours being spent in a classroom familiarizing stu-

dents with motorcycle preparation, track lines and rules and rider requirements. The second day will be spent on the track where students will be under the watchful eye of experienced expert road racers, including Canadian champions.

Although an exact figure has not yet been determined the cost is expected to be about \$50. Students will be required to have a valid driver's licence, helmet, gloves, leather boots, leather jacket and

leather pants or double jeans. The student will have to provide his own motorcycle, which like the apparel, will be inspected to ensure it is in sound condition. Helmets do not have to be Snell '75 approved.

Students are advised that the emphasis will be on school rather than racing which is why, in a pinch, double jeans will be allowed for the school only. Further information is available from Laurie Bateman at (403) 285-8731. □

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AVAILABLE: *Motorcycle Touring in Canada*, a tour of 30,000 miles, detailed maps, routes, weather, informative appendices. Send \$4.95 plus 50 cents postage to: Kerry Hill, 313-516 Dallas Rd., Victoria, B.C., V8V 1B2.

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FOR SALE: Yamaha TZ250E, 1978 model. Monoshock, wider rims, Goodyear tires, modified pipes, rubber-mounted engine, assorted spares. Race-ready. Contact Ron Lefebvre \$3,500. (416) 746-1563

JUST PURCHASED: Large stock of TRIUMPH parts, including many for Tiger Cubs, some for pre-unit twins. NOW IN STOCK, oversize exhaust spigots for stripped Triumph 650 heads and spined gear change quadrants for BSA twins. Wolfville Engine Specialty, Main St., (P.O. Box 119) Wolfville, N.S., B0P 1X0, (902) 542-7478. Serving the Maritimes with new and used BRITISH MOTORCYCLE PARTS. Free catalogue & technical assistance.

CAN-A-BUL: MX-3 engine. Banke pipe, 38 mm Mikuni, spare wheels and numerous dirt track and ice tires. Must sell, \$1,500. Also 1979 SR500 Yamaha \$1,500. Also 360 Bultaco engine with spare bottom end \$300. (416) 295-4761.

FOR SALE: TZ250F, G barrel and pistons, spares kit, Morris mags, low mileage. Write for price and resumé. Greg McRae, 473 Hutchcroft St., Quesnel, B.C., U2J 1J3, (604) 992-5845.

FOR SALE: MT125R2 with spares, fast and reliable. Porting by Ron Lefebvre. \$2,000. Call Sherry at (416) 459-6377.

FOR SALE: Yamaha TZ250B with spares, Mulholland shocks, Goodyear slicks. Race ready, \$950. Consider trade for streetable bike. Call (819) 663-2240.

MECHANIC WANTED: Motorcycle mechanic with minimum three years shop experience for Yamaha dealership. Snowmobile experience an asset. Send resumé to: Hot & Cold Sales, Box 2219, The Pas, Man., R9A 1L8, (204) 623-3504.

FOR SALE: Honda MT125, water cooled, lots of spares, excellent condition. Expert No. 32, race ready Yamaha TA125 plus spare engine. Call Wilbur (416) 755-9813, Scarborough, Ont.

MOTORCYCLE EXPRESS: Mail order exclusively. R.C. Engineering exhaust systems a specialty. Your best price, we will deliver by courier. Write Motorcycle Express, 549 Pinedale Avenue, Burlington, Ont., L7L 3W3.

FOR SALE: TZ250G, perfect condition, never squeaked or bent, Alta. 500 ex champion, full spares plus more: Lectron 36

PJ carbs, Hunt floating disc, only 400 miles, asking \$5,900. Call Darcy, (403) 245-9593 or (403) 242-6526, Calgary.

WANTED: Good cylinder head for eight valve 500 cc Yamaha twin, also looking for reasonably-priced BMW R100 RS. Call: Dave (403) 783-6785.

FOR SALE: TZ373E, special pipes, wide wheels, 250 stuff. Good record, \$3,750. 1966 BSA Spitfire, immaculate, \$2,500. Phone (519) 434-9229, home 472-5110.

URGENT, MUST SELL: Well established Vancouver Island motorcycle/bicycle shop with Honda and Suzuki franchises. Gross revenue approximately \$270,000. Appraisal and statements available to bona fide interested parties. For details contact: Nick Tysowski, 1615 Bowen Rd., Nanaimo B.C., V9S 1G5. Phone (604) 754-3345.

MUST SELL: 1979 Moto Guzzi 1000GS, new in spring 1980, excellent condition, 7,000 highway miles, warm storage, asking \$4,000. Call F. Joyce, days (819) 997-4646, evenings (613) 824-3670 Ottawa.

FOR SALE: MT125R2, No. 38 expert, two heads, two barrels, hydraulic brake, vented disc, oversized rear rim, 80/90H's, lotsa spares, excellent Jr. bike, cheap—\$1,700. Yoshima CB458F racing engine, every trick part. Kazo Yoshima head, pipe, Lockhart cooler. Rolling chassis, Borrani alloys, K81s, Duckworth chain. Stored since '78, \$1,500 takes it. Consider selling parts. (519) 822-4493.

FOR SALE: One TZ250 monoshock, aluminum swingarm, Morris mags, fairing and spares, \$1,700. One TZ300, front twin disc brakes, aluminum swingarm, lay down shocks, fairing and spares, \$1,200. One motorcycle trailer, \$300. TZ parts for sale—cranks, top ends, new monoshocks, gears, rims, gaskets. Have everything needed for TZs. Phone (416) 884-1874.

FOR SALE: 1975 KTM 250 enduro. Mikuni, reed valve, Terry kit, other extras. Asking \$700. Also 1974 Rickman Zundapp 125 enduro. Bought new in 1978. Many extras. Asking \$500. Both bikes street legal, in excellent condition. Call Martin Webster (416) 632-4843 (evenings) or (416) 863-7266 (days).

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Living electrically keeps looking better

By Jim Kelly

Today it's cold, with a temperature of minus 12 degrees Celsius. Guess I really am getting old, because I'm going to do it, today. For the past three years as I cruised to work on cold December mornings I've considered buying something in the line of electrical clothing.

I've always ended up like the guy with the leaky roof—when it was raining, it was too wet to work; when it was dry, it didn't need fixing. But this year, I swear on my frozen thumb, I'm going to do it.

Oh, I know I won't get the stuff in time for this season. But next year, ha! When the old thermometer shows freezing temperatures, I'll be there waiting and ready. God bless Phil Funnell and all the others who sell electric duds!

HARE SCRAMBLE

There's a special invitation to Paul Cairoli of the No. 1 gang—Harley-Davidson—and his good buddy Bruce MacMillan of Motorcycle and Moped Industry Council to join the Steel City Riders' hare scramble at the Burlington clay pits. Steel City types also hope to arrange a repeat invitation for their annual six-hour motocross.

ONTARIO BANQUET

The Ontario regional banquet is March 28 at the Waterloo Motor Inn. There'll be lots of time to recover from Daytona and still make the big party. Tickets can be obtained from CMA's Hamilton office or the following: Bob Pedder, 11 Michael Ave., Hamilton; Warren Thaxter, RR 3, Newcastle, Ont.; or Bill Adams, 162 Bellefair Ave., Toronto.

Cost is \$12 per person. Come and participate in the Frank Who Questionnaire, the seminars on Sunday and the great dancing with BJ the DJ.

ISDE

I hear that the U.S. will cut its usual 40-man ISDE entry to 25 in order to provide better service and support to the riders. The only negative aspect is that 15 riders who could be learning under fire won't get that chance this year.

Jim Kelly is a member of CMA's national board of directors.

Schedule of 1981 national championship races

Supercross	June 5	Montreal
	June 6	Toronto
Motocross—expert 125/250	Aug. 23	Ulverton, Que.
125/250	30	Cowansville, Que.
125/open	Sept. 6	St. Gabriel de Brandon, Que.
125/open	13	Copetown, Ont.
250/open	20	Austin, Man.
250/open	27	Edmonton
250/open	Oct. 4	Aldergrove, B.C.
Motocross—jr/schoolboy	Aug. 15-16	Calgary
Road racing	Aug. 22-23	Edmonton
Dirt track—Half mile	July 12	Leamington, Ont.
Short track	19	Wheatley, Ont.
Short track	25	Welland, Ont.
Short track	Aug. 1	Calgary
Half mile	2	Olds, Alta.
Enduro	Sept. 19/20	Haliburton, Ont.
Rally—Niagara National Rally	July 16-19	Welland, Ont.
Motocross—senior	TBA	
Trials	TBA	
Motocross—500 cc GP	June 27-28	St. Gabriel de Brandon, Que.

This is an FIM-sanctioned international event, but is not part of the world championship series.

Speaking of the ISDE, the list of U.S. two-day qualifiers is out: Tulsa, Okla., March 21-22; Ridgecrest, Calif., April 25-26; McMinnville, Ore., May 2-3; Bel-lingham, Wash., May 9-10; Maplesville, Ala., May 23-24; and Livingston, Tenn., June 6-7.

ICE RACING

I had a pleasant trip to Kalamazoo, Mich., to watch the pro indoor ice race. It was a good show, with Garth Brow coming up the winner. I sure envied those guys—nice indoor area, reasonable temperature and a designated stud that everyone has to use.

I think it's more important than ever that CMA work hard this spring to come up with a designated stud, or even two, that will be the only legal ones. Our riders now are caught choosing studs available from a maze of commercial distributors or Sobering or Berube or Michigan or Thi-beault ad infinitum. We're long overdue to have a stud which works and which everyone can get at a reasonable cost.

NEED A PROGRAM

You won't be able to tell the players without a program, with all the changes of brands by motocross riders. Strangely enough, the winners will probably be the same. Reminds me of the story about the young lad whose van had just hit the curb at a sharp corner three mornings in a row. The lad was busy explaining to his father that the van just would not steer properly.

Rule change deadline

The deadline for the ice race rule change suggestions for the 1982 season is April 30, 1981.

Stolen Motorcycles

1977 Yamaha YZ80D. Serial no. 17000222. James Curry, 53 Lockerdale Ave., Weston, Ont., M9N 3A3, (416) 241-9037.

1975 Honda MT250. Serial no. MT2501033801. Red and silver-grey with gold print. Maxwell Garrison, 12720A-123A St., Edmonton, Alta., T5L 0K5. □

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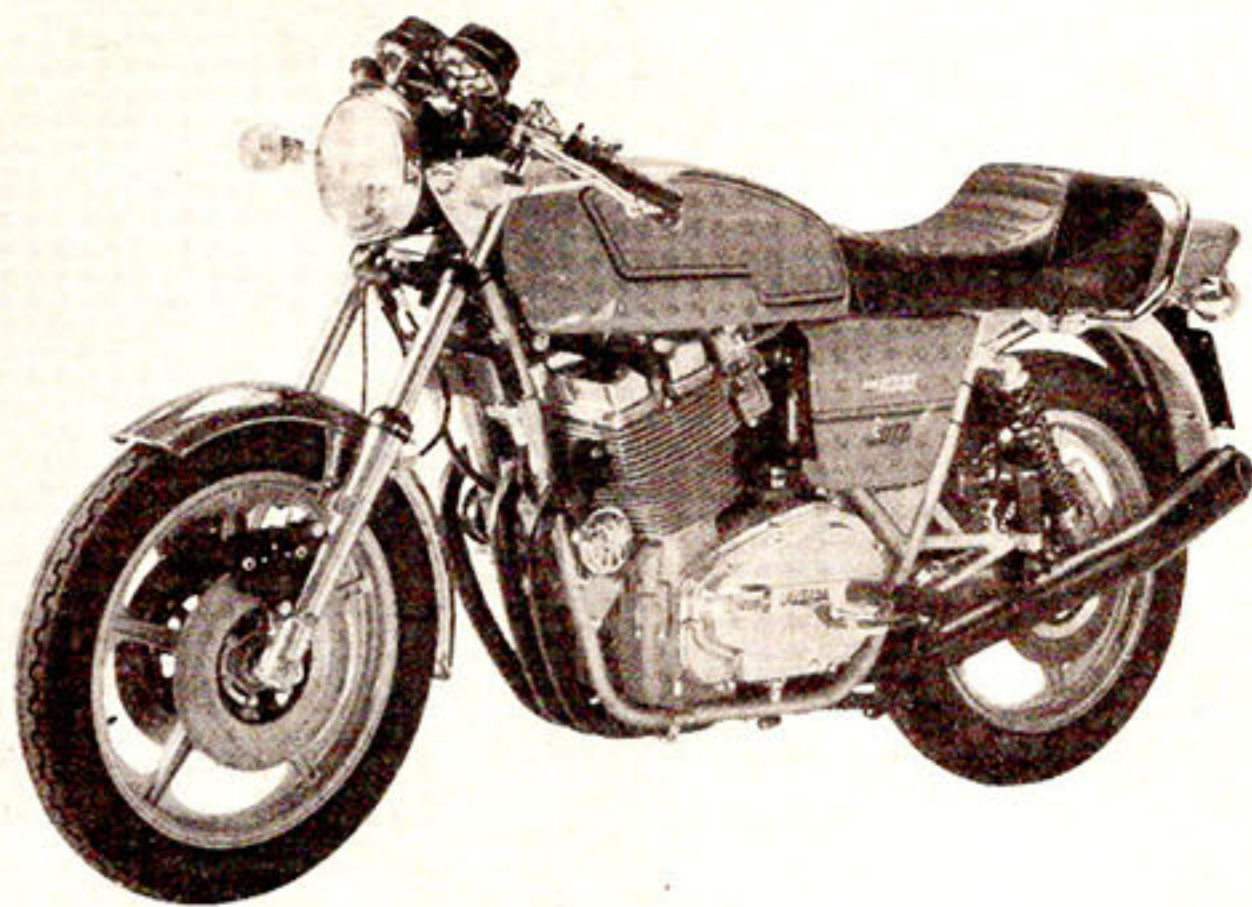
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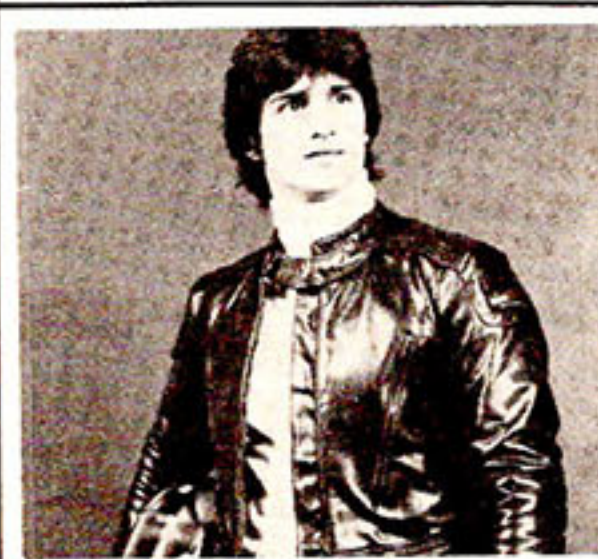
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15—**TRIAL**, Ioco, B.C. CPTA Yamaha Trophy Trial. Information: Don Clarke, (604) 936-7746 or Graham Jackson (604) 596-0757.

29—**TRIAL**, Sechelt, B.C. CPTA Sechelt Trial. Information: Don Clarke (604) 936-7746 or Graham Jackson (604) 596-0757.

April

5—**MOTOCROSS**, Lethbridge, Alta., (tentative). Information (403) 285-4644.

10—**DIRT TRACK**, Calgary, Quarter-mile circuit, (tentative). Information (403) 285-4644.

12—**TRIAL**, Ioco, B.C. CPTA G.A. Checkpoint Trial. Information: Don Clarke (604) 936-7746 or Graham Jackson (604) 596-0757.

12—**MOTOCROSS**, Calgary, (tentative). Information (403) 285-4644.

19—**MOTOCROSS**, Medicine Hat, Alta., (tentative). Information (403) 285-4644.

19—**ENDURO**, Simcoe, Ont. Beagle Bash Enduro organized by the Lynn Valley Dirt Riders. Information (416) 522-5705.

24—**DIRT TRACK**, Calgary, Quarter-mile circuit, (tentative). Information (403) 285-4644.

25—**ENDURO**, Barrie, Ont. Coldwater two-day qualifier. Information (705) 424-0921.

26—**MOTOCROSS**, Lethbridge, Alta., (tentative). Information (403) 285-4644.

26—**TRIAL**, Waterdown, Ont. Organized by Steel City Riders, information (416) 522-5705.

May

2-3—**ROAD RACE SCHOOL**, Calgary. Information (403) 277-8046.

2-3—**SHORT TRACK**, Welland, Ont. Practice and school. Information (416) 522-5705.

3—**MOTOCROSS**, Calgary. Alberta championship points event for school-boys. Information (403) 285-4644.

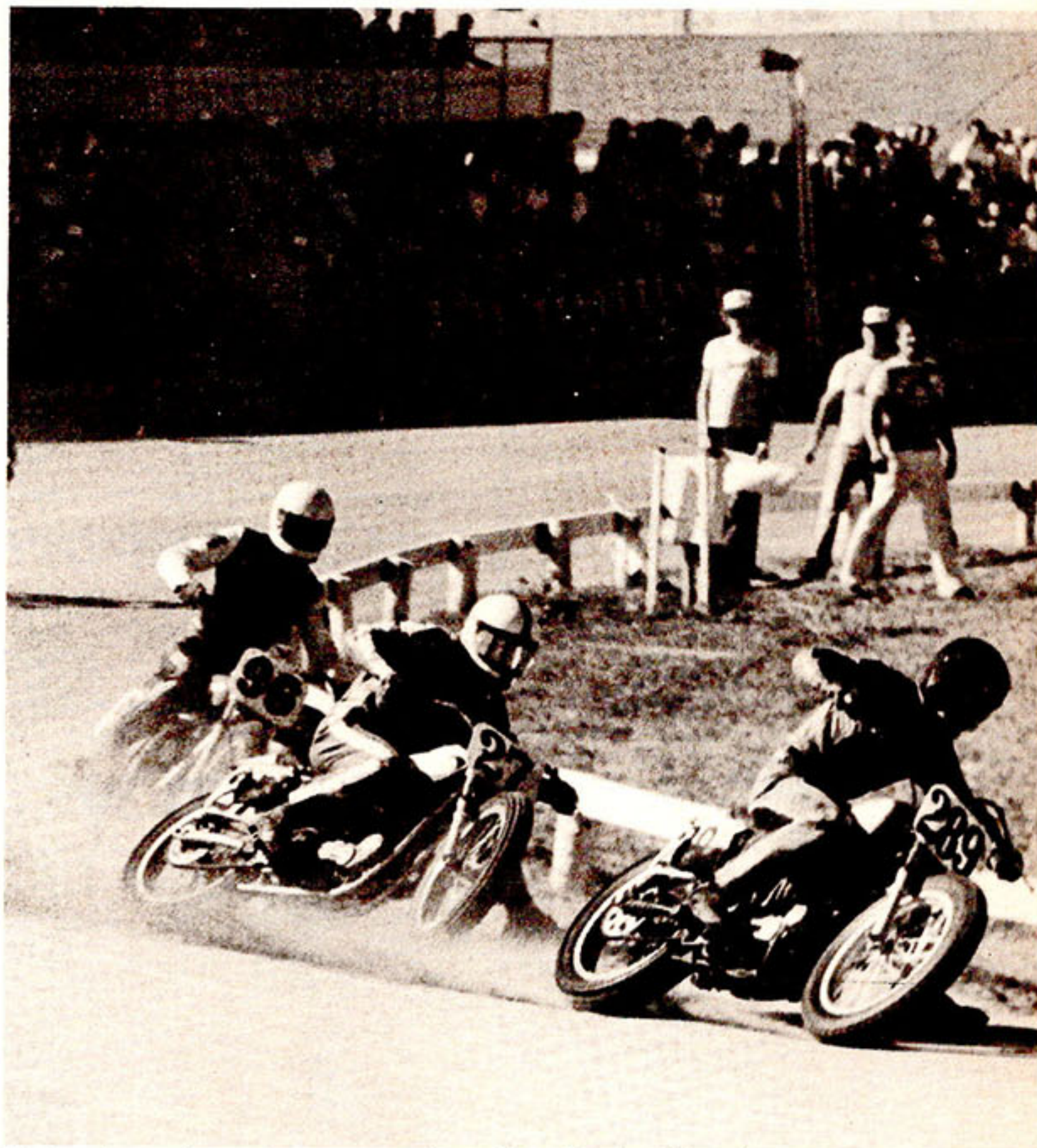
3—**TRIAL**, Calgary. Information (403) 285-4644.

3—**MASSASSAUGA ENDURO**, Welland, Ont. Information (416) 522-5705.

8—**DIRT TRACK**, Calgary. Quarter-mile circuit. Information (403) 285-4644.

9-10—**ROAD RACE SCHOOL**, Edmonton. Information (403) 277-8046.

9—Sept. 5—**SHORT TRACK**, Welland, Ont. Every Saturday night at Welland County Speedway. Information (416) 522-5705.



Dirt trackers take to the quarter-mile oval April 10 in Calgary's season opener.

10—**HILLCLIMB**, Red Deer, Alta. Information (403) 285-4644.

10—**ENDURO**. Location to be announced. Junior only event. Organized by the Oshawa Competition Motorcycle Club. Information (416) 522-5705.

16-17—**ROAD RACE**, Edmonton. Provincial point sprint event. Information (403) 277-8046.

17—**MOTOCROSS**, River Vista, Alta. Information (403) 285-4644.

17—**TRIAL**, Calgary. Peter Wuntke Alberta championship point event. Information (403) 285-4644.

22—**DIRT TRACK**, Calgary. Quarter-mile circuit. Information (403) 285-4644.

23-24—**TRIAL**, Sudbury, Ont. Information (416) 522-5705.

24—**TRIAL**, Ioco, B.C. CPTA Spring Trial. Information: Don Clarke (604) 936-

7746 or Graham Jackson (604) 596-0757.

24—**MOTOCROSS**, Edmonton. Alberta championship point event for open class. Information (403) 285-4644.

24—**DIRT TRACK**, Olds, Alta. Half-mile Alberta championship point event. Information (403) 285-4644.

24—**MOTOCROSS**, Thunder Bay, Ont. Information (416) 522-5705.

24—**MOTOCROSS**, Madoc, Ont. Junior and senior classes only. Information (416) 522-5705.

31—**MOTOCROSS**, Calgary. Provincial championship race for 125 cc class. Information (403) 285-4644.

31—**TRIAL**, Fonthill, Ont. Information (416) 522-5705.

Unless otherwise specified, all Canadian competition events are Canadian Motorcycle Association-sanctioned.

Cycle Clubs

SUZUKI OWNERS CLUB OF CANADA: Open to all Suzuki riders. Monthly newsletter, jacket patch and decal for \$10 a year. Various activities organized throughout the riding season. Make cheque payable to; Suzuki Owners Club of Canada. Send to J. Julich Membership Secretary, 5 Carleton Street, South, Thorold, Ontario L2V 1Z5.

CANADIAN SIDECAR OWNERS CLUB: You are cordially invited to join one of Canada's newest motorcycle clubs, The Canadian Sidecar Owners Club. Membership in this club is extended to all sidecar owners throughout this invitation. Please contact: Osie Shanks, 651 Trafford Cres., Oakville, Ontario L6L 3T4.

BMW MOTORCYCLE OWNERS OF AMERICA: Nearly 8,000 members in 50 states and 10 provinces. BMW News (30 page monthly), Travel Assistance Guide, patch, membership card. Dues: \$15.00, add \$2.50 for family members. BMW MOA, Box 74-H, Newark, California 94560.

INTERNATIONAL CHRISTIAN BIKERS ASSOCIATION: Bi-monthly newsletter. Stickers and crests free. Good Christian fellowship. Write today for membership forms. It's tough to beat the difference God can make in your life. P.O. Box 2100, Station 'B', St. Catharines, Ontario. L2M 6P5 (416) 934-8132.

CANADIAN VINTAGE MOTORCYCLE GROUP: Enthusiasts restoring and operating vintage machines of all makes. 350 members across Canada. Activities include vintage rallies, trials, show displays, monthly meetings. \$10 membership includes monthly newsletter and yearly roster. CVMG, Walnut Grove, Carlisle, Ont., L0R 1H0.

ALBERTA ROADRACE CLUB: Sponsors of road racing in Alberta. 200 members present an exciting season of motorcycle racing. Spring road race schools in Edmonton and Calgary offer expert instruction on bike preparation, race skills, strategy and safety. Write 10629-103 St., Edmonton, Alta., T5H 2V6. Phone (403) 428-1550, or #1063-3225-56th St. N.W., Calgary, Alta., (403) 285-4421.

B.C. MOTORCYCLE FEDERATION—Voice of the B.C. rider (on or off road). Information available on local clubs, off road riding areas, touring facilities, road riding, insurance and legislation information. Safety equipment discounts to members. Your \$5. annual membership will help keep you in touch with B.C. biking. Join the B.C.M.F. 3750-80th St. Delta, B.C. V4K 3N2 (604) 946-8030.

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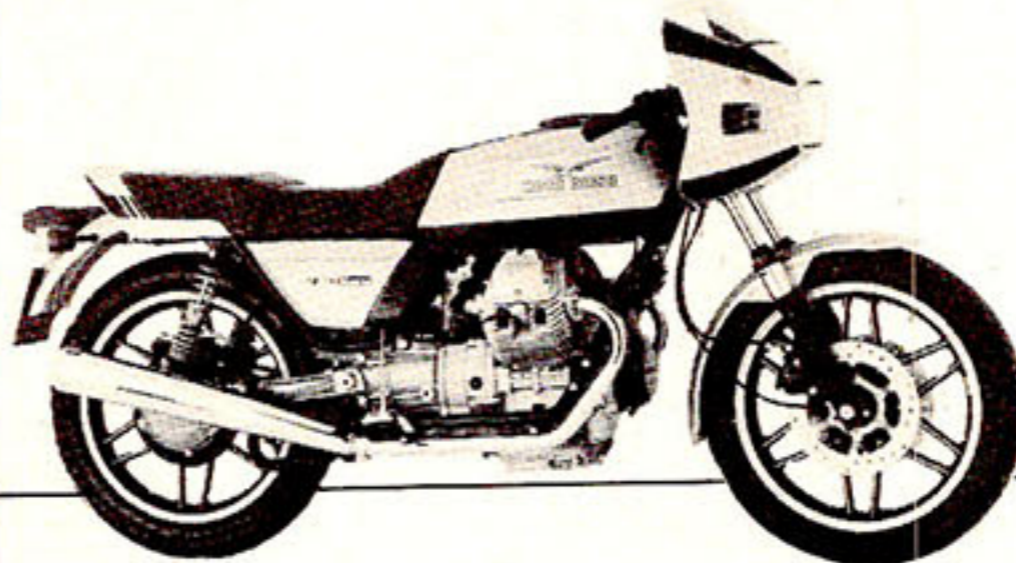
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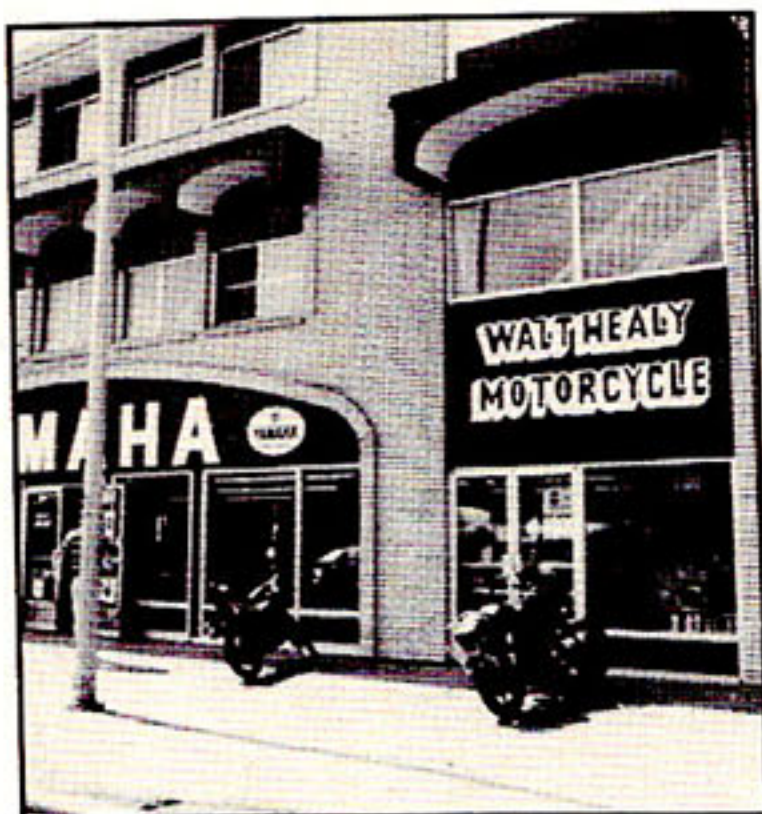
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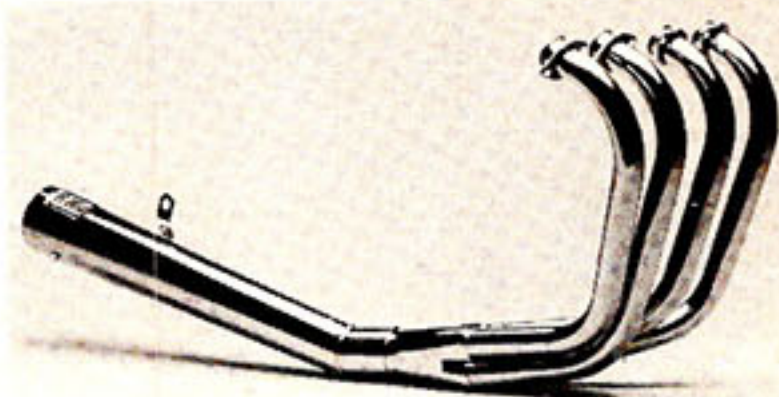
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We fitted it with a new swingarm fabricated from diamond-section extruded aluminum. (It's light in weight, yet incredibly strong!)

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And a great way to help you pay for it!

And we kept the best of what makes Can-Am such a winning bike. Like Sun rims, Marzocchi forks, our unique snorkel air intake system. Not to mention the unbeatable reliability of our Rotax engines.

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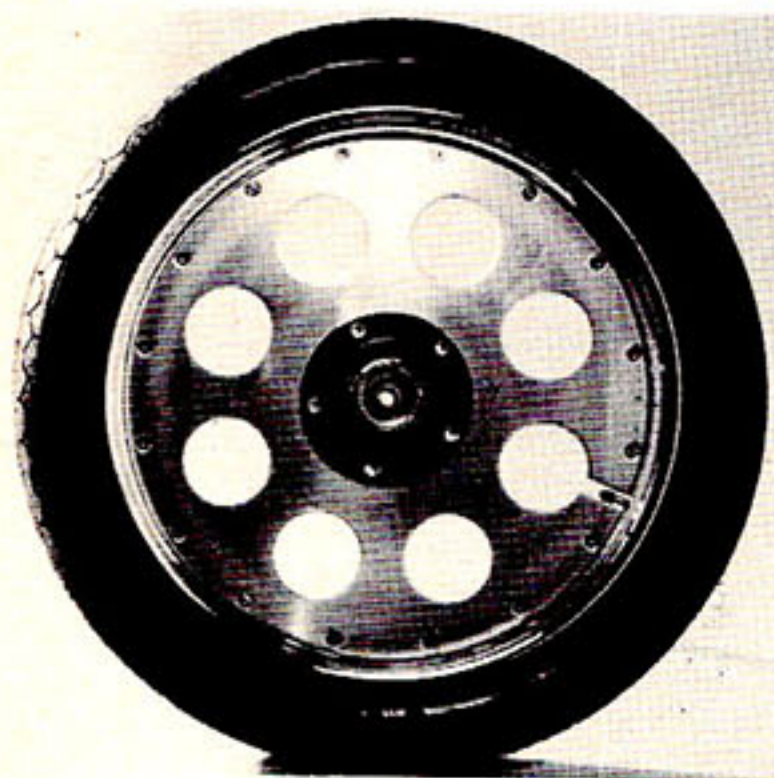
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CLASS	\$	PROV. TITLE	NAT'L TITLE
125cc 250cc OPEN JR/SR/EX	1. \$200 2. 100 3. 50	\$500	\$1,000
MOTOCROSS*			
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250cc JR/SR/EX	1. \$200 2. 100 3. 50	\$800	\$1,500
OPEN JR/SR/EX	1. \$200 2. 100 3. 50	\$800	\$1,500

*Selected sanctioned events in each C.M.A. region.
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WE WILL WIN YOU

NEW PRODUCTS

SPOKELESS GOLD WHEELS,
BLEEDING BRAKES AND
SHORT SHIFTS



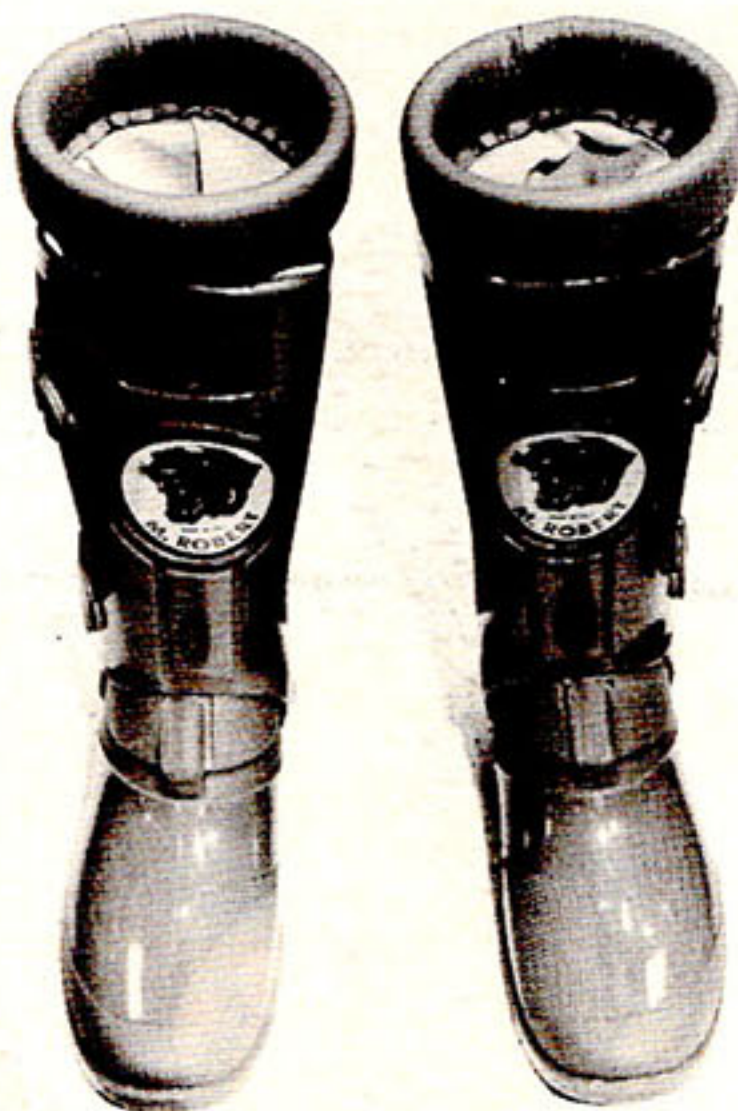
If you have an aversion to cast wheels and hate the hassles of spokes, why not try something in between? The Gold Digger comes from the Super Spoke folks in California. It has a gold-anodized aluminum centre and a chrome rim, and comes in sizes to fit wheels from 16 to 19 inches. The Gold Digger hooks up to your stock brake and is claimed to last for years with little maintenance; \$249.50 U.S. each.



This European-styled jacket from Bristol Leathers has lots of goodies for looks and fit, starting with longer sleeves so you don't strangle your armpits when riding. It also features elasticized action panels in the back, a wide, adjustable waist belt, all-weather zippers, padded shoulders and a Velcro neck closure. In black, about \$170.



Plagued by gummed carbs or seized engines? It could be you're using the wrong stuff in your air filter. Bel-Ray's Foam Filter Oil is claimed to trap water and all sorts of greeblies that mean your engine harm, without clogging up. Suggested list \$3.20 for a 440 cc bottle.



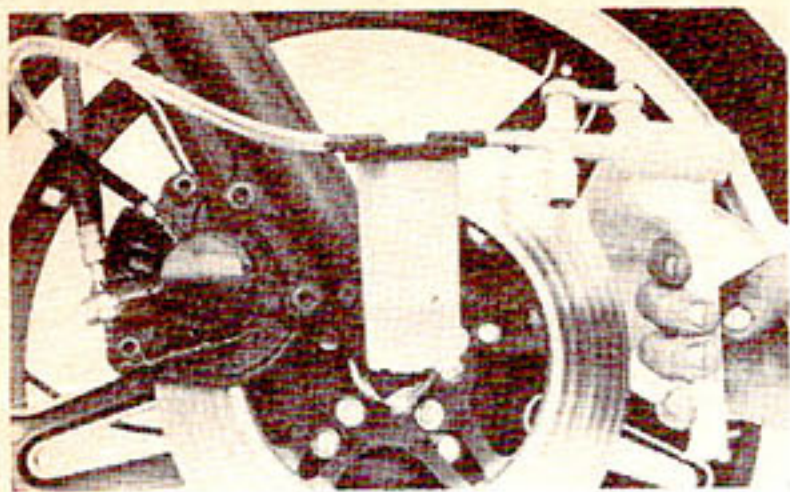
The new M. Robert motocross boot is softer and more flexible than the old one, and has a new hinge pin that can be installed with Loctite so it won't pop out. And a good half of the boot is replaceable: you can mount new liners, new hinges and even a new sole if you wear out the original. About \$170 at many dealers.



Akront, the Spanish wheel manufacturer, introduces a new line of spoked wheels called Green Label. They feature a shoulderless profile to shed mud, full thickness dimples and flash butt welding. Available in three finishes including gold, matte silver and polished, and sizes ranging from WM1 for minibikes to WM8 for high-hp drag racers. Distributed by Design Cycle.



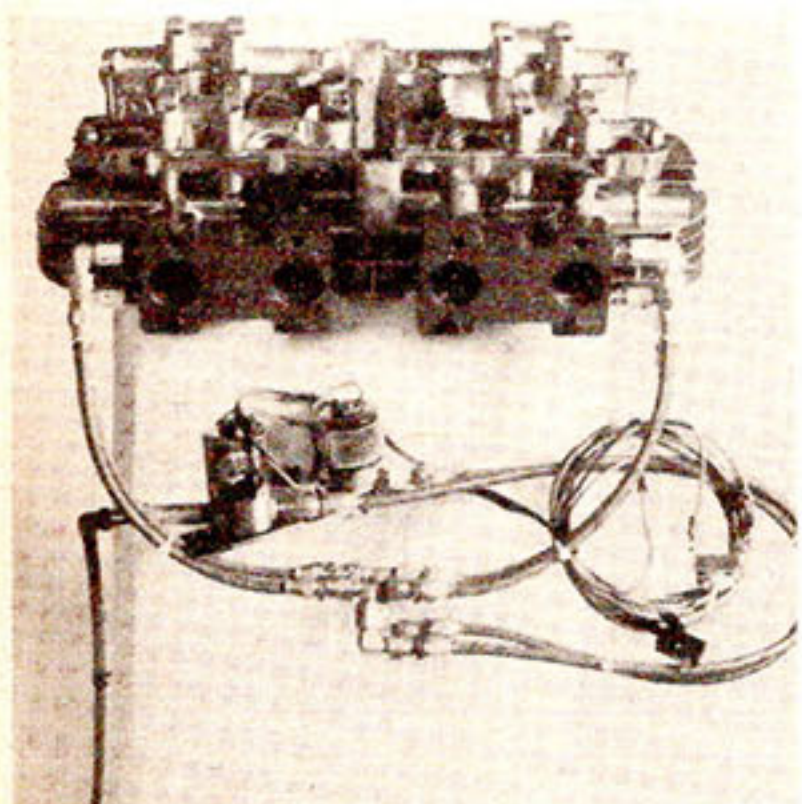
These Red Dot dirt tires from Hi-Point look like Metzlers but cost less. Made in the U.S. by Carlisle, they're the choice of many top riders including Bob Hannah and have been raced in enduros, motocrosses, supercrosses and the ISDT (henceforth called the ISDE). Pictured is a 100/90-18, which lists at \$89.98. Distributed by Performance Cycle & Snow.



If you think brake bleeding the conventional way is a waste of time and energy, check out this handy tool. It's the Mityvac Motorcycle Brake Bleeding Kit, a hand-held vacuum pump that allows you to service your bike's disc brakes by yourself. It also works on cars. Suggested list about \$60, distributed by Chris Simpkins Sales and Di-Jer.



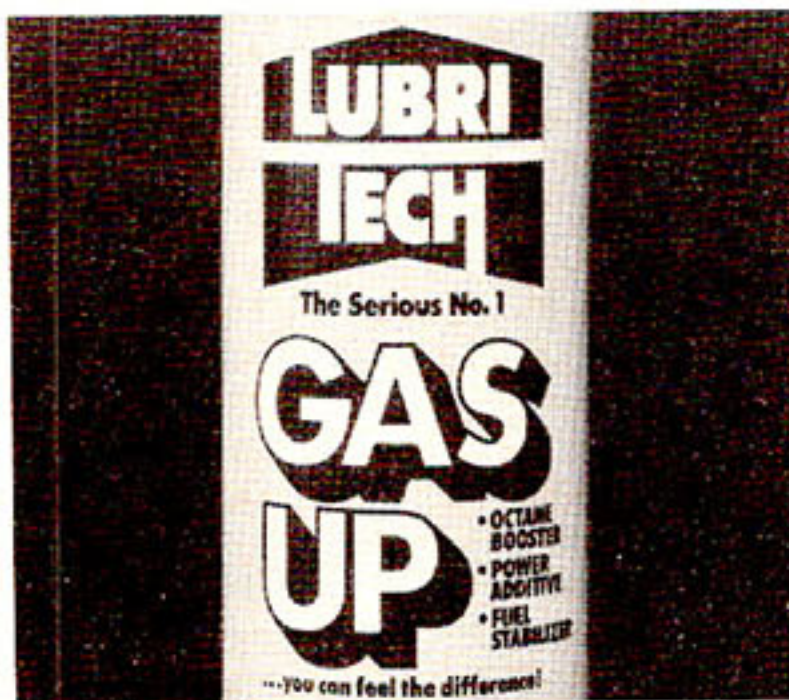
Now there's a Bell for pre-teens. The Mini Cross is a kid-size fibreglass open-face helmet that comes in three sizes and four colors — red, white, blue and yellow — and sports the familiar logo of its larger counterparts. Suggested list \$74.95, distributed by Marquette Marketing.



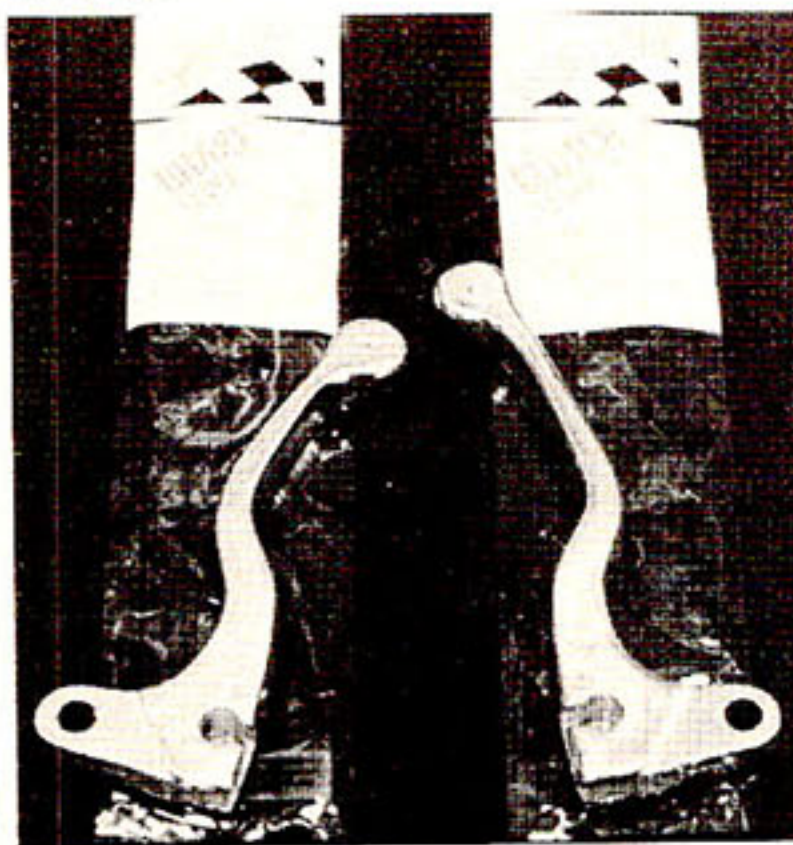
The people at 10,000 RPM, a performance company in California, have developed this nitrous oxide injection system they claim will give you six more horsepower for every 100 cc of displacement. Since it only fits engines 1,000 cc and over, this means a minimum boost of 60 ponies for your motor. It comes with a .5 kg and a 1 kg NO₂ tank, giving 2½ and five ¼-mile runs at the strip respectively (it's not for street use). Actuated by the flip of a switch, the system costs \$415 U.S.



If you want chest protection that won't make you feel like an overstuffed armadillo, have a look at this padding from M. Robert. Made of injection-moulded plastic, it's claimed to be light and flexible and it absorbs perspiration into its liner. Available in factory racing colors from your dealer through seven Canadian distributors.



Here's a magic elixir claimed to not only clean your carburetors, valves and plugs, but also to boost your octane, increase your power and mileage and stabilize your gasoline so you can store it for long periods of time with no gum or varnish build-up. Whew! It's called Gas Up, it's made by Lubri-Tech, it can be used for two-stroke or four-stroke engines and it goes for about \$6.40 a bottle, which treats from 75 to 150 litres. Distributed by Nican Trading.



Think you can break these Short Shift levers? Aurora Cycle Supply dares you to try. They've got a lifetime guarantee, and they're modelled after the DeHandler motocross levers for fast finger response with lots of feel. Made of aluminum, suggested retail \$14.95 a pair.



Two ways to stay dry, courtesy of Yamaha: the 1 to 2 combo, left, is foldable yellow nylon and can be worn as a jacket by rolling the pants into the waistband: \$69.35. The Drive 'n Dry is two-piece blue nylon and has wind flaps, Velcro closures and six pockets, \$85.65. Both come in sizes extra small to large.



Good news for riders of swingarm-equipped Harleys: Hang 2 now makes a custom seat for your bike. Called the HD1200SM Sportmaster, the saddle has an all-metal baseplate and moulded polyurethane foam construction. It fits Harley FX, FXE, FXEF, FXS and any swingarm H-D without a tour pack, including the FLH. About \$195, distributed by Preston Cycle, Trans Can Imports and Simplex Cycle.

SOURCES

- Aurora Cycle Supply, P.O. Box 433, Aurora, Ont., L4G 3L5, (416) 727-6044.
- Bel-Ray Canada Inc., 11 Progress Ave., Unit 7, Scarborough, Ont., M1P 4S7; (416) 298-4263.
- Bristol Leather & Sportswear Mfg. Ltd., 6600 St. Urbain St., Montreal, Que., H2S 3G8; (514) 279-6389.
- Chris Simpkins Sales, 2931 Viking Way, Richmond, B.C., V6V 1Y1, (604) 278-6221 and 1003 D 55 Ave. NE, Calgary, Alta., T2E 6W1, (403) 275-9264.
- Design Cycle, 948 Elgin Ave., Winnipeg, Man., R3E 1B4, (204) 786-1623.
- Di-Jer Canada Ltée, CP 122, St. Eustache, Que., J7R 4K5, (514) 473-3575, and Di-Jer International Ltd., P.O. Box 906, Sarnia, Ont., N7T 7J9, (519) 336-4201.
- Marquette Marketing Corp., P.O. Box 3450, Don Mills, Ont., M3T 2C9, (416) 495-9650.
- Nican Trading Co. Ltd., 7442 Fraser Park Dr., Burnaby, B.C., V5J 5B9, (604) 434-7575, and 3225 Lenworth Dr., Mississauga, Ont., L4X 2G6, (416) 625-3890.
- Performance Cycle & Snow, 91 Maitland Terrace, Stratford, Ont., N7G 1L2; (519) 245-4320.
- Preston Cycle Supply, 193 Borden Ave. S., Kitchener, Ont., N2G 3R9; (519) 744-6821.
- Super Spoke Inc., 706 Dunn Way, Placentia, Calif., 92670, (714) 996-4510.
- 10,000 RPM Speed Equipment, 22624 South Normandie Ave., Torrance, Calif., 90502, (213) 325-8848.
- Trans Can Imports Ltd., 8159 Wagner Rd., Edmonton, Alta., T6E 4N6; (403) 465-0126.
- Yamaha Motor Canada Ltd., 480 Gordon Baker Rd., Willowdale, Ont., M2H 3B4, (416) 498-1911.

New sensibility grips Cycle Canada

DID YOU KNOW?

We used to publish sexist photos to sell T-shirts

In the beginning there was sex, and thus we all came to be descendents of Adam and of Eve.

Recognizing such truths, and the fact that most of our readers were male, a decade ago when Cycle Canada was started it did not take the staff long to realize it would be smart marketing to use a bit of sex.

Thus was born a long-running series of ads promoting the sale of Cycle Canada T-shirts, each of which featured a bra-less young woman. Bra-lessness, you see, was a big deal 10 years ago. Indeed, the T-shirt photo file to this day is called Nipple Shots.

Another little known fact about our history is that in a certain T-shirt shot which we published not only was the lady bra-less, she was also pant-less. And thus Cycle Canada broke into print with pubic hair even before Playboy did.

Now you know.



The names of the Cycle Canada T-shirt girls were never published. Here are two of our favorites.



PHOTOGRAPHY BY GREG STOTT

FEEDBACK CYCLE CANADA WANTS TO HEAR FROM YOU

The readers of Cycle Canada can help the editors of Cycle Canada produce a better magazine by providing feedback on

what they liked and disliked in this issue. Please complete the form and mail to: Editorial Director, Brave Beaver Press-

works Ltd., 290 Jarvis St., Toronto, Ont., M5B 2C5. Thank you.

CIRCLE YOUR ANSWERS PLEASE

1. Which tests did you read?

- Yamaha RD350H
- Suzuki GS750EX
- Kawasaki KX420
- Yamaha YZ465

2. Which 10th anniversary features did you read?

- History of Cycle Canada
- Highlights of motorcycling's last 10 years
- Memorable moments, memorable motorcycles
- What the future holds

3. How do you get Cycle Canada?

- Subscription
- Newsstand purchase
- Borrowed copy

4. What do you like most about Cycle Canada? Only one answer please.

- It's Canadian
- It's honest and down to earth and straightforward
- It's newsy and timely and interesting
- Other: _____

5. What did you like most about this issue?

6. Which regular features did you read in this issue?

Contents	Newsfront	Editorial	Masthead
Readers Write	Technics	On The Road	Canada West
Cyclesport	By Mike Duff	Motocross Canada	Did You Know?
CMA	Who Won What	Calendar	Motomarket
New Products	Product Tests	Showcase	
Motopinion	Coming Soon	Ads in general	

From the scrapyards came a showpiece

SHOWCASE

An uncommon motorcycle was reborn after a unique restoration

What looks to be a simple, if somewhat unusual, classic motorcycle is actually a compendium of parts from 37 different machines. This 496 cc Gilera Saturno from 1955 was carefully restored from a heap of worn-out and broken parts found in a box a decade ago.

The property of Toronto filmmaker David Cronenberg, the Saturno was bought for \$50 in 1970 by Pat Julig, a road racer and amateur archeologist who worked as a motorcycle mechanic at the time. The Gilera had received at least a dozen years of steady, hard use because every component from the wheel bearings to the seat was completely worn out. It was only retired when the crankshaft finally broke.

The original owner is unknown, but it is believed that only four Saturnos were imported into Canada. Between Julig and his friend Dwight Teague, author of this month's Technics article, they acquired three of them. One was dredged out of a river, incomplete.

Hundreds of hours were spent putting Julig's bike back on the road. The original

crankshaft with its cast iron flywheels wasn't worth salvaging, so Julig adapted a pair of BSA 441 Victor flywheels to the Gilera mainshafts through a painstaking process of welding, grinding, press-fitting, measuring runout and starting over again. When the flywheels finally ran true, he rebalanced and assembled the crank using a BSA long-stroke Gold Star connecting rod and wrist pin. A late-model Gold Star piston was fitted to the Gilera barrel which had been rebored at least once.

Julig obtained some original Gilera parts from a former employee of the importer, and so this bike has the correct San Remo alloy rims and alloy badge on the front fender. He later discovered a cache of Gilera parts in Argentina, where the bikes are still in regular use.

Almost everything else had to be adapted or made. The Gilera main bearings had worked loose in the huge crankcase and were replaced with bearings from a Kawasaki H-1R road racer which have fibre inserts in the outer race to avoid the problem. All the bearings and bush-

ings in the gearbox were replaced. The Marelli magneto still worked, but the drive gear for the generator was broken; fortunately, a Lambretta scooter part fit.

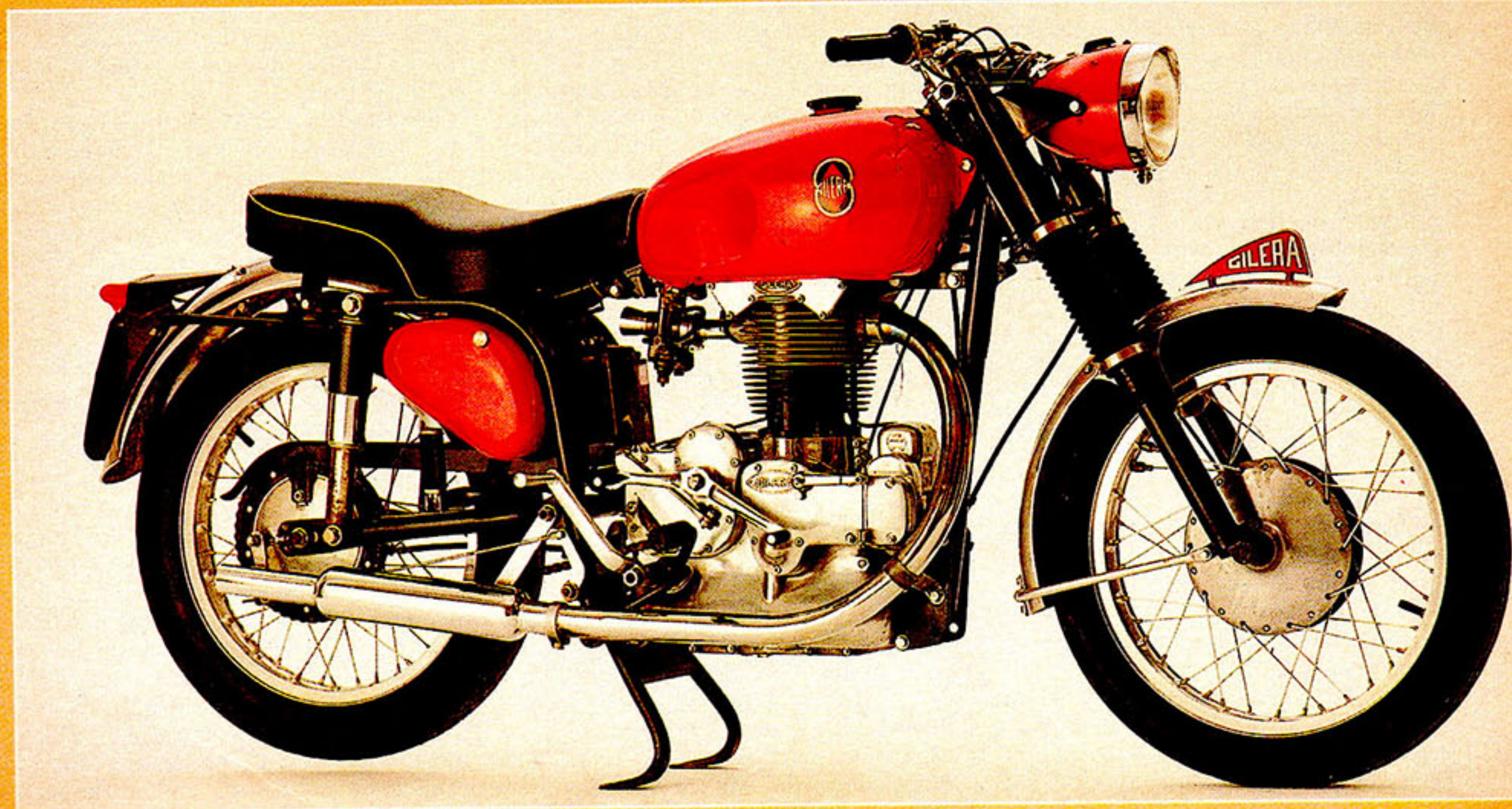
Suzuki provided the rear brake backing plate and clutch springs, while the seat was made for a Royal Enfield and the rear fender, taillight and fork gaiters are BSA. The headlight and chainguard are Ducati, as is the 29 mm Dell'Orto carburetor. The rusty and dented Gilera exhaust pipe was hammered, brazed and ground back into shape and rechromed to look like new.

This model of Saturno is called the Sport 52. Other versions were made for police, military and touring use. The racing Corsa model could give a Matchless G50 a good run for its money on the Italian home circuits.

Cronenberg, director of the current film *Scanners*, bought the bike from Julig last year. It now occupies his garage next to his Ferrari, Moto Guzzi Spada and Ducati 450 R/T.

This 1955 Gilera Saturno 500 single was restored from a \$50 basket case.

PHOTOGRAPHY BY JOHN WILD



PRODUCT TESTS

STYLISH PLASTIC HELMET AND VINYL TANK BAG ENTER THE MARKET

Canadian tank bag has flaws, but is a good deal at the price

Goldline Marketing is a curling supply company based in Mississauga, Ont. As well as making curling brooms, sweaters and the like, Goldline manufactures vinyl covers for outdoor barbecues, which is how it got into the motorcycle accessory business.

The company saw a market for low-price vinyl tank bags, saddlebags and motorcycle covers, and two years ago started manufacturing bags and covers. Now the line includes two tank bags, three covers, a set of soft saddlebags and deer-skin touring gloves. We decided to try the large bag because we were intrigued by the price—only \$38.50 for a container the size of the Skookum-Pak we tested in the March issue.

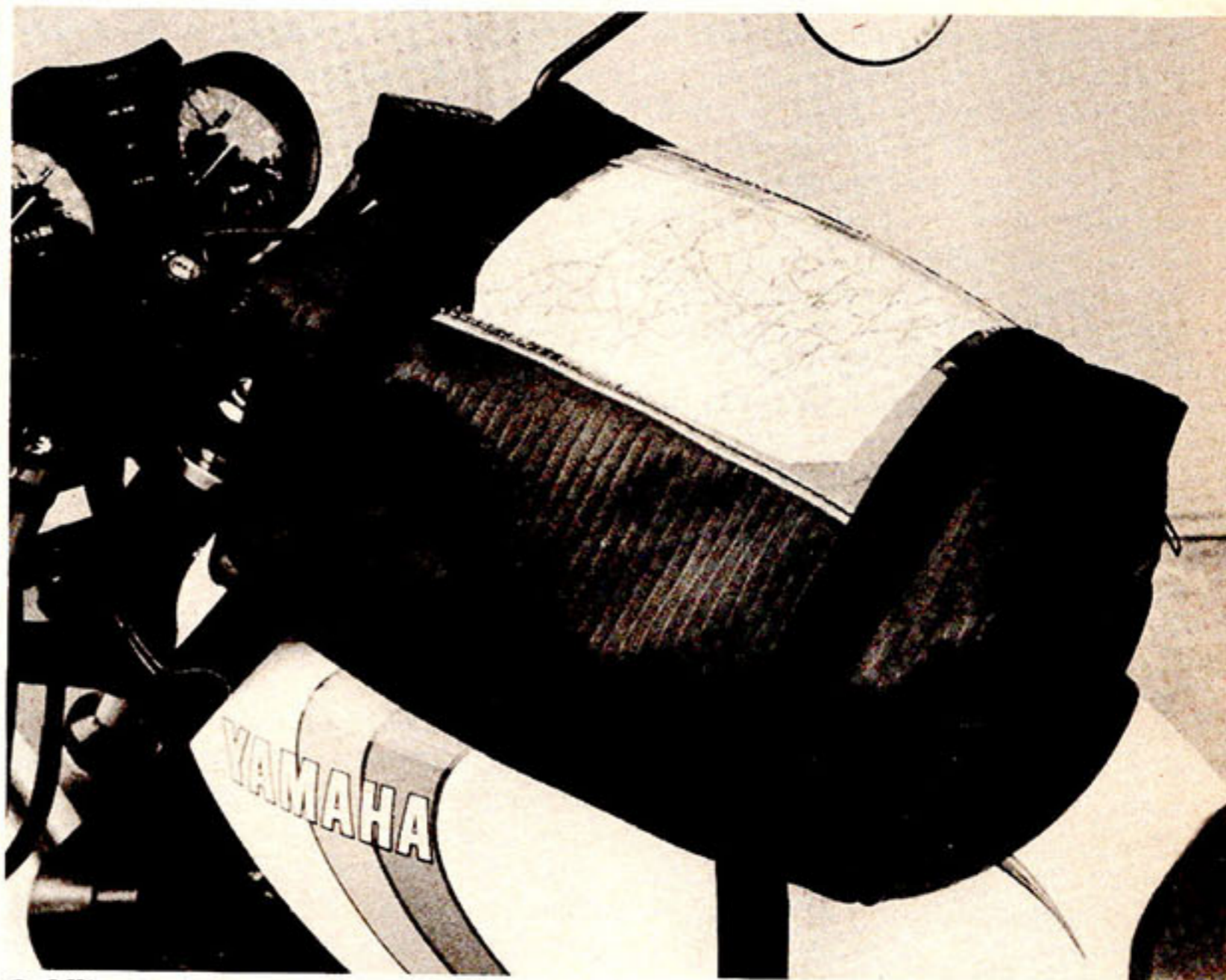
The Goldline bag is big, measuring 40.5 x 28 x 23 cm. It's made of tough, outdoor-quality vinyl, with two cm of foam sewn into the base. Seat belt webbing is used for two straps that encircle the bag and are long enough to go around the biggest gas tank with length to spare. There's another carrying strap so you can lug it around off the bike, and it's possible to arrange the straps to use the bag as a backpack.

There's a map pocket on top, made of two pieces of overlapping clear vinyl that are sealed on three sides. To insert a map, it's necessary to manoeuvre it around and under the overlapping edges of the stiff vinyl.

Access to the interior is provided only by one zipper across the rear of the bag, and there are no small exterior pockets in which to store change, film, glasses or any of the other oddments that you collect on a trip.

Experienced tourers will find the bag a nuisance in many ways. The worst aggravation is the opening; it's almost impossible to get into the entire space through the narrow slot, and it's certainly impossible to pack the bag full with any degree of order or neatness.

The map window is too small, and the opening is even smaller. To use it, you're forced to wad the map up much smaller than you want it, work it into the window,



Goldline tank bag provides good value per dollar in the low-priced market.

then try to unfold it to the size you want. Not the hot set-up.

The foam padding seems to protect the tank well enough, but we noticed the lack of a quick-disconnect feature for the bag. To refill the gas tank you have to remove one of the long straps from around the tank, remove the bag, then reinstall it once you're done.

The straps suffer from their length, too. There's no easy way to buckle, tie, wrap or clip the extra length out of the way once the double D-rings secure the bag in place, so you must resort to multiple knots. Which makes gassing up even more of a pain.

By now it sounds as though we hated the Goldline bag. Wrong. If we paid \$80 or more for it we'd consider it unacceptable, but for less than half that price we think it's a steal.

While serious tourers or those who use their tank bags much for other trips won't want to live with the bag's many shortcomings, those who might use it once or twice a year on the occasional weekend couldn't do much better. There's lots of room inside, the vinyl should stand up

fairly well, the foam protects the paint on the gas tank and the straps secure the bag solidly to the tank.

For \$38.50 nothing else comes close. So if you don't use a tank bag often enough that the shortcomings would drive you bananas, you should check out the Goldline. It represents extremely good value.

The manufacturer is located at 2207 Dunwin Drive, Unit 7, Mississauga, Ont., L5L 1X1.

Italian Nolan helmet is new to Canada; has light weight, good fit

Making a big push in the Canadian market for the first time in 1981, Nolan claims to be the top-selling helmet manufacturer in Europe. Worn by many racers, notably five-time world road racing champion Kork Ballington, the polycarbonate-shelled helmets are now available here in four styles. We tried the N31, Nolan's top-line full-face helmet.

Inside the polycarbonate shell is a liner of expanded polystyrene and an interior comfort liner of brushed nylon. The shell



Nolan helmet uses interchangeable cheek pads to tailor exact fit to the rider.

is cut away quite high at the rear of the neck, and the liner is a close fit to the head all the way around. A vinyl strip lines the visor opening, while synthetic rubber protects the bottom edge of the helmet and a large pad of the same material fits into the shell in front of the mouth to cover the bare plastic.

Unlike the Nolan Easy Rider model we tested in our August 1980 issue, which is no longer imported, the N31 doesn't have a flush-mounted faceshield. The visor is not an old-style conventional design, however. There are no snaps, and the pivots have ratchets that hold the visor closed or in one of two open positions.

The ratchet works smoothly and easily, yet is strong enough to hold the shield open even at highway speeds without a windshield.

The shield is partly recessed at the bottom edge, and is lifted by means of two small lips moulded into the front bottom edge of the visor. One rider found it a little odd to use at first, but both who tried the helmet considered the system acceptable after wearing it a few times.

The first open position leaves about two centimetres of space at the bottom, and lets a gale of fresh air through the helmet without uncovering the rider's eyes. The second position is full open, and although the visor edge remains in the field of

vision, it isn't any more obtrusive than the edge of a duckbill visor on a dirt helmet.

The first position is handy if the helmet starts to mist up and you want to get some more air while you're riding; the second is too far open to be useful on the highway.

Shields for the N31 are available in clear or smoke colours and cost \$8.99. Changing the visor is easy enough, but requires some care. The pivot pins are plastic screws, and a small screwdriver is needed to remove them. They look as though they'd be easy to strip or lose, but if the worst happens replacements are available for \$1.49 a set. The wise rider will pick up a set or two and throw it in his pack.

Another part you have to be careful of is the spring-loaded pin that engages the ratchet positions moulded into the visor. As you move the shield up or down, the moulding pushes the pin into the helmet. Then it springs back out at the next ratchet position to again secure the helmet. Spare pins are included in the pivot replacement kit.

Once you remove the two screws, the shield just lifts off and a replacement can be fitted. It takes only a few seconds if you don't drop anything.

We found the N31 to be pretty quiet on the highway, better than many other top-line helmets. The semi-recessed faceshield and sharply angled lower front surface may be the reasons why. It's also comfortable; the brushed nylon interior is soft and the close fit means the helmet doesn't move around.

The Nolan is unique in that the helmet can be individually fitted to each rider. It comes in five sizes from extra-small to extra-large to start with, but in addition the pads that fit from ear to cheek are available in three different sizes. Any rider should be able to get a set to tailor the helmet to his head shape. A replacement set of pads costs \$7.95; they are held in place by one dome snap and by the retention strap, which passes through the middle of the pad.

The strap itself is comfortable. It's the usual nylon web, but is enclosed for much of its length in a wide, soft padded sheath much like artificial leather that eases the pressure of the strap on the rider's chin. The buckle isn't the common pair of D-rings, but a metal rectangle with a

knurled, sliding barrel. As with D-rings, the strap goes through, turns around and comes back out. It works pretty easily, but our experience with similar buckles is that the knurled surface wears the nylon straps fairly quickly.

The end of the strap has a small square of Velcro attached. It mates to a matching patch on the base of the strap, and is intended to keep the strap's end from flapping in the breeze and beating the rider's neck to the status of raw meat. It's effective enough that way, but it is also absolutely infuriating because the hooked Velcro patch grabs anything that gets near it—the soft nylon interior, the jacket the rider is wearing, the nylon strap itself. We'd be quite happy to live with having to tuck the strap under itself to prevent flapping.

We liked the Nolan quite a bit. It's light—at 1,310 grams it's lighter than any fibreglass or Kevlar helmet and heavier only than the Nava—and well-padded, and the low wind noise reduces a major fatigue factor considerably. The many sizes and adjustable cheek pads make it easy to get an exact fit.

The Nolan meets U.S. Z90-1 and Canadian CSA D230 safety standards.

We think it's a good-looking helmet, although one rider thought the graphics a bit overdone. It's available in six colours—black, white, red, blue, orange and yellow—and lists for \$99.95.

The distributor is Marquette Marketing Corp., P.O. Box 3450, Don Mills, Ont., M3T 2C9.

There is an additional feature of the Nolan that we haven't been able to try yet. For \$149.95 you get replacements for the rubber mouthpiece interior of two helmets, into each of which is built a microphone, speaker and battery. You also get a flex cord that plugs into sockets in each helmet. Presto, you have an intercom system so that you and your passenger can while away those long, boring hours on the Trans-Canada Highway.

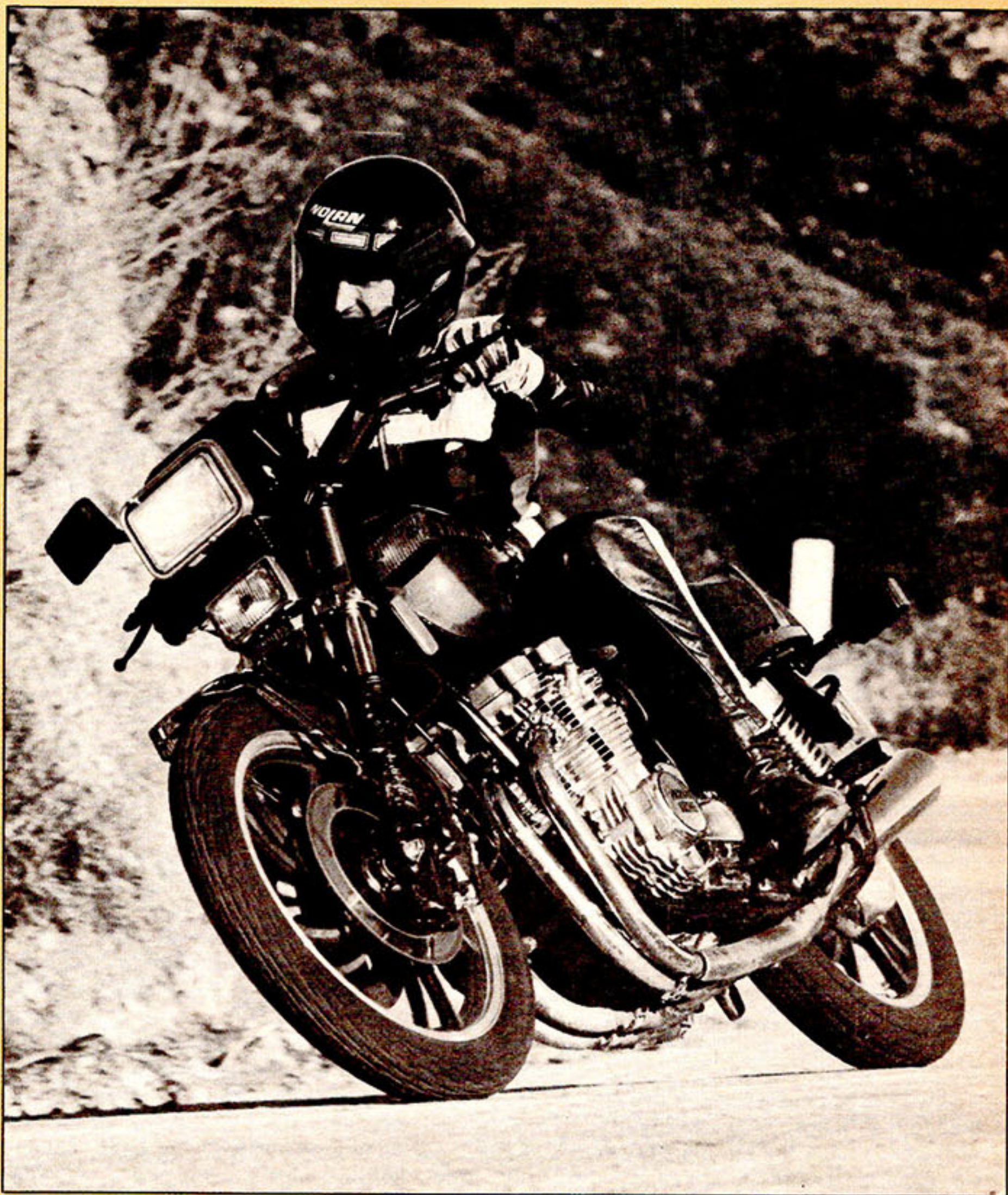
We only had a chance to sample the unit briefly before one speaker gave up the ghost. We think it got wet in a downpour. We'll be trying another set, and will report on how well it works as soon as we can. □

Product tests were prepared this month by Jean-Pierre Belmonte and Larry Tate.

Coming soon in

CYCLE CANADA

Yamaha's 750 Seca breaks new ground in gadgetry and styling, as well as delivering superbike performance from a compact package.



● **Yamaha XJ750RH Seca:** For those who coveted a European 650 Maxim, Yamaha has something a little different. For those who demand high technology along with high performance, the Seca has a computerized instrument panel, anti-dive front suspension and shaft drive. And for those who admired the Vetter Triumph Hurricane, its looks are reborn.

● **Yvon Duhamel:** Remember him? Anyone who saw him in action remembers vividly; tales of his daring are legion. Kevin Cameron remembers the Canadian who raced works Yamahas when U.S. riders couldn't get them; the man who acted as a human suspension on the most evil Kawasakis ever made; and the man who tried to drive his rented car into a swimming pool after he won a race.

● **Kawasaki KZ440:** The H-D Sturgis isn't the only belt-driven motorcycle on the market now that the 440 LTD with belt option is available in Canada. The stylish twin was supplied only to the U.S. last year. In an upcoming test we will see how far this street cruiser has come since its inception as a 400 in 1974.



© 1980. AMF Harley-Davidson

RUN TO THE SUN.

The 1981 Harley-Davidson Roadster. On I-75 to Florida.



You could be heading for Daytona—or just out for an afternoon. But half the reason for riding anywhere is to see and be seen. After all, you're not riding just a motorcycle. This is a Harley-Davidson.[®] More than a machine. The 1981 Harley-Davidson Roadster[™] comes direct to you from the Low Rider[®] tradition of custom styling. And sends the imports running back to the drawing board for more work.

Roadster custom styling features new pullback buckhorn handlebars, a large 3.3 gallon tank and a two-piece stepped seat with sissy bar, backrest and stash pouch. There are extended front forks and your choice of laced or 9-spoke cast wheels. Add staggered shorty duals and a new ribbed primary chain cover, and the custom look is complete.

This year's Roadster shines in new two-tone metallic silver with black pinstriping. Or choose gleaming black with red pinstriping. There are new Harley tank graphics, too.

The way this bike moves is just as impressive as its styling. You ride with the power of our 1000cc V-Twin engine beneath you. Nothing compares to the sound and sensation of this Harley-Davidson on the road.

Whatever sun you're running to, Roadster puts you miles ahead of routine, run of the mill motorcycles. It opens the door to the true spirit of custom biking. After all, Roadster is a Harley-Davidson. That's why it's more than a machine.

Distributed Exclusively in Canada by:
Fred Deeley Imports Limited,
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The dawn of a new way to ride.

It's dawn. Shafts of golden-hued sunlight streak through the trees. Ahead of you stretches endless miles of grey ribbon highway.

Where you're going and when you get there doesn't matter. It's how you get there that really counts. Do it on a Kawasaki KZ1000 CSR. The 1000 CSR puts it all together to give you a really special ride.

It's simple. Nimble. And quick.

Style is slick, with a tear-drop tank, pull back bars, low down seat and a fat rear tire. Power is generated by a proven 998 cc DOHC four with constant velocity carbs and tuned megaphone exhaust. Superb handling comes with air adjustable leading axle front forks, damping adjustable shocks and a low CG chassis.

Now that's performance. And you don't have to wait 'til dawn to try it.



Kawasaki

Lets the good times roll.