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DUHAMEL!
Profile
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TRACK TEST
Norton Manx
and Honda RS125



THE NEW MAXIM 550 LIGHT. LEAN. AND POWERFUL.

Presenting the contender in the 550 class. Destined to be the new champ.

At 405 pounds, the Yamaha Maxim 550 weighs in lighter than the lightest 550 this year.* And it boasts the best power-to-weight ratio of any of its competitors.

Narrowness counts, too. Especially when you're counting on good handling and a rocket ride. At 19.8" the Maxim's engine is only a half inch wider than our XS 400 twin, making it the narrowest in its class.

But while we made the Maxim 550 light in weight and lean in width, we didn't make it less. In fact, there's

only one thing this machine isn't lean on. And that's performance.

This 550 four cylinder machine has all the power of a high performance motorcycle. And we've given it our most advanced features in engine technology.

Like Y.I.C.S. Yamaha's patented Induction Control System was designed to provide fuel efficiency while improving mid-range



performance. How it works is simple. A sub-intake valve system swirls the air/fuel charge through the combustion chamber four times faster than conventional engines. With ten per cent fuel savings. And there's no moving parts so it's maintenance free.

Seat height is only 29.5,"

giving the Maxim 550 an extremely low center of gravity. Sit in, and you'll get the feeling that everything about this motorcycle is where it was meant to be.

It has a low, laid-back seating position that's comfortable for any size rider. An off-set handlebar mount moves the bars back closer to the rider, so it's a joy to ride.

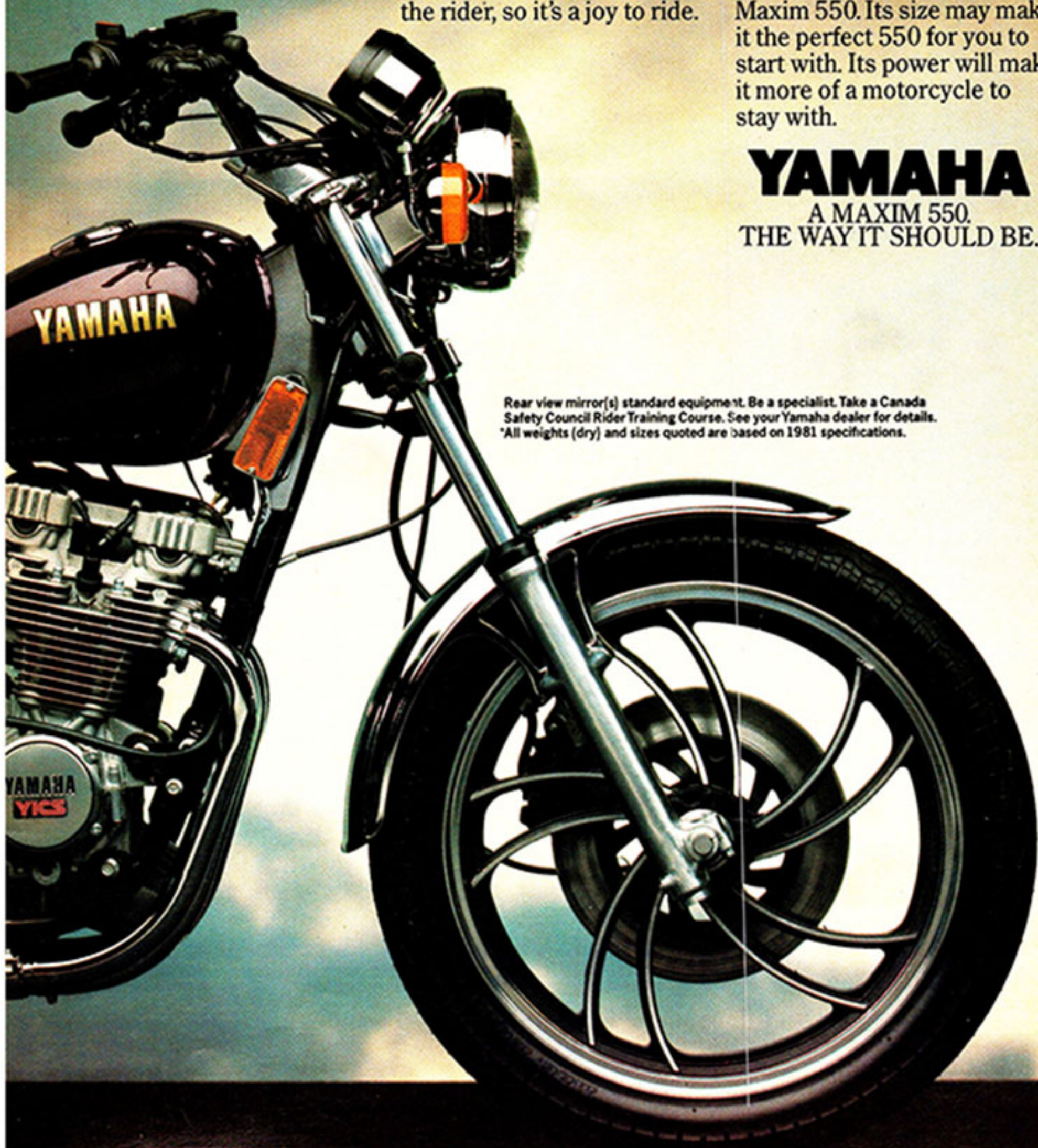
And, just like the Maxims in the rest of the family, it's a joy to look at, too. Cast alloy spiral wheels, upswept pipes, shapely teardrop tank, and clean flowing lines right back to a cast aluminum grab rail give this 550 the Maxim looks of another stunningly beautiful motorcycle.

The all-new Yamaha Maxim 550. Its size may make it the perfect 550 for you to start with. Its power will make it more of a motorcycle to stay with.

YAMAHA

A MAXIM 550.
THE WAY IT SHOULD BE.

Rear view mirror(s) standard equipment. Be a specialist. Take a Canada Safety Council Rider Training Course. See your Yamaha dealer for details. *All weights (dry) and sizes quoted are based on 1981 specifications.





On being the paragon.

No other motorcycle is quite like a BMW. But interestingly enough, many bear a certain resemblance. Because some of the most sophisticated features on modern bikes are based on designs originally created by BMW engineers.

In 1919 a biplane powered by a BMW engine set the world altitude record. The following year the engine's designer, Max Friz, created the "Helios", a lightweight motorcycle with a horizontally-opposed engine; three years later the BMW R32 introduced shaft drive and the fully floating axle. All three design features are still wholly valid today. Astonishing.

Thus, characterized by superb engineering, impeccable craftsmanship, reliability, and exceptional performance, the BMW came to be recognized as the paragon of motorcycles. The same is true today.

In January 1981 BMW entered a new model in the incredibly gruelling Paris to Dakar Rally. Of 100 starters, only 27 finished the 9,500 km course through the Atlas Mountains, across the Sahara and down to equatorial Senegal. BMW walked away with top honours, capturing first, fourth, and seventh places—no mean feat for a new model in its maiden year. The bike was the R80 G/S, BMW's first



The R80 G/S. The lightest 800 cc. bike around, it's gutsy off-road, stable and solid on the highway.

dual-purpose machine.

Obviously, the R80 G/S is at home in the rough. On the highway it out-classes all dual-purpose machines. At 367 pounds dry weight the G/S is considerably lighter than any other 800 cc. bike. It's nimble and responsive—yet solid and stable in heavy traffic. And once it gets you to where the trails and rugged roads stretch before you... ahhh!

A major reason for this exceptionally precise and agile handling on both trail and highway is another BMW innovation. Monolever suspension, 50% stronger and 4½ pounds lighter than conventional swinging forks, goes a long way towards making the new BMW R80 G/S the consummate dual-purpose bike.

The flagship prevails.

BMW's \$9,000-plus R100 RT is justly acclaimed as the world's premier touring bike.

While other marques were indulging in excesses of complex design,

year by year BMW was refining the RT's outstanding basic design. Repudiating such frippery as 4-valve cylinders, BMW retained its horizontally-opposed configuration. Clean and uncomplicated, the design is not only more reliable, it is

simple and inexpensive to service. (For example, valve adjustment: remove the rocker covers; two wrenches, a feeler gauge, and it's done!)

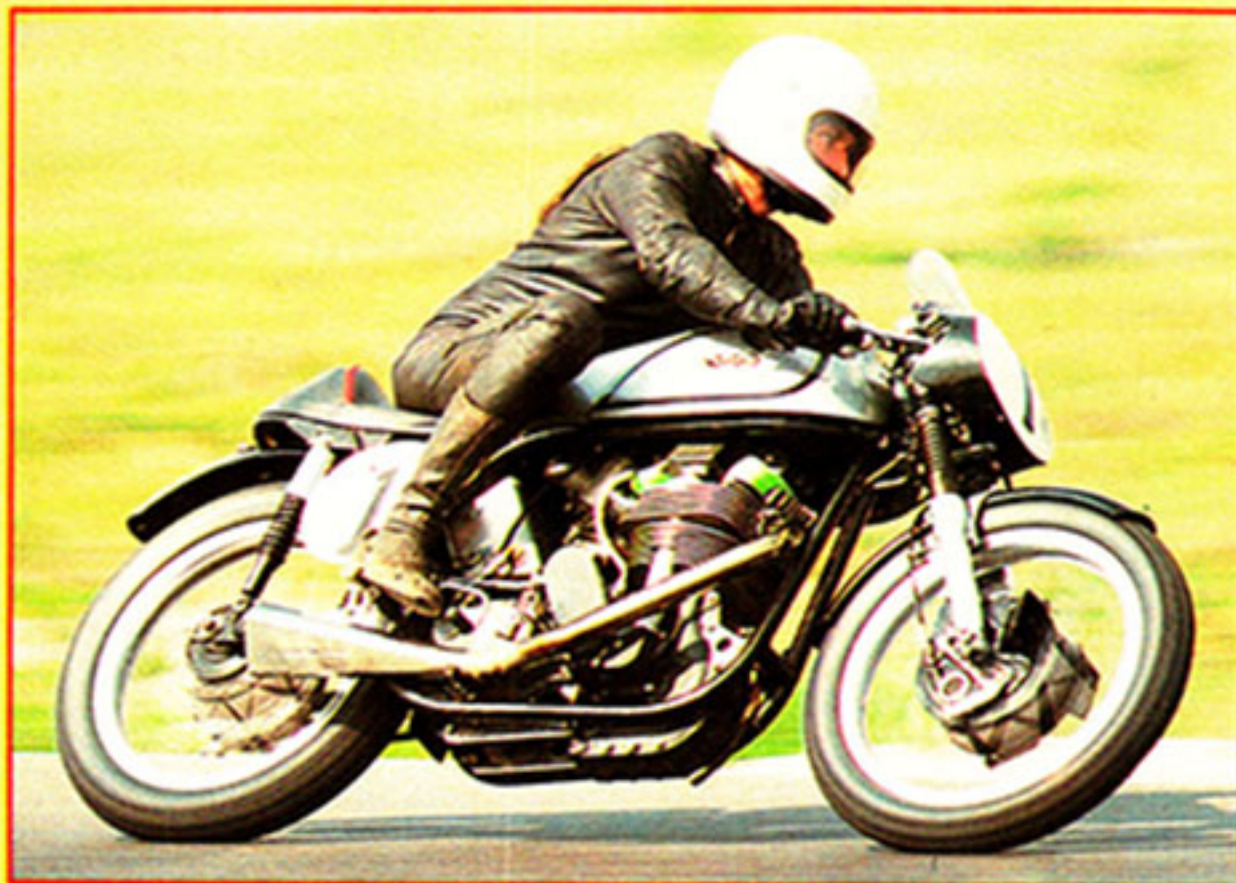
This year the RT introduces yet another innovation. Nivomat self-levelling suspension maintains riding height at a constant setting, one-up or two, with luggage or without, on smooth highways or rough roads. And does so automatically.

Where some big bikes are a positive liability on anything less smooth than the thruway, the RT takes lesser roads in its stride. Its handling is agile, sensitive, and predictable. One big reason: At 478 pounds dry weight the RT is the lightest bike in its class—in some cases by almost 200 pounds.

Superbly comfortable and reliable, the R100 RT is built for riding long and hard and fast. As though it could go on forever. But its reputation as the paragon of its world is built on something even more rare: The BMW character and quality, which is... character and quality.



Bavarian Motor Works, Munich, West Germany



Mike Duff and a Manx Norton returned to action at Shannonville. Page 43.

TESTS

26 Yamaha's glitterbike isn't just for show

The biggest Seca is every bit as much a sport bike as its 550 cc little brother. A strong engine, an adjustable chassis and anti-dive brakes combine with the latest in electronics to make a unique motorcycle.

46 Honda does it right in the dirt

After two world championships, you'd think Honda would get its first open-class motocrosser right. We found the CR450 to be as exciting as its pedigree would have you believe.

64 Kawasaki's slick 440 does it differently

The KZ440LTD may not look much like a Harley despite the cruiser styling, but it does share an important design feature with the 1,340 cc Sturgis—belt drive, which may be the wave of the future.

PROFILE

36 One of the very best

No one who's seen Yvon Duhamel ride a racing motorcycle will ever forget. The diminutive French-Canadian had a power and style all his own. An expert from the other side of the race track remembers what he was like. By Kevin Cameron.

FEATURES

43 Privateer's track choice then and now

Across 20 years, we take two riders and two motorcycles—the fabled Manx Norton and the modern Honda RS125—to see how the state of the grand prix racing art has changed. By Larry Tate.

52 You can't do it cheaper yourself

If you've ever wondered why insurance rates for collision coverage are so high, all you have to do is read our piece-by-piece analysis of what it would cost to build a motorcycle yourself. By Damian James.

COMPETITION

71 Cyclesport

Slush racing in Ontario, Darryl Schultz wins a supercross double-header and Lang Hindle picks up factory sponsorship for his superbike racing. Edited by Damian James.

REGULAR FEATURES

8 Newsfront

Daytona results, the sale of Harley-Davidson and an incredibly long-lived Gold Wing head up this month's news section. Section edited by Larry Tate.

12 Editorial

Why would anyone want to be a motorcycle mechanic?

14 Masthead

16 Readers Write

18 Technics

Former Canadian road racing champ Jim Allen explains the whys and wherefores of tire design.

20 On The Road

For a weekend tour it's hard to beat British Columbia's Sunshine Coast. By Dave Hankinson.

22 Motopinion

Our reader-to-reader service is for you if you're shopping for a used bike.

24 Short Strokes

Suzuki may have turbo street bikes for the 1982 model season.

74 Motomarket

Cycle Canada's advertising section.

78 By Mike Duff

80 Motocross Canada

82 Who Won What

84 Canada West

86 CMA

88 Calendar

90 Did You Know?

Square pistons aren't as silly as they sound.

90 Feedback

We want to hear from you.

92 New Products

93 Product Tests

A mail-order tank bag and electric socks for travelling comfort.

94 Coming Soon

96 Showcase

COVER

Robin Riggs rented a four-metre-high tripod for his camera and climbed a ladder in a darkened studio to get this high angle shot of Yamaha's new XJ750 Seca.

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Some Of The World's Fastest Riders Are
Putting Them On.

NEW AXO BOOTS



\$189.95

AXO of Italy introduces a new concept in motocross boot design combining the protection of plastic with the comfort of leather. Grand Prix stars like America's Brad Lackey (Team Suzuki) and France's Jean Jacques Bruno (Team Suzuki) are choosing the new AXO for the ultimate in boot performance.

Check these reasons why: Highly-protective plastic boot front. • Leather where needed in other areas for comfort and the necessary feel of brake and shift pedal. • Quick and easy Velcro closure system.

You can experience the comfort of leather and the protection of plastic by stepping into the new AXO boots at your local dealer. Sizes 6-13. Two exciting color combinations: red/black and yellow/black.



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SUPERFOX BOOTS

Slip on a pair of Superfox Boots and feel the comfort. Their rugged design will hold up through the worst imaginable races. Built in Italy, Superfox Boots have the features pros demand. Quality Italian leather craftsmanship. Strong, positive buckles that don't come loose. Double sewn soles. A metal toe protector. Ankle padding and leather lining. Unlike boots that use a metal protection plate, Superfox Boots incorporate a molded plastic protection plate which does not dent.

Both styles available in MX or ENDURO soles.

AXO all leather kids' boots sizes 5 & 6 \$119.95

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Finally a top line competition glove at a reasonable price.

Tested by riders (from Expert to Schoolboy classes through 1980). Before we put our name on them.

A unique combination of leather and synthetic material. Leather padded palm, double padded thumb and synthetic backing for a new experience in comfort. Knit cuffs keep them firmly in place. Red, white and blue only.

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Already the top riders are making the switch to these new SUPERFOX pants. They are light weight and feel comfortable.

Pants are made of heavyduty nylon fabric on the outside, with a lightweight nylon liner inside. They are washable and hold their colour for the smart look. MOTO-X-FOX Lettering and expandable seam on each leg. Sizes - 28, 30, 32, 34, 36.

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Pig farmer wins Daytona, Hindle fifth in superbike

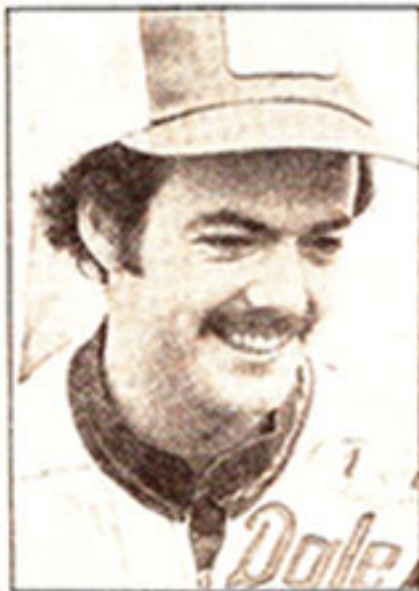
DAYTONA BEACH, Fla.—Dale Singleton won his second Daytona 200 in three years March 8. The Georgia pig farmer sat back and watched faster rivals break down, and still finished in the record time of one hour, 51 minutes and 15.743 seconds, an average speed of 108.253 mph (174.6 km/h). His mount was a TZ750 Yamaha; in fact, all top 9 finishers rode TZ750s.

Ken Roberts had his usual Daytona jinx strike when for the second straight year his Yamaha failed on the second lap with a sticking throttle. Last year grit blew into the carb throats on the grid. This year mechanic Nobby Clark said he thought an AMA official kinked a throttle cable when measuring the diameter of the carb restrictors.

Freddie Spencer led the first 15 laps on his American Honda F1 bike, but blew up spectacularly on the 16th lap after refueling. The other top four-stroke contender, Wes Cooley, had engine problems and retired after running as high as second in the early going.

Top Canadian was Ken Botham of B.C., finishing 30th.

The superbike race was a Yoshimura benefit, with Wes Cooley and Graeme Crosby on Yoshimura Suzukis finishing ahead of Freddie Spencer on an American Honda superbike. Fourth went to Wayne Gardner of Australia in his first appearance at Daytona, riding a



Dale Singleton won in 1979, came second in '80 and took his second victory in 1981.

Moriwaki Kawasaki.

Fifth went to veteran Canadian superbike racer Lang Hindle, riding his new Canadian Kawasaki KZ1000 for the first time. It was an excellent finish against top factory teams for Hindle and his new bike. Also finishing well was Norm Murphy of Don Mills, Ont., who rode his Suzuki to 11th overall.

Best Canadian finish of the week went to Steve Simmons of Toronto, who rode his new TZ250 to fourth in the 250 cc novice race. The 250 expert race fell to Eddie Lawson on the factory Kawasaki KR250. Lawson rode the chain-driven bike after having practised with a belt-drive version much of the week.

Top Canadian was Gary Collins of Barrie, Ont., who finished 20th.

The supercross win went to Suzuki rider Darrell Schultz, while Jim Adamo won the Battle of the Twins special race on a Leoni/Berliner Ducati.

The full story of Daytona 1981 will be featured in the June issue of Cycle Canada.



Wes Cooley led a Yoshimura Suzuki sweep of Daytona's superbike race.

Touring guide for Canadian riders a worthwhile book

VICTORIA—A guide to motorcycle touring in Canada, intended to ease the path of those heading on a provincial or cross-country tour for the first time, is available now from a west coast rider.

Kerry Hill crossed Canada in 1976 from coast to coast, and repeated the trip in 1979 with friend Gloria Pomeroy. The two spent five months on the road collecting information on roads, routes, eateries, campgrounds, hazards and pleasures of each place they visited. They even tell you what bugs you can expect to find where.

It's wrapped up in a package that lists all information by province. Temperatures, expected rainfall in various months and particular road hazards of the province are part of each chapter's information.

There's also a wrap-up of provincial motorcycle legislation, a list of dealers that provide help to touring riders and an address index of tourism offices across the country.

We think the guide is a worthwhile addition to the long-distance tourer's tank bag. It can be ordered from Kerry Hill, 313-516 Dallas Rd., Victoria, B.C., V8V 1B2. Cost is \$4.95 per book, plus 50 cents for postage. If you order more than one, Hill picks up the mailing cost.

Licensing test should improve rider skill level

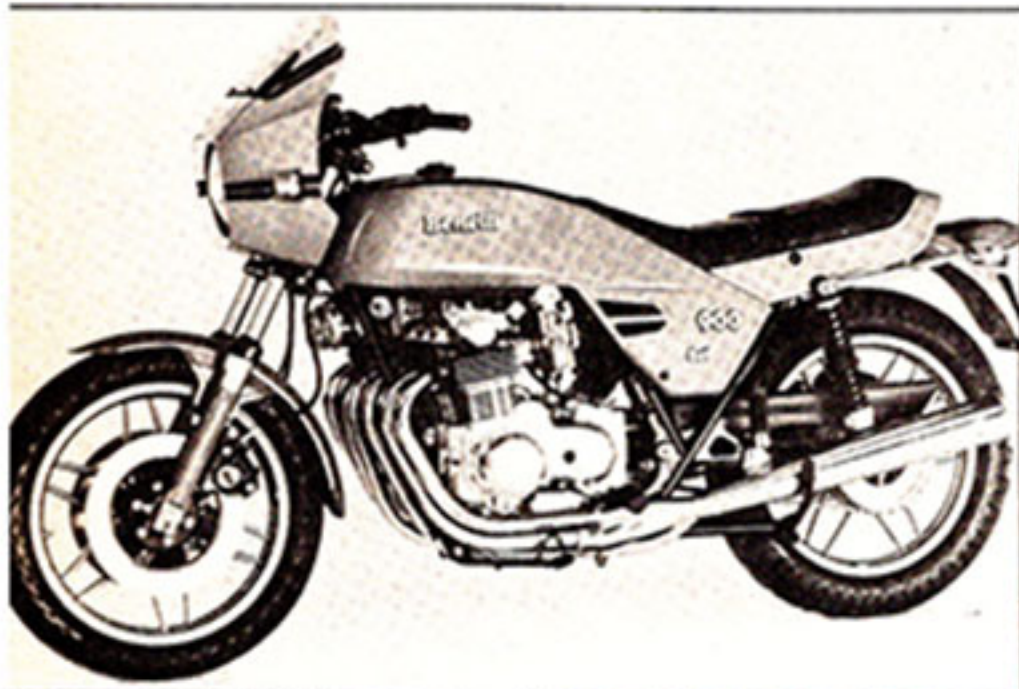
TORONTO—The Ontario Ministry of Transport is considering implementing a new system of rider licensing tests. Called the Motorcycle in Traffic test, or MIT for short, it was developed in the U.S. by the Motorcycle Safety Foundation, a body funded by the motorcycle manufacturers in co-operation with the National Highway Traffic Safety Administration.

Present testing in Ontario consists almost exclusively of a stationary tester watching the prospective rider do figure eights around a couple of blocks. Half the time he's out of sight of the examiner, and the skill level required is not particularly high.

The MIT uses a radio headset that fits into the rider's helmet. The examiner sends the motorcyclist out into traffic and follows in a car. By radioing instructions to the rider the examiner can test his ability to do most manoeuvres that may be required in traffic. The result should be more highly skilled beginning riders better able to cope with four-wheeled impediments to safe movement.

Benelli to be sold in Calgary

CALGARY—Elite Motor Cycle is selling Benelli motor-



Benelli's fabled 900 cc six will be available in Canada in 1981.

cycles. Owner Heinz Newman has a 900 Sei on display, as well as one of the exquisite 254s—a 250 cc four-cylinder machine. Newman says he plans to make stock and parts available for the entire range.

Benelli is part of the De Tomaso group, as is Moto Guzzi. This latest incarnation of the Benelli six, which has been around since 1974, shows De Tomaso's styling influence and has the integrated braking system pioneered by Moto Guzzi. That system links the right front and the rear brake to the foot pedal, while the hand lever operates only the left front disc.

The six has a 906 cc engine claimed to produce 80 DIN hp at 8,400 rpm using a single overhead cam and two valves per cylinder. Dry weight is 220 kg. A double-row drive chain is used, and the five-speed transmission has a dry clutch.

Pirelli Phantom tires are fitted. Top speed is claimed to be in excess of 215 km/h. The color, of course, is Italian racing red. Price is a somewhat breath-taking \$8,745 FOB Calgary, subject to change depending on exchange rate

fluctuations at time of import.

Dealers and riders can reach Newman at Elite Motor Cycle, 3915—4th St. N.E., Calgary, Alta., T2E 5T6, (403) 277-7923.

General manager post at CMA still unsettled

HAMILTON—CMA general manager Marilyn Bastedo, who resigned from her post effective Feb. 28, has decided to stay on until March 31.

CMA president John Pineo said that a board meeting was to have been held March 14, at which five candidates for the job would be interviewed and a decision made. Cycle Canada will report on CMA's new general manager in the June issue.

Help is at hand for NSU owners

BERGENFIELD, N.J.—NSU owners now have somewhere to turn for help and solace.

The NSU Owners' Register is intended as a list of owners, the model and year of the bikes

Fountain of youth touched Ron Sale's 1976 Gold Wing

TORONTO—Ron Sale may have made history with his 1976 Honda GL1000 Gold Wing by putting 172,543 miles (277,622 kilometres) on the bike without a rebuild. Honda service personnel say it's the longest-lived Gold Wing they can recall seeing, and the factory in Japan wants to look at some of the internal parts.

Sale was featured in Cycle Canada's September 1980 On The Road department. The Gold Wing hasn't had an easy life; much of the time it's been pulling a trailer carrying one of Sale's racing bikes, and it's even hauled a small camper trailer to Florida.

The bike was purchased as a demo with 12,000 miles on the odometer. Maintenance consisted of changing the oil every 12-15,000 miles and getting the engine tuned whenever it wouldn't pull the trailer fast enough.

Sale brought the bike in for a rebuild because he thought it was about time; it was still running quietly and felt as strong as ever. When the motor was opened up it was discovered that the main bearings were done, but nearly every other internal piece was still within factory tolerances.

One bearing in particular was really done—the babbitt was worn right down to the copper shell. It was so loose that the cap had loosened in the journal and worn it out of round. This in turn had started the crank whipping, so it was three thousandths out of true—bent, in other words. Yet no other damage was apparent.



Sale was towing trailers for 277,622 kilometres before deciding to rebuild his Gold Wing engine.

Pistons were still within specs—maximum clearance allowable is .0035 inch, and these averaged .0022—and the rings were original. Rockers and camshaft lobes looked in good enough shape to do the same distance again.

The water pump, which had never been touched, was leaking slightly into the cases. Rick Andrews, the mechanic who tore down the engine, thinks that the coolant combined with the oil to form a compound that attacked the babbitt in the bearings. "It might have gone that far again if the pump hadn't been leaking and contributed to the failure of the bearing. If that main bearing hadn't gone the bottom end would have been almost like new. The other two mains are fine, just worn."

You may not get quite the same mileage out of your Gold Wing, but Sale's engine points out the benefits of using big, understressed and water-cooled engines for touring bikes. Given proper care, such engines could outlast a normal owner's desire to ride the motorcycle.

NEWSFRONT

they own and comments about the machines. Parts sources will be another part of the list, and it will be updated as often as possible.

The address of the Register is 301 Phelps Ave., Bergenfield, N.J., 07621, U.S.A. The organizers ask that you send a stamped, self-addressed business-size envelope when you write to join. Non-U.S. residents please send 18 cents worth of postal coupons, available at any post office.



Kawasaki's GPz1100 has become the first stock bike to break into the 10-second quarter-mile bracket.

Gleason breaks into the 10s on Kaw GPz1100

LOS ANGELES—On our March cover we posed the question "Will Kawasaki's GPz1100 be the first 10-second street stalker?" Now we can tell you the answer—yes.

Tuesday, Feb. 3, professional drag racer Pee Wee Gleason took a GPz1100 into the 10s with runs of 10.94 seconds at 195.5 km/h and 10.97 at 194.9 km/h. The runs were made at Orange County International Raceway.

Manitoba travel will be easier

WINNIPEG—Tourists heading to or through Manitoba this year can get a free 273-page book from the Manitoba government that lists tourism information for the province.

Parks, hunting and fishing rules and facilities, accommodation ratings, locations and prices, radio stations, information centres, liquor laws and even where to find a bank open on Saturday are all topics covered by the book.

It's available for the asking

Harley-Davidson for sale, H-D execs bid for purchase of only U.S. manufacturer

DAYTONA BEACH, Fla.—Harley-Davidson is on the block. American Machine and Foundry, which bought the American motorcycle manufacturer in 1969, plans to sell the company to a group of Harley executives.

Vaughn Beals Jr., AMF corporate vice-president and motorcycle products group executive, announced March 4 that the group of executives had made an offer to AMF to take control of Harley-Davidson. The offer is contingent on negotiating financing, but Citicorp Industrial Credit Inc., one of the largest corporate credit institutions in the U.S., is reported ready to provide funds.

AMF's acceptance of the offer also depends on the approval of the company's board of directors. Beals said this could happen as early as May.

Executives involved in the offer in addition to Beals are Charlie Thompson, Harley-Davidson president, John Davidson, chairman of the board, Willie G. Davidson, chief of styling and design, Dave Lickerman, president of Harley's international operations, and Ralph Swenson, president of the York, Pa., plant.

AMF has been thinking of selling the Harley subsidiary for some time. W. Thomas York, AMF corporate vice-president, says it's because AMF wants to realign its internal structure so that income is equal between the industrial and leisure sales parts of the company. At the present time 62 per cent of AMF's income is from the leisure side.

Harley-Davidson is the biggest single concern owned by AMF, and its growth over the past decade has made it increasingly difficult for AMF to achieve the in-

come ratio it desires between divisions. York said that investment in the fast-growing data-processing and energy resource development fields was high on the list of investments planned with funds from Harley's sale.

Beals said the group he heads is ready to buy the company because it's able to stand on its own now. When AMF purchased Harley-Davidson in 1969, 14,000 V-twins were shipped, which in addition to lightweights and snowmobiles grossed \$49 million in sales. In 1980 production reached a record 50,000 motorcycles and Harley had the biggest single share of the over-900 cc market with 30 per cent of about 130,000 U.S. sales. AMF invested \$7 million in modernizing the York assembly plant in 1973, and that's paying dividends now; H-D's 1980 revenue was about \$300 million.

The export market is becoming more important to Harley every year. In 1980 Japan became Harley's biggest foreign purchaser, surpassing West Germany where there are now 25 dealers.

Beals said there were plans to broaden the product line soon, but added that Harley had no interest in the lightweight market. This could refer to the rumored new touring bike of unknown configuration, and is sure to refuel rumors of a new V-twin or V-four designed by Porsche for the American bike company.

The week before the announcement of the purchase offer, the Wall Street Journal reported that Honda was putting up money for the takeover. Beals denied this strenuously, insisting that "absolutely no foreign funds or control" were involved. Rice, however, was served at the announcement banquet.

by writing Department 1130, Travel Manitoba, Winnipeg, Man., R3C 0V8 or calling collect (204) 944-3777.

SMCC exec hopes to revive racing

MONTREAL—Sports Motor Cycle Club has elected a new executive, and plans to become more active in promoting races during the 1981 season. Incorporated in 1949, the club has been organizing motorcycle sporting events since 1929.

The new executive is: Dave Cunningham, president; Mike Coleman, vice-president; Fritz van der Veen, secretary; Ed Hawkes, treasurer; and Don Sutherland, executive member.

The club is particularly interested in getting back into road race organization and hopes to revive the old St. Croix circuit between Montreal and Quebec City.

Noise as music is Yamaha theme

TORONTO—Yamaha Motor Canada Ltd. has created four radio commercials based on the premise that the sound of a motorcycle is music to a rider's ears. One is a general ad for the corporate lineup, while the other three concentrate on the Seca 750, the Virago 750 and the Maxim 550 and 650.

The sound of the bike revving in the background distinguishes the commercials. To get the noise they wanted, engineers rented Mosport for a day and set up double microphones just less than a kilometre apart around the track. Professional riders then circulated, giving a complete range of engine sounds.

A musical sound track is laid over the engine sounds. Instruments as complex as synthesizers and vocoders were used. Finally an announcer laid a voice-over on top of all the effects. Yamaha's ad agency, F.H. Hayhurst, says some of the sound effects were complex enough to require synchronizing three 24-track sound boards.

Newsfront is edited by Larry Tate.

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Editorial

Growing up to be a motorcycle mechanic

Some issues in motorcycling are transitory, such as: When will they make alloy rims that don't pack with mud? Or, when will they build a bike which has good brakes, doesn't vibrate, and lasts longer than 20,000 km? Those questions were answered long ago.

Others are more enduring. Where can I get cheap insurance; or: What do I do if my bike gets a flat tire on a Sunday? Bob's yer uncle, is the usual response.

One question which arises regularly, perhaps a little more so in the spring when the sap begins to flow, is: How can I become a motorcycle mechanic? God bless the people, usually young, who ask; without trained technicians our mechano-sport would quickly grind to a halt.

Getting started is a sort of Catch-22 situation. You usually have to have some experience to get a job, but how do you get that experience without having a job? Some provinces have an apprenticeship program in motorcycle repair, but it's designed for mechanics already working in bike shops. Once enrolled, you arrange time off to take more advanced classroom training at an approved school and have your wages subsidized in the process. But you do have to be a working mechanic in order to qualify.

A wise man once said that experience starts when you begin. You can learn the principles of internal combustion from books and magazines, as well as get an idea of different engine designs, problems and advantages. But book learning isn't experience.

The first step requires an investment of time and money; the amounts vary, depending on what method you choose. The most direct way to get experience is to put your hands on an old heap and make it run again. Let others know what you've accomplished and build up a clientele of low-budget riders by word of mouth. You may not even make minimum wage, but you will have acquired an unbeatable variety of first-hand experience in troubleshooting, improvisation, parts scrounging and dealing with people.

Dealing with customers can be one of the major frustrations of a working mechanic's day. The lucky wrench has a service manager to keep ignorant owners at bay, but in a smaller operation the mechanic may also be a combination

parts man, accessories salesman, technical advisor, telephone receptionist and public relations officer. If he has any spare time, he may even be able to do the work he was hired to perform.

Another way to learn the basics is through a course of study. Numerous community colleges offer evening courses in small engine operation and repair. If

you're lucky, they may even have a course specializing in bikes.

While no school in Canada that I know of offers a full-time motorcycle mechanic

course outside of the apprenticeship programs, there are several south of the border. There's also one or more correspondence schools. You can usually find them listed in the small ads at the back of U.S. bike magazines. If you choose to attend one and it means spending a winter in Arizona or Florida, well, worse things could happen.

Ask the school of your choice for the names of graduates in your area whom you could talk to. If the school won't oblige, be wary.

Sometimes you can get a foot in the door early, if only temporarily, as an assembler. Bikes usually come partly dismantled in the crate; when the sales rush hits in the spring, there is often more assembly work to do than mechanics on staff to do it. You might find your local shop needing your services for a few evenings and weekends.

Once you've paid a few dues, learned the basics and got a job, you're set for a vocation which is interesting and rewarding for the first few years, even if you don't get rich at it. However, when the novelty has worn off, many ambitious mechanics tire of the routine, of off-season layoffs, of working Saturdays and of having to drudge away at what they had first and foremost loved as a hobby.

By their late twenties, they start drifting away, perhaps to try running their own shop, to enter other skilled trades or to complete their education and train for a new career. If motorcycling is still in their blood, they'll then say that after years they can enjoy bikes once again.

Those who don't drift away will form the backbone of the business for years to come, augmented as always by the avid young kids who come after them, looking for a way to become totally involved with motorcycles.

— John Cooper

Getting started is a sort of Catch-22 situation.

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Dunlop K88ST.

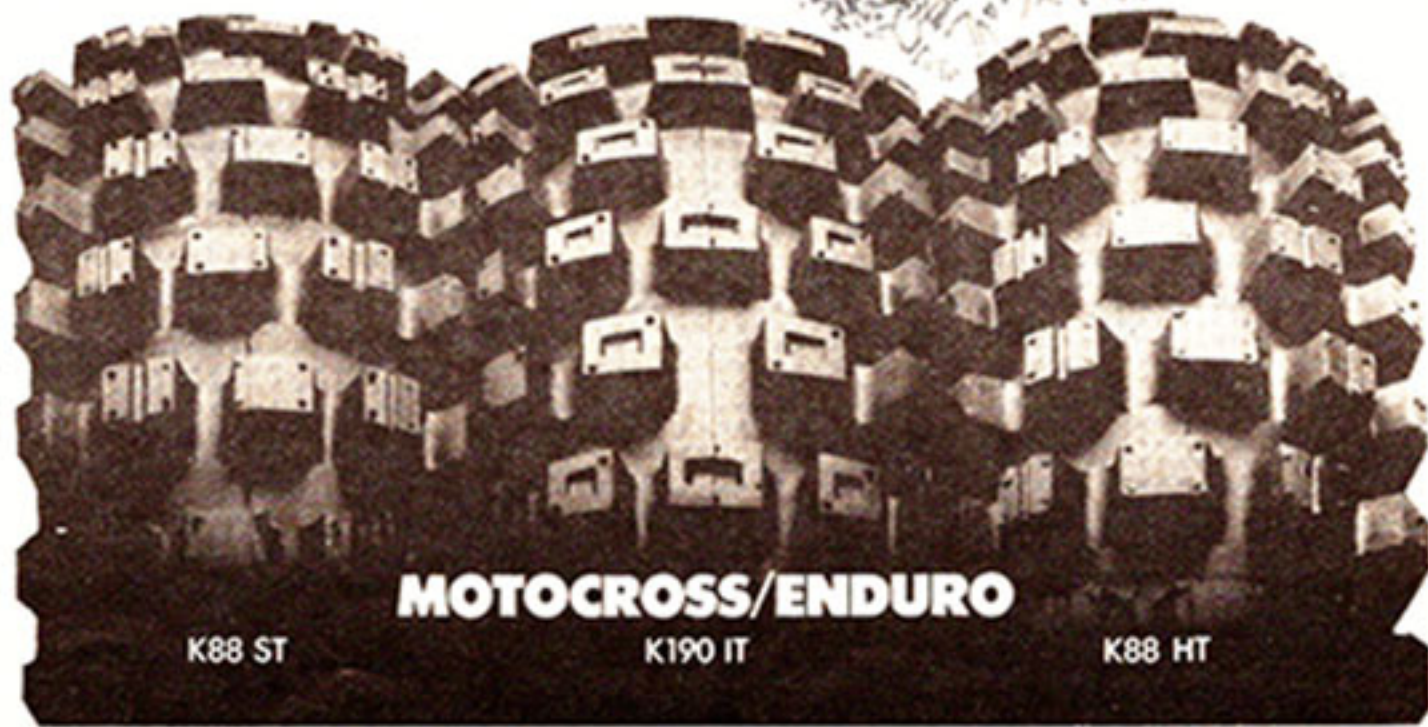
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MOTOCROSS/ENDURO

K88 ST

K190 IT

K88 HT

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

The assignment we all want

MASTHEAD

The joys of working
in California
are many

One of the fringe benefits of being on the editorial staff at *Cycle Canada* is that in the middle of a northern winter you get to jet to southern California to road test the newest motorcycles under the sun. And a fringe benefit of that fringe benefit is having to work with professionals like Robin Riggs, Danny Coe and Debbie Evans Leavitt.

Robin is the consummate artist whose photographic work has appeared on the last three covers, as well as this one, and in all of our recent tests conducted in California, including the Yamaha Seca and Kawasaki 440 in this issue.

Danny is the superb rider who has been featured in most of Robin's photography, most strikingly on the Yamaha RD350 in the last issue.

And Debbie is the perfect replica of the perfect girl next door. But as Assistant Editor Larry Tate and Associate Editor Jean-Pierre Belmonte discovered during the shooting of the KZ440 test photography, she is much more than just a pretty face.

"Jean-Pierre told me not to make eyes at her because, one, she is married, two, has a young son, and, three, can ride circles around me," recalls Larry. "All quite true, alas."

Debbie, you see, is a stunt rider for television and the films, now retired from trials competition.

Robin and Danny work together well. Robin organizes the shooting and provides the needle-sharp photography. Danny does the derring-do. The secret is Danny's ability to perform consistently and precisely on that one spot on the pavement where Robin can get the most dynamic shot.

Jean-Pierre says that Robin's first love is film but he prefers photography because it enables him to have great control of his own work. As Robin explained it: "The thing that makes photography worthwhile for me is just staring through the viewfinder of a 35-mm camera and making pictures out of what's there."

Making those pictures is easier when you have Danny hitting the exact same piece of pavement at the exact same attitude on every single pass.

"His control is amazing," says Larry. "He was literally dirt-tracking the Suzuki



Robin Riggs, Danny Coe (broom) and Jean-Pierre Belmonte prepare to shoot.

GS750, riding it on the left pipes and lifting the rear wheel off the ground with applications of throttle."

You could see Danny grinning to himself behind the visor as he played his 10/10ths game. He wasn't showing off, but just doing his job. And whenever the time came for a break, he would pull off his helmet and announce: "Man, this is fun."

Devoted readers of the masthead proper will have noticed a change in the associate-editor category: Christina Montgomery's name appears in place of Jim Colbert's.

Chris has succeeded Jim as editor of *Motorcycle Dealer & Trade*, the trade journal published by Brave Beaver Pressworks, and has taken over some *Cycle Canada* responsibilities as well. Chris, 26 and the owner of a Suzuki TS185, will edit the Readers Write section, the CMA page and Mike Duff's column, and administer our reader-to-reader service, Motopinion. She has worked as a writer and editor since starting her journalistic career at *The Review* in Niagara Falls, Ont., the daily at which I also cut my reporting teeth, as did Marty Levesque, the publisher of this magazine.

We'll miss Jim Colbert around here, as much for his strange sense of humor as for his preposterous sense of outrage. The last time we saw him he was firing up his Honda CX500 to head down to Daytona to catch the races and then to tour the Florida Keys while contemplating his future.

—Georgs Kolesnikovs

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READERS WRITE

TWO DIFFERENT COMPLAINTS ADVANCED AGAINST THE TREND TO TURBOS

Turbos too fast, or just not necessary?

I strongly believe that putting turbos on bikes, especially the larger models, only encourages the fools to go faster, when they are going too fast now. Putting turbos on 1000s and 1100s will create an army of Kamikaze nuts who will be a hazard not only to themselves but to motorists and other sane bikers.

The number and severity of turbo crashes will be astronomical and terribly messy. More stringent and restrictive laws will result. With so much traffic on the roads, the turbochargers are just too dangerous to ride safely. Let the aircraft have that kind of stuff, where there are trained personnel to handle it and room to navigate.

I like your new Cycle Canada format very much. Keep up the good work, and keep on stressing safety habits, and slow down. Helmets can't do it all themselves!

Gordon Kennedy
Prince Albert, Sask.

In the March issue Technics article you conclude your comments on the Yamaha XS1100 turbo by stating "The stock XS1100 motor produces a solid 95 hp, however, so if you guessed at something like 130 hp with a reasonable seven pounds of boost you'd likely be close." You mention also that the Japanese can't deliver the goods until 1982.

Well, for those still in the dark about true breeds of crotch rockets, stick your peepers on the soon-to-be-released Taglioni-designed Ducati fours, complete with the legendary Duke handling, water cooling, impeccable styling and with 141 hp to boot! Available in the summer of 1981.

Turbos...who needs them? Take that, O land o' the setting sun!

S. Gadson
Bradford, Ont.

Safety message vital even for experienced

Making Mistakes in the March 1981 issue was excellent. We need more articles like that — written in a lighter vein, sprinkled with humor but getting the safety message across. Readers don't feel they've been given a lecture and with luck

don't give me that dad
this Hood Guy lives in England
in the old days right? so
if he's so smart how come
he doesn't have a MANX
or a Black Shadow?



will retain something from the article that may prevent an accident.

Safety cannot be stressed enough, especially for the novice or young rider. The Canada Safety Council motorcycle training course is an excellent example. I am 42 years old and took the course as a refresher because I had been away from riding since my early twenties.

The course was fun and interesting, but most important, it taught people to be better riders. If only we could get the course incorporated as a prerequisite for a motorcycle riding licence and do away with the farce they use for a test now.

Ian Cameron
Guelph, Ont.

Dealers who make house calls worth an article

Thank you for the excellent article on Dave Hannigan in the March issue. He is a super motorcyclist's motorcyclist, an honest dealer and above all a fine person.

I for one am glad to see him get this exposure. He'd never blow his own horn.

I know there are other fine dealers, but I speak from experience on this one. He even made a house call to help me sort out some problems with my BM.

Could we have more profiles like this?

Bryan Ridley
Oakville, Ont.

Reader used his Z-1 R for physical therapy

I am very impressed with the new format of your magazine. It brings Cycle Canada up to or above American publish-

ing standards. It seems to me that your staff is always one step ahead of the U.S. magazines.

Motorcycles have been a part of my life for 10 or 12 years now. Without the bikes I wouldn't be anywhere near where I am today, because bike riding has been a part of therapy for me.

I had been physically handicapped in one leg and one arm to the point of near uselessness. But now I am about 95 per cent recovered.

I am not a very big person, only 54 kg, but I am fully capable of riding my present bike, a 1978 KZ1000 Z-1R. Many people think I'm crazy to ride, but I love it. The Z-1R is my 10th bike in a list from a Honda CT70 to a Z-1 to an 850 Le Mans—which I regret selling!—to the Z-1R.

I will be a Cycle Canada reader for a long time to come. Keep up the good work.

Norm Laberge
Montreal

Complaints about Harley controls a size problem

I'm a Harley rider, and have no trouble reaching the horn and starter buttons on my bike. Perhaps I have longer fingers than the person who tested the Sportster in your February issue, but I think the controls are the best in the market.

I also find the turn signals easy to operate, even when clutching or braking.

Dave Strachan
Miniota, Man.

Leverage is the key to solving effort problems

I have an idea for Rowland Smith, who wrote in your December issue asking for an easier way to use his clutch. Simply replace the clutch actuating arm on the engine with a longer one. This will provide more leverage and reduce the effort.

Although this may not sound too effective, it is the technique used by the Yamaha factory riders in the U.S.

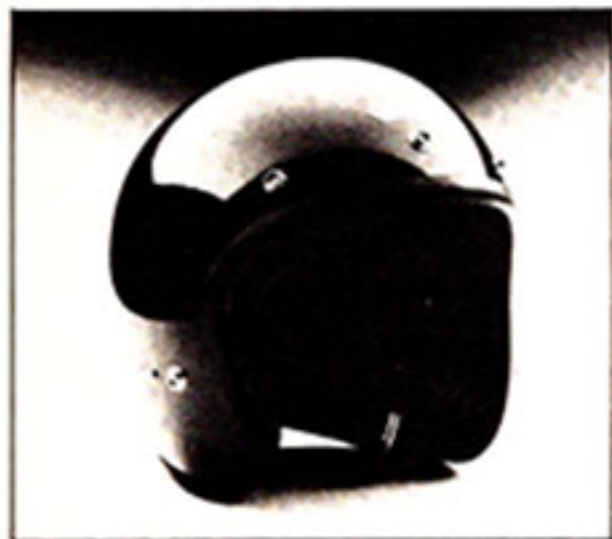
Charles Stuart
Kelowna, B.C.

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.

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Conflicting goals set tire design

TECHNICS

Beads, carcasses and treads are all that are between you and the pavement

By Jim Allen

Quick! Name a motorcycle accessory that's round and black, has a large hole in the middle and is much abused and little understood.

The answer is not the throttle grip. We're talking about tires, probably the single most important safety-related component on your bike.

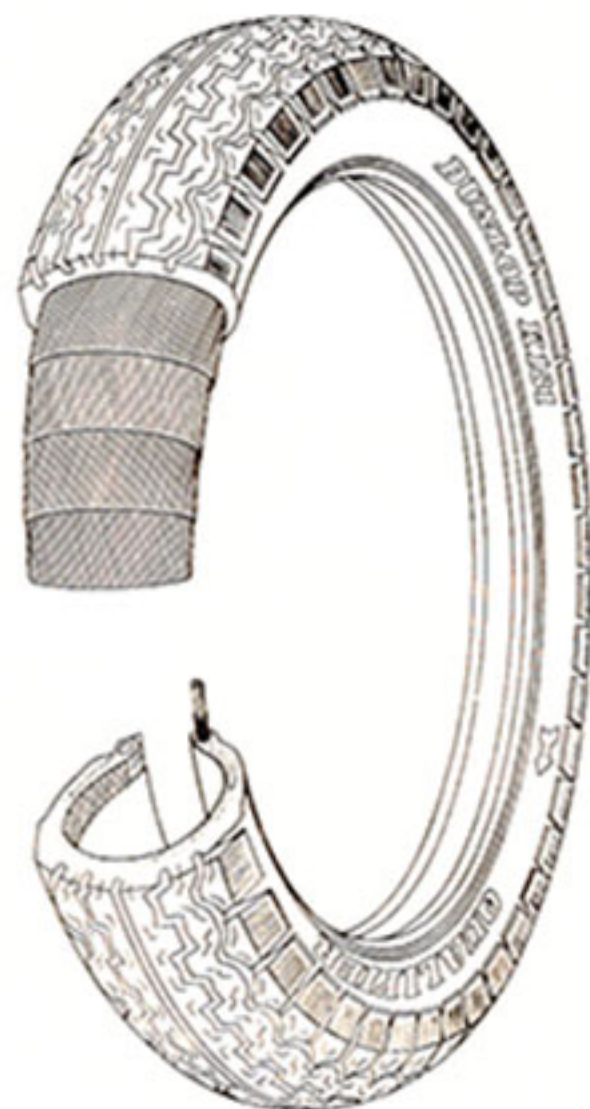
The reason there are so many types of tire is that there are so many different demands made of a tire. Engineers respond by building tires that are better at one facet of performance than another. What are some of the basic criteria for tire design?

How about this one for starters: The tire must fit on the bike. This may sound self-evident and elementary, but that's where the engineer has to start. The tire envelope—the space available for the tire—must be filled without danger of the tire fouling on any part of the bike either at rest or at speed.

What characteristics should the perfect tire have once it fits? The list would read something like this: Get good mileage, have excellent wet and dry traction, provide good handling and cornering characteristics, have total straight-line stability at all speeds, give a comfortable ride, have a high load-carrying capacity, be lightweight, have good puncture resistance and cost about as much per kilo as a head of lettuce.

Making the list is easy, but building this perfect tire is considerably more difficult. In this less than perfect world, several of our perfect design features conflict with each other. For example, generally speaking, a tire which lasts a long time will not deliver optimum traction. A tire known for its excellent handling characteristics will not often be lauded for its comfortable ride. A comfortable, cushy tire may lack high speed and load-carrying capability.

Analyzing the make-up of a tire will help you understand why some of these



The tire bead is the bundle of wires sticking out of the tire cross-section. The carcass is the layer of four belts with strands running in alternating directions.

properties conflict with one another. A tire consists of three components—the beads, the carcass and the tread. The beads are two hoop-like structures of high tensile-strength steel wire around the tire's outer edge. The carcass is a fabric and rubber sandwich in which thousands of individual cords of material are arranged so that they wrap around the beads and cross on an angle from one side of the tire to the other. The tread is that part of the tire visible from outside, the rubber coat that covers the interior.

The beads position the rest of the tire so that the carcass and tread can do their jobs. They do this by gripping the wheel rim. The term bead compression is used to describe the ability of the tire to grip the rim. Beads are strong—a single strand of bead wire has a tensile strength of more than 136 kg, and motorcycle bead bundles

commonly have as many as 12 or 16 of these wires. Think about that the next time you're trying to out-muscle a tire when you should be trying to outsmart it.

The carcass is the heart of the tire. Its design dictates virtually every performance characteristic of your tire. Strangely, there are very few hard and fast rules in carcass design. This is because of the many variables with which the tire engineer is confronted.

As one example, consider the carcass fabrics available. Nylon, rayon, polyester, fibreglass and Kevlar are all commonly used. Each has physical properties that create different performance from the tire. Fibreglass is light and relatively inexpensive. It bonds well with rubber and is easily processed in manufacturing. However, although it is strong in tension it does not take well to being flexed or bent. A tire sidewall flexes in and out as it rolls and as weight is applied to and released from each spot on the tire. A tire obviously sees many flex cycles in its life, so fibreglass is a poor choice for carcass plies.

However, some tires have fabric belts under the tread, lying in a circumferential path around the tire. They see little flex compared to the sidewall. The cords of these belts are in tension more often and to a greater extent than are individual sidewall cords. Fibreglass likes to live in tension, so it's a good choice for these belts.

Carcass ply material is created by squeezing a rubber skim stock into, around and over braided strands of the selected fabric. It makes a kind of sandwich in which the fabric is the peanut butter and the skim stock is the bread. Generally, there are 20 to 30 individual fabric strands per inch of ply material. When the tire is built, two, three, four or even six of these plies are laid over each other to offer reinforcement and extra strength to the finished tire.

The bias angle of the fabric strands of the carcass plies is one of the easiest things the engineer must decide. Bias angle is the angle at which the fabric strands cross the centre line of the tire. Low carcass angles yield good high speed characteristics and a firm ride, while higher angles deliver compliant, soft-riding tires capable of lower speeds. Road racing tires might have carcass angles in the vicinity of 25-26 degrees, while those

Jim Allen works for Dunlop Tire and Rubber Corp. in Buffalo, N.Y., as tire test co-ordinator of the motorcycle tire development department. A native of Oshawa, Ont., he was Canadian road racing champion in 1973 and 1977.

for lightweight commuter bikes might be 30-32 degrees.

No matter how well designed the carcass may be, it's of no value without a tread wrapped around it.

No matter how much some of us would like it to be so, the real world is not a road race course. Road surfaces sometimes get dirty and sometimes are wet. The job of the tread pattern is to get rid of anything which might interfere with the traction between rubber and road.

Usually, that means getting rid of water. Eliminating water from the contact patch is most easily done by using a very open tread pattern, which creates a squegee effect, but this leads to yet another problem requiring compromise. Open tread patterns wear much more rapidly than those which retain a high "land to sea" ratio.

A well-designed tread pattern is one which is able to move water from the front of the contact patch to the rear and sides while still allowing enough rubber to contact the road that optimum traction and mileage are retained.

That, then, is your basic tire recipe—a couple of wire beads, three or four rubber and fabric ply sandwiches stacked on top of one another and a nice topping of tread rubber.

Just as you must maintain proper oil pressure in your engine, it is important that you maintain proper air pressure in your tires. The air tensions the individual fabric strands of the carcass so that they can carry the weight of your bike. Low pressures can result in excess carcass flex and subsequent heat build-up. Prolonged high temperatures in any tire will cause breakdown of the fabric-to-skid stock bond or of the tread rubber-to-carcass bond, which will quickly lead to total destruction of the tire.

You should understand as well that it is important that you select your tires with an eye to the type of riding you intend. An expensive tire capable of high speeds because of its low bias angle and light tread gauge will be wasted on a bike used for commuting to work in the city.

Think about your riding style, your bike and its accessories before you choose a tire. Look at price, certainly, but remember that if you don't buy what you really need, you could end up paying for what you didn't get. □



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Four ferry trips spice a great tour

ON THE ROAD

Sunshine Coast varies from retirement cottages to giant pulp mills

By David Hankinson

For a short tour through south-western B.C. you can't do better than travel the Sunshine Coast, the area lying along the east shore of the Strait of Georgia roughly between Powell River in the north and Vancouver in the south.

We started our trip from Victoria on Vancouver Island, planning an easy two-day tour of 550 kilometres, ideal for a weekend outing.

Moving north along the Island's east coast, we climbed into the mountains along a stretch of road known as the Malahat Highway. This is a fun section that begs peg-dragging. But watch for the Mounties, as they've been known to cruise the area taking pictures.

The road runs through Duncan, Ladysmith and Nanaimo. The B.C. Ferry Corporation operates regular service out of Nanaimo to Horseshoe Bay north of Vancouver, but to get to the Sunshine Coast you must travel further north to Comox, where you catch a ferry to Powell River.

North of Nanaimo, small communities dot the coastline. Many retired folk live there, but the population swells in summer months with an influx of tourists from other parts of Canada and from the United States.

Courtenay is the big community up Island. Comox is just a short hop east. This is a military town, with much of its revenue coming from the Canadian Forces Base located nearby. You're often able to hear and feel power that would make the most ardent racing fan take notice as CFB personnel practise airport approaches in Argus aircraft.

The ferry across Georgia Strait takes just more than an hour. As is standard practice on the B.C. ferry system, motorcyclists load and unload first.

Nearing Powell River we passed Texada Island, where a community of 1,000 flourished long before Powell River was founded. The island was rich in gold, copper and iron at a time when gold fever ran rampant. Now most of the mining is finished and Texada is a rural setting of

David Hankinson is a Victoria-based journalist who recently decided to forsake the mellow Island life to move back to the Vancouver mainland.



Gibson's Landing, north of Vancouver, is site of filming for TV series *Beachcombers*. Visitors can meet show personnel, including star Bruno Gerussi.

hidden farms, beautiful bays and wild forested mountains.

Powell River was founded in 1880. It's named after Dr. Israel Wood Powell, Indian Commissioner for B.C. from 1872 to 1889. At the turn of the century the town was populated by Indians and the employees of a handful of logging companies.

In 1908 the Brooks-Scanlon Lumber Company of Minnesota discovered the vast timber resources of the area. To go with the timber, there's a deep, sheltered harbor, a tremendous power source in Powell Lake and no competition west of the Great Lakes. The Powell River Paper Company was formed.

During World War II the plant was converted to produce sections of aircraft as well as pulp and paper. Over the 100 years the mill has grown to house 10 paper machines.

In 1959 the plant was sold to MacMillan-Bloedel. It is still the mainstay of the community's workforce, which supports a population grown to more than 22,000.

I should tell you about Willingdon Beach campsite, a great place to stay in the area. It has accommodation for trailers and tents, all necessary hook-ups, showers, laundromat facilities, barbecues and fire pits. It is situated on eight beautiful acres on the shore of the Strait. Jim Woodward runs the place and goes out of his way to make bikers welcome as long as you play it straight.

Thirty-five kilometres south of Powell River we boarded the Queen of Powell River for a 50-minute ride across Jervis Inlet to Earl's Cove. The scenery is breathtaking, like what you might expect to see crossing the fjords of Norway.

Riding south again you pass through resort communities with intriguing names like Madeira Park, Secret Cove, Welcome Beach and Smuggler's Cove. Gibson's Landing, across Howe Sound from Horseshoe Bay, was a high point of the trip. It is there that the popular television series *Beachcombers* has been filmed for more than 10 years.

The show's executive producer Hugh Beard, location production manager Maurice Moses and series star Bruno Gerussi were very helpful. Moses spoke with pride of the fact the show is seen in 47 countries on four continents, and that the local Chamber of Commerce runs its own ferry service from North Vancouver to handle the load of tourists from all over the world who traipse into the area each summer.

East of Gibson's we caught our third ferry in two days, the Queen of New Westminster, which took us from Langdale across Howe Sound to Horseshoe Bay. Within an hour we were humming along the Upper Levels Highway into West Vancouver. Perched way up in the hills, it's hard to keep your eyes on the road as Greater Vancouver stretches out below.

We crossed Lion's Gate bridge into Vancouver's Stanley Park. The bridge has an interesting history, having been built with private money from the Guinness family because it was the only way they could get to all the property they owned in early West Vancouver. After selling their family holdings—adding considerably to the family fortune—they sold the bridge to the City of Vancouver.

To try telling you what to do and see in Vancouver is another story in itself. However, no trip would be complete without a look at Stanley and Queen Elizabeth Parks, a trip through Gastown and maybe a ride up Grouse Mountain.

As ever, the trip was over all too soon. We headed south from Vancouver to Tsawwassen to catch our fourth ferry of the trip, this one back across Georgia Strait to Swartz Bay. Then it was south along the Pat Bay highway to Victoria and home. □

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AJS

500, Stormer

Alouette

AX125

Ariel

All models

Benelli

Tornado 650

BMW

R100RS, R100RT, R100/7, R75/5, R60/6, R60/7

Bridgestone

350 GTR

BSA

A75 Rocket III, A65 Lightning, A65T Thunderbolt, A10, B44VS, B50SS, B25SS, Gold Star

Bultaco

Sherpa T, Metralla, Alpina 350

Can-Am

Qualifier 370, 250, 175, 250 TNT, 250MX5, MX125

CZ/Jawa

ISDT

Dnepr

650

Ducati

900SS, 900 Darmah, 860 GTS, 750 Sport, 750 GT, 350 Sport Desmo, 250, 160 Jr

Harley-Davidson

45 Servicar, JD, FX, FXE, FXS, 74 sidevalve, VL, XLS

Hercules/DKW

Boondocker 125

Honda

GL1100 Interstate, CBX, GL1100, GL1000, CB900C, CB750K, CB750L, CB750F, CB750A, CB650, XL500, CB550F, CX500, CB500T, CB500K, CB450, Hawk, CB400F, CB360T, CJ360T, CB350F, CB350T, TL250, XL250S, CM185, CD175, MR175, TL125, SL125, CB125, XL100, S90, XR75

Kawasaki

KZ1300, KZ1000, Z-1R, Z-1R Turbo, KZ1000LTD, KZ900, 750H2, KZ750, KZ650, KZ650 Custom, W2-650, 500H-1,

400S3, 350S2, KD175, KD125, KE125, 100G4

Laverda

1000, 750 SFC

Matchless

650

Montesa

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Moto Guzzi

SP1000, V1000 Convert, Le Mans, 850T, V7 Sport, Interceptor 750

Nimbus

All models

Norton

850 III JPN, Combat, Combat Roadster, Commando, Atlas

NSU

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Suzuki

GS1000, GS850, GS750E, GS750C, GS750L, GT750, RE5, GS550E, GS550L, GT550, T500, GS400C, RM250N, TS-185, PE175, RM125C, TC125, RM100B, RM100N, DS100, T20

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Velocette

Thruxton, Venom Clubman, Viper 350

Vincent

Comet

Volkswagen

Trike

Yamaha

XS Eleven, XS750D, XS750E, TX750, XS750SF, XS650SE, XS500, SR500E, SR500F, XT500, TT500, RD400, XS400E, RD350, YZ250F, TY250, DT1-B, IT175, YZ125D, YZ100E, YZ80E

MAKE	MODEL	YEAR
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SHORT STROKES

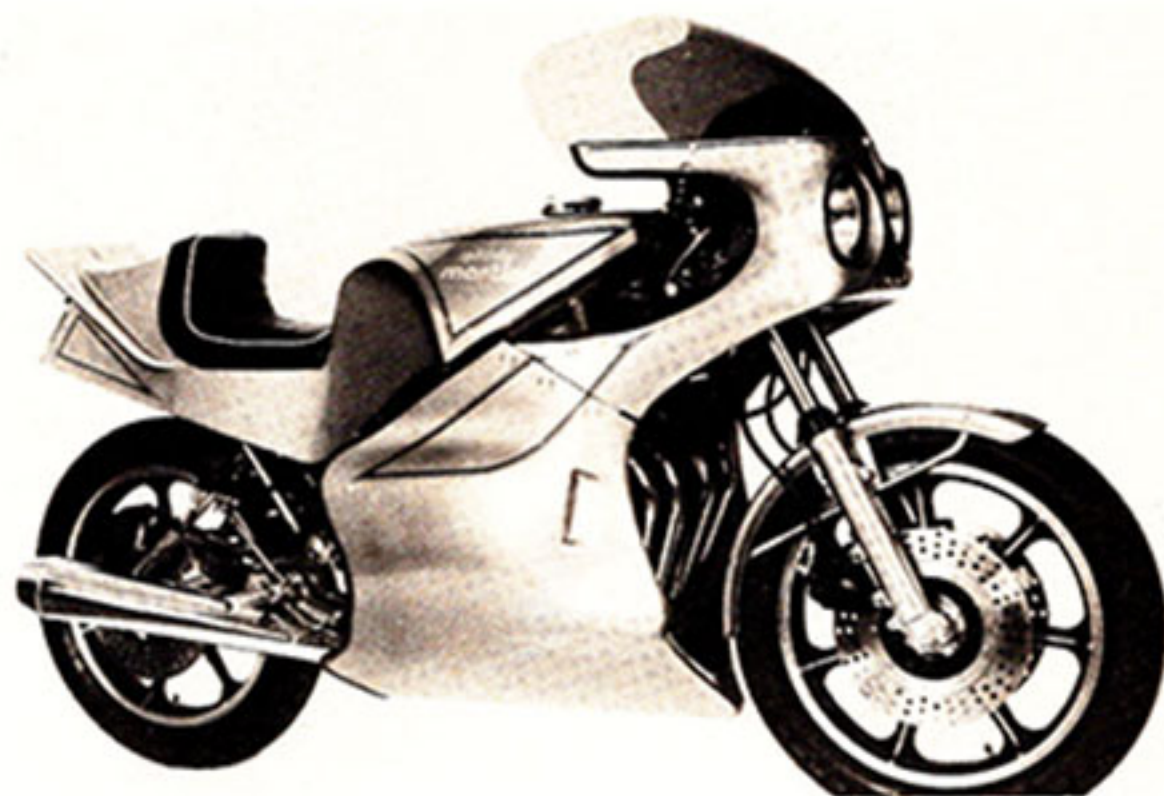
YAMAHA REDESIGNS THE MONOSHOCK, SUZUKI PLANS TURBOS

Yamaha works motocross bikes get new back end

Yamaha has developed a new rear suspension system for its work motocrossers. The shock absorber is still mounted under the seat and tank, but the rear is mounted much lower than in current production models. The shock itself is also smaller, and a large remote reservoir is mounted on the front downtube.

Biggest change is to the swingarm, which now is straight rather than triangulated. It acts on the shock through a lever and short rods to transfer the swingarm's vertical movement into the nearly-horizontal direction of the shock action.

The new system was first seen in February on the new open class bike, ridden by Andre Vromans in a Belgian national race. Thought to be a 498, it uses a mechanical power valve like those on the TZ500 and TZ250 road racers. A water-cooled version of the motor is being developed, and the team is experimenting with three- and four-speed gearboxes. Open-class team leader Hakan Carlqvist has already expressed a preference for the three-speed.



Moto Martin builds image machines that are impressive in looks and function.

to heaven" after his first ride on the CR450.

Another former Suzuki rider, Gerard Rond, has joined KTM for the 1981 season. The bike is rumored to be a 495 with a monoshock and disc brakes.

Moto Martin kit copies endurance racer style

Moto Martin is a French specialty frame manufacturer. Like Bimota in Italy, the company starts with someone else's engine and wraps a chassis and fibreglass around it to create something special.

The kit for GS1000 Suzuki and KZ1000 Kawasaki engines uses a tubular frame with a cantilever single-shock rear end. Up front is Moto Martin's own fork, using 42 mm diameter tubes. Dunlop K81 tires are fitted. Brembo disc brakes are used, 300 mm up front and 280 mm at the rear.

The endurance-racer-like fairing has two quartz-halogen lamps fitted, while a duck-tail spoiler on the rear body section ensures the owner of being up with the latest style.

Suzuki set to spring turbos for 1982 season

Between Honda's new Pro-Links, Kawasaki's GPzs and Yamaha's nearly everything, Suzuki has been sort of left at the gate in the 1981 new-model sweepstakes, with only the 650 to offer. Wait till 1982, say company spokesmen.

The wild GS1100S previewed in the January issue of Cycle Canada is one. That bike, to be tested soon in Cycle Canada, will spearhead a lineup of many, many new models, Suzuki is saying to its dealers. Three of those models will be equipped with turbos, so Suzuki may even win the much-heralded race between Honda and Yamaha to produce a turbo street bike.

Bimota frame buider, SWM team up for GPs

Bimota and SWM have announced an agreement to co-operate in building a 250 cc road racing GP bike. Bimota will provide the frame, while SWM will provide the engine.

Bimota is best-known on this side of the Atlantic for its frame kits for big Japanese street bikes, but has been active in building chassis for GP road racers as well, including that of 1980 350 cc world champion Jon Ekerold.

SWM builds enduro and motocross machinery and has ISDT victories in both Silver Vase and Trophy competition to its credit. The company plans to buy inline twins from Rotax in Austria and modify them to its own specification.

There will be only one Bimota-SWM campaigned. It will be ridden by Italian Loris Reggiani, in his first bid for a world championship. □



Gerrit Wolsink moves to Honda.

Suzuki riders move to Honda, KTM for 1981

Gerrit Wolsink, former Suzuki star who raced for Maico in the 1980 motocross season, has left the German team to promote a Honda ride. He won't be on the factory team, but will be backed by the European distributor and hopes to have the latest equipment from the factory.

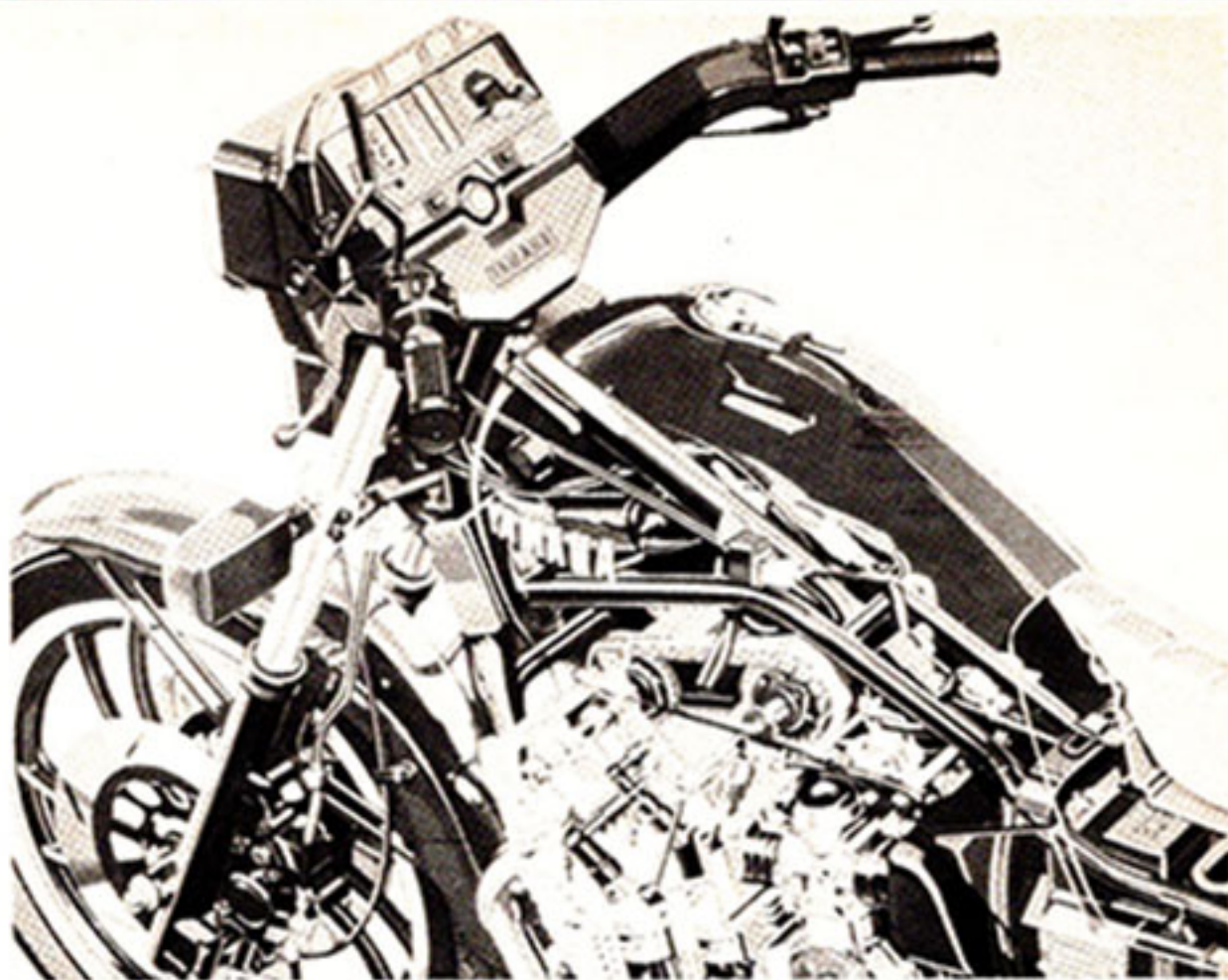
The five-time U.S. grand prix winner is reported to have said "I've died and gone

Yamaha 750 Seca

Never has there been a bike like the 750 Seca. No other 750 comes close to matching its list of features. And no other 750 has been designed expressly for the eighties. The Seca stands alone.

Visually it's unique, with a blend of café and boulevard styling never seen before. Technically, it knocks the others dead. Combining race-developed anti-dive front forks, a super strong 76hp engine and a shaft drive for clean, efficient power transmission.

Electronically nothing else is close. Seca's computerized function monitor panel continuously checks the bike's vital functions and lets you know at once if something goes awry. Seca. The 750 for those who demand the very best.



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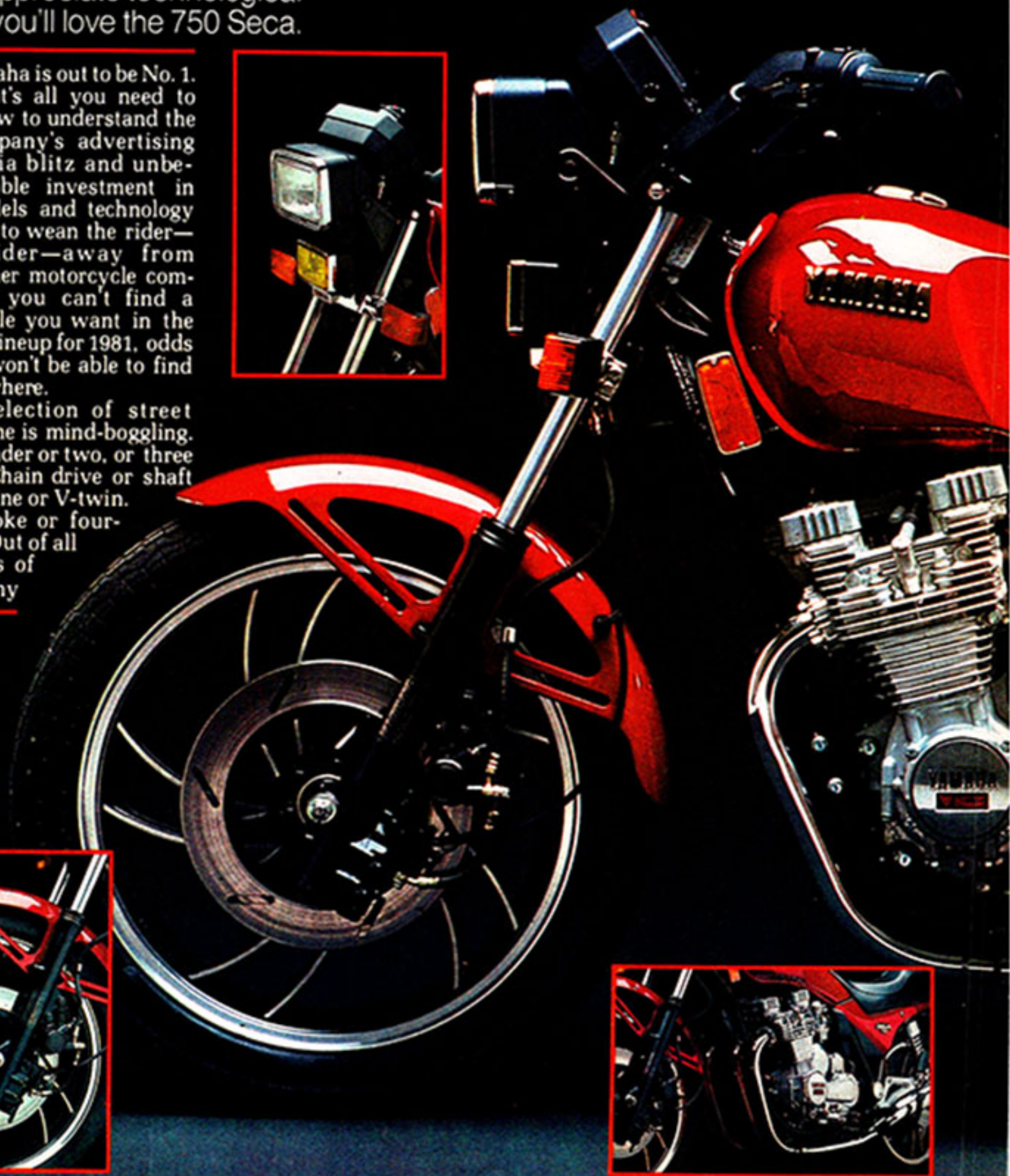
YAMAHA XJ750 SECA

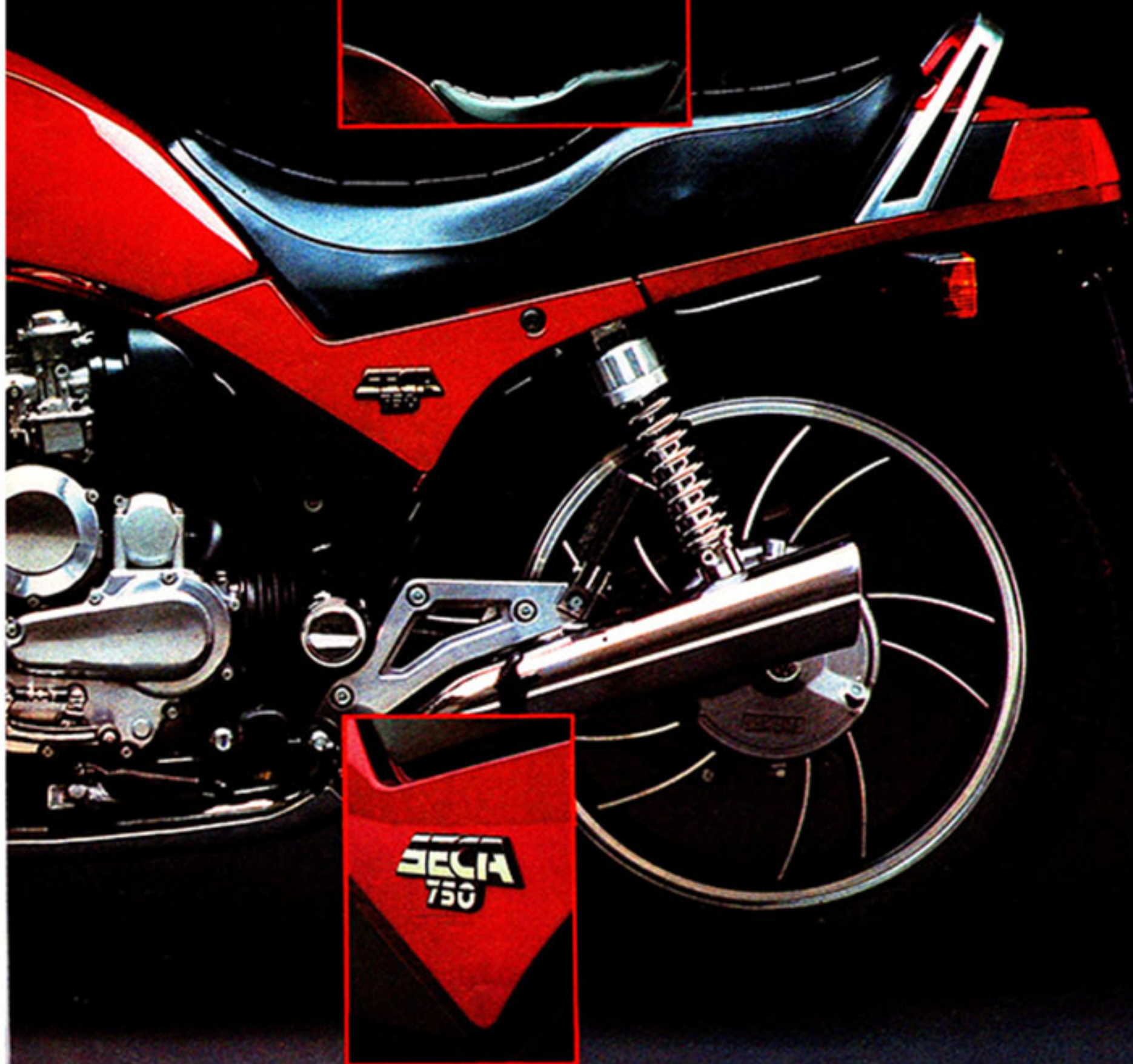
THE FUTURE IS NOW

If you appreciate technological treats, you'll love the 750 Seca.

Yamaha is out to be No. 1. That's all you need to know to understand the company's advertising media blitz and unbelievable investment in new models and technology designed to wean the rider—every rider—away from every other motorcycle company. If you can't find a motorcycle you want in the Yamaha lineup for 1981, odds are you won't be able to find one anywhere.

The selection of street bikes alone is mind-boggling. One cylinder or two, or three or four. Chain drive or shaft drive. Inline or V-twin. Two-stroke or four-stroke. Out of all that mass of bikes many





XJ750 SECA

are new for 1981. The 550 Seca four. The RD350 two-stroke twin. The Virago and XV920 V-twins.

And the most stunningly beautiful, gadget-ridden, futuristic motorcycle ever offered for sale to a shell-shocked public, the XJ750 Seca.

If you get the impression that we were impressed by the Seca, you're right. It's impressive, all right—impressive in its appearance, in its performance, in its comfort and in its technology. Yamaha has certainly proved that it takes a back seat to nobody when it comes to engineering.

The company's first crack at a 750 four-stroke four to go head-to-head with the other manufacturers is an example in many ways of how things will be through the Eighties. The list of features goes on endlessly—shaft drive, computerized function monitor panel, anti-dive brakes, curved spoke wheels, the wildest shape since Craig Vetter's Hurricane BSAs and Triumphs of the late Sixties and even a yellow auxiliary headlight so there's no mistaking what you see coming up from behind in your mirrors.

The bike isn't just an amalgam of concepts pitched together without thought for how they'd all work together. It's light, incredibly so when you consider the weight of the drive shaft assembly. At 218 kg dry, the bike is 12 kg lighter than a Honda CB750F and 15 lighter than a Suzuki. Only the trim Kawasaki undercuts it, coming in at a svelte 210 kilos.

It's also compact. At 1,445 mm, its wheelbase is shorter than the Suzuki's 1,520 or the Honda's 1,525. Again, the Kawasaki is the smallest at 1,420 mm. The compactness translates into height, or lack thereof. The Seca is by far the lowest of the four 750s at the seat, making it easy for riders as short as 170 cm to get both feet flat on the ground at a stop.

It's narrow, too. As is the case with the 650 Maxim four and 550 Seca four, the alternator has been removed from its customary location at the end of the crank and relocated on a jackshaft to the rear, which makes the Yamaha narrower across the crankcases than the other 750s. Internal paring and shaving even narrowed the cylinder block to the point that the cylinder is nearly three cm narrower than that of a GS750 Suzuki.

The narrowness pays dividends in terms of appearance and ground clearance. The smaller engine gives the stylists more freedom to design the looks of the vehicle around it; the narrower cases mean the engine can sit lower in the frame to lower the centre of gravity and lean over farther without coming into contact with the pavement.

The appearance reinforces the unity of purpose and behavior of the Seca. The bodywork, so obviously inspired by Craig Vetter's Hurricane design for BSA/Triumph, sweeps in an integrated path from tank to tailpiece.

The tank is radically sculptured, with a deep cutaway at the rear for the rider's knees. It makes riding the bike more comfortable, and by no accident of design also exposes more of the machine to the rider. The Seca is designed to be looked at as much as it is to work. That it's pleasing to the eye is undeniable, from the strange smooth handlebar enclosures that hide wires and cables to the Porsche-like wrap-around rear light.

The finish is good, too. Paint is excellent, better than the usual from Yamaha in the past few years. The color is rich and lustrous and looks deep enough to swim in. Chrome is up to the same high standard, and the burnished aluminum pieces such as the rear muffler/footpeg brackets and passenger grab rail provide a muted contrast.

There are a number of details that testify to the thought that went into the Seca, such as a hinged seat, hallelujah. Sadly, it's an increasingly rare commodity. For access to the air filter, electrical connections or the small compartment in the tail section the seat is excellent.

Another pleasing detail is that the compartment in the tail section is useful for more than tools. There's a short chromed security chain with the Seca, much like the one of the 650 Maxim. It lives in a small compartment above the left footpeg and locks on to a lug on the frame when it's in place. However, you'd have to be an expert in yoga techniques to get the thing out, especially if it's dark and you can't see what you're doing.

Reinserting it isn't much better; it takes so long that a course in transcendental meditation might be recommended to save your patience. We just stuffed the chain in with the tool bag.

Controls are a bit different from the standard Yamaha fare, but work just as well. The automatic turn signal switch has a different shape that seems neither better nor worse than the usual one. There's an on-off switch near the kill switch for the yellow fog lamp, which is mounted below the headlight. It doesn't add much illumination to the already-brilliant 60/55 watt quartz-halogen headlight, but it does make the Seca unmistakable in anyone's mirrors.

We didn't much like the mirrors. As on the 550 Seca, they're squarish and rimmed with black plastic. Stylish, perhaps, but the field of view is limited compared to a round convex mirror, as is the amount of adjustment possible.

Speaking of being different, no one, but

You can wear away the muffler clamps and header pipes if you like to ride like that.





The stiff chassis, tunable suspension and accurate steering are complemented by the anti-dive brakes. Reduced dive creates improved clearance.

XJ750 SECA

no one believes the Seca's instrument panel when they first see it. Mounted up front is a computerized console that continuously monitors sidestand location, brake, oil and battery fluid levels, conditions of headlight and taillight and level of fuel. Liquid crystal displays light up for each function if something goes wrong, and a large red light begins flashing to notify the rider.

Each time the bike is started, within two seconds the microcomputer starts to cycle through the checklist, and each function's LCD goes out as the system decides that things are as they should be. In addition, at any time while riding the rider can push a check button and the system will cycle through, searching for problems.

We don't recommend doing this very often while riding, entertaining as it is. Each LCD stays lit for 0.7 seconds, which means that watching the whole display takes your eyes off the road for nearly five seconds. Not a good idea.

We're a little dubious about the thing. It is fun to play with, but the owner's manual is filled with imprecations about not getting it wet, not bumping it hard and such-like. Don't try playing with your lighting system, either, because the sensors will respond most unpleasantly to any changes in current flow by frying themselves or possibly the microcomputer itself.

For blowing away onlookers, though, there hasn't been anything to touch the Seca's panel since the first CBX arrived.

The choke is actuated by a lever under the left grip, again like that of the 650 Maxim. It's within easy reach of your thumb and can be operated without fuss while riding. The motor warms up quickly and the bike can be ridden on partial choke when cold, a bonus if you don't like to sit waiting while things get up to temperature.

Part of the Seca's willingness to operate cleanly right from starting is likely due to the YICS system, also used on the 550 Seca and described in our March issue. YICS stands for Yamaha Induction Control System, and is a series of passages drilled and cast into the head that allows whatever cylinder is sucking mixture to draw from all four carburetors.

It's supposed to even out air flow and turbulence in the intake passages to promote more efficient combustion and smoother running. Without riding a similar bike not equipped with the system we can't vouch for its effectiveness, but the Seca engine is extremely well-behaved under all circumstances.

Fuel consumption is good, too. We rode the bike with a GS750 Suzuki in the mountains around Los Angeles, working both machines very hard, and got 17 km/L out of the Seca and 17.2 for the Suzuki. We think that's proof that YICS works, since Suzukis with TSCC heads are known for combining fuel efficiency and power. The Yamaha matches it in both cases.

Filling the tank is a pain, though. There's an unusually deep filler neck, so that getting every possible drop of fuel in the tank is extremely difficult without much fiddling and squirting of fuel. Invariably you'll spill some.

Neither bike is a match for the Kawasaki KZ750 in the fuel efficiency race, though. The KZ got 19.9 km/L in our test in August of 1980. Both are better than the CB750F tested in the December issue, which came up a bit short at 16.5.

All the time it's being so docile and efficient, the Seca's engine is pumping out one Godawful amount of horsepower. Yamaha claims 76 hp at 9,000 rpm and 6.3 kg-m of torque at 7,500. We believe it. The Suzuki, the 750 horsepower king, produces 79 hp and 6.4 kg-m of torque, and the Yamaha walks away from it every time in

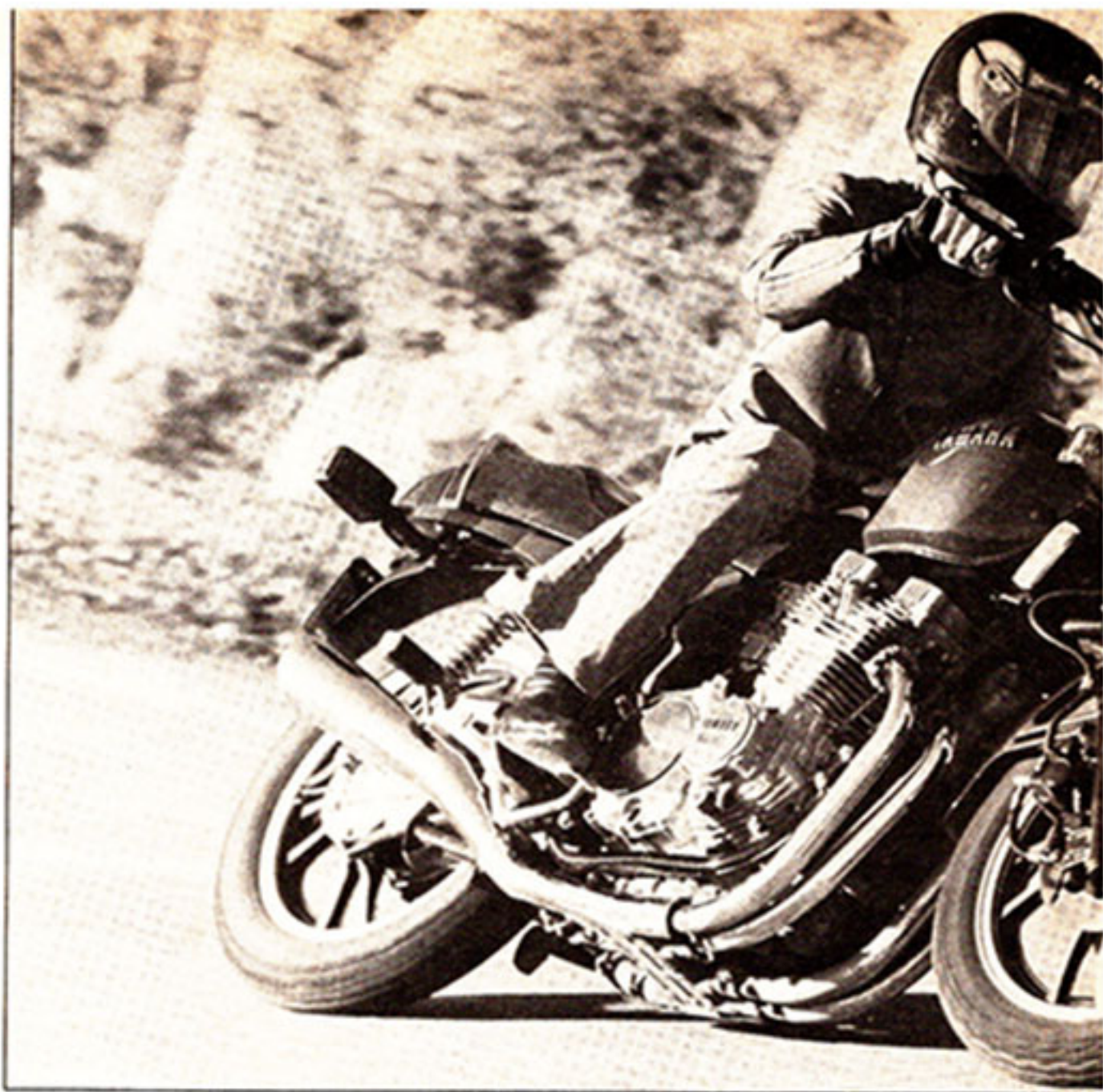
a top gear roll-on. Not by much, but by enough that we know it's no fluke.

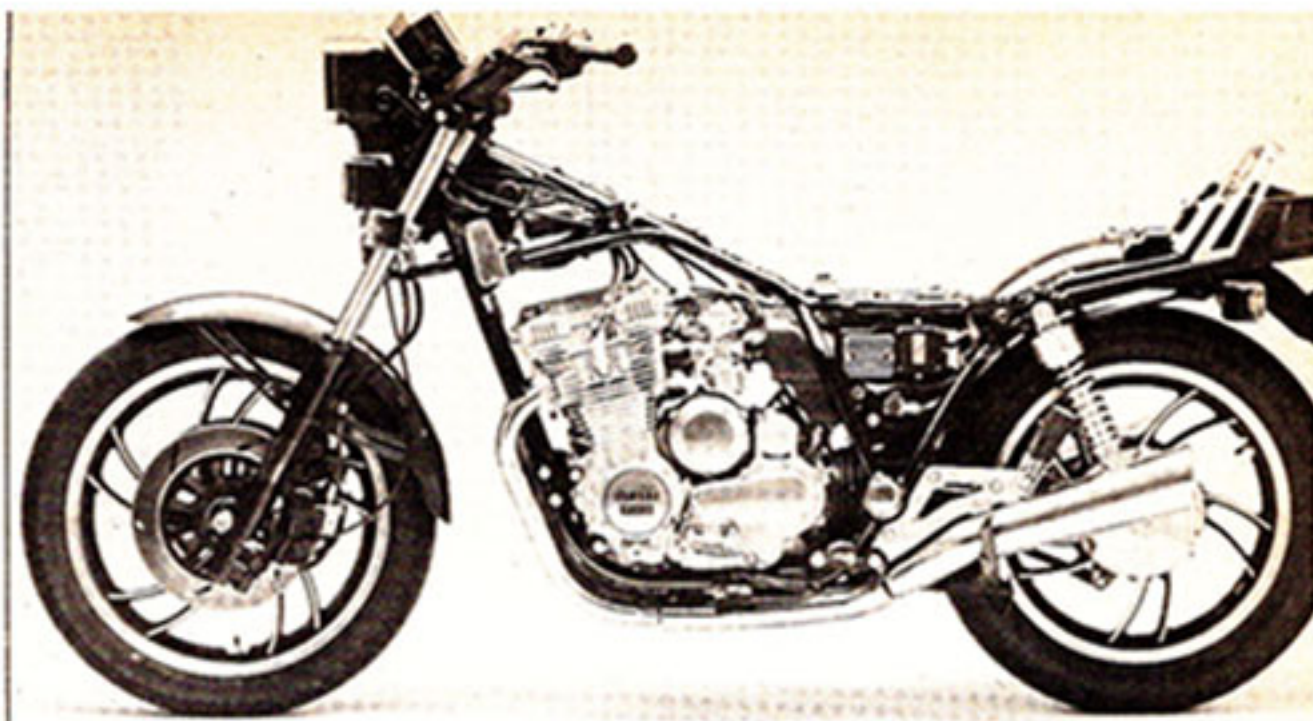
The lighter weight and slightly lower gearing are no doubt responsible. Still, the Seca didn't feel that fast, and we were surprised when we, er, raced the two head-to-head in a straight line.

The Seca doesn't seem to have quite as much bottom end as the Suzuki motor, but is certainly a match in the mid range and top end. Yamaha's first 750 street four pulls cleanly and crisply from any rpm above four grand, and the relative lack of bottom end certainly is no handicap in the stop light GPs. The Yamaha not only looks lean and mean, but has the performance to back up the appearance.

With a bike designed to be as up-to-the-minute as the Seca, you'd expect to find the latest suspension gimmickry, and you're not disappointed. Not only is there an air-adjustable front end, not only are there rear shocks adjustable for damping with the use of bare fingers only, there's also an anti-dive system built into the front end. And as if that weren't enough, it's adjustable by the owner to set up whatever degree of anti-dive he may prefer.

The system is simple in theory. An additional line takes brake fluid from the calipers of the front disc brake to a valve built into the damping system at the bottom of each fork leg. When the brakes are applied hard, the valve is closed, preventing the usual flow of damping oil as weight transfer forces the fork to compress. Since

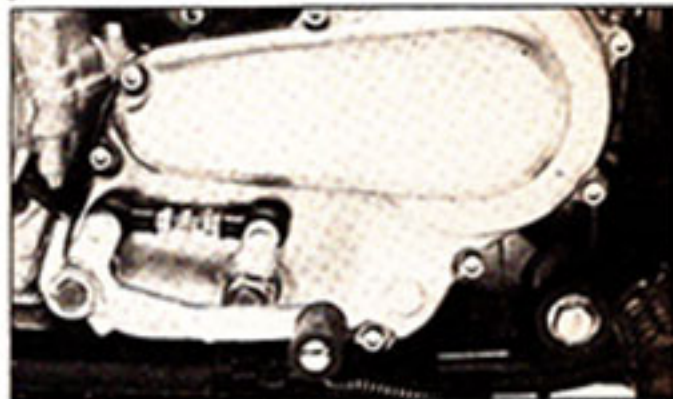




Frame is very compact. Design is straightforward, using a full double-cradle loop for the engine. Triangulation at steering head strengthens a critical area.



Electrical system has useful provision of a separate accessory power take-off.



Monkey-motion shift system required by rear-set pegs works without problems.

the oil can't move the fork doesn't either. Presto, no forward pitching motion under braking.

There's a force limit built into the system, so if the bike hits heavy bumps while the valve is closed it'll momentarily release and allow the fork to work to absorb the road surface in the usual manner. This nullifies the danger inherent in trying to negotiate rough pavement with a locked-up front end.

It works like a dream. Light applications of the brake feel no different than on any other bike, but hit the lever hard and the front end doesn't dive at all. It's disconcerting the first couple of times but you soon get used to it. It has two big advantages. The first is that by preventing fork dive much more ground clearance is maintained up front when you're braking and cornering at the same time.

The second is that by limiting forward weight transfer the system lets you make much better use of the rear brake. It's a drum—thank you, Yamaha; we still insist a good drum is better for most rear street brake applications—and works flawlessly. It has a nice feel and is easy to modulate short of locking up no matter how hard you're stopping.

The only fault we found with the brakes was that they weren't especially good in the rain. The front discs seemed like a throw-back to the bad old days of applying some brake, then waiting until the pucks wiped the disc dry, then frantically trying to modulate brake pressure to

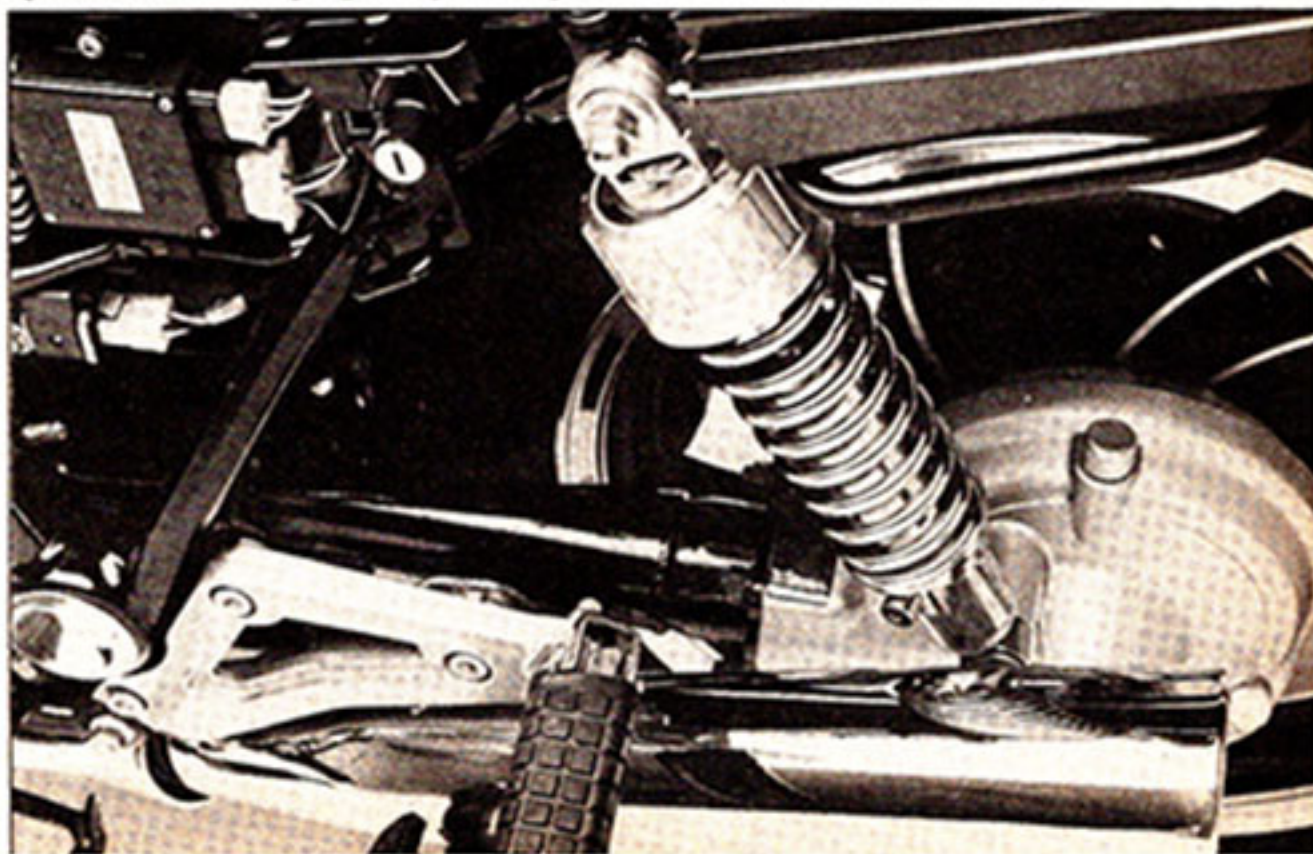


We found storage recess too tight for chain, stored it under seat instead.



Steering head holds a maze of electric gear from coils to fuel level sender.

Shaft drive doesn't jack the bike up and down much. It's almost as good as Suzuki's system. Shock damping is adjusted by wheel above collar at top of body.





XJ750 SECA

avoid lockup. Boo, hiss. It made the drum brake at the rear even more popular with testers who rode the bike in the wet.

No complaints in the dry. The Seca will stop hard enough to detach retinas without getting out of control.

One oddity of the Seca's braking system is that the master cylinder for the front disc is tucked up under the tank as BMW's were a few years ago. In that case it was claimed to be for crash protection, but here it's just styling—it would interfere with the plastic mitten that encloses the handlebar.

All the suspension adjustment systems work well and have a discernible effect on the behavior of the motorcycle. The front air caps aren't linked, unfortunately, but the valves are mounted sideways rather than on top of the tube. This brings them out away from the handlebar, making measuring or changing air pressure much easier.

The anti-dive characteristics can be changed by popping a rubber dust cover at the bottom of each fork leg and using a screwdriver to turn a screw to one of four positions. You can feel the difference in the anti-dive in each spot.

At the rear, spring preload is adjusted in the normal way, by using a tool to turn the spring against a notched collar. Damping, adjustable to four positions, is changed by turning a small notched wheel at the top of the shock body. It isn't quite as convenient as the large collars on the Suzuki or the new Kawasakis, but can still be done without tools, which is nice.

As we noted in our test of the GS750 Suzuki last month, we missed the inclusion of an air gauge or an air pump. It's particularly noticeable when everything else is so easily adjusted and you still have to go hunting for a service station if you wish to adjust the front fork. Maybe next year...

Fiddling the suspension toward the comfort end of the scale provides quite a good ride. It feels a little choppier than a Honda or Suzuki, likely because of the shorter wheelbase, but it's certainly better than the KZ750 we tested last year. The fork in particular provides a smooth, compliant ride across a multitude of road surfaces.

Jacking things up for the twisty fun roads proved once again that Yamaha has got its act together on the street. The 650 Maxim last year, then the 550 Seca and the RD350 this year and now the 750 Seca all work like a street squirrel's previously

Head-on shot shows how narrow the Seca engine really is. Fog lamp is there more for show than extra illumination. There is no power shortage.

unattainable dream. The chassis is stiff and strong and doesn't flex, the shaft drive doesn't jack the rear up and down to an excessive degree and the bike goes exactly where you point it.

It doesn't have quite the ground clearance of the Suzuki 750, but it's close. Unless you plan some serious street racing you'll never notice the difference. The Bridgestone tires are excellent, right in the same league as the IRCs we liked so much on the Suzuki. It's possible to drag the header pipes on both sides without losing traction, and there's still a half-centimetre of tread left.

The tires work well in the rain, too. Only the most fanatical go-faster will feel compelled to change the rubber, and we think it'll be more for image than for function.

The machine feels light and nimble. Throwing it back and forth through a series of curves is less work than on other big bikes because of the low weight. The 28-degree steering head angle is the same as the Suzuki's, and not as extreme as the Honda's 27.5 or the Kawasaki's 27. It seemed to work well, as the bike was easy to steer yet didn't get light at high speed.

The Seca seems every bit the equal of the GS750 in high-speed sweepers. The GS in turn is every bit as good as the other big Suzukis. The conclusion of this syllogism is that the Seca is one hell of a good high-speed handler. It feels rock steady at speeds that would curl a highway patrolman's hair and still responds well to steering or braking inputs. Fun, and safe fun.

Riding long distances with the Seca might not be as enjoyable. The seat is fairly comfortable as it is, but the padding isn't very thick and the stylish swoopy shape means that the rider can't move around.

On the plus side, the relationship between the bar, seat and pegs is excellent. The bar is a bit lower and narrower than most, while the pegs are a bit farther back. It adds up to a riding position somewhere between American and European standard, biased a bit toward American upright. It's comfortable, but we think the seat would get to be a pain after a few hours.

Passenger accommodation is unexpectedly good. Unexpectedly because upswept narrow seats are seldom the way to make a pillion rider happy. But the neat cast aluminum grab rail is in the right



spot, and that helps a lot. Again, the padding is probably a little thin for a long ride, but for most people the footpeg location will be a worse problem.

The upswept exhaust pipes force the pegs up high, so a passenger finds his legs bent quite sharply. It's no big thing on short rides, but we seriously doubt the Seca will find much popularity as a two-up tourer.

The pipes emit a lovely noise up near redline. It's about the only noise the motorcycle makes other than that from the better-than-average twin horns. Mechanical noise is extremely low, air intake seems well-muffled and until the engine is really hauling there isn't much noise from the pipes, either. The advances in exhaust system technology over the past few years are staggering, and the Seca's is a good example.



The Seca is a good example of modern thinking and technology in almost every way, in fact. There's nothing else quite like it, and it's difficult to categorize. Yamaha is advertising the Seca as a sport machine. It's justifiable; the thing is fast enough to fry the reflexes of any but a top racer in most circumstances.

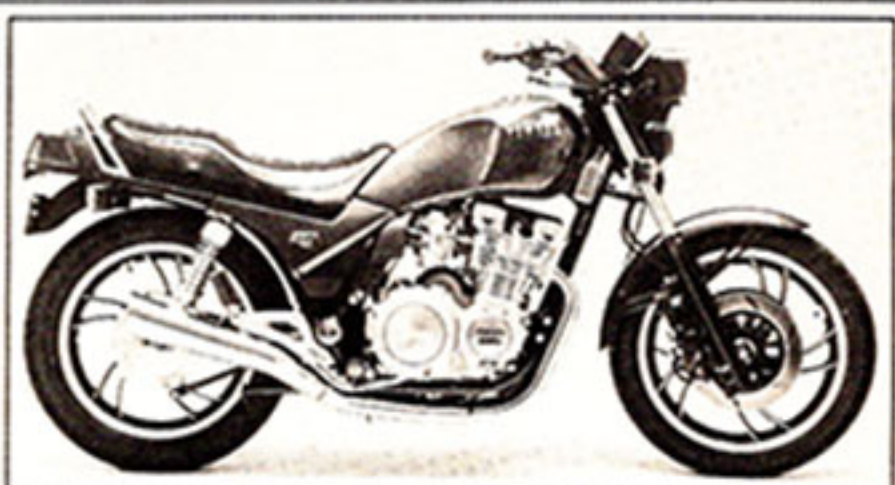
Still... The shaft drive, while convenient, clean and all that, does add weight

to the machine. It's already extremely light, but imagine a chain drive version. Also, the shaft prevents changing gear ratios, so easy with chain and sprockets. We thought the Seca was geared too low; spinning at 5,000 rpm at highway speeds is silly for a motor with as much grunt as this one has. Think how much better fuel consumption could be, or imagine the incremental improvement in the already-good handling without the weight and wind-up effect of the shaft.

No, the Seca doesn't fit precisely into the conventional sport bike mould at all. But it works. It's blindingly fast, comfortable, convenient and gorgeous. And it has enough techno-trickery to satisfy any gadget-hungry child of the Eighties.

The Seca stands alone among modern 750s, and it's a worthwhile addition to the class. We're delighted to see it there. □

SPECIFICATIONS Yamaha Seca XJ750



MODEL 1981 Yamaha XJ750RH
TEST DISTANCE 891 km
PRICE \$3,899

ENGINE

TYPE .. Four-cylinder four-stroke with chain-driven DOHC, two valves per cylinder
DISPLACEMENT 748 cc
BORE AND STROKE 65 x 56.4 mm
COMPRESSION RATIO 9.2:1
HORSEPOWER 76 at 9,000 rpm (claimed)
TORQUE 6.3 kg-m at 7,500 rpm (claimed)
CARBURETION Four Hitachi HSC32
STARTER Electric only
OIL CAPACITY 3.5 litres, wet-sump

ELECTRICAL

IGNITION TYPE Transistorized breakerless
GENERATOR OUTPUT 270 watts at 5,000 rpm
BATTERY CAPACITY 12 volts, 14 amp-hours
HEADLIGHT 60/55 watts

TRANSMISSION

TYPE Five-speed constant mesh, wet clutch
PRIMARY DRIVE Gear, 1.672:1
INTERNAL RATIOS (1) 2.187, (2) 1.5, (3) 1.153,
(4) 0.933, (5) 0.812
FINAL DRIVE Shaft, 4.1795:1

CALCULATED DATA

WEIGHT/POWER RATIO 2.86 kg/hp
SPECIFIC OUTPUT 102 hp/L

PISTON SPEED AT REDLINE 17.8 m/sec at
9,500 rpm
RPM AT 100 KM/H 4,703 rpm
MAXIMUM SPEEDS IN GEARS .. (1) 74.9, (2) 109.3,
(3) 142.2, (4) 175.7, (5) 201.9 km/h

FUEL

CAPACITY 19 litres including reserve
RESERVE CAPACITY 4.1 litres
CONSUMPTION 17 km/L (5.88 L/100 km)
RANGE Total 323 km, reserve 70 km

CHASSIS

WHEELBASE 1,445 mm
RAKE/TRAIL 28 degrees/114 mm
SUSPENSION Telescopic front fork with air assist and anti-dive braking feature, 36 mm diameter fork tubes and 150 mm travel, rear swingarm with dual spring/dampers, five-way preload and four-way damping adjustment with 96 mm travel

BRAKES Double front slotted discs 298 mm diameter, s/s rear drum 200 x 40 mm

TIRES Bridgestone tubeless, 3.25H19 L 303 front and 120/90H18 S 716 rear

DRY WEIGHT 218 kg

LOAD CAPACITY 236 kg

HANDLEBAR WIDTH 762 mm

SEAT HEIGHT 736 mm (with 61 kg rider)

GROUND CLEARANCE .. 114 mm (with 61 kg rider)

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1981 Contingency Program over \$475,000*

Motocross

Classes		Amount	Provincial Champion	National Champion
Schoolboy — Large Wheel		1. \$100 2. \$ 75 3. \$ 50	7 x \$400	\$ 800
125cc	Jr.	1. \$150 2. \$100 3. \$ 75	7 x \$400	\$ 800
	Sr.	1. \$200 2. \$150 3. \$100	7 x \$600	\$1,000
	Ex.	1. \$250 2. \$200 3. \$150	7 x \$800	\$1,500
250cc	Jr.	1. \$200 2. \$150 3. \$100	7 x \$600	\$1,000
	Sr.	1. \$250 2. \$200 3. \$150	7 x \$800	\$1,500
	Ex.	1. \$300 2. \$250 3. \$200	7 x \$1,000	\$2,000
Open	Jr.	1. \$300 2. \$250 3. \$200	7 x \$1,000	\$2,000
	Sr.	1. \$300 2. \$250 3. \$200	7 x \$1,000	\$2,000
	Ex.	1. \$300 2. \$250 3. \$200	7 x \$1,000	\$2,000
Total		\$423,925	\$5,650	\$53,200

\$14,600

Enduro/Cross Country

Classes		Amount
200cc/	Jr.	1. \$100 2. \$ 75 3. \$ 50
300cc/	Sr.	1. \$200 2. \$150 3. \$100
Open	Ex.	1. \$300 2. \$250 3. \$200
Total		\$1,425

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DEMONIC POSSESSION

MEMORIES OF YVON DUHAMEL

Doing the impossible demanded his rare blend of courage, tenacity and undisputed riding talent.

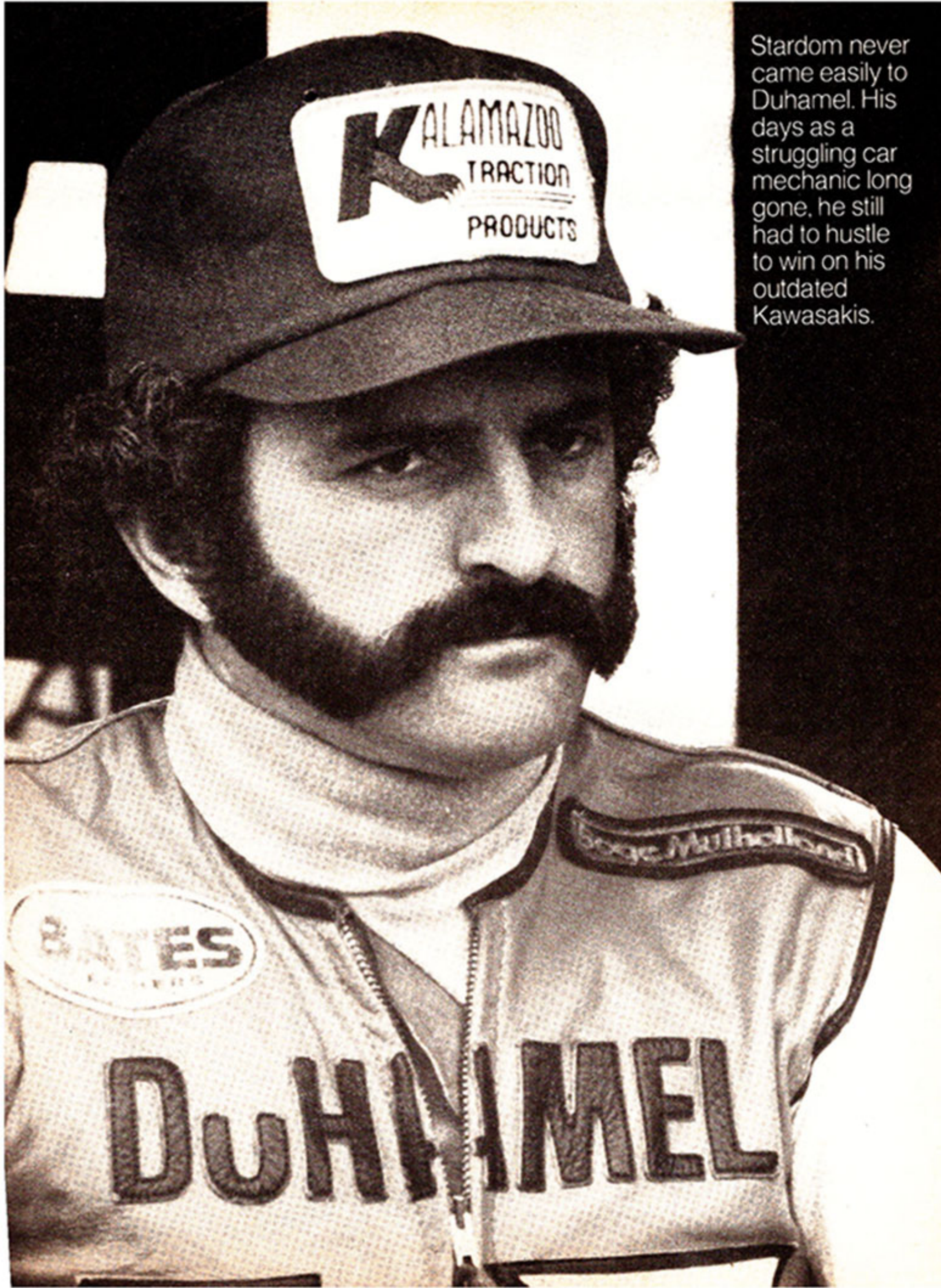
By Kevin Cameron

Fifteen years ago Canadian road racing was a nice, comfortable transplant from the English club racing scene, populated mainly by expatriate British Islanders and their New World emulators. The ultimate machine was a Manx Norton (production of this classic had ceased only a couple of years before) but single cylinder 250 Ducatis were plentiful and popular. This four-stroke establishment was in the process of being torn down by, among others,

the Boston group of which I was then a most minor member. Frank Camillieri and Andres Lascoux and three or four others all had the new-fangled Yamaha TD-1B 250 two-strokes, and such was the power of these machines that their riders could pass the Ducatis sitting up.

Then one day at Harewood Acres, the old airport circuit in southwestern Ontario, a new term appeared in the equation. Just when we thought it was all over, that Lascoux had finally put Charlie Ingram





Stardom never came easily to Duhamel. His days as a struggling car mechanic long gone, he still had to hustle to win on his outdated Kawasakis.

DUHAMEL

and the Ducatis on the trailer forever, there was Yvon Duhamel on a Fred Deeley Yamaha. We had seen a little of him as a French-Canadian wildman on lacklustre Ducatis and BSAs, but the performances were spotty. Suddenly that was past.

The Deeley tuners there that day were green. They didn't know how to set the ignition timing, they had no timing gauge or light, and they had neither sprockets nor any idea of which ones to use if they had them. Mumbling through their owner's manuals, they appeared to be a group of hastily recruited office workers pressed into service as race mechanics. One of these fellows was the now-renowned Bob Work. The Yamaha was made to run, and when it did, Yvon took command of Canadian racing.

Mind you, we thought we were the new establishment. We thought our lad Lascoutx was pretty hot. He had won all sorts of races, had been to Europe, and could even play the guitar.

The final clash came in the spring of 1967, at Mosport. In the 250 final, it was as we had hoped, Duhamel and Lascoutx nose to tail, lap after lap, with Lascoutx holding the strategic position for a last-lap pass from second. Yvon, characteristically, was charging for all he was worth in first. When the moment came, Lascoutx somehow tried the outside and, by happenstance (no one will ever know quite how) his vulnerable front wheel and Yvon's rear wheel became tangled together. Yvon continued to win while Lascoutx went up the bank and bent his bike.

It was an angry young man who confronted the winner, convinced that he had been deliberately ridden off the track.

"I don't know what happened," Yvon replied. "I was riding hard and I try to shift, some trouble with the gearbox, maybe I miss a shift and the bike moves over a little bit, you know. Sorry you fell down but..."

Every experienced rider knows better than to mess with the back wheel of a really aggressive opponent; there's no telling just what might happen. Trying to pass Yvon on the outside? Foolish boy! Lascoutx left for the coast and Yvon continued to build his win list while his backers, Deeley, made plans for Daytona and the rest of the U.S. AMA series.

Where did he come from, and how? A friend of mine heard the story, and it is a favorite of mine. According to this tale, Yvon and his brother were in business

together running a small garage up in rural Quebec. I cannot know, but I imagine a place like many I have seen, built of green lumber in board-and-batten, and heated by a roaring wood stove made of old oil drums. Inside, the young Duhamel brothers, making a hard living from grease jobs and no-franchise flat rate.

Yvon related that he was lying under a car with the gritty grease blobs and melt-



Yvon was hardly welcomed by his racing colleagues, they of the Manx Nortons, TT stories and grand traditions of WASP racing.

ing snow dropping in his face when something moved into the edge of his vision. Turning his head, he saw the shiny polished toes of two very expensive-looking men's shoes. He knew then that his life was about to change.

The stranger in the shoes asked for Yvon, whose muffled voice floated up to him from beneath the car. He was, he explained, a representative of Bombardier, the maker of snowmobiles. The company was aware of Yvon's local reputation on the ice ovals and wanted to sign him to race for them. Yvon told him with regret that he had already signed with another team. And how much might they be paying him? Well, not that it was important, but about \$25 a weekend.

Yvon watched the stranger disappear, but in a matter of days he was back. He had bought Yvon's contract from the other company, it was all set now, please sign right here for a new life as a professional racer. Shortly his talent spilled over into motorcycles as well and the rest is familiar history.

I didn't go to Daytona in 1968, but I was keenly interested in the results. The seven years of heavy Japanese involvement in European GP racing were just ending. Honda and Suzuki having withdrawn already. I, like so many young men then, was fascinated by the new technology and full of hope that the very advanced Japanese machines would come to America to end the dreary domination of the gussied-up street bikes that were the rule over here.

I sat by the phone, waiting for the call from my friend in Florida, and when it came I learned that Yvon had won the 250 race in the rain and come a sensational

second behind Cal Rayborn's 750 Harley-Davidson on a little four-speed Yamaha TR-1 prototype. Yvon's riding had put him at the top of the list of newcomers on the potent Yamahas.

Until this time Yvon was hardly welcomed by his Canadian racing colleagues, they of the Manx Nortons, the TT stories, and the grand traditions of WASP racing. He simply wasn't *pukka*. Yvon was given the social cold shoulder at many Canadian events for all possible reasons. Riding a Japanese bike and being very successful were of course serious offenses. Not being part of the establishment and hailing from an unexpected part of the country pretty much covered the rest of the charges against him. No matter. He surrounded his pit area with ropes and reclined in a lawn chair like a petty potentate. When he came out, it was to hammer the established order again.

With his Daytona successes, however, all that disappeared and he became not only a proper hero among his fellow racers, but a Canada-wide hero as well.

There were more wins to come, and much drama. At Loudon in one of Yvon's years with Yamaha, I was watching from the pits at turn 10 as Yvon stalked the leaders on the new TR2. It was now clear that the days of the heavy four-strokes were numbered. One by one, he picked off the rumbling flatheads and the clattering rocker-arm Triumphs with his high-pitched two-stroke. Then, still running faster with every lap, he got into 10 too hot, overbraked and fell, sliding with his machine up the slope of the turn. Springing up with his chances of a win irrevocably gone, he moved toward his fallen machine jerkily, like a mechanical man, his arms jutting rigid from his sides like the branches of a tree. He was angry with himself. He shook his whole body, shoulders to fingertips, as though to shake off the mistake. Then he grabbed the machine, restarted, and continued.

The Deeley organization, Yamaha distributor at the time, tried hard for Yvon, providing him with the latest equipment often before its U.S. counterparts could get it. I recall staring at Yvon's machine at Mosport in 1968. It appeared to be a completely standard TD-1C, but on close inspection I could see that the engine was a prototype of the next year's vastly improved TD2.

Those were years of refinement for Yamaha's production racer concept, and it was not always possible to guarantee racing reliability and speed from a production-based machine. Yamaha's European successes had been gained with purpose-built machines maintained by the same engineers and technicians who had developed them. It was a far harder job for Bob Work to translate the intentions of the makers into solid performance 10,000 miles from the factory.

There were successes, but perhaps not enough to satisfy Yvon. And often the

Kevin Cameron is a Massachusetts-based free-lance journalist whose technical articles and race reports are familiar to readers of Cycle. He has been directly involved in racing as a tuner since 1964, working with Cliff Carr, Ron Pierce and Richard Schlachter among others.

small-town boy thinks bigger than his city counterpart. North American racing at this time was on the upswing. The Japanese were eager to sell big bikes in the Americas. The British makers were aware of this and ready to meet the challenge. A dynamic new era of factory racing on this continent was unfolding because this was where the machines were selling.

In this climate, it was natural for Yvon to seek employment on this side of the Atlantic, and in the USA in particular, where Triumph team riders were reputed to be making \$30,000 a year plus contingencies and bonuses.

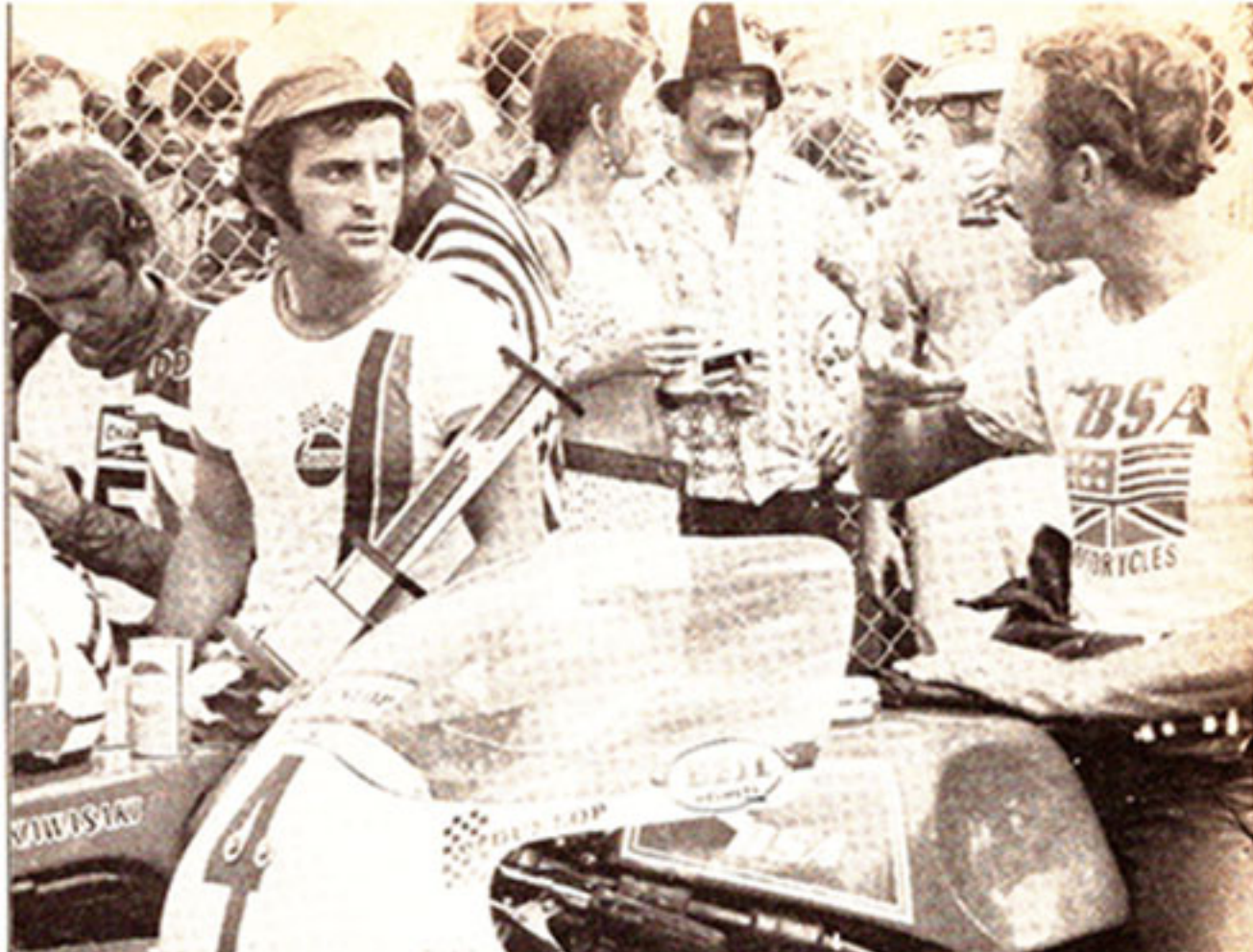
One company that had missed the European scene in the Sixties was Kawasaki, but they were no less sure that racing would sell their product. They wanted a rider with Yvon's qualifications: great skill and experience combined with unstoppable competitiveness. Yvon's fans saw him as a win-or-crash rider and that was fine with Kawasaki—it strongly paralleled the Samurai traditions of Japan.

A deal was struck for 1971. The year began with a DNF at Daytona, for the three-cylinder 500 cc engines had been overmodified and required gasoline beyond anything available at the pump. But the team persisted, and by Talladega, that high-speed mid-season replay of Daytona, the problems were so far solved that Yvon won his first heavyweight AMA national, being clocked in the process at 163 MPH on the banking. At the end he looked fresh and ready for the party, with none of the exhaustion that is the usual aftermath of long races. Tough and good.

Would things now go his way? Again, at Ontario, California, he ran easily with the leaders in the Champion 250 miler but was brought off in the famous "riders' meeting" multiple crash.

For 1972, Kawasaki shelved the now-developed 500 in favor of its new 750 cc H2R. This, unlike the 500, was not a production racer for sale to the public, but a factory special, loosely based on the new street H2.

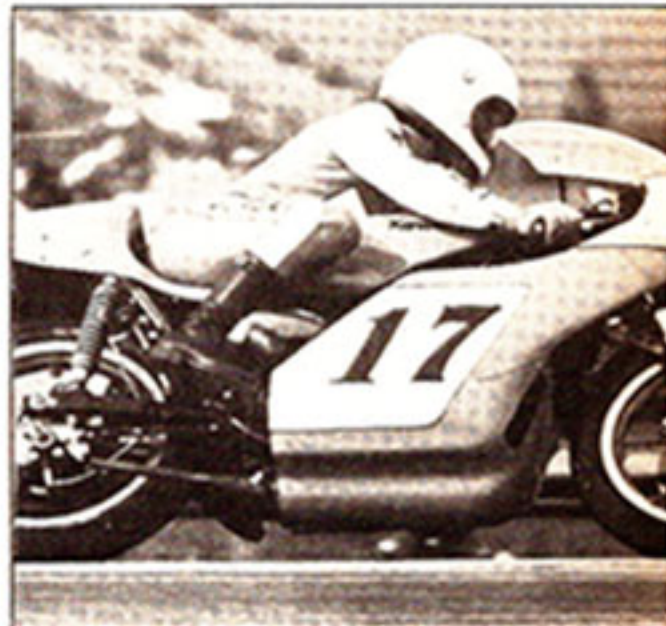
With an untried machine, the year began in frustration. At Daytona there were no tires equal to the power of the 750s, which could now easily escape the traditional four-strokes but were plagued as ever by unreliability and a raft of handling problems. So many times Yvon would return from practices saying, "I think the handling's a little better now, pretty good," when in fact he had just come through a series of hideous wobbles and slides that would have stopped the hearts of lesser men. When team-mate Paul Smart complained about the handling he was told, "You lap as fast as Yvon first, then complain." Yvon was truly doing the impossible, being not only the rider but also the frame and the suspension as well. >



Duhamel's first AMA heavyweight national win came at Talladega, Ala., in 1971. His H-1R Kawasaki defeated Dick Mann (4) and Don Emde, both on factory BSAs.



Trev Deeley gave Duhamel his shot at the big time on works Deeley-Yamahas.



Duhamel's victories on lightweight Kawasakis were few. By the time the KR250 was winning, Yvon was retiring. Snowmobile racing for Ski-Doo was an important part of his professional career, both in trophies and dollars.



DUHAMEL

After a DNF at Indianapolis caused by a snapped spark plug, Yvon was sensitive going into the new event at Laguna Seca in Northern California. Going up the hill on lap one towards the famous Corkscrew Turn, Yvon's engine went on two cylinders. Although he was leading, his expectation of trouble made him look down for a loose wire, and in an instant his machine was up the bank, flipping back onto the track into the path of my own rider, Cliff Carr, and that of factory BSA teamster Dick Mann. All three machines were destroyed in a whirlwind of debris.

Talladega came again. Three times the engine was changed, and each time the trouble was with the carburetor fuel flow. Never mind. With the last combination between his knees, Yvon came to the line and again won the long, hot speed contest. Two years in a row now!

The continual troubles led to serious discussions between Yvon and team manager Bob Hansen. Yvon wanted something better than what he was getting, and although there were many new beginnings, there seemed to be no real change in luck.

At Daytona 1973 it would be different. It would have to be. The machines were now a year into their development, as the 500 H-1Rs had been when they began to win. The 750 was now far faster than any four-stroke and nimbler than its heavy Suzuki 750 opposition. This should be the year. And Yvon did indeed lead the race for eight laps, dicing hard with team-mate Art Baumann before sliding off on oil. His engine ate itself silly on rocks and dirt, too sick to continue. Yamaha won Daytona for the second time with its little 350 twin, a descendant of the machine Yvon had left to join the Green Team.

The 1973 season marched on. Loudon brought Yvon a broken piston, while at Atlanta he had gone straight at the end of the straight. Remounting in 12th, he had flogged his way up to finish fourth. In the Atlanta lightweight he had started last on the grid on his Kawasaki Bighorn 350 single, and had ridden with demonic possession to finish third behind factory stars Kel Carruthers and Gary Fisher.

When I asked Yamaha team leader Carruthers what the Kawasaki effort looked like from an outsider's viewpoint, he had answered, "You look like a lot of bloody idiots."

At Laguna, Yvon lead easily, and with the race totally in hand, his ignition turned into a meaningless mass of wire and magnets. Team-mate Nixon went on to win.

Talladega next. In practice another piston broke up, and Yvon rode back to the pits, his crankcase gaping. When the mechanics asked why he didn't stop, to try to contain the damage, he replied, smiling, "The company pays me to ride, but they

don't pay me to walk." He had been doing too much walking.

As in the two previous years, he led the race and it looked like his day. Then the engine burst, setting itself on fire, trailing a long plume of red flame and black smoke, for all the world like a shot-up fighter in a Second World War movie.

"I felt this warm feeling on my leg and I look down and everything is burning fire. So I think I better get out of there. I stand

Now seized with the strange fitness of this idea of mechanical baptism, he next tried hard to get his rental car also into the pool.

up on one footpeg — the other one is too hot now — and I am braking hard to get slowed down. I get down to maybe 30-40 miles an hour, down on the grass, and I just step off and the machine keeps going a little ways, then falls over. Now the grass is on fire too and I start running to get the firemen. I get to the fire truck and they are sleeping in there, so I am knocking on the window, pointing, trying to wake them up."

The machine was burnt beyond use and again it was one of the little 350 Yamahas which came home first.

Charlotte was next. Yvon decided to do something about the slippery track and went out with his rental car to do a half-hour of strategically placed burnouts on the bad spots. In the lightweight race he frightened the spectators with his sickening, seemingly disaster-bound slides, picking up the machine in slow turns with quick dabs of his feet, and somehow twitching it back into line by forceful body language on the fast ones. He trashed every rider but Roberts to take an amazing second, and all this on a machine designed originally as a woods bike.

Then he won his 750 heat race. Fine. The final came to the grid and at the flag, Yvon and team-mate Cliff Carr darted away from the field nose to tail, Yvon first. Yvon was leading on his skill alone, for it was clear that Carr had motor to pass anytime he wanted to. Yet he did not. Why? Soon Carr's gearbox began to miss and his day was over. Yvon cruised to an easy win, his first of the season.

Cliff explained, "I figured that if I passed him, he'd go mad and there'd be no way I could catch him. So I thought I'd wait until the last lap and do it then, when

he'd no time to go berserk."

Carr had been beaten by Yvon's reputation as much as by my poor gearbox.

This was the end of the dry spell and Yvon was a very happy man. To help him celebrate, another rider thought it would be a good idea to surreptitiously add some controlled substance in tablet form to his victory champagne, and so his celebrating grew ever more intense through the victory ceremonies at the track and all the way back to the motel. By that time the mystery substance was acting at full strength and Yvon offered a passing youngster \$100 for his bicycle, which he then rode directly into the swimming pool.

Now seized with the strange fitness of this idea of mechanical baptism, he next tried hard to get his rental car also into the pool. Spoilsports in the employ of the motel chain had, however, made this impossible (well, at least unlikely) by sinking heavy steel posts into the cement apron leading to the pool, so his bold plan was defeated resoundingly. The young bicycle owner now saw his opportunity, and made a low offer for the submerged bicycle, but by then Yvon was far too tired to care about such petty matters. He had won!

And win he did again, at the very purse-heavy Ontario race, with his big Kawasaki running flawlessly.

Now, despite having the only air-cooled left in racing, Kawasaki was confident about 1974. Although Yamaha had a new, full-sized 750 racer now, too, it was expected to suffer the usual teething problems, while Kawasaki's design would be in its third season, a mature machine. For some reason, Kawasaki also elected to discharge all their help with 750 tuning experience, and at Daytona they were a good 10 mph down from the Yamahas. Try to imagine Yvon's frustration, not only at being left in the dust of another team, but to be outsped by privateer Hurley Wilvert on an "obsolete" 1973 Kawasaki. Wilvert came third. Yvon was nowhere again.

Short weeks later, at the highly competitive English Match Races, Yvon's drive was still in good order, but he got few chances to show it. The machine set a record by suffering a simultaneous triple seizure. But by this time there was little point in getting mad. The contract money was definitely good and Yvon probably had few illusions left. This was business, much better business than lying under cars in Quebec changing other people's universal joints.

At the Atlanta national, Yvon was given a machine so rich and underpowered that he did something we had never seen before. He rode conservatively and carefully into 12th place! He was finished with pointless heroism. When the equipment became competitive again would be soon enough for a return to the old speed and abandon.

At Loudon, he was somewhat better placed, in sixth, but was seen to throw his helmet on the ground during practice. Frustration! At Talladega the team bike was still miles an hour down from the Yamahas and Suzukis despite radical new modifications. Yvon decided to give it a go again, but by now the persistent failures had torpedoed his concentration. He crashed on lap one, exiting the infield onto the high banking.

Again, new machinery was on the way. Kawasaki would have an all-new water-cooled 750 in 1975. They had learned from all their troubles, as the other companies had done years before, but it was taking a long time. Yvon had the ill fortune to spend his career with them as they learned.

Even with all the races led and lost to mechanical failure, and with the passage of years, Yvon remained able to produce reflex-speed riding at the limit whenever he willed it. His maturing process took the form of deciding when such riding was worth it. With other riders, it takes the form of a fading of the reflexes, made up in some measure by experience.

Yvon's career began too late for him to have been a part of the classic years of European GP racing in the 1960s, and a little too early for him to take part in the present dynamic clash between Yamaha and Suzuki in the 500 GPs. Yet I know both of these eras would have been better showcases by far for his unique talent. As it was, AMA racing offered itself in the vacuum between GP racing eras, and the equipment raced was street-based and therefore unreliable all too often.

Honda's 1980 team manager Steve McLaughlin was talking recently about riders he has known. He described Yvon's career as something quite outside the usual progress of the young rider who at first relies only on his quick reflexes to get himself out of bad situations, then later upon his good judgment and experience not to get into those situations in the first place. The lurid slides and miraculous recoveries of the brilliant young rider are replaced by the smooth, deceptively fast style of the mature veteran.

"There's only one rider I've ever known," said McLaughlin, "who kept that ability to ride on his reflexes all the way through his career, and that's Yvon."

The good judgment and the experience and the smooth style did come, but the ability to go back to pure drive and reflex speed never left him.

Nineteen seventy-five brought Yvon something new: success in European long distance 750 races. The steadier running of the new Kawasaki water-cooled engine, combined with the light weight and good brakes and handling made it a good tool for these races. Prizemoney was good, and Yvon was a very popular man with the crowds.

In the U.S., however, the success rate was still very low. By the spring of 1976, it

seemed Yvon had decided that his employer, Kawasaki, had little more to offer him than money. Riders are professionals, certainly, but they become racers because they want more than anything else to win. The successful ones stay that way, and Yvon is one of them. His contract with the company had one more year to run but they, as discouraged as he was by the poor aggregate showing of the new bikes, wanted out. They opened negotia-

The good judgment, experience and smooth style did come, but the ability to go back to pure drive and reflex speed never left him.

tions to buy the time remaining in his contract at a bulk rate, hopeful that he, with his leg lately broken in a sled accident, would accept the terms and the whole matter could be written off.

No such thing. Yvon wanted that contract money and European appearance payoffs, and he would have them. Just when the team had completed detailed plans to do nothing, they had to frantically call Japan for the latest equipment and start packing the truck for Daytona.

In March, there was Yvon, walking on crutches but ready to ride, and that is what he did. He got on that 1976 Kawasaki KR750 and rode carefully around the track. The management, in its usual form, equipped his machine with a foreign-made stretch-o-matic drive chain which ran off the sprockets after a few laps of the race. This left Yvon somewhere on the course, walking.

In line with his earlier declarations about not being paid to walk, he forced the chain back in place and, broken leg notwithstanding, he push-started his green monster and continued the race. He had to repeat this process several times, and at the end was only six laps down. He could easily have said, "That's it — I quit!", and left the machine lying by the track, but the old instincts were too strong.

Later that year he was again successful in foreign Formula 750 events. At the 1975 Paul Ricard 200 he had come second. This year he was third, but the crowd's reaction to his finish far exceeded its enthusiasm for first and second, Baker and Cecotto.

The evening after the Ricard race there was a party in the seacoast town of Bandol, down the escarpment from the high

plateau land around the race track. Rider Ron Pierce and I caught a ride down with Yvon and his wife Linda in a large, unfamiliar, and luxurious car provided for Yvon by the French Kawasaki importers. The two lane highway snaked and twisted as it trickled down the edge of the continent to the sea, and Yvon drove fast, sliding through the turns and keeping up a humorous critical commentary on his performance in each corner, like a TV sportscaster describing a race.

The party was a dense packing of people into a tiny, noisy disco club. Every few minutes another clump of celebrities would force its slow way through the crowd to a reserved table hidden among the bodies. Yvon and Linda took places at the edge, nodding and chatting to friends, finally getting up and dancing together conservatively to one of the more familiar numbers, just like indulgent parents at a children's party.

The last time I saw Yvon ride was, like the first time, in Canada, but this time at Mosport, in the 1978 Formula 750 round. There, his reserve was even greater than I had seen it in France two years earlier — he held himself away from the affairs of the track and seemed to take more pleasure in conversations with others around him than in the detailed business of the coming event.

And properly so; the race developed into a remote contest between the sheer speed of Mike Baldwin and the strategic prudence of Ken Roberts. Yvon was there, not so much to win as to perform before the home audience and certainly to obtain his due in start and contract money. His eyes twinkled in the long, dim garage building as he made a joke about the insufficient number of cylinders of his machine, and I suddenly remembered him years before in a rare moment of clowning, suddenly throwing a towel over his leather-clad arm and instantly becoming the supercilious waiter of an expensive restaurant.

Yvon is now an elder statesman of racing, a man of philosophical outlook who can easily distinguish the possible from the impossible, something which was once much harder for him, and even harder for his fans.

He is comfortably well off now, and properly so. The European rumor mill ground out a story that after each of his F750 successes there, he would hasten off to Amsterdam to convert vulnerable, inflation-prone paper prize money into harder currencies such as diamonds and gold.

I certainly hope so, for a man who has tried as hard as Yvon and succeeded as well as he has against the difficulties that have faced him in road racing certainly deserves the best. All too many have struggled through the ups and downs of professional sport only to find themselves spit out the far sides of their careers empty and looking for work. □

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NORTON MANX

Across 20 years the Manx Norton and Honda RS125 are the archetypes of the privateer's racer. Simple and reliable, they form the base of each era's GP racing.

By Larry Tate

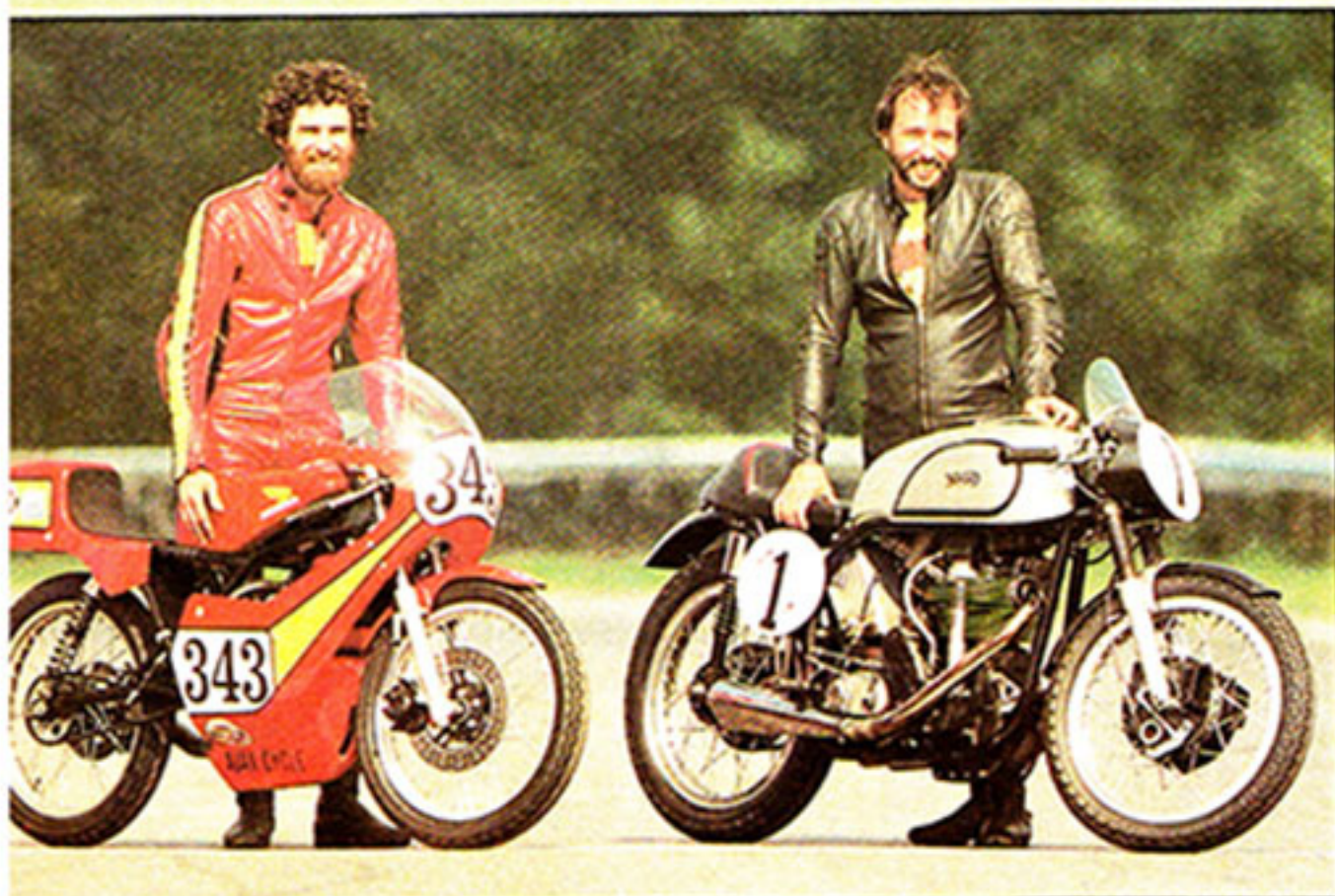
Grand prix racing is the pinnacle of the motorcycle competition world. Production racing is popular, certainly. After all, spectators can identify with the production-based machines whether they're highly modified superbikes or box-stockers with number plates. Racers can get a production bike more cheaply and prepare it for racing more easily than they can a purpose-built machine.

But there's still no denying the appeal of the machine built for the sole purpose of going faster than anything else. There's no compromise with weight or comfort or legality. The machine can be pared down to the minimum necessary to get around a narrow strip of asphalt as fast as the rider dare travel.

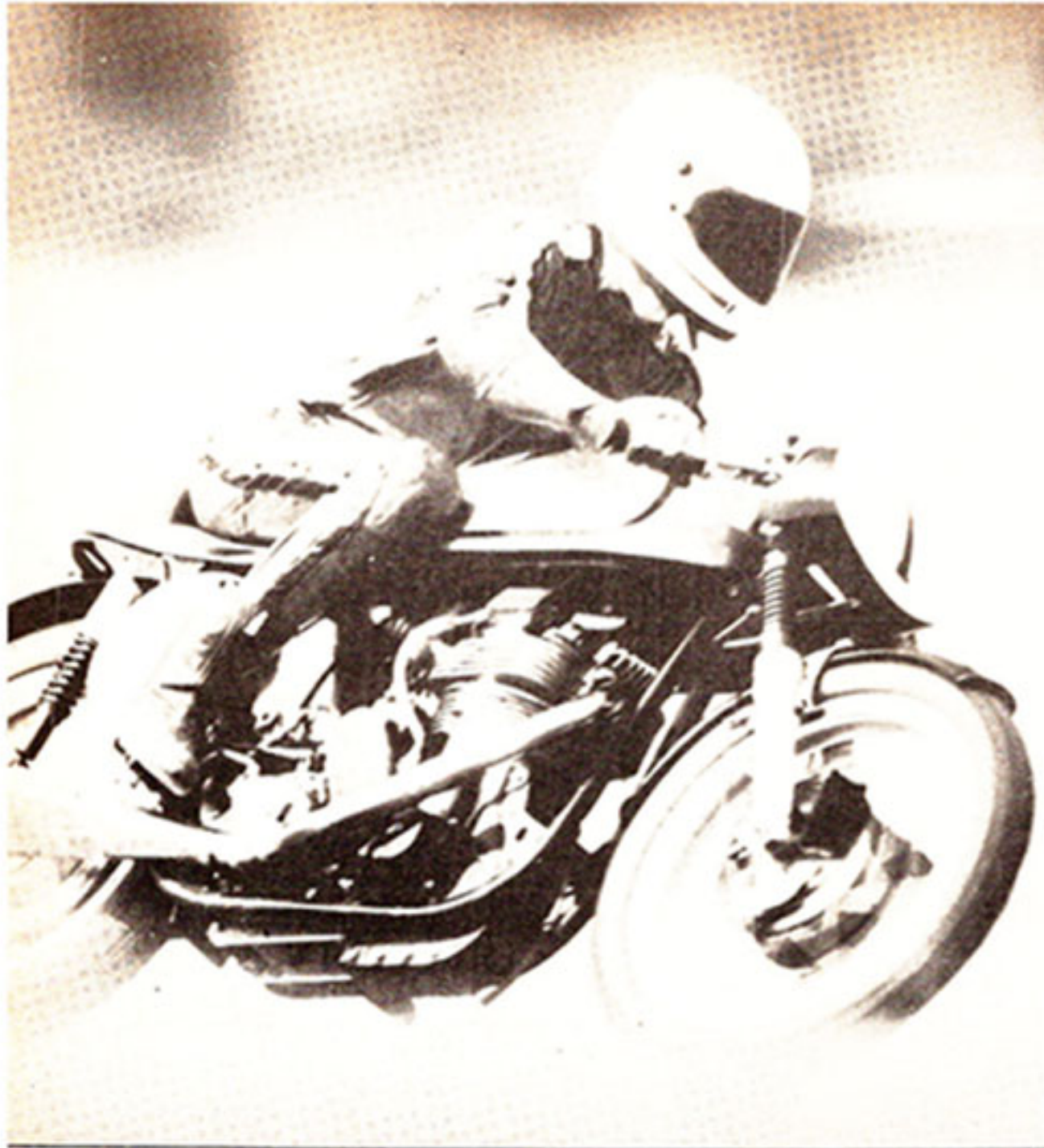
The machines have greatly changed over the years, of course. As recently as 20 years ago grand prix fields were filled with thundering four-strokes. Changes came slowly; Norton singles, for example, were first introduced to customers in 1929, were refined and redesigned through the Thirties, were again picked up after the Second World War, taking the Manx name for the first time, and then in 1951 received the famed Featherbed frame.

Continuous refinement carried the bike as a competitive racer into the Sixties, when it finally expired under the onslaught of lighter, more powerful and eventually more reliable two-strokes. Such machines as the Honda RS125 dominate racing today—the specifications obviously differ greatly from class to class, but the principle of a light, simple two-stroke engine carried in a fibreglass-sheathed tubular frame is nearly universal.

How do these vastly differing approaches to building a GP racer compare? Does the light, modern two-stroke have great advantages for the privateer in terms of reliability and riding ease? Was



& HONDA RS125



MANX & HONDA

the Norton Manx as much of a handling dream as legend has it? Has change over the years really improved things for the average racer?

How else to find out but to take a sample of each to the race track and try them? Let 1960 meet 1980 face to face. With a rider of each era to ride both machines we could put the legends to rest and see just how far racing has come in the last 20 years.

Choosing the machines was easy. The Norton Manx dominated 500 cc grand prix racing for years, and literally is the stuff of legends. It had to be the example from the past. The pristine test machine is a 1962 model owned by Toronto-based restorer Tom Pope.

For the modern racer we chose the 125 cc Honda; vastly different from the thundering Norton, it nevertheless dominates its class in Canadian racing just as the Manx did in its day. Also, as the Manx was, the Honda is the privateer's choice; it's relatively cheap to buy and run, parts are available and competition is close. These similarities are of more interest than the mere difference in displacement.

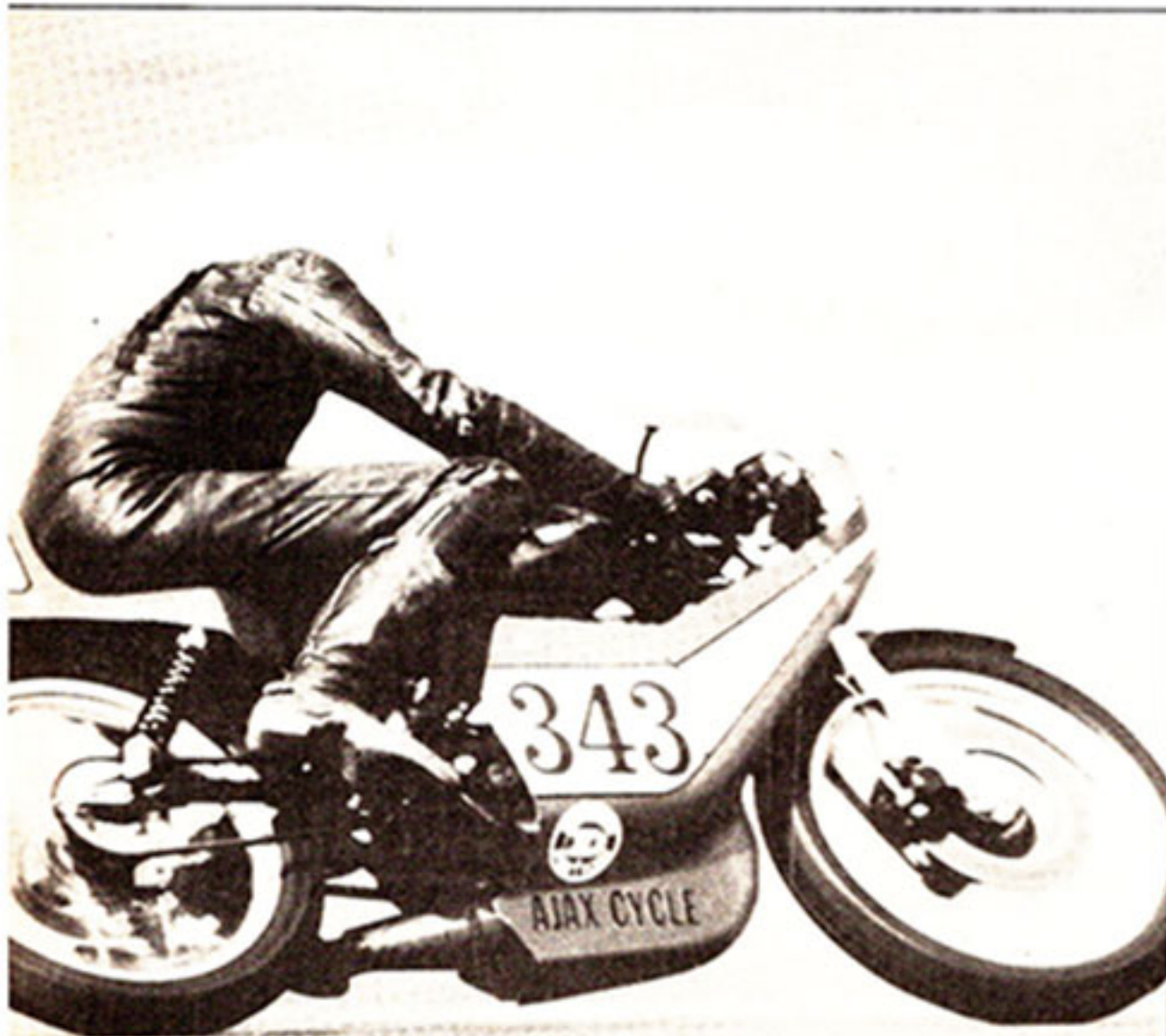
For the rider of the Sixties we chose Cycle Canada contributing editor Mike Duff. Duff started racing in 1955, went to Europe in 1960 and finished as high as second in the world championship. He was there during the two-stroke and multi-cylinder invasions, but knows the big singles as well as anyone else in Canada.

Norm Sheppard was pleased to bring out his 1980 Honda RS125RW. Sheppard was Ontario junior champion in 1977, his first year of racing, and finished second in the national 125 cc expert standings in 1979.

Sheppard had never ridden a Manx and Duff had never ridden an RS Honda, but both were familiar with the Shannonville, Ont., race track. Their perspectives on each machine promised to be interesting.

Physically the bikes couldn't be much more unlike one another. The Honda is a little jewel. Introduced to North America in 1980, the RS125RW is the first 125 from Honda purpose-built as a road racer. The earlier MT125 was in many ways adapted from the CR125 motocrossers.

The bike is tiny, weighing a mere 72.5 kg. The liquid-cooled engine is a two-stroke single-cylinder unit that screams out 31 hp at 11,500 rpm, and starts making usable power around 7,500 rpm. It has a six-speed ultra-close-ratio gearbox that makes starting from rest something of a



Sheppard: The Norton is among the best I've ever ridden.

Duff: The little Honda is a joy to ride.

chore. A big six-petal reed valve controls induction.

The Norton, at 142.5 kg, is twice the weight of the Honda. The engine is also a single, but in this case a four-stroke displacing 499 cc. Maximum power claimed was 50 hp at 7,000 rpm, and only four speeds were needed in the gearbox to deal with the wide powerband, which started down around 4,000 rpm. Magnesium-alloy hubs on both wheels carried drum brakes, a twin-leading shoe front and single leading shoe rear.

The Honda stops by means of disc brakes. Up front is one disc and caliper from a 1980 CBX, while at the rear is the brake from the MB50, a tiny cafe racer sold in Japan.

Shannonville is a tight 1.76 kilometres. It's bumpy in a couple of places, with a particularly nasty dip in the middle of Turn One, the fastest corner on the track. Sheppard races there regularly, while Duff has been out with Cycle Canada test machines often enough that he knows his way around it, too. When we took the two racers out, both riders had already spent some hours circulating the track on production bikes and got down to riding quickly right away.

The riders went out first on the bikes they knew. Duff turned on the Norton's gas and chain oiler, pulled the right-side gear shift up into first, pulled the bike backwards until the piston went on to compression, then ran forward and hopped on. Lots of noise but no spark. With a little push from the onlookers the big high-compression single finally fired.

By contrast, Sheppard turned on the gas and pushed the Honda about three metres before hopping on and riding away. Two-strokes definitely start more easily.

After a few laps they swapped bikes and after gingerly checking out the different-feeling responses and reversed foot controls they buzzed around fast enough to compare how the two bikes felt at the same speeds around the track.

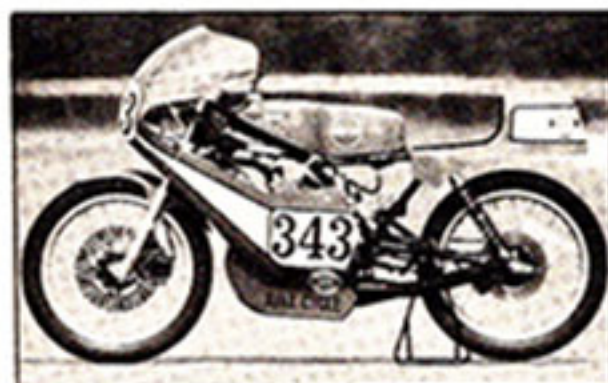
Duff was impressed by the Honda: "The little Honda is a joy to ride. As it sits, it's superior in handling, braking, everything. I know you could go faster on the Honda." Sheppard was equally impressed with the vintage Norton: "That machine is among the best I've ever ridden. It went across the bump in One like it wasn't there."

Both riders commented on the relative sizes of the machines. The Norton is much larger than the Honda in every dimension. Sheppard particularly noticed that it was very high in the seat. Duff found the Honda cramped. He thought it would be better if he had time to move the controls around to better suit himself, but figured he'd find it tight regardless.

Neither rider found the size differential bothersome, except that Duff missed a couple of shifts, which he attributed to being cramped and having trouble moving his foot to where Sheppard had the



Competitive from the early Fifties to the mid-Sixties, the Manx is a classic.



Light and agile, the Honda is faster than its four-times-bigger track-mate.



The mists of time parted when Duff and Sheppard rode the bikes side-by-side.

shift lever located. The Honda owner said he didn't find the bigger size and heavier weight of the Norton a handling hindrance: "It goes right where you point it. You don't have to muscle it around at all."

Duff agreed, but preferred the Honda with one reservation. "Sure the Norton's on rails. It'll go across bumps and through corners easily. They're predictable, but I've been in tank slappers on Manx Nortons. The little Honda... I felt you could almost get through One flat out. Whether you could on the Norton..."

"Bikes today, including the Honda, feel a little less forgiving. You could rush a Manx into and through places in terrible shape and get through. You probably couldn't do that on the Japanese bikes."

Duff and Sheppard agreed that the modern bike had a more responsive engine. Sheppard found that "The Norton buzzes about equal to, or maybe a bit more than, a Yamaha 500 single. There's good response from 2,000 but the carburetion wasn't as refined. It comes on the cam and pulls strong (starting) from 4,000 to 4,500 rpm. It feels strong but controllable, like a tractor."

Duff found the Honda's high powerband noticeable. "You had to use the gears a lot more, but it was no problem. It carbureted well and had a fairly good power spread if you kept it on the pipe."

"I used four gears on the Honda, and only two on the Manx. I just got into third on the straight. The Honda is impressive.

It reminds me a bit of the old works (Yamaha) twin, it has the same sort of feel."

Duff thought the Honda easier to ride than the Norton despite the peaky motor. "The Manx is a lot more work to ride. On the pipe, off the pipe, only four gears, a slow gearchange, it's heavy... There's a lot of linkage to move when you shift or brake, the gear ratios are very wide... That's all making work for the rider."

Duff loved the Honda's disc brakes. "Bikes today stop. The front brake on the Honda is superb. I was lucky to be vertical when I used it first." Sheppard agrees, saying that he can get the Honda to lift the rear wheel without much trouble. His comment on the Manx's drums was short: "Not much brakes."

We asked Duff, since he liked riding the Honda so much, if he wished he'd had bikes like that when he was tramping around Europe as a privateer in the early Sixties. "Yes, no question. But the cost would have been prohibitive. That's the advantage of the old ones, is maintenance. Change the oil and plug, paint the numbers and check the timing. With luck that'd do for most of a season."

Sheppard says the Honda has been extremely reliable, but agrees that there's a lot of fiddling to keep it right. "The basic machine is strong and very durable. Clutch plates lasted all last year, and so did the pads on both brakes."

"After every race you have to change the gearbox oil, the rings and the head gasket. That's about \$32. Then every second race you do the same, plus change the piston, the wrist pin and bearing, the circlips and the fork oil. That's \$32 plus about another \$43."

"Then there's tires. A rear lasts one race. That's \$115. A front lasts three and costs about the same. So every three races you have to spend between \$500 and \$600 to keep it going properly. You don't have any choice if it's going to keep working."

Aside from the cost factor, Duff thinks the Honda "is a super little bike; great for a privateer. I couldn't really find anything mechanically wrong. You can just throw it around, nice and easy. The Norton brought back memories of the thumping and burbling and noise and dirt and chain oilers—all that shit. I was glad to get off the Manx. The old hulk is heavy and oily and dirty and it vibrates."

"Mind you, I was glad to get off both of them, but for different reasons. The Honda was just too cramped for me."

Sheppard wasn't hard on the Manx; unlike Duff he hadn't had years of familiarity to breed contempt. For him, part of the ride was as much on a legend as a motorcycle. "Very refined, that motorcycle. Fun to ride."

And when you get right down to it, that's what racing is supposed to be all about. You'd have to conclude that while the machines are vastly different, their basic function is little changed. □

DOING IT RIGHT

Honda's first open-class racer
was worth waiting for.

The CR450R is Honda's first entry in open class motocross and comes right in the shadow of Andre Malherbe's win of the 1980 world 500 cc motocross championship. Malherbe rode a factory Honda RC500M of which the 431 cc production machine is almost a clone.

The stunning similarity between the factory bike and the version that anyone can buy is the reason that this is the best open class motocrosser that we have ever ridden. It is not the revolution that the first 250 Elsinore was in 1973, but that's impossible now that competition between manufacturers is so fierce.

The machine is a visual treat. The typical bright red Honda bodywork is complemented by the red engine and chassis. Yellow number plates, unlike the white on the 250 and black on the 125, add the world championship touch. The front number plate looks strange indeed. It is obviously a carry-over from the water-cooled CR250R and CR125R where it is necessary for the passage of cooling air to the twin radiators. On the CR450 it just looks out of place.

The big news for Honda production competition machines this year is the Pro-Link rear suspension. A massive single shock absorber pivots on needle bearings and sits in a well protected position just to the rear of the engine. The rising-rate PROgressive LINKage arm and connecting rod are almost hidden from sight and harm at the front of the sturdy extruded aluminum swingarm. It is by far the most compact-appearing rear suspension system to date. However, like Kawasaki's Uni-Trak, the linkage of the CR450R has



For \$2,599 you get world-class handling and suspension thanks to Pro-Link chassis.

to be dismantled in order to lubricate its friction points.

Riders of all shapes and sizes felt right at home when sitting on the Honda for the first time. The seating position was perfect for everyone who rode the bike and even shorter riders were able to touch the ground thanks to the plush rear suspension.

Starting the bike was surprisingly easy when compared to the Kawasaki KX420 and the Yamaha YZ465 tested in the April issue of Cycle Canada. The left-side kick-start lever was found to work best when the rider stood beside the machine and

gave the starter a solid push through. The lever never bit back and first- or second-kick starting was the order of the day.

The 450 needs a fair bit of clutch slippage to get under way because the first-gear ratio in the Honda's four-speed gearbox is roughly equivalent to second gear in the five-speed machines of the competition.

Throttle response is immediate but controllable and is somewhat unique to the CR450. During the initial ride the bike feels almost peaky but that description does not do justice to the machine. Good low-end power combines with incredible traction to provide endless wheelies if the rider so wishes. This is not because of excessive rear weight distribution, but rather because it simply hooks up when the throttle is opened.

The Honda's rear suspension allows a very soft initial spring rate which squats the rear and gives the tire a good bite while retaining capacity to absorb horrific jumps. Riders of less than world-class ability found its ease of lofting the front end over rutted, gnarly terrain extremely beneficial.

The CR450 has first-class straight-line stability over rough ground. It holds the rider's chosen line extremely well and inspires great confidence at speed.

On a particularly slippery, hilly, treacherous riding area the biggest CR could be ridden almost flat-out downgrades that would be suicidal on other machines. The

The CR450 is a natural slider. It's predictable over rough ground and inspires great confidence at speed.





HONDA CR450

41 mm diameter Kayaba front fork uses its 305 mm of travel to smooth out the nastiest ridges, passing only a faint shock to the rider's arms. The rear suspension takes impacts without disturbing the rider or rear tire traction.

One trait of the Honda which immediately endeared itself to all riders was the bike's adamant refusal to swap ends even with severe provocation. Under hard acceleration on a greasy surface the rear wheel would slide just so much and no more even when the rider slipped it into a higher gear with the throttle pinned to the stop. Open class motocross is demanding enough, but at least the CR450 works for you, rather than against you.

The CR is a natural slider. Its moderate 1,511 mm wheelbase and 29.5-degree

steering head angle make fast cornering predictable. The bike prefers to take the outside line in turns but with the CR's precise throttle response and low-end torque tight corners are easy. High-speed braking is thoroughly predictable thanks to a double-leading-shoe front drum brake and single-leading-shoe rear drum with a brake swept area of 219.9 sq. cm. Make sure first gear is engaged in tight corners, since neutral comes up too easily.

The CR450 sports a chrome-moly semi-double cradle frame. The front downtubes fork to accommodate the exhaust pipe's connection to the unbridged central exhaust port. The steering head is liberally gusseted and has a short backbone tube running down to the tank/seat junction where the Pro-Link is mounted. Shock forces are fed almost straight into the steering head.

Roger De Coster was hired by Honda to

With 52.9 hp available, the CR450's attitude is closely governed by the rider's right wrist. Pro-Link's superb traction puts power on the ground.



develop the motocross machine in late 1979. The five-time world 500 cc motocross champion helped refine the single-shock Pro-Link system on the factory machines in early 1980 in order to have the system ready for the 1981 model year. The single nitrogen-charged shock moves a 44 mm diameter piston through a 95 mm stroke which translates to 312 mm of rear wheel travel.

The shock spring rate is linear, while the linkage creates a progressive wheel rate. Damping can be set to one of four positions by an easily reached knob near the bottom of the shock.

The rear suspension's leverage ratio, the ratio by which the wheel moves in relation to shock travel, starts out at a mild 4.5:1 and drops to 1.6:1 at the end of travel. The leverage decreases steadily through the wheel's movement with a big drop coming in the last one-sixth of the

travel. The result is a suspension rate that is three times higher at the end of travel than at the beginning. Thanks to the Pro-Link the rear wheel swallows small bumps and still handles big jumps with ease.

The air-cooled 431 cc engine has a bore and stroke of 85 x 76 mm and a compression ratio of 7.1:1. Carburetion is via a 38 mm Keihin that never flooded or failed to give immediate throttle response. We noticed some detonation at high engine speeds when under a load as in climbing a steep hill. A slight increase in main jet size should cure this. Unlike most of Honda's recent motocrossers, the cylinder on the 450 has a steel sleeve which can be rebored. No need to junk a cylinder when the piston's fit gets sloppy. The crankshaft is also rebuildable.

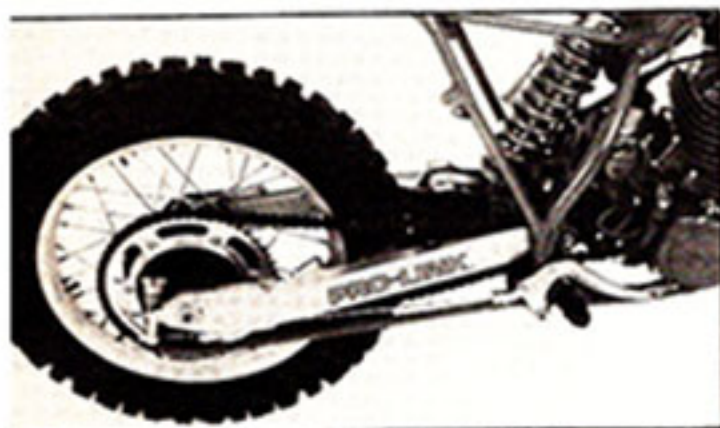
A capacitor discharge ignition system provides consistently powerful sparks

with no fouling, high-rpm missing or other poor behavior. Plenty of juice at cranking speeds makes starting the CR450 literally no sweat.

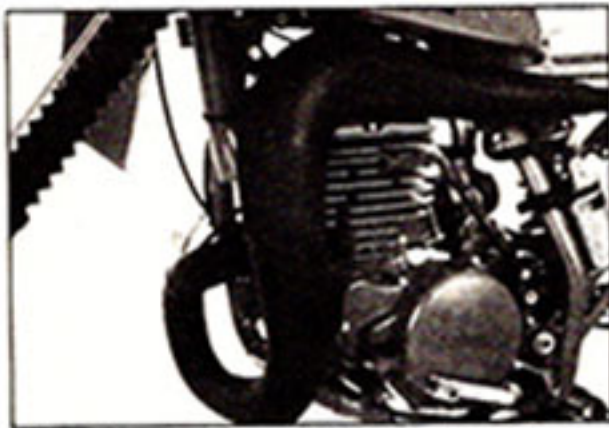
With a dry weight of 105.7 kg the Honda is no featherweight but it feels very light thanks to the low centre of gravity, another benefit of the Pro-Link system, and to having the mass of the motorcycle centred between the wheels.

The CR450 is one of the easiest open class motocrossers to ride. The bike inspires confidence like no other we have tested although the Yamaha is close. The Honda encourages the rider to push and expand his limits and rewards him with fast lap times.

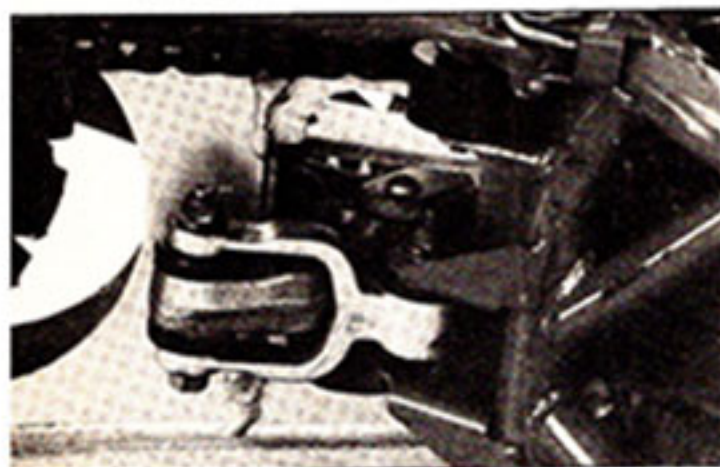
Whether the rider is an open-class expert or just moving into the big league, riding the Honda will be a thrill, not an exercise in terror, and in racing that can be all the advantage that's ever needed. □



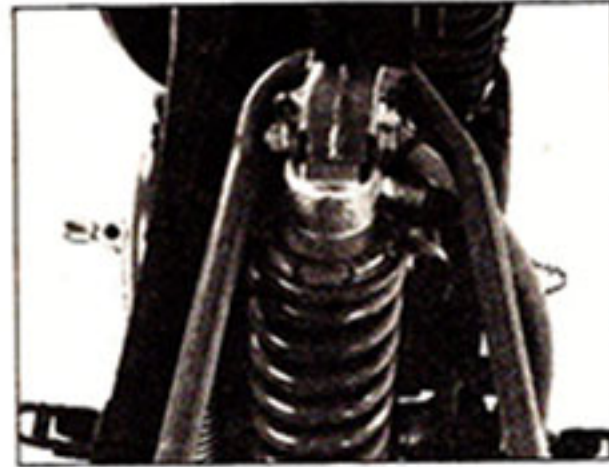
Leverage ratio of the Pro-Link system varies between 4.5:1 and 1.6:1.



The CR's torquey 431 cc engine has a replaceable steel cylinder liner.



Pivots for hefty forged aluminum links require disassembly for lubrication.



Rear spring preload is adjusted by turning nuts at top of threaded shock.

Suspension loads feed into short, stiff tubes between seat and steering head.



SPECIFICATIONS



MODEL ... 1981 Honda CR450R

PRICE \$2,599

ENGINE TYPE .. Single-cylinder
two-stroke, air-cooled, four-speed
transmission, primary kick starting

DISPLACEMENT 431 cc

BORE AND STROKE ... 85 x 76
mm

HORSEPOWER 52.9 at 6,500
rpm (claimed)

TORQUE ... 5.9 kg-m at 6,000
rpm (claimed)

CARBURETION One Keihin
38 mm

IGNITION CDI

SUSPENSION .. Telescopic fork,
air and coil spring, oil-damped with 305 mm
travel; rear Pro-Link
single shock adjustable for preload and
damping with 312 mm
travel

TIRES Bridgestone M21 3.00
x 21 front, Bridgestone M22 5.10 x 18
rear

WEIGHT 105.7 kg

FUEL CAPACITY 9 litres

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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.

THE SUM OF THE PARTS IS GREATER THAN THE WHOLE

There are so many of them, and each one has to be designed, manufactured, shipped, warehoused, catalogued, handled, taxed and delivered to your neighborhood dealership.

And, Karl Marx notwithstanding, everyone along the way must make a profit.

By Damian James



You don't know what a deal you're getting when you buy a new motorcycle. Prices of four and five thousand dollars for big machines are now the norm. That sounds like, and is, a lot of money. But when you start to look closely at what you're getting for the dollars you're laying out, it looks like a better deal.

We became curious about what it would cost to build a motorcycle from scratch. Not to design and produce one, but just to add up the individual cost of every component on a motorcycle and see how close it came to the suggested retail price you would pay if you wanted to take the bike home.

If you've had to buy parts for your bike, you may not be surprised to learn that the answer is, "not very close." You probably will be surprised to learn that, at least for the example

we chose, a 1979 Kawasaki KZ1000 Mark II, the answer is more than three times as much as the retail price of the bike.

The big KZ listed for \$4,199 when it was new. Going through the parts catalogue and price list gave us a total parts cost of \$14,893.10. To that you can add the time it would take to put the parts all together. A reputable Kawasaki dealer estimated that it might take a good mechanic 30 hours at \$25 per hour to assemble our box of parts into a running bike. That's another \$750.

We didn't choose Kawasaki because of any expectations of how low or how high the cost might work out. The KZ1000 was chosen because it's a popular bike, and because it has a reputation for lasting a long time; therefore, the numbers will have some currency for a while.

What makes parts so expensive? How can the same company that sells you a ready-made bike for four thousand dollars turn

around and sell the same parts in bits for nearly 15 grand? There are a lot of reasons, but perhaps the chief one is the amount of time and effort that has to go into building mountains of spare parts, inventorying them, cataloguing them, shipping them, warehousing them and finally delivering them to the guy whose widget stopped widgeting two weeks earlier.

A lot of hands handle your parts, and each pair of hands is doing so because there is some profit to be made. A manufacturer makes a washer for tenths of a cent and sells it to the motorcycle builder. The builder tacks on enough to cover his cost of handling it and some profit, and sells it to his distributor.

The distributor ships the washer from Japan to Canada, paying freight and insurance and customs and brokerage and tax and warehousing and salaries of his staff to make sure

the washer gets where it's going. The washer then gets sold to a dealer, who has to pay for rent and salaries and heat and light and his own food and interest on his bank loan, and he'd like to make some money, too. Motorcycle shops, after all, are not charitable institutions.

By the time all this has been paid for, the few tenths of a cent the washer first cost is up to eight cents. "Outrageous!" screams the consumer. "Eight cents for a 10 mm washer for an air cleaner bolt? Rip-off!" But when you understand the steps in the pricing, the cost of most parts doesn't seem exorbitant.

There are nearly 2,000 pieces in our KZ1000. Just think how much cheaper it has to be to have all the steps from manufacturer to consumer done once, in an assembled bike, rather than 2,000 times and you'll get some idea why parts prices are as high as they are when compared to the cost of a motorcycle.

**Imagine how much cheaper
it is to ship 2,000 parts
as a whole bike rather
than in separate packages.**

Parts and prices in a KZ1000A3

QTY.	ITEM	UNIT PRICE	TOTAL PRICE
CYLINDER HEAD COVER			
16	bolt	\$0.85	\$13.60
1	cover, cylinder head	69.55	69.55
1	gasket	5.92	5.92
2	band	3.26	6.52
1	tach gear	14.38	14.38
1	O-ring	1.22	1.22
1	guide, tach cable	4.59	4.59
1	oil seal	2.86	2.86
1	gasket, tachometer gear	.34	.34
1	bolt	.65	.65
1	holder, tachometer	0.41	0.41
CYLINDER HEAD			
		\$20.98	\$20.98
1	cylinder head	1.09	17.44
16	bolt	0.82	1.64
2	bolt	4.96	79.36
16	bearing, cam shaft	0.82	6.56
8	pin, dowel	0.31	2.48
8	circlip, valve guide	6.12	24.48
4	guide, inlet valve	6.32	25.28
4	guide, exhaust valve	0.82	6.56
8	stud	1.90	7.60
4	plug, cylinder head cover	3.26	39.12
12	nut, cylinder head	0.82	3.28
4	washer	0.14	1.12
8	washer	12.55	25.10
2	gasket, cylinder head	10.54	21.08
2	holder, carburetor	10.54	21.08
2	holder, carburetor	0.37	0.74
4	plug	0.17	1.36
8	screw	1.22	4.88
4	clamp	0.17	0.68
4	screw		
CAMSHAFT, VALVES			
1	camshaft, exhaust	98.86	98.86
1	sprocket, camshaft	17.71	17.71
6	bolt	0.41	2.46
1	camshaft, intake	98.86	98.86
1	sprocket, camshaft	17.71	17.71
8	shim	4.79	38.24
8	tappet	18.43	147.44

QTY.	ITEM	UNIT PRICE	TOTAL PRICE
16	split keeper	0.82	13.12
8	retainer	3.84	30.72
8	spring, outer valve	4.95	39.60
8	spring, inner valve	3.75	30.00
8	oil seal	4.79	38.32
8	seat, valve spring	2.20	17.60
4	valve, exhaust	21.08	84.32
4	valve, intake	18.43	73.72
CYLINDER, PISTON, CRANKSHAFT			
1	O-ring, cylinder	11.65	11.65
2	dowel pin	1.02	2.04
1	cylinder	349.61	349.61
2	pin dowel	0.82	1.64
1	gasket, cylinder base	2.75	2.75
4	rubber plug	0.31	1.24
4	ring set	25.84	103.36
4	piston	25.00	100.00
4	piston pin	4.42	17.68
8	circlip, piston pin	0.31	2.48
1	crankshaft assembly	716.55	716.55
1	bolt	1.73	1.73
1	dowel pin	0.31	0.31
1	washer, spark advance	2.48	2.48
1	bolt, spark advance	2.28	2.28
CAM CHAIN, TENSIONER			
4	bolt	1.02	4.08
4	damper rubber	1.36	5.44
4	collar, upper idler	0.20	0.80
1	idler assembly, cam chain	37.16	37.16
2	idler assembly, cam chain	31.28	62.56
1	cam chain	43.06	43.06
4	damper rubber, guide roller	0.24	0.96
2	shaft, roller guide	3.43	3.43
1	screw	0.14	0.14
1	guide, cam chain	4.22	4.22
2	damper rubber	0.31	0.62
1	shaft, cam chain guide	3.43	3.43
1	roller	4.22	4.22
1	tensioner assembly, cam chain	24.96	24.96
1	push rod	7.48	7.48
1	spring, tensioner	1.26	1.26
1	retainer, tensioner	3.57	3.57

PARTS, PARTS...

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You're a winner with Quaker State.

PARTS, PARTS...

QTY.	ITEM	UNIT PRICE	TOTAL PRICE	QTY.	ITEM	UNIT PRICE	TOTAL PRICE
1	collar, tensioner	4.79	4.79	1	nut	1.90	1.90
1	spring, tensioner	2.11	2.11	1	washer	1.53	1.53
1	gasket	0.77	0.77	1	engine sprocket	26.49	26.49
1	bracket, tensioner	7.68	7.68	1	collar, engine sprocket	3.84	3.84
1	washer	0.31	0.31	1	O-ring	0.61	0.61
1	bolt, tensioner adjuster	0.65	0.65	1	ball bearing	37.40	37.40
2	bolt	0.41	0.82	1	washer, thrust	2.86	2.86
CRANKCASE				1	second gear, output shaft	29.41	29.41
4	bolt	0.48	1.92	2	washer	0.68	0.68
1	pipe, oil	9.96	9.96	2	circlip	0.99	0.99
2	O-ring	0.41	0.82	1	top gear, output shaft	42.06	42.06
2	O-ring	0.41	0.82	1	third gear, output shaft	37.64	37.64
1	switch, oil pressure	7.68	7.68	1	washer, thrust	2.11	2.11
1	O-ring	0.37	0.37	1	shaft, output	57.63	57.63
1	plug, oil pipe	3.84	3.84	3	ball, steel	0.10	0.30
1	bolt, breather	9.79	9.79	1	fourth gear, output shaft	33.22	33.22
1	O-ring	0.41	0.41	1	low gear, output shaft	35.19	35.19
1	body, breather	14.38	14.38	1	bushing, output shaft	14.21	14.21
1	O-ring	1.63	1.63	1	bushing, top gear	13.23	13.23
1	screw	0.20	0.20	1	bushing, second gear	13.23	13.23
2	collar	2.86	5.72	GEAR CHANGE MECHANISM			
4	tube, breather	1.90	7.60	1	rubber, change pedal	1.39	1.39
1	plate, breather upper	3.43	3.43	1	bolt	0.31	0.31
1	plate, breather lower	3.43	3.43	2	spring	0.41	0.82
8	pin, dowel	0.37	2.96	1	bolt	0.61	0.61
1	plug, oil filler	4.22	4.22	1	lever, change drum	1.39	1.39
1	O-ring, oil filler plug	0.37	0.37	1	spring, change lever	1.33	1.33
4	pin, dowel	1.02	4.08	1	lever assembly, gear change	26.49	26.49
1	crankcase set	659.23	659.23	1	pin	2.86	2.86
8	pin, dowel	0.82	6.56	1	nut	0.17	0.17
2	ring, bearing setting	3.26	6.52	1	spring	2.48	2.48
3	pin, dowel	0.37	0.74	1	screw	0.17	0.17
4	bolt	1.29	5.16	1	holder, changed drum pin	0.92	0.92
CRANKCASE BOLT AND STUD				5	pin, change drum	0.17	0.85
4	stud	2.86	11.44	1	pin, change drum	0.37	0.37
4	stud	2.86	11.44	1	shift fork	27.64	27.64
4	stud	2.86	11.44	1	pin, shift fork	2.46	2.46
12	bolt	0.78	9.36	1	washer	0.31	0.31
4	clamp	0.65	2.60	1	rod, shift	8.26	8.26
3	bolt	0.44	1.32	1	circlip	0.23	0.23
1	bolt	1.19	1.19	2	shift fork	27.64	55.28
1	bolt	1.73	1.73	1	lever, gear change	2.92	2.92
2	bolt	1.63	3.26	1	circlip	0.17	0.17
4	bolt	1.29	5.16	1	bolt, change drum positioning	5.37	5.37
2	bolt	1.63	3.26	1	washer, lock	0.61	0.61
4	bolt	0.68	2.72	KICKSTARTER MECHANISM			
1	bolt	1.56	1.56	1	rubber, kick pedal	1.12	1.12
1	O-ring	0.37	0.37	1	circlip	0.17	0.17
CLUTCH				1	washer	0.31	0.31
1	bushing, clutch	3.23	3.23	1	ball, steel	0.14	0.14
1	clutch needle bearing	6.90	6.90	1	spring, kick pedal	0.34	0.34
1	washer, clutch thrust	1.63	1.63	1	boss, kick pedal	16.49	16.49
1	housing, clutch	229.30	229.30	1	bolt	0.37	0.37
1	hub, clutch	37.16	37.16	1	spring, kickstarter	3.64	3.64
8	plate, clutch friction	7.82	62.56	1	guide, kick spring	2.58	2.58
7	plate, clutch steel	4.96	34.72	1	shaft, kickstarter	25.33	25.33
1	ball, steel	0.20	0.20	2	circlip	0.61	1.22
1	pusher, clutch spring plate	6.12	6.12	1	collar	5.95	5.95
1	plate, clutch spring	10.95	10.95	2	washer, thrust	0.75	1.50
5	spring, clutch	1.45	7.25	1	gear, kickstarter	24.17	24.17
5	bolt	1.02	5.10	2	bolt	0.54	1.08
1	nut	0.20	0.20	1	stopper, kickshaft	1.50	1.50
1	screw	1.12	1.12	1	ratchet	12.65	12.65
1	circlip	0.31	0.31	1	spring, ratchet	1.22	1.22
1	retainer	0.48	0.48	1	holder, ratchet spring	1.50	1.50
11	ball, steel	0.10	1.10	1	circlip	0.39	0.39
1	outer, clutch release	8.64	8.64	ENGINE COVERS			
2	screw	0.17	0.34	6	bolt	0.61	3.66
1	inner, clutch release	8.81	8.81	6	bolt	0.61	3.66
1	pin, cotter	0.07	0.07	1	cover, generator	76.53	76.53
1	spring, clutch release	0.75	0.75	1	gasket	2.69	2.69
1	rod, clutch push	3.64	3.64	1	bolt	0.68	1.36
1	O-ring	0.34	0.34	2	washer	0.14	0.56
TRANSMISSION GEARS				4	bolt	0.25	0.50
1	bushing	13.43	13.43	2	bolt	0.48	0.96
2	circlip	0.61	1.22	2	bolt	0.48	0.96
2	needle bearing	6.90	13.80	1	cover, clutch adjusting	5.17	5.17
2	washer, thrust	1.63	3.26	1	gasket	0.68	0.68
2	spacer	0.44	0.88	1	oil seal	1.67	5.01
1	second gear, drive shaft	25.50	25.50	3	cover, front chain	66.74	66.74
2	washer	0.68	1.36	1	arrestor, sound	11.53	11.53
2	circlip	0.82	1.64	1	cover sound arrester, retaining	8.94	8.94
1	third gear, drive shaft	37.64	37.64	4	screw	0.17	0.68
1	fourth gear, drive shaft	33.22	33.22	4	washer	0.31	1.24
1	shaft, drive	61.85	61.85	1	screw	0.37	0.37
1	bearing, ball	38.00	38.00	1	screw	0.17	0.17
1	washer	1.90	1.90	5	screw	0.17	0.85
1	nut, lock	4.79	4.79	2	screw	0.20	0.40
1	switch, neutral indicator	2.82	2.82	1	oil seal	3.84	3.84
				1	oil seal	1.90	1.90
				1	cover, transmission	25.98	25.98

...AND MORE PARTS

PARTS, PARTS...

QTY.	ITEM	UNIT PRICE	TOTAL PRICE
1	gasket, transmission cover	2.86	2.86
1	gasket, engine cover	1.22	1.22
1	oil seal	2.86	2.86
1	cover, engine	59.19	59.19
6	bolt	0.54	3.24
1	gasket, point cover	2.20	2.20
1	cover, contact breaker	18.05	18.05
1	gasket, clutch cover	1.87	1.87
1	cover, clutch	39.54	39.54
11	bolt	0.68	7.48
1	gauge, oil level	3.84	3.84
1	oil seal	1.67	1.67
1	gasket, kickstarter cover	0.54	0.54
1	cover, kickstarter	35.67	35.67

CARBURETOR

1	carburetor assy.	546.28	546.28
1	clamp, overflow pipe	2.28	2.28

OIL PUMP, OIL FILTER

1	bolt, check valve	4.22	4.22
1	washer	0.34	0.34
1	spring, check valve	2.11	2.11
1	ball, steel	0.20	0.20
1	element, oil filter	5.75	5.75
1	washer	0.25	0.25
1	spring, oil filter	0.48	0.48
1	O-ring	1.63	1.63
1	gasket, oil pan	4.39	4.39
1	pan, oil	41.68	41.68
13	bolt	1.02	13.26
3	bolt	1.02	3.06
1	O-ring	2.86	2.86
1	cover, oil filter	9.86	9.86
1	bolt	0.48	0.48
1	bolt	0.48	0.48
1	bolt, oil filter	5.75	5.75
2	O-ring	0.41	0.82
1	plug, oil drain	8.23	8.23
1	bolt	1.19	1.19
1	circlip	0.20	0.20
1	pin, dowel	0.14	0.14
1	gear, oil pump	21.69	21.69
1	washer	1.63	1.63
1	oil pump assembly	79.48	79.48
1	O-ring	0.37	0.37
2	pin, dowel	1.84	3.68
1	bolt	0.48	0.48

AIR CLEANER

4	screw	0.17	0.68
4	clamp, air inlet	2.86	11.44
4	duct, air cleaner	4.79	19.16
8	screw	0.27	2.16
8	washer	0.17	1.36
2	plate	11.74	23.48
1	cap, air cleaner	9.59	9.59
1	element, air cleaner	15.64	15.64
1	body, air cleaner	32.75	32.75
1	clamp, silencer	2.86	2.86
1	screw	0.34	0.34
1	silencer	25.33	25.33
2	cap, drain	2.11	4.22
1	tube, drain	5.54	5.54
1	clamp, drain tube	0.37	0.37
1	screw	0.17	0.17
1	washer	0.08	0.08
1	washer	0.14	0.14

MUFFLERS

4	gasket	2.10	8.40
8	collar	1.02	8.16
4	holder	13.80	55.20
8	nut, lock	0.61	4.88
2	pipe, exhaust	29.43	58.86
4	clamp	2.86	11.44
4	bolt	1.36	5.44
4	gasket	3.75	15.00
1	pipe, muffler connection	5.17	5.17
1	cover, muffler	9.11	9.11
4	washer	0.08	0.32
4	screw	0.20	0.80
1	cover, muffler	9.11	9.11
2	muffler assembly	163.12	326.24
4	bolt	0.20	0.80
2	bracket, muffler	8.16	16.32
4	washer	0.08	0.32
1	damper	0.31	0.31
2	bolt	1.84	3.68

GENERATOR, ELECTRICAL EQUIPMENT FOR ENGINE

1	stator assembly	126.11	126.11
3	bolt	0.27	0.81

QTY.	ITEM	UNIT PRICE	TOTAL PRICE
1	clamp, harness	0.41	0.41
2	washer	0.07	0.14
2	screw	0.14	0.28
1	rotor	146.17	146.17
1	spark advance assembly	35.26	35.26
1	coil, pulsing	44.71	44.71
2	coil, ignition	30.63	61.26
4	nut	0.61	2.44
4	cap assembly, spark plug	6.29	25.16
4	grommet, high tension cord	0.37	1.48
4	grommet, spark plug cap	0.37	1.48
4	spark plug	1.50	6.00
1	resistor assembly	20.32	20.32
1	regulator, voltage	37.91	37.91
2	bolt	0.17	0.34
1	igniter	169.12	169.12
2	washer	0.08	0.16
2	bolt	0.17	0.34
3	washer	0.07	0.21
3	washer	0.07	0.21
4	screw	0.14	0.42
4	cap, spark plug	7.48	29.92

STARTER MOTOR, STARTER CLUTCH

1	bolt	0.31	0.31
2	washer	0.37	0.74
1	cover, starting motor	5.37	5.37
1	gasket	4.55	4.55
1	motor assembly, starting	184.88	184.88
2	bolt	0.17	0.34
1	clutch assembly, starting	46.44	46.44
3	washer	0.34	1.02
3	bolt	0.61	1.83
1	plate, starting clutch	2.11	2.11
1	spacer	1.56	1.56
1	needle bearing	7.11	7.11
1	gear, starting clutch	55.73	55.73
1	spacer	0.85	0.85
1	damper rubber	5.17	5.17
1	gear, starting motor	25.74	25.74
1	collar	3.40	3.40
1	switch assembly, magnetic	29.34	29.34
2	bolt	0.17	0.34
2	washer	0.07	0.14
2	nut	0.61	1.22

FRAME

1	bolt	4.22	4.22
1	washer	2.11	2.11
1	washer	2.28	2.28
1	nut, steering stem	3.26	3.26
1	cap	1.53	1.53
1	cone, steering stem	4.79	4.79
39	ball, steel	0.14	5.46
1	race, steering stem	3.84	3.84
1	race, steering stem	4.22	4.22
1	frame	528.83	528.83
1	bolt, engine mounting	3.43	3.43
2	nut	0.20	0.40
8	washer	0.08	0.64
1	plate, front engine mounting	2.86	2.86
1	bolt	0.41	0.41
1	bolt	0.77	0.77
3	nut	1.39	4.17
3	washer	0.20	0.60
1	bolt	1.22	1.22
2	bolt	0.20	0.40
1	plate, front engine mounting	2.86	2.86
1	plate, rear engine mounting	5.00	5.00
1	plate, rear engine mounting	3.84	3.84
3	bolt	0.54	1.62
1	collar, engine mounting	1.63	1.63
1	collar, engine mounting	4.22	4.22
1	bolt	0.65	0.65
1	bolt	3.26	3.26
1	bolt	2.86	2.86
2	washer	0.17	0.34
2	nut	1.63	3.26
1	damper rubber	1.63	1.63
4	bushing, muffler fitting	3.84	15.36
2	washer	0.82	1.64
1	bolt	0.20	0.20
1	washer	0.08	0.08
1	washer	0.14	0.14
1	grip, frame	9.21	9.21
1	case	6.87	6.87

BATTERY CASE, TOOL CASE

1	bolt	0.17	0.17
9	washer	0.08	0.72
1	bracket, base	7.38	7.38
4	bolt	0.17	0.68
4	washer	0.31	1.24

Continued on Page 60

...AND MORE PARTS

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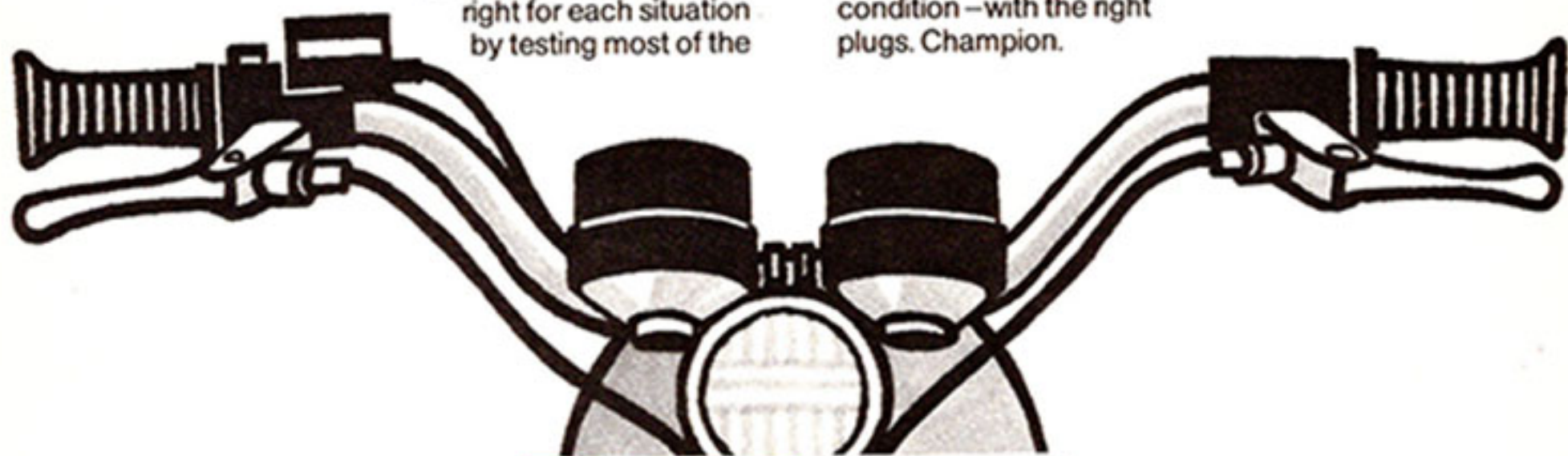


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Get Started With Champion

PARTS, PARTS... Continued from Page 56

QTY.	ITEM	UNIT PRICE	TOTAL PRICE
1	stay, air cleaner	4.01	4.01
4	damper rubber	0.24	0.96
4	collar	0.61	2.44
1	band, battery	3.84	3.84
1	case, battery	29.58	29.58
2	bolt	0.17	0.34
3	washer	0.14	0.42
10	damper rubber	0.27	2.70
1	plate, battery case	4.01	4.01
2	bolt	0.17	0.34
1	case, tool	6.70	6.70

SWINGARM, REAR SHOCK ABSORBER

1	nut	2.86	2.86
2	cap, swing arm	2.69	5.38
4	bearing, needle	7.11	28.44
1	sleeve	16.21	16.21
1	swingarm	92.89	92.89
1	grease nipple	1.12	1.12
2	nut	1.29	2.58
2	washer	0.17	0.34
2	washer	0.17	0.34
2	rear shock absorber	74.26	148.52
2	damper rubber, brake hose	0.82	1.64
1	shaft, swing arm pivot	12.07	12.07
2	bolt	0.78	1.56
2	washer	0.14	0.28
2	bolt	0.54	1.08
2	washer	0.08	0.16
2	stopper, chain adjuster	2.86	5.72
2	adjuster, chain	7.40	14.80
2	nut	0.20	0.40
2	bolt	3.64	7.28

FOOTRESTS

1	step, front footrest	9.96	9.96
2	pin	0.68	1.36
2	washer	0.61	1.22
1	bracket, front footrest	21.16	21.16
2	pin	0.07	0.14
1	nut	1.12	1.12
2	cap, footrest	0.37	0.74
4	stud	2.11	8.44
4	damper rubber	0.31	1.24
4	nut	0.20	0.80
1	bracket, front footrest	21.16	21.16
1	step, front footrest	9.96	9.96
2	bracket	8.81	17.62
2	step, rear footrest	10.95	21.90
2	bolt	0.37	0.74
2	washer	0.37	0.74
2	pin, cotter	0.07	0.14
2	pin, rear footrest fitting	0.48	0.96
2	nut	0.17	0.34
2	washer	0.14	0.28

STANDS

1	nut	0.20	0.20
1	stand, side	25.98	25.98
1	bolt	1.63	1.63
1	spring, sidestand fitting	2.34	2.34
1	stand, main	48.14	48.14
2	shaft, main stand	3.84	7.68
2	nut	0.78	1.56
1	spring, main stand	2.95	2.95

TORQUE LINK, BRAKE PEDAL

1	bolt	2.11	2.11
2	washer	0.14	0.28
2	nut	0.17	0.34
2	cotter pin	0.17	0.34
1	torque link, rear brake	11.70	11.70
1	bolt	2.11	2.11
1	bolt	3.43	3.43
1	pin, cotter	0.07	0.07
1	nut	0.31	0.31
1	nut	1.12	1.12
1	washer	0.08	0.08
1	washer	0.37	0.37
2	nut	0.06	0.12
1	bolt	0.17	0.17
1	spring	1.70	1.70
1	pedal, brake	34.43	34.43
1	pin	0.07	0.07
1	hook, brake lamp switch	1.84	1.84
1	clamp	1.60	1.60
1	damper, rubber	0.82	0.82

HANDLEBAR, GRIPS

1	lever assembly, clutch	18.43	18.43
4	bolt	1.26	5.04
4	washer	0.08	0.32
2	holder, handlebar	4.39	8.78
1	handlebar	35.09	35.09

QTY.	ITEM	UNIT PRICE	TOTAL PRICE
1	rubber, grip	5.40	5.40
1	housing assembly, right	50.07	50.07
1	housing assembly, left	50.07	50.07
1	grip assembly, throttle	10.95	10.95
2	rear view mirror assembly	13.57	27.14

FENDERS

1	fender, front	76.19	76.19
4	bolt	0.20	0.80
4	washer	0.08	0.32
1	fender, rear	19.96	19.96
2	bolt	0.10	0.20
6	washer	0.08	0.48
2	washer	0.14	0.28
1	fender, rear	19.96	19.96
4	bolt	0.17	0.68
4	collar	2.28	9.12
4	damper rubber	0.24	0.96
4	damper rubber	0.31	1.24

FRONT FORK

1	fork assembly	649.20	649.20
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FRONT MASTER CYLINDER

1	cylinder assembly, master	93.00	93.00
12	washer, oil bolt	0.65	7.80
1	hose, master cylinder brake	21.35	21.35
6	bolt, oil	1.63	9.78
1	cover, dust	2.11	2.11
2	bolt	0.37	0.74
2	washer	0.08	0.16
2	washer	0.07	0.14
1	joint, four way	13.23	13.23
1	switch, front brake	6.32	6.32
2	hose, caliper brake	16.90	33.80
1	clamp, brake hose	3.60	3.60
2	grommet, brake hose bracket	0.37	0.74
1	clamp	3.43	3.43
2	bolt	0.17	0.34
2	washer	0.08	0.16

REAR MASTER CYLINDER

1	cylinder assembly	169.15	169.15
2	bolt	1.63	3.26
4	washer	0.65	2.60
2	bolt	2.70	5.40
1	hose	25.33	25.33

FRONT CALIPER

1	caliper assembly, left	154.62	154.62
1	caliper assembly, right	148.07	148.07
4	bolt	1.29	5.16
4	washer	0.08	0.32
4	washer	0.10	0.40
2	disc plate, front brake	184.88	369.76

REAR CALIPER

1	caliper assembly	199.24	199.24
1	disc plate, rear brake	184.88	184.88

FRONT HUB, FRONT WHEEL

2	collar, front axle	4.65	9.30
1	axle, front	18.85	18.85
1	collar, front axle	4.65	4.65
1	solid wheel assembly	255.43	255.43
1	gear box assembly	38.79	38.79
1	tube, inner	7.95	7.95
1	tire, front	70.00	70.00

REAR HUB REAR WHEEL

1	pin	0.10	0.10
1	nut	1.90	1.90
1	washer	1.63	1.63
1	collar, rear axle	4.22	4.22
1	sprocket, rear	46.27	46.27
1	chain, final drive	130.00	130.00
1	coupling assembly, rear hub	58.91	58.91
1	solid wheel assembly	310.75	310.75
1	collar, rear axle	4.22	4.22
1	axle	19.96	19.96
1	weight, balancing	1.36	1.36
1	band, rim	2.17	2.17
1	tube	8.95	8.95
1	tire	95.00	95.00
2	stopper, rim (lock)	13.32	26.64

FUEL TANK

2	screw	0.14	0.28
2	washer	0.17	0.34
2	O-ring	0.27	0.54
1	cap assembly	23.90	23.90
2	washer	0.17	0.34
2	damper rubber	0.92	1.84
2	emblem, fuel tank	8.34	16.68

AND MORE PARTS...

83

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QTY.	ITEM	UNIT PRICE	TOTAL PRICE
4	screw	0.07	0.28
2	damper rubber	1.35	2.70
1	band, fuel tank	1.67	1.67
1	fuel tank	211.50	211.50
2	bolt	0.20	0.40
2	washer	0.31	0.62

SIDE COVERS, CHAIN COVER

2	emblem, side cover	5.34	10.68
2	cover, side	31.29	62.58
4	grommet	0.41	1.64
2	grommet	0.61	1.22
1	bolt	0.31	0.31
1	washer	0.31	0.31
1	collar	0.71	0.71
1	cover, chain	13.23	13.23
1	bolt	0.78	0.78
1	washer	0.37	0.37
6	nut	0.20	1.20

DUAL SEAT, SEAT COVER

1	seat assembly, dual	146.17	146.17
2	pin, seat pivot	0.75	1.50
3	pin, cotter	0.14	0.42
1	stopper, seat	1.90	1.90
1	spring, seat stopper	2.11	2.11
1	cover, seat	7.85	7.85
2	bolt	0.65	1.30
2	washer	0.31	0.62
2	damper rubber	0.24	0.48
2	damper rubber	0.31	0.62
2	collar	1.22	2.44
2	damper rubber	0.45	0.90

CABLES

1	cable, throttle control	11.90	11.90
1	cable, throttle control	11.90	11.90
1	cable, clutch	10.85	10.85
1	cable, tachometer	8.15	8.15
1	cable, speedometer	6.97	6.97
1	clamp, clutch cable	4.59	4.59
1	clamp, throttle cable	2.48	2.48
2	clamp, speedometer and tachometer cable	0.82	1.64
1	clamp, clutch cable	1.09	1.09

SPEEDOMETER, TACHOMETER

1	speedometer assembly	126.00	126.00
1	tachometer assembly	94.80	94.80
1	cover, meter indicator	37.16	37.16
1	bracket, meter	35.53	35.53
4	collar, speedometer	1.33	5.32
4	damper	1.35	5.40
4	washer	0.37	1.48
4	washer	0.07	0.28
4	nut	0.14	0.56
1	socket assembly	55.62	55.62
9	bulb	1.29	11.61
1	cover, speedometer	16.40	16.40
5	washer	0.08	0.40
5	screw	0.14	0.70
3	washer	0.07	0.21
1	cover, meter bracket	4.39	4.39
1	cover, tachometer	19.21	19.21
2	nut	0.20	0.40
2	washer	0.08	0.16
2	washer	0.10	0.20
4	damper rubber	0.48	1.92
1	lamp unit	52.80	52.80
1	body, head lamp	29.92	29.92
2	bolt	1.29	2.58
2	washer	0.41	0.82
2	damper rubber A	1.50	3.00
2	damper rubber B	1.50	3.00
2	collar	2.69	4.78
2	washer	0.14	0.28
2	nut	0.20	0.40
1	rubber plug	0.68	0.68
2	nut	0.61	1.22
3	washer	0.31	0.93
1	bracket, head lamp body	0.68	0.68
1	washer	0.08	0.08
1	bolt	0.37	0.37
2	damper rubber	0.48	0.96
2	collar	1.22	2.44

QTY.	ITEM	UNIT PRICE	TOTAL PRICE
1	bracket	0.68	0.68
1	washer	0.14	0.14
1	bolt	0.17	0.17
1	bracket, head lamp	2.86	2.86
1	bolt	0.17	0.17
1	grommet	1.18	1.18

TAILLAMP

3	bolt	0.17	0.51
3	washer	0.31	0.93
3	damper rubber	0.31	0.93
3	collar	0.61	1.83
1	grommet	0.20	0.20
2	bolt	0.10	0.20
2	washer	0.31	0.62
2	damper rubber	1.22	2.44
2	collar	0.61	1.22
1	damper rubber	2.95	2.95
1	bracket, licence plate	24.07	24.07
1	lamp assembly	43.32	43.32

TURN SIGNAL LAMP

2	lamp assembly	23.90	47.80
4	bracket	11.02	44.08
4	bolt	0.31	1.24
8	washer	0.07	0.56
4	washer	0.08	0.32
4	nut	0.10	0.40
4	damper rubber	0.48	1.92
2	damper rubber	1.50	3.00
2	collar	5.73	11.46
4	nut	0.20	0.80
2	lamp assembly	23.90	47.80
2	damper rubber	0.48	0.96
2	collar	1.63	3.26
2	washer	0.14	0.28

IGNITION SWITCH, LOCK, REFLECTOR

1	switch assembly	26.61	26.61
1	lock assembly	13.63	13.63
1	screw, tapping	1.22	1.22
1	cap, steering lock	0.82	0.82
1	spring, steering lock	0.61	0.61
1	lock assembly, seat	22.19	22.19
1	bolt	0.10	0.10
1	washer	0.14	0.14
1	lock assembly, helmet	22.19	22.19
1	bracket, helmet lock	2.11	2.11
2	bolt	0.17	0.34
2	washer	0.07	0.14
1	switch, brake lamp	6.32	6.32
1	spring	1.19	1.19
2	bracket, reflector	3.60	7.20
2	reflector	5.34	10.68
2	bolt	0.10	0.20
2	washer	0.08	0.16
6	washer	0.07	0.42
4	nut	0.14	0.56
2	reflector	5.34	10.68

ELECTRICAL EQUIPMENT

1	fuse assembly	13.63	13.63
1	damper rubber	0.78	0.78
2	fuse, 20A	0.51	1.02
3	fuse, 10A	0.44	1.32
1	wiring harness, main	69.97	69.97
1	wire, starter lead	6.31	6.31
2	wire, turn signal	1.84	3.68
1	wire, battery ground	5.37	5.37
1	bolt	0.10	0.10
1	washer	0.08	0.08
2	band, rubber	0.79	1.58
1	relay, turn signal	12.80	12.80
1	relay, hazard	12.90	12.90
1	horn	23.00	23.00
1	bolt	0.20	0.20
1	washer	0.08	0.08
1	rubber band, battery	2.48	2.48
1	battery	59.70	59.70
1	label, caution	0.75	0.75
1	clamp, harness	0.61	0.61
1	rubber, front brake switch	1.12	1.12

TOOLS

1	tool kit	37.20	37.20
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THE BOTTOM LINE

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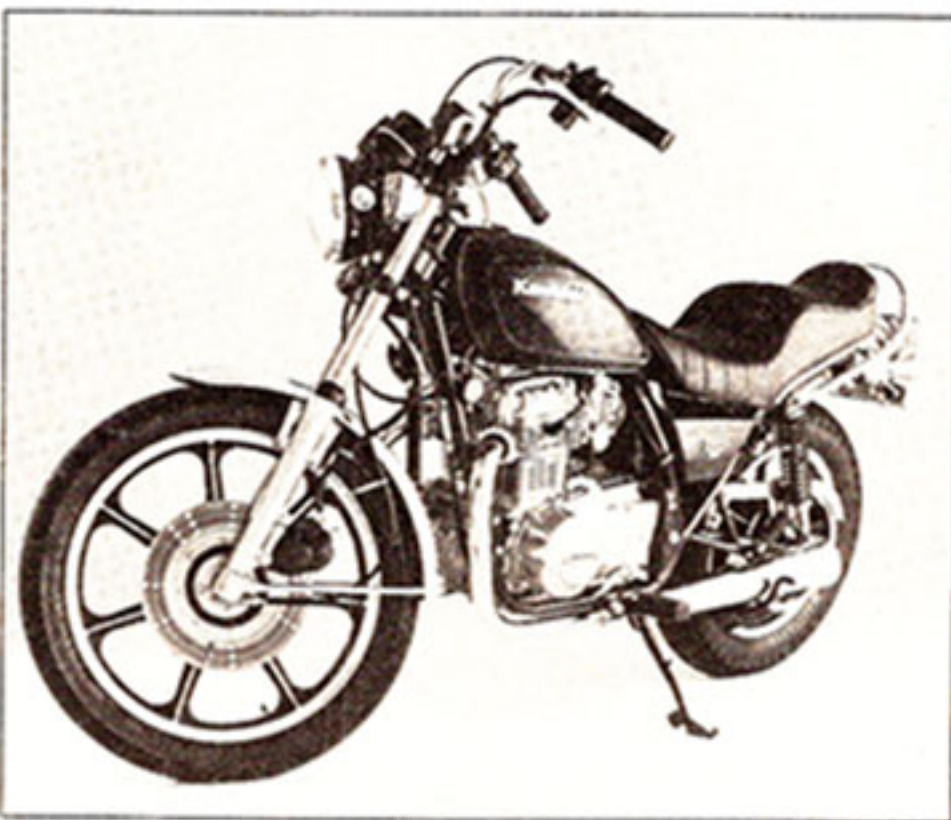
Member of a select club of two, the KZ440 confirms that belts are the way to go.

More than many other machines, the Kawasaki KZ440 and its 400 cc ancestors have suffered from an apparent lack of identity. The LTD styling seems to lack the spectacular appearance of some others, the engine power is adequate if not outstanding and brake and chassis performance is pretty much in the same class. It's reliable, sure, and its value as a transportation appliance is undeniable, but excitement has never been part of the package.

So what? When you get right down to it, excitement is usually uncomfortable and often dangerous. Fun in its place, but not always the thing you need when you're going to work or happily cruising down a back road on the weekend. It's easy to forget that motorcycles, after all, are first and foremost devices intended to transport people from here to there. Looked at in that light, the value of a motorcycle that unobtrusively does that job reliably, smoothly and comfortably begins to assume much greater importance.

If you're into crotch rockets there are many around; if you're into buying a pleasant device that will carry you and yours comfortably and fairly quickly until all its internal parts wear away without demanding constant attention, you'll probably be interested in a bike much like the KZ440.

Those who sell the bikes know that. Marketing and advertising plans may centre around the big, flashy sport bikes, but bikes in the 400-650 cc range make up the bulk of street sales for most dealers. Obviously, they satisfy the motorcycling needs of many—in fact, most—people. Because of the lack of hype, it's too easy to



Styling success of the KZ is to make it look much bigger than it really is. It looks more like a 650 twin until you're on it.

overlook them if you're an expert rider thinking about what to recommend to a friend who's looking for a bike.

Kawasaki has done something extremely interesting with this bread-and-butter vehicle—the company has replaced the drive chain with a belt, making the KZ440 a member of a select group of two modern motorcycles using something other than a chain or a shaft for its final drive. The other is the Harley-Davidson Sturgis. Kawasaki has been interested in belt drives since 1972, but it wasn't until 1977 that it felt belt technology had advanced to the point that it was a marketable commodity.

The bike was first available with belt drive in the U.S. in 1980, and 1981 is its first year in Canada. Response has been good south of the border. Kawasaki Motors U.S.A. plans to bring in nearly twice as many units as it did in 1980. Since the belt version costs more than the equivalent chain-drive bike, you have to ask

why it's so popular. Choosing the 440 for its introduction was logical—the bike is a big seller, and it's available in both standard and LTD guises with a chain as well as in the LTD belt version tested here. That makes it easy for Kawasaki to evaluate consumer response to the belt drive.

The belt is tough. It's composed of nine threads of Kevlar fibre, a man-made material that's incredibly tough—Simpson and Shoei use it to build helmets. The fibres are encased in polyurethane to which nylon teeth are bonded, 125 in the case of the Kawasaki belt. Like the Harley's final drive belt, the Kawasaki belt has a pitch, or distance between the teeth, of 14 mm. The Kawasaki belt

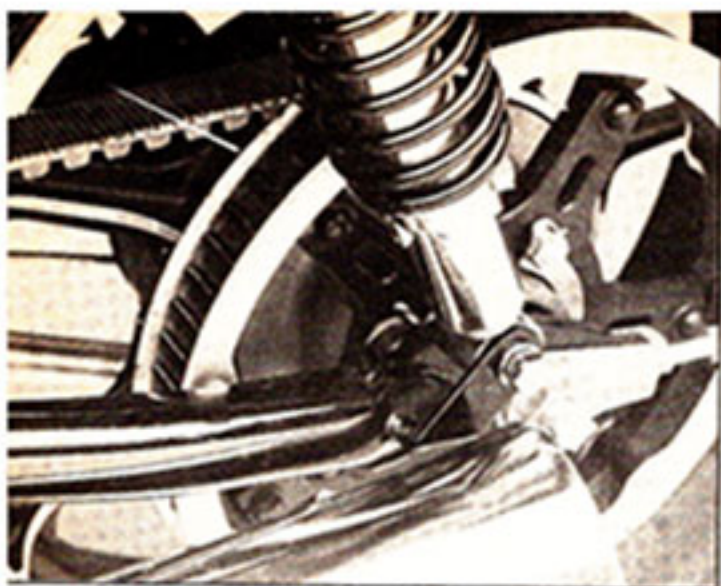
has teeth with flat tops, while the Harley's are rounded. The different shapes are due to individual patents, apparently, rather than any great difference in function.

A thin layer of polyethylene is bonded to the nylon. It acts as a lubricant for the first few hundred kilometres of the belt's life, and gradually disappears as a fine powder.

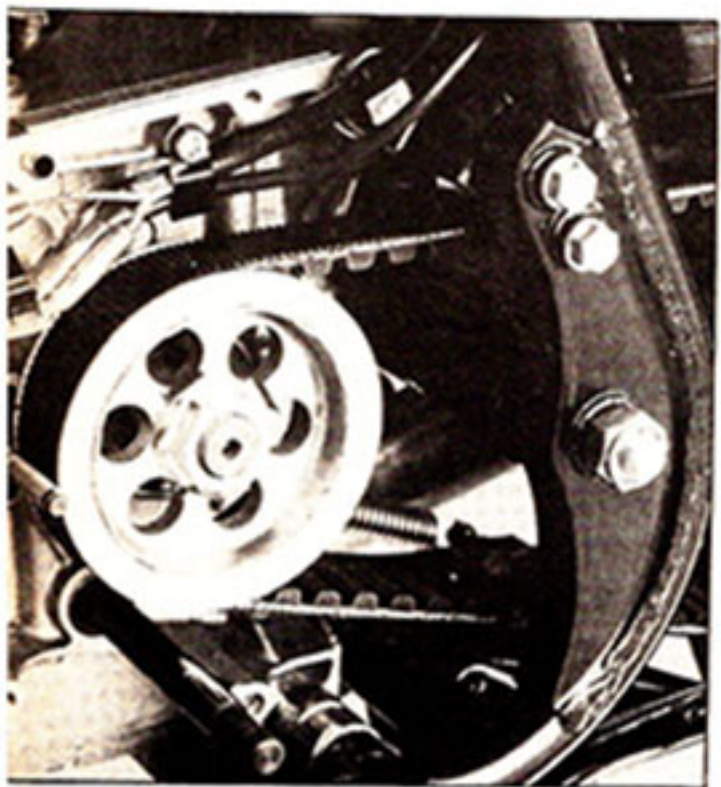
Other than the odd sprocket sizes, larger than you see for chains, the drive mechanism is just like that of the chain-driven machine. When we first rode the bike we found that the belt guard was fouling the sprocket nuts on the rear wheel. It was easy to bend it clear again. We aren't sure why there was a clearance problem in the first place, but we know

Handling is safe and predictable despite limited clearance.

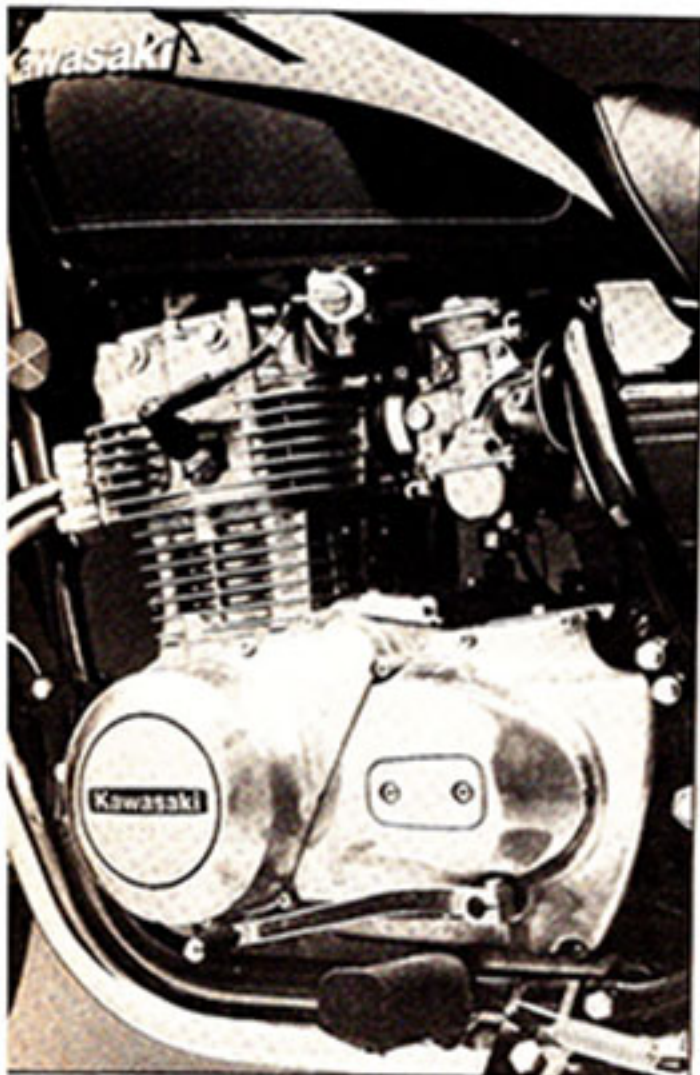




It takes a close look to see that there's no drive chain.



Countershaft pulley is larger than a comparable sprocket.



Despite high-rpm ability the 440 shines in torque output.

KZ440LTD

we weren't the first magazine to test this particular motorcycle, so we suspect it had been off and incorrectly reinstalled before we got it.

The differences between the chain and belt-drive LTD models are minimal. In fact, non-existent if you don't know the belt is there. There's only about half a kilogram difference in weight—to the advantage of the belt bike—and every other chassis and engine specification from wheelbase to horsepower is exactly the same.

The appeal must be the belt itself, and one of its biggest appeals to Joe Average rider has to be its cleanliness. Belts don't need to be lubricated. No more slop all over the rear wheel and no more stripes of gunge up the back of your favorite lady's ski jacket. That's got to be worth \$100 right there, and co-incidentally that's exactly the price difference between the chain and belt-drive versions.

Belts have other advantages. They seldom need adjustment, for one thing. Gates, the company that manufactures belts for both Harley-Davidson and Kawasaki, claims that the belt will last at a minimum as long as a drive chain and that it will only need two or three adjustments during its entire service life.

Adjustment is easier, too; while it's done in the same fashion as that for a chain, there's no need to check the tension around the entire belt. Unlike a chain, loose and tight sections don't develop over time, so you don't have to compromise the tension.

Kawasaki supplies a small spring-loaded measurement device in the tool kit. When you're checking tension all you do is insert the tool between the belt and swingarm and look at a mark scribed on the sliding part of the tool to see whether or not adjustment is needed. It's foolproof.

The constant tension of the belt also means a smoother transmission of power to the rear wheel, since the belt itself acts as a shock-absorbing medium and it doesn't have tight and slack sections that can impart their own jolts to the drivetrain. The result is a smoother ride with fewer lurches and jerks caused by the machinery taking up and loosening off all the tolerances built into the engine and transmission.

How does all this translate into performance? So well that most people won't have any idea that the bike doesn't have a drive chain. We last tested a chain-driven version of the KZ440 in the August 1980 issue, and we were hard-put to notice any difference between riding one compared to the other. That's a tribute to how well the system works, but it's also a reflection on the mild-mannered behavior of the stock bike.

When we first rode a belt-driven bike, the Harley-Davidson Sturgis, we were amazed by how much smoother and

quieter it was than its chain-driven sibling, the Low Rider. With the KZ440 the differences are still there, but not nearly to the same degree. Civilizing the Clark Kent-ish Kawasaki, after all, is hardly likely to inspire the same dramatic changes as cleaning up the Incredible Hulk act of the big, nasty Harley. It's a little quieter and a little smoother, but the benefits of convenience, cleanliness and longer service life assume greater importance to the owner.

That is what the KZ440 is all about. It works cleanly, efficiently and unobtrusively to deliver exactly what the owner requires of it at any given time.

Not only is the performance right for its owners, the looks are, too. The LTD appearance adds a great deal to the Plain Jane looks of the standard KZ, and while it fails to be unique or to stand out, it also fails to offend.

It may offend those who appreciate beautiful finishing, though, because the metal and paint work on the KZ is somewhat crude. One rider compared the engine finish to that of a Caterpillar tractor that had been through the Boer War—he got his metaphor a little mixed up, but you get the point. Jewel-like the castings are not; on the other hand, they are rugged.

Chrome seemed a little thin here and there. Blue spots showed through the fenders where the side-stays were spot-welded on, and on the belt guard, which showed some bluing where its supports were welded on. If you're a maniac for details these things may drive you nuts. Otherwise, you may not care. Everything is at least sturdy and functional, and the finish shouldn't have any effect on either trait.

The greatest success of the Kawasaki stylists is to make the 440 look like a much bigger bike than it really is. Until you're sitting on it, it's hard to tell whether the bike is in truth a 440 or something bigger. If the sidecovers were labelled 650 or even 750 you wouldn't find many who'd disbelieve it until they rode it.

The downsizing of line and proportion has been accomplished in a masterful manner. Nothing looks out of kilter; each element seems correct beside its mates. As with its performance, the looks seem to imply an unobtrusive efficiency that guarantee the KZ to be a good and faithful servant. You may not like stepped seats and pull-back handlebars, but you can't deny that those elements work together well in this particular application.

Even when it's running the KZ gives the impression of being a bit bigger and tougher than it really is. As happened when we last tested the bike, we were strongly reminded of a Yamaha 650 Special—it sounds growly, yet is quiet enough not to offend. It feels muscly and torquey and looks spare and tough with its megaphone exhausts and fat, squat 130/90-16 rear tire.



The torquey engine, comfortable riding position and low seat that's tailor-made for small riders are great in the city.

No doubt the sound and feel were important design criteria when the KZ440 LTD package was being put together. The 10-year life of Yamaha's quintessential 650 boulevard cruiser and the popularity of similar packages today testifies to the importance the market puts on such motorcycles.

The little LTD captures the boulevardier essence without resorting to florid excess of shape or style and without compromising riding position as much as so many low rider-type Japanese customs have done in the past. Many of them have outgrown the extremes of riding position that radical seats and buckhorn bars can cause, but the 440 is still better than most.

It without doubt suffers as badly as any from the highway problems associated with the cruiser's seating position. Sitting straight up is fine in town, but on the highway it becomes a struggle as you try to pull yourself forward against the wind blast. The difference is that at speeds below 70 km/h, which is pretty well anywhere except on the open road, the 440 doesn't force your back into an imitation of a draftsman's French curve. It's possible to sit comfortably, with a straight back and with arms comfortably extended, for riders of most sizes. Our testers ranged from 170 to 190 cm in height and all found it possible to get a satisfactory riding position while pro-

ceeding in a straight line.

Footpeg location is the only flaw in the seating arrangement. The low, low seat puts the pegs close to the saddle and it's necessary to bend legs more than usual to fit. In keeping with the Kawasaki's character, though, it's a fairly minor problem, certainly not one that'll send you off to the chiropractor after each ride.

That same low seat height makes the KZ440 almost ridiculously easy to ride. Anyone bigger than a circus midget should have no trouble putting both feet flat on the ground at a stop—a bonus when paddling around a parking lot or getting in or out of a parking spot. It's also a confidence-builder for novice riders, something that more experienced types are prone to forget. It's a good feeling to know that you can stop and stand with a minimum of effort when you're just starting out and aren't all that sure of what you're doing.

Contributing to the riding ease is the engine, which is the torqueiest of the current crop of 400 cc-class street bikes. It should be, with 10 per cent more displacement than a Honda Hawk or GS400 Suzuki, for example. While the maximum power outputs are up high—torque peaks at 7,000 rpm, for example—there's no need to wildly spin the motor to get results. It's a slogger despite its five-figure rpm capability and overhead cam, and is happiest

when chugging around in the middle or lower part of its rev band.

Controls are typically Kawasaki, which is to say typically Japanese. Effort is light, action is precise, everything is neatly labeled and it's all laid out per standard practice. This year things are improved with an automatic turn signal canceller. The switch looks exactly the same as those on the old standard units, and in fact operates the same way and feels the same. A mysterious-looking black box stuck onto the bottom of the left hand grip contains a solenoid that pops the switch back to the neutral position after four seconds and after 50 metres have been traversed. Both conditions must be met, so the unit won't turn itself off while you're waiting for a light to change or before you finish a lane change on the highway.

The KZ440 has a couple of other convenient features. An auxiliary electrical terminal with its own fuse has been fitted. That means that riders with stereos, cigarette lighters, CB radios or electric clothing have a much easier and safer time of hooking up their accessories. It also is safer for the bike's electrical system, since an electrical accessory catastrophe will only blow the system fuse rather than turn off the entire motorcycle.

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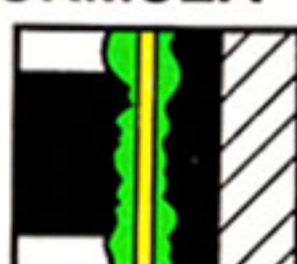
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saki for including bungee cord attachments on the frames of all the KZ models in 1981. If you've ever muttered and cursed at frame designers as you hunted for a secure place to hook a bungee, you'll love the little mushroom-headed pegs attached to the rear of the KZ frame. They're in the right place and just big enough to hook your luggage down. It may sound like a small point, but it's useful and convenient, with the added attraction of being cheap. Three cheers.

Also new this year on the 440 is a transistor-controlled breakerless ignition to replace the 1980 version's points and coils. Combined with an automatically-adjusting silent cam chain, it pretty well removes any engine maintenance needs except for the occasional change of oil and checking of tappet clearances. Once again, easy to live with.



The KZ440 has been selling well for Kawasaki, providing many owners with good, reliable transportation with enough style and performance to keep them happy for a number of years. Provided said owners aren't into drag racing or road racing—the KZ440 handles adequately, by the way, within the limitations of not

much ground clearance and somewhat limp rear shocks—they'd no doubt find it perfectly satisfactory for the life of the vehicle.

We think belts are the way of the future, too, so it's good to see the point so definitely proved. If it performs so well on an appliance-like performer like the KZ440, we see no reason why every motorcycle shouldn't convert at the first opportunity.

Since the KZ440 is a faithful servant, we don't think its lack of personality should be of any concern to anyone unless he has personality problems of his own. What more can you ask of any device other than it work well when required, not constantly cry for attention and point the way to the future at the same time?

If you're into excitement, look elsewhere. If you're into function, check out Kawasaki's KZ440. □

SPECIFICATIONS Kawasaki KZ440LTD

MODEL 1981 Kawasaki KZ440LTD D2
TEST DISTANCE 215 km
PRICE \$2,399

ENGINE

TYPE .. Two-cylinder four-stroke with chain-driven SOHC, two valves per cylinder
DISPLACEMENT 443 cc
BORE AND STROKE 67.5 x 62 mm
COMPRESSION RATIO 9.2:1
HORSEPOWER 40 at 8,500 rpm (claimed)
TORQUE 3.6 kg-m at 7,000 rpm (claimed)
CARBURETION Two Keihin CV36
STARTER Electric only
OIL CAPACITY 2.9 litres, wet sump

ELECTRICAL

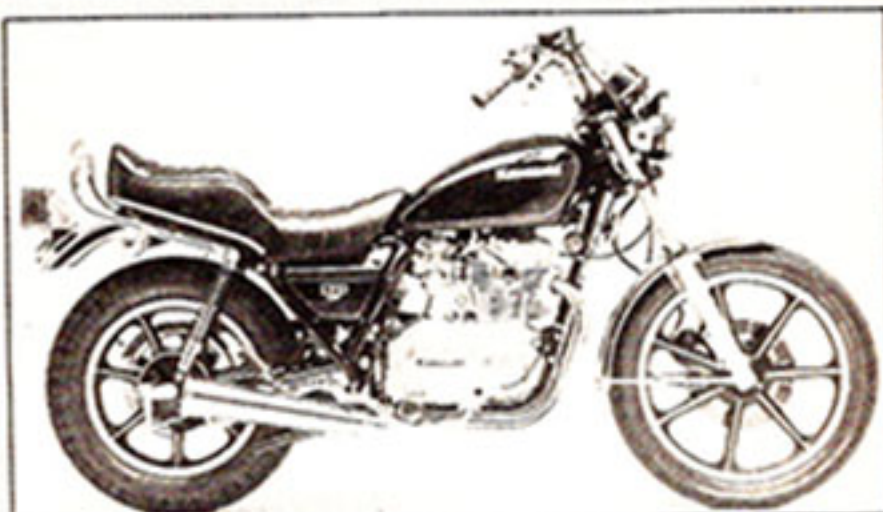
IGNITION TYPE Transistorized breakerless
GENERATOR OUTPUT ... 210 watts at 10,000 rpm
BATTERY CAPACITY 12 volts, 12 amp-hours
HEADLIGHT 50/35 watts

TRANSMISSION

TYPE Six-speed, constant-mesh, wet clutch
PRIMARY DRIVE Silent chain, 2.43:1
INTERNAL RATIOS (1) 2.54, (2) 1.75, (3) 1.32,
(4) 1.10, (5) 0.96, (6) 0.88
FINAL DRIVE .. Kevlar-reinforced belt, 60/22, 2.73:1

CALCULATED DATA

WEIGHT/POWER RATIO 4.2 kg/hp



SPECIFIC OUTPUT 90 hp/L
PISTON SPEED AT REDLINE 19.6 m/sec at
9,500 rpm

RPM AT 100 KM/H 5,013
MAXIMUM SPEEDS IN GEARS .. (1) 65.6, (2) 95.3,
(3) 126.3, (4) 151.6, (5) 173.7, (6) 189.5 km/h

FUEL

CAPACITY 14 litres including reserve
RESERVE CAPACITY 2 litres
CONSUMPTION N.A.
RANGE N.A.

CHASSIS

WHEELBASE 1,389 mm
RAKE/TRAIL 27.5 degrees/112 mm
SUSPENSION Conventional telescopic front
oil-damped fork with 33 mm tubes and 150
mm travel, rear swingarm with dual spring/
dampers, five-way preload adjustment
and 115 mm travel
BRAKES... Single drilled front disc 230 mm diameter,
leading/trailing shoe 160 mm rear drum
TIRES Yokohama 3.25S19 Y986 front and
130/90S16 Y987 rear

DRY WEIGHT 169 kg
LOAD CAPACITY 169 kg
HANDLEBAR WIDTH 685 mm
SEAT HEIGHT 730 mm with 61 kg rider
GROUND CLEARANCE ... 180 mm with 61 kg rider

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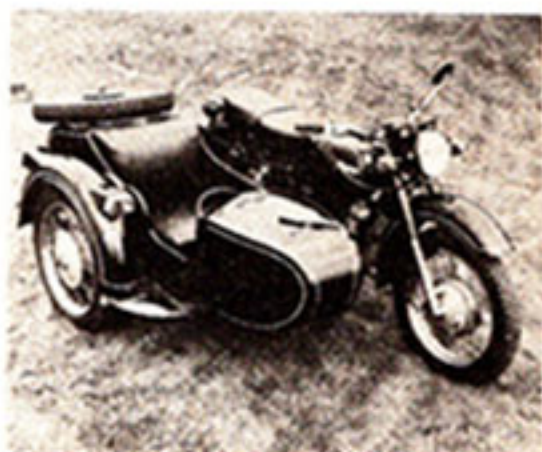
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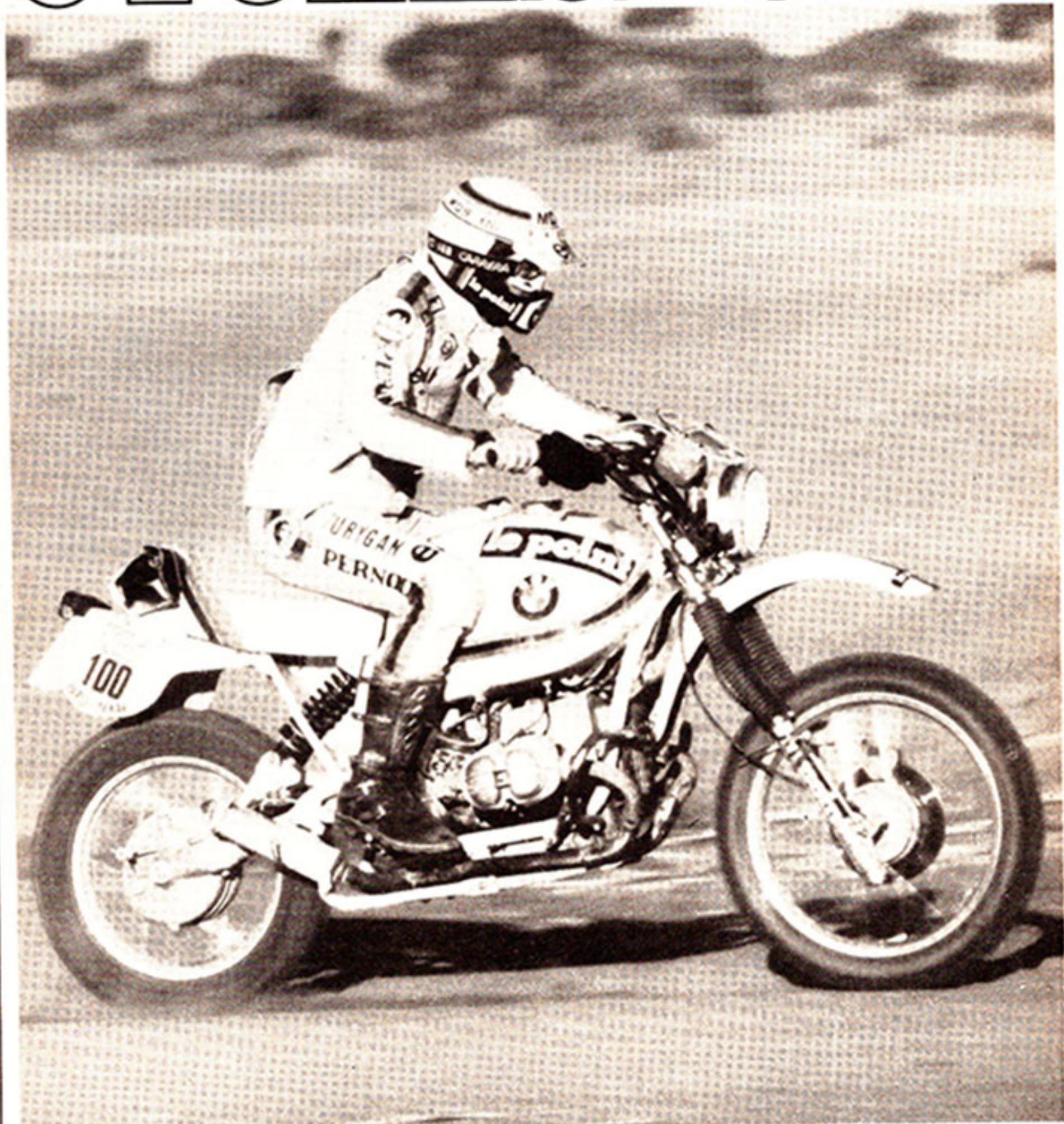


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Holliday sets sights on No. 1 plate 72

A sloppy track made Lakeland more and less than an ice race

Springer, Eklund bounce back 76

AMA season opener provides some surprises

Schultz wins Seattle double 76

Ross Pederson separates shoulder in unlucky crash

BMW takes 20-day race 76

Modified R80GS wins Europe-to-Africa rally

Holliday sets sights on No. 1 plate

A sloppy, narrow track made Lakefield more and less than an ice race.

By Marc Lachapelle

LAKEFIELD, Ont.—February 15 was to be the day Canada's top ice racers finally met, but it turned out otherwise. Riders from Quebec had earlier taken seven out of nine national titles in the sole national championship event at Haileybury, Ont.

They came to Lakefield for the Lions' Club-sponsored event with a heap of confidence, while top guns from Ontario were aiming to get even.

Mark Holliday, from Grimsby, Ont., took the open expert win, while Jon Cornwell grabbed the 250 cc class honors. Cornwell had not competed in the national, but had his machines ready this time around. In both classes, second place went to Michel Mercier, holder of the No. 1 plate for the last four years.

The national champion rode both classes on borrowed machines. This was the result of having the frame on his 250 Can-Am crack at the front motor mount and of leaving his open mount behind thanks to a mess-up in communications.

As they were driving in, most of the riders noticed the exceptional narrowness of the almost half-mile long oval. Minutes later, they were carefully feeling their way around it, in a single file. There were no top-gear, 130 km/h full lock slides at Lakefield; top riders even resorted to motorcross-style berm shots to get around.

At the end of the practice sessions, the surface in turn two was a dark shade of brown. The sun had come out at 11:30 and the S125 studded tires had clawed their way to the dirt below.

The Val d'Or group, after having driven 720 km to the fairgrounds, did not want to throw away precious tires on what they considered to be a dangerous and unsuitable track. They withdrew.

In the first of two heats in the



Jon Cornwell, 250 expert winner, was part of a protest against poor track conditions.

expert 250 cc class, Michel Mercier took the Champion-framed Can-Am 250 he borrowed from Steve Pouliot to a win, furiously riding on the outside rim of the track.

The bike later won the 250 cc junior class for its owner. Corriveau Motorsports-sponsored Serge Gosselin, also on a Champion-framed Can-Am, took second place in that heat.

Jon Cornwell, riding a superb Panther-framed Yamaha 250 for Inglis Cycle Centre, took the win in the second heat, ahead of Yamaha-mounted Steven Duff. The last-chance semi-final was won by Chris Evans ahead of Martin Lavoie. Both got a place in the final.

The first heat in the open expert class was Mark Holliday's. The 24-year-old first-year expert, riding a Yamaha YZ465 without the help of a sponsor, put it to Roger Bibeau on a TT500 Yamaha and Michel Mercier on Jacques Picard's Corriveau Motorsports-sponsored Can-Am 400. Fourth was Chris Evans on an XR500 Honda.

The second heat in that class saw another first-year expert, Serge Gosselin, lead Jon Cornwell and Todd Sharpless to the wire. Mario Mercier came in fourth. He and Gosselin rode big-bore Can-Ams, Cornwell a Yamaha 500, and Sharpless a Honda XR500.

The finals were very much a different story. After the



Mark Holliday was the star of the meet when he beat the open class experts at Lakefield, Ont., February 15.

senior 250 cc final, won by Michel Mercier's team-mate Jacques Bourret on a Monette Sports Can-Am, there was a long delay.

Kurt Biegger, after winning his semi and thus slipping into the final, took a hard fall coming out of corner three in the final. This corner had been the first to show the surface that lay below, and had become a good imitation of an enduro bog.

There was but one ambulance which, albeit four-wheel driven, could not claim to be fast. The wait lasted for more than 45 minutes, enough time for most spectators to head home and for the riders to rise in protest against track conditions.

The matter was settled by an improvised show of hands. It was decided that the finals would be run in reverse order, with the open expert class going first for the benefit of the remaining spectators. Mark Holliday came out a winner in

this one, living up to his "Hole-shot" nickname. He led from wire to wire, followed all the way by Michel Mercier.

Mercier tried all the tricks he knew, but could not catch Holliday. He came within a second of him but ran out of time and/or steam to nip him for first. Chris Evans filled fourth spot, not giving in to Jon Cornwell's attacks.

The tall, blond, 19 year-old Cornwell was back in front in his last race of the day, the expert 250 cc final. Riding a bike equipped with the latest model YEIS Yamaha 250 engine, he took the lead on the first lap and never looked back to see Michel Mercier, some seven meters behind him all the way. Third was Serge Gosselin, fourth Steve Duff and fifth, "Holeshot" Mark Holliday. Euphoria got the best of victorious Cornwell, who did a slow lowside on his cool-off lap.

Results in Who Won What, Page 82.

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Springer, Eklund bounce back

AMA season opener provides some surprises

HOUSTON, Tex.—At the Astrodome Feb. 7 and 8, Jay Springsteen looked like he'd never been away. AMA grand national champion from 1976 through 1978, Springsteen had been sidelined for the past two seasons with a mysterious illness that finally was diagnosed as borderline diabetes. With his illness now under control, Springer took his factory Harley-Davidson to first place in Saturday's short track and second in Sunday's TT, opening up an early series lead after the first two races of the schedule.

Making a comeback of his own after a disastrous 1980 season, 1979 champion Steve Eklund rode a Triumph to the TT win and took a Yamaha to

fourth in the short track opener behind Springsteen, Scott Pearson and Terry Poovey. It was Eklund's first win since he took the championship in 1979.

Also looking good was the Ken Roberts-Mert Lawwill team of Jim Filice and Mike Kidd. Neither rider did well in the short track due to a number of mechanical problems, but they finished third and fourth in the TT, with Kidd trailing the rookie expert Felice to the flag. Another rookie expert, Richard Arnaiz, finished fifth.

This will be an interesting AMA season, since Kawasaki, Suzuki, Honda and Yamaha are all fielding teams to challenge Harley-Davidson,

at least on the short tracks. The Roberts-Lawwill team is working on a 750 based on the Yamaha Virago, and rumors continue to circulate that Honda will spring a CX750 during the season for Mickey Fay and Freddie Spencer to ride.

Suzuki has provided a DR500 for Ronnie Jones to use in the half-miles and short track events, while Eddie Lawson has a KZ250-based bike to use when he isn't pounding Kawasaki's superbikes.

STANDINGS AFTER TWO OF 29 RACES

1—Jay Springsteen, Lapeer, Mich. (H-D), 36 points; 2—Steve Eklund, San Jose, Calif. (Yam/Tri), 31; 3—tie—Scott Pearson, San Jose, Calif. (Yam) and Alex Jorgensen, Stockton, Calif. (Yam), 16; 5—tie—Terry Poovey, Euless, Tex. (Hon) and Jim Filice, San Jose, Calif. (Yam), 13.



Jay Springsteen was grand national champ 1976-78.



Steve Eklund was tops in 1979; nowhere in '80.

Shultz wins Seattle double

Ross Pederson separates shoulder in unlucky crash

SEATTLE, Wash.—Darrell Shultz and his factory Suzuki took double wins in the AMA Supercross Championship races held in the Kingdome, Feb. 14-15. Shultz had never won a stadium motocross race before.

Kent Howerton of San Antonio, Tex., had his Suzuki in the series points lead going into the weekend, but crashed on the first lap of Saturday night's opener. His U.S.

Suzuki-mounted team-mate, Mark Barnett, of Bridgeview, Ill., assumed the lead but was overtaken by Shultz seven laps into the 20-lap final. Defending supercross champion Mike Bell of Lakewood, Calif., also crashed early in the race but put on quite a charge to come back on his factory Yamaha to challenge Barnett. So heated was the battle that both Barnett and Bell crashed across the finish line with Bell



Ross Pederson, Canadian No. 1, separated shoulder.

finishing third.

Canadian No. 1 plate holder Ross Pederson of Edmonton placed 10th in Saturday's semi-final. He was duelling

for the lead in the consolation race when he hit a rider who had fallen in front of him. Pederson separated his shoulder in the fall but managed to place third.

In Sunday's final, Shultz had a pole-to-pole win followed by Barnett and Howerton. Bell worked his way up from a 14th starting position to finish fourth on a factory Yamaha. His team-mate Bob Hannah, from Carson City, Nev., three-time supercross champion, finished in seventh spot, up five places from his Saturday finish.

Hindle Kawasaki-sponsored

No. 20 will be even harder to beat this year

SCARBOROUGH, Ont.—Lang Hindle, one of Canada's fastest superbike racers, will be sponsored by Canadian Kawasaki Motors for the 1981 superbike season. Hindle will be riding a modified version of the new Kawasaki KZ1000J.

In addition to the Canadian superbike races, Hindle will also be competing in various AMA superbike races, including Daytona. A long-time racer on the big Kawasaki fours, Hindle was AMA champion in both production and modified categories in 1975 and 1976.



Lang Hindle will replace his Z-1 based superbike with a Canadian Kawasaki-sponsored Kawasaki KZ1000J.

BMW takes 20-day race

Modified R80GS wins Europe-to-Africa rally

DAKAR —BMW's new R80GS won its first major victory Jan. 20 by taking first, fourth and seventh places in the third annual rally from Paris to Dakar in Senegal.

The 9,500 km route took 20 days for the winning BMW, ridden by French enduro champion Hubert Auriol. Journalist Jean-Claude Fenouil finished fourth; in 1973 he was the first man to cross the Sahara alone by bike. The third factory BM was ridden by Bernard Neimer, who finished second in the 1979 rally.

The route led from Paris to

France's south coast, across the Mediterranean Sea to Algeria and the Atlas Mountains, across the Sahara through Algeria and Mali via Timbuktu, then through the dense rain forests of Upper Volta, Ivory Coast and Senegal.

Modifications to the bikes included weight reduction to 150 kg from 186, a horsepower boost to 55 from 50 and the fitting of 42 litre fuel tanks in place of the usual 19.5.

Cyclesport is edited by Damian James.

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It all began at the age of 13

Teenage bravado
made riding
mandatory

By Mike Duff

My mother, in her younger years, excelled in equestrian competition. She attained local fame in rural Ontario country fair horse shows until the demands of raising a family terminated her interests and ambitions in the sport. My father raced bicycles and was a founding member of a local bicycle club. His energy helped build and organize a west Toronto bicycle racing track.

And so it seemed that I was conceived from the beginning with the singular purpose to ride something with two wheels.

In 1953 my older brother and a number of his friends were introduced to the sport of motorcycling. They quickly graduated to four wheels as summer jobs came along, providing extra spending money as well as girl friends who subtly demanded a little more privacy at the drive-in movies than a motorcycle could offer. Consequently, by late summer of 1953 my brother's 1949 BSA 250 single was left unattended in the garage.

Even though I was then a mature 13 I was not left to my own devices to any great extent, except on Fridays. On Fridays my mother spent most of the day working as a Red Cross volunteer worker, leaving me to fend for myself during the 90 minute lunch break from public school. And 90 minutes afforded ample time for some private play.

As a youngster at school my average ability excelled in nothing, but I showed promise and a mechanical aptitude in woodworking. Since I was somewhat shy and withdrawn like many youngsters of 13, my popularity among other students also stood near or below the average level.

"I ride my brother's motorcycle," I casually boasted one day, meaning that I ride on the back with him. Their version translated that I ride on the front. By the reaction I got my story was not believed. My classmates shot me down; my credibility hovered at an all-time low.

Even in 1949 Lucas' electrical system resembled something from a Neolithic Age. With the battery's power output barely able to illuminate the ignition light it took three consecutive Fridays to learn the delicate technique of starting the beast. Once this stage was mastered I practised riding up and down the driveway and small back garden.

By this time at school I had become a victim of my own travesty throughout the grade eights and even down into some grade sevens. My embarrassment created a growing reluctance to even go to school, and it became evident I had to do something to save face and restore some degree

of respectability. And so it came to pass one fair October Friday lunchtime I was actually seen, witnessed by at least 10 grade eights, riding a motorcycle along Wanless Avenue past the school. My credibility soared to new heights of admiration; I was saved.

From then on I eagerly awaited Friday lunchtimes revelling in 90 minutes of glory. I became a sort of local folk hero among classmates. As time passed, Fridays came all too infrequently and I took to riding the BSA at every opportunity, still unsuspected by my parents, until one fateful Saturday when everyone had left to do the weekly food shopping. Unfortunately, I did not see them walking along the street, but they sure saw me.

My father, normally a quiet, unassuming man showed no mercy even though I'm sure both my parents secretly thought the incident somewhat humorous. My brother, however, pounded the hell out of me. They took the bike away from me and put it in the basement where after a two-month cooling-off period they consented to me working on it. It was to be sold in the spring.

When spring came it wasn't sold, and my father in his understanding way permitted me to ride it on occasion. Well, one thing led to another, the BSA was sold and a 500 Triumph took its place. The Triumph came in five bushel baskets with the intentions of being a six-month rebuild project. My father's psychology of keeping me occupied for a six-month period escaped me then. But my mechanical aptitude, learned in grade eight woodworking, had escaped him. The Triumph was launched onto north Toronto roads two days short of six weeks, right to the day my parents left for a week's holiday. No sooner had their taxi disappeared around the corner than the Triumph disappeared around the opposite corner. I logged over 1,300 km that week, and never looked back.

I became a full-fledged motorcyclist and soon began associating with other riders. One weekend I rode up to a place called Edenvale Airport just south of Wasaga Beach with a friend and his girl, and witnessed a spectacle called a motorcycle road race.

This phenomenal event planted a seed that germinated a disease, a disease no doctor can diagnose. It took shape over the next few months and gained direction the following winter with the purchase of another Triumph, this one a road racer.

Little did I realize the profound effects this purchase would have on my future being and desires. □

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First, get your head together

MOTOCROSS CANADA

Inside every winning racer there has to be that winning attitude

By Carl Bastedo

"He's doing really good mentally, he's ready to win and win big again. He works out real hard and rides twice a day, he really does."

That was what the wife of one of the top motocross racers in the U.S. said in a recent letter to me. It is hard to believe that a rider who has always had factory backing could afford to do any less or feel any less confident. But these things do happen and it is even worse when it happens to a rider who is not at the professional level.

With the rider referred to above, as with many in Canada, the key words are "doing really good mentally". It all boils down to the word attitude. I've seen so many riders over the years who have tremendous natural riding ability and strength but fail to win and win big because of their poor mental attitude.

I know it is hard to examine yourself, but sit back and think of riders you've raced against or have seen racing who obviously lacked the right attitude for what they were trying to accomplish. Talking about your attitude with your friends or parents can give valuable information about yourself. Try, and it's not easy, to see if you have any of the negative attitudes that are visible in others.

The reverse is also beneficial. Look for positive attitudes in other racers and see how you can get yourself into that state of mind. A positive attitude often is the difference between winning and losing.

There is one rider today who must be mentioned in any discussion about positive mental attitudes. Mike Harnden, of Oshawa, Ont., is the racer with the best overall attitude on the Canadian circuit today.

I have seen Mike endure really tough luck. While pushing for second place in the Edmonton round of the 1980 Canadian Championship his rear wheel fell apart with only one lap to go. Instead of having the tantrum that many riders would, he came back to the pits with a big grin saying, "Darn it, I was doing so well too."

Carl Bastedo has been a motocross racer, follower, promoter and mentor for almost more years than he cares to remember.



Mike Harnden keeps on smiling when bad luck strikes.

Oh well let's get it fixed right for the next moto so it won't happen again." He fixed the wheel and finished fourth in the second moto.

Harnden didn't take his bad luck out on his mechanics or family. He just did the best he could with the comment, "I blew that one but I'll get them in the next race."

Some of the theories Mike subscribes to are: a) If you can't do anything about what happened, learn your lesson and charge forward. Don't waste time and energy fretting over something which you have no control over.

b) I am in charge of my destiny. This is very important. If I am not in shape, I won't do well. If I don't maintain my bikes, they'll break and it will be my own fault. I will have to make sure that it doesn't

happen again. I am ultimately responsible. It is no use blaming other people.

This attitude of Harnden's carries over to riding. He treats it like a business. He gets his licences on time, his entries are looked after, his rider profile is well done, he knows who to talk to if he needs help, and his year's schedule is all laid out and planned. Mike may never be a world champion but he'll have a good time trying and will make a lot of friends along the way.

So what about you? If your attitude is lacking what can you do about it? Most important of all is to be in shape. If you are not in shape, recognize that it will be a drawback that will always restrict your performance.

Proper eating is important. A poor diet is devastating for any racer who hopes to get to the top. Have your doctor check your blood sugar to ensure that there are no problems that could be aggravated by a bad diet.

The most important thing for any racer is to realize that you are in charge of your destiny. Don't blame your problems on your motorcycle or your friends. You'll be happier for it and so will everyone around you. □

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
Aldergrove, B.C.

This ranking of the best motocross riders resident in Canada is updated periodically by the editors of Cycle Canada.

Index of Advertisers

ACP.....	65	KBL.....	69
Adams Performance Products.....	97	Kerry's Competition.....	57
Allied.....	83	Kiwi.....	98
American Institute.....	73	K. Peng.....	73
Aurora Cycle.....	7	Lakeshore Cycle.....	97
Bardahl.....	68	Marquette.....	19, 21, 23, 70, 77, 81, 91
Barry Benson Motors.....	85	McBride Cycle.....	89
Bel-Ray.....	83	Mike Duff Enterprises.....	77
Brooklyn Cycle.....	91	Mic Mac Cycle.....	91
Brufone.....	85	Montreal Cycle Rebuilders.....	81
BMW.....	4, 5	Moto Maria.....	87
Canadian Motorcycle Parts & Accessories.....	75	Niagara Husky.....	89
CF Inc.....	15	Nican.....	58
Champion.....	59	Nielsen's.....	81
Cheetah Cycle.....	77	Oakdale Cycle.....	73
Cycle Canada Action Classifieds.....	77	Ontario Honda.....	85
Cycle Canada Back Issues.....	35	Performance Cycle.....	85, 91, 97
Cycle Canada Club Directory.....	79	Phil-Moto.....	70
Cycle Canada Clothing.....	73, 81	Plating Master.....	77
Cycle Canada Dealer Directory.....	74, 75	Power-flow Precision Head.....	81
Cycle Canada Newsstand Sales.....	77	Quaker State.....	54
Cycle Canada Subscriptions.....	61, 63	Re-Cycled Cycles.....	79
Cycle Canada Subscriber Services.....	91	Rider's Junction.....	57
Dawson Race Bikes.....	81	RM MX.....	19
Deeley Harley-Davidson.....	99	Rocket Motorcycles.....	81
Design Cycle.....	85	Scona Cycle.....	61
Doug's Cycle.....	81	Slater Bros.....	35, 61
Droppo.....	97	Shoei.....	17
Dunlop.....	13	Sports Merit.....	87
Elite Motorcycles.....	77	Sound-Off Safety.....	70
Engine Sales/Powerhouse.....	87	Suzuki.....	50, 51, 95
Fairview Cycle.....	91	Sy Ruben.....	57
Firth Motorcycles.....	79	Toronto Harley-Davidson.....	77
Hannigan Fairings.....	89	Toronto Motor Bike.....	42
Honda Co-Op.....	57	T & P Marketing.....	57
Howe Engineering.....	57	Tren Leathers.....	70
Ian Kennedy.....	11	Wait Healy Motorcycles.....	85
Interpart.....	91	Yamaha.....	2, 3
Kawasaki.....	35, 100	Yamaha Co-op.....	25
Kawasaki Co-op.....	61	Yoshimura North West.....	57

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2—Wayne Burge
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1—Pierre Gauthier
2—Mark Hopper
3—Jack McEachern

250 cc JUNIOR

- 1—Seve Pouliot
2—Russell Johnson
3—Ron Martinelli

OPEN JUNIOR

- 1—Wayne Burge
2—Brian Barcroft
3—Steven Wheatley

125 cc SENIOR

- 1—Paul Chapman
2—Toni Sharpless
3—Jacques Bourret

250 cc SENIOR

- 1—Jacques Bourret
2—Marty Hall
3—Dave Brownhead

OPEN SENIOR

- 1—Kurt Biegger
2—Jacques Bourret
3—Renard Boivin

250 cc EXPERT

- 1—Jon Cornwell
2—Michel Mercier
3—Serge Gosselin

OPEN EXPERT

- 1—Mark Holliday
2—Michel Mercier
3—Roger Bibeau

Ice race Innisfail, Alta. February 8

SMALL-WHEEL SCHOOLBOY

- 1—Marty Vowels
2—Ted Thomas
3—Jason Fullerton

LARGE-WHEEL SCHOOLBOY

- 1—Jamie Palmer
2—Kevin Heft
3—Marshall Johnson

125 cc JUNIOR

- 1—Kelly Goldbeck
2—Scott Charlton
3—Marshall Johnson

250 cc JUNIOR

- 1—Peter Thomson
2—Brian Crough
3—Wendell Maki

OPEN JUNIOR

- 1—Wendell Maki
2—Brian Richardson
3—Mitch Rowland

125 cc SENIOR

- 1—Seve Wilford
2—Darren Sharuga
3—Darren Haverlock

250 cc SENIOR

- 1—Randy McBev
2—Steve Wilford
3—Darren Sharuga

OPEN SENIOR

- 1—Ward Moir
2—Darren Sharuga
3—Paul Goldbeck

125 cc EXPERT

- 1—Jim Kinzel
2—Cornell Ball
3—Ted McDowall

250 cc EXPERT

- 1—Royal Adderson
2—Darrell MacRae
3—Dale Eggen

OPEN EXPERT

- 1—Royal Adderson
2—Doug Houston

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Kurt Biegger fell hard in the Lakefield, Ont., 250 senior final but won open senior.

3—Darrell MacRae	Calgary	Suz
SIDECAR		
1—Barry Henkel	Edmonton	Nor
2—Ward Moir	Edmonton	
3—Ian Scott	Blackfalds, Alta.	Yam
4—Brian Wright	Red Deer, Alta.	
5—George Matthie	Innisfail, Alta.	Yam
6—Randy Becker	Innisfail, Alta.	

Ice race Sylvan Lake, Alta. February 1

SMALL-WHEEL SCHOOLBOY

- 1—Marty Vowels
2—Ted Thomas
3—Jason Fullerton

LARGE-WHEEL SCHOOLBOY

- 1—Jamie Palmer
2—Kevin Heft
3—Marshall Johnson

125 cc JUNIOR

- 1—Scott Charlton
2—Marshall Johnson
3—David Sogden

250 cc JUNIOR

- 1—Wendell Maki
2—Clint Watter
3—Brian Crough

OPEN JUNIOR

- 1—Kevin Lee
2—Greg Jacobs
3—Wendell Maki

125 cc SENIOR

- 1—Steve Wilford
2—Darren Haverlock
3—Darren Sharuga

250 cc SENIOR

- 1—Steve Wilford
2—Darren Sharuga
3—Bill Atchison

OPEN SENIOR

- 1—Ward Moir
2—Paul Goldbeck
3—Doug Wright

125 cc EXPERT

- 1—Gordon Lalonde
2—Cornell Ball
3—Ted McDowall

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250 cc EXPERT

- 1—Royal Adderson
2—Dale Eggen
3—Doug Houston

OPEN EXPERT

- 1—Royal Adderson
2—Doug Houston
3—N. Zorens

SIDECAR

- 1—Allen Andrews
2—Ronnie Coccato
3—Ian Scott

- 4—Brian Wright
5—George Lang
6—Jay Mitchell

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CANADA WEST

GUESSING TIMES, DABBING
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IN THE WEST

Ron Wilson comes out as top expert in VMC's formidable H.O. Trial

By Roger Boothroyd

VICTORIA—The inaugural event of the season for the Victoria Motorcycle Club was the H.O. Trial, Jan. 25. It took place the day after the club's annual banquet, but reports that H.O. stands for hang-over are unconfirmed.

The experts confronted challenging sections and as a result lost more points than is usual. By the end of the second loop Ron Wilson, riding a 350 Bultaco, had a lead that he was to hold to the end.

Martin Spriggs was second on his 250 Yamaha with 111 points lost, in front of Bultaco-mounted Doug Moore who lost 124 points.

Danny Klausen and Bill Nesbitt would have been tied for second spot in the senior class with 69 points lost, but Klausen beat Nesbitt by having 15 cleans to Nesbitt's 12. Top spot went to Dave Horner on a 350 Bultaco with 64 points lost.

Paul Cooper grabbed the win in the novice class losing 19 points with his Yamaha. Second fell to 14-year-old Mark Cahill on a 125 Montesa with 23 points lost in front of new competitor Hansje Evertse on a 348 Montesa who lost 30 points.

Equalizer Enduro requires more than just riding ability to win

By Roger Boothroyd

VICTORIA—The first cross-country event of the year to be held by the Victoria Motorcycle Club took place on the club's property near Victoria Feb. 1. The 6th annual Equalizer Enduro, designed to give novices a chance against the experts, attracted 61 entries.

Riders could choose a speed between six and 16 km/h. Those who chose up to eight km/h rode only one lap of the 22 km course. The others rode two laps. Speedometers were not allowed but watches could be carried. All check points were unmanned except for the third at lunch

Third-placed expert Doug Moore slips through the ooze in VMC's H.O. trial. The inaugural 1981 event was tough and led to high scores.

The event was held at the club's property near Victoria. It had 10 sections laid out for the seniors who had to ride four loops and the experts who did five. Novices rode five loops of 10 easier sections laid out in a separate area.

The Victoria Motorcycle Club held its 46th annual banquet and trophy presentation on Jan. 24. Included in the program was the introduction of the new executives of the club and the women's auxiliary.

The premier award for men went to Bill Norris and the women's auxiliary award was won by Leslie Bell.

Martin Spriggs won the Memorial Trophy for best all round rider for the fourth consecutive time. The Matson Award for contributing the most to motorcycling was made to Roger Boothroyd.

RESULTS

Novice: 1—Paul Cooper, Victoria (Yam); 2—Mark Cahill, Victoria (Mont); 3—Hansje Evertse, Victoria (Mont).

Senior: 1—Dave Horner, Victoria (Bul); 2—Danny Klausen, Victoria (Mont); 3—Bill Nesbitt, Victoria (Yam).

Expert: 1—Ron Wilson, Victoria (Bul); 2—Martin Spriggs, Victoria (Yam); 3—Doug Moore, Victoria (Bul).

time. When riders reached a check they punched their own card with the hand punch provided and wrote down the time they estimated they should have been there.

Unlike the average cross-country event, the Equalizer featured slippery rocks and tight trails which slowed many down. Forty-five entrants managed to finish the course. The winner was selected by the formula 'number of points acquired times speed chosen divided by 10'.

First overall was Ron Wilson on his Bultaco 325 with nine points lost followed by Yamaha-mounted Robert Beecroft with 10.4 points lost ahead of third-place Peter Wille, with 11 points lost.



Alberta off-road regulations to be more strictly enforced

EDMONTON—Forestry officials in Alberta are going to get tough with off-road riders on the province's public land. Three acts regulate the use of motorcycles in forested areas: The Off-highway Vehicle Act, Alberta Regulation 341/72; The Highway Traffic Act, 1975; and The Forests Act, 1971 Alberta Regulation 343/70.

Enforcement of these acts has been slack for some time but the influx of non-motorized traffic and the consequent heavier use of the recreational areas demanded closer regulation.

All motorcycles must be registered as either off-highway vehicles or as motorcycles and comply with the pertinent acts. Regardless of the type of registration all vehicles must have an insurance policy against liability resulting from bodily injury to or death of one or more persons and loss of or damage to property to the limits fixed under part 7 of the Alberta Insurance Act regarding automobiles.

All motorcycles must have a headlight and a taillight which is visible from at least 61 metres from the rear of the vehicle. Exhaust systems cannot make excessive noise or allow the escape of any flames or sparks. The regulations prohibit modification of exhaust systems and require spark arrestors on vehicles which are not originally so equipped.

PHOTOGRAPH BY MIKE BENEDETTI

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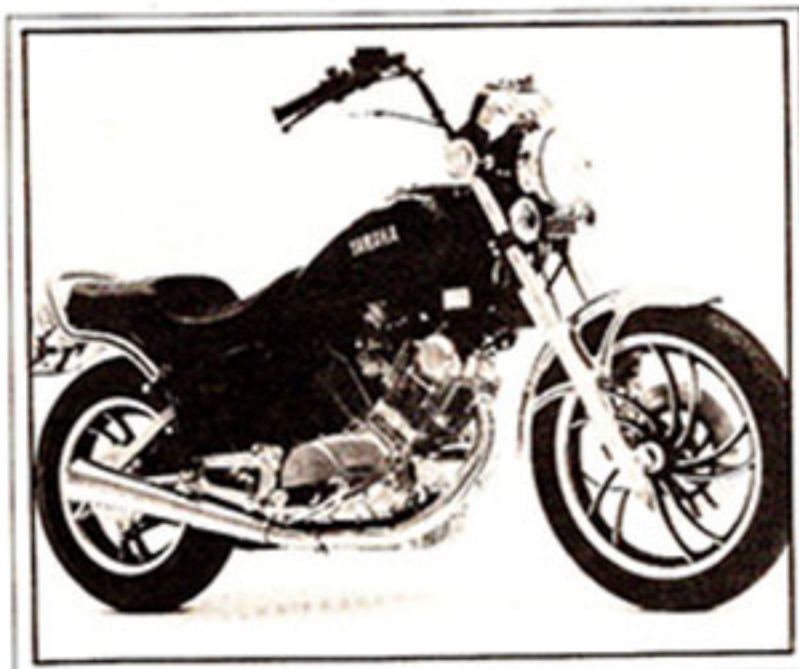
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CANADIAN MOTORCYCLING SPORT AS SEEN BY CMA

No surprise on ice as Mercier again takes No. 1 plate

By Jim Kelly

It was a fine national championship ice race at Haileybury, Ont., organized by Temiskaming Dirt Riders M.C. Many surprises there included the entry of several riders from British Columbia. That's dedication. A great organizing job and effort came from this club and I hope they can repeat in 1982.

It was no great surprise to see Michel Mercier dominate the event. However, it is entirely possible the best ride of the event should go to Cam "Who" Whiffing, an almost unknown 250 cc expert who led the 250 final from Mercier for some laps, was passed, repassed to take over the lead and only succumbed after some tremendous riding by Mercier.

There were lots of surprises, with Mercier and Beauvais finishing on top in the open expert class, both on big-bore two-strokes — Can-Am and Yamaha respectively. Mercier feels the two-strokes are harder to ride but go just as fast. It appears there wasn't a great deal to choose from among the open expert bikes though the loose design of the track — huge corners — may have tended to favor power characteristics and torque which traditionally are produced by the big four-strokes.

Newest hotshoe on the ice circuit and surprise of the winter sport has to be Mark Holliday. Good machinery, 250 cc and 465 cc Yamahas, and an unusual style have combined to surprise the faster riders.

Jon Cornwell was the class of the light-weights at the Bewdley, Ont., regional event. It is incredible how well he has progressed after riding part of the 1980 in the U.S.A. I'd expect him to be one of our young riders with the most potential to head along the class C route if he wishes.

LEGAL VICTORY

A recent anti-noise bylaw case in Burlington, Ont., saw the judge dismiss charges filed against Sue Bailey arising from a Steel City event run on her prop-

Canadian national championship dates

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	
Motocross—oldtimers	Oct. 4	Aldergrove, B.C.
Trials—jr/senior championship	Aug. 30	Calgary
Trials—expert rounds	Aug. 30	Calgary
	Oct. 18	Sudbury, Ont.
	Oct. 25	Waterdown, Ont.
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.		

erty in late 1979. The judge criticized the law as being vague and ambiguous. Nice to see the officers who were instructed to file charges testify on behalf of Mrs. Bailey.

OLDTIMERS

Quick, all those interested in oldtimers' motocross in Ontario drop a line with your name and address to John Broadhead, 24 Palm Court, Stoney Creek, Ont. John will try to co-ordinate events so everyone shows up at the same time, and a ride is assured. Do it today as the organizing will take some time.

ISDE

Applications for Team Canada 1981 ISDE are now available from the CMA head office. A change in format will be used which will require only \$100 deposit at time of application with the balance of approximately \$400 total payable by the

riders when the team is selected.

ONTARIO ELECTION

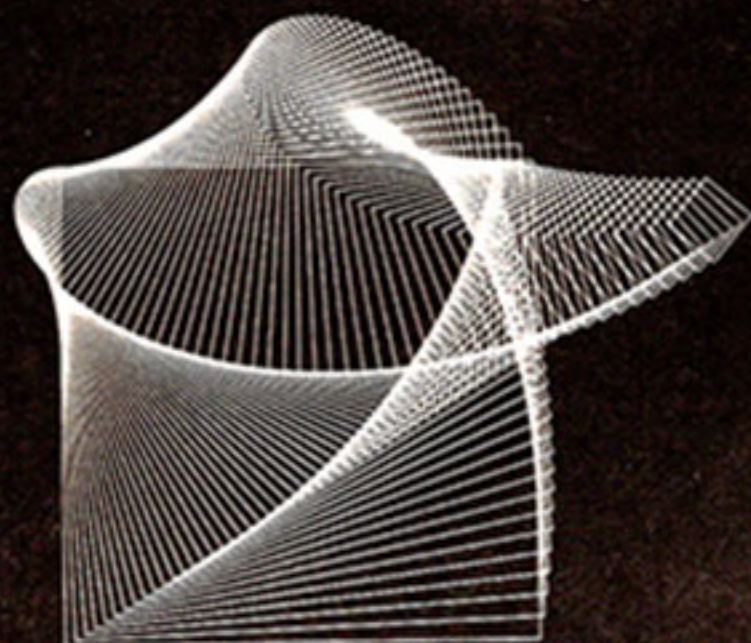
There are great changes in Ontario's region executive with new incumbents in both president's and vice-president's chairs in the form of Bob Turnbull and Warren Thaxter respectively. Bill Adams leaves the president's job after many years of dedicated service to the region. He deserves our sincere thanks for his contributions. Other notable changes took place in the competition committee with some of the old boys, notably me, being replaced.

Deadlines

Ice racing rule changes for 1982 are due by April 30.

ISDE applications must be received by April 15. □

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



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CALENDAR

ALBERTA FLAT TRACKERS GET BACK INTO THE GROOVE APRIL 10

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5—**TRIAL**, Victoria, B.C. Cowichan Creek Trial, organized by Victoria Motorcycle Club. Information (604) 477-6387.

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

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

12—**ROAD RACE**, Westwood, B.C. Info evenings only (604) 521-3829.

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

12—**MOTOCROSS**, Aldergrove, B.C. All classes. Information (604) 856-5248.

12—**TRIAL**, Victoria, B.C. Wellburn Trial, organized by Victoria Motorcycle Club. Information (604) 477-6387.

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—**TRIAL**, Victoria, B.C. Kirk Trial, organized by Victoria Motorcycle Club. Information (604) 477-6387.

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

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

26—**ROAD RACE SCHOOL**, Shannonville, Ont. Operated by RACE. Information (416) 699-1333, Wednesdays only, 10 a.m. to 5 p.m.

May

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

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

2-3—**ROAD RACE**, Shannonville, Ont., vintage and Castrol Challenge Series. Sanctioned by RACE. Information (416) 699-1333, Wednesdays only 10 a.m. to 5 p.m.

3—**TRIAL**, Victoria, B.C. Millstream Trial, organized by Victoria Motorcycle Club. Information (604) 477-6387.

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.

10—**ROAD RIDE**, Victoria, B.C. Nuts in May Road Ride, organized by Victoria Motorcycle Club. Information (604) 477-6387.

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.

16-18—**ROAD RACE**, Mosport, Ont., Castrol Challenge Series. Sanctioned by RACE. Information (416) 699-1333, Wednesdays only 10 a.m. till 5 p.m.

16-17—**ROAD RACE SCHOOL**, Shubenacadie, N.S., also practice for all classes. Information (902) 434-9482, (902) 422-6041, (902) 429-5468, leave message.

17—**ROAD RACE**, Westwood, B.C. Info evenings only (604) 521-3829.

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

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

18—**PARADE**, Victoria, B.C. Organized by Victoria Motorcycle Club. Information (604) 477-6387.

18—**MOTOCROSS**, Victoria, B.C. Mayday Motocross, organized by Victoria Motorcycle Club. Information (604) 477-6387.

18—**MOTOCROSS**, Aldergrove, B.C. All classes. Information (604) 856-5248.

18—**HALF MILE**, Woodstock, Ont. Information (416) 522-5705.

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—**ROAD RACE**, Westwood, B.C. Info evenings only (604) 521-3829.

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

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

June

5—**SUPERCROSS**, Montreal. Information (514) 252-4748.

5—**RALLY**, Barrie, Ont. York Wings Motorcycle Club annual Roadbike Olympics. Information (416) 661-3923 or (416) 663-5529.

6—**SUPERCROSS**, Toronto. Information (416) 363-9035.

6—**FLAT TRACK**, Welland, Ont. Bob Harpwood Memorial Race. Information (416) 734-4349.

7—**MOTOCROSS**, Victoria, B.C. Saanich Motocross, organized by the Victoria Motorcycle Club. Information (604) 477-6387.

7—**MOTOCROSS**, Edmonton. Oldtimers event. Information (403) 285-4644.

7—**TRIAL**, Red Deer, Alta. Information (403) 285-4644.

7—**ROAD RACE**, Edmonton. Three-hour endurance. Information (403) 428-1550.

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

12—**DIRT TRACK**, Calgary. Information (403) 285-4644.

13-14—**ROAD RACE**, Shannonville, Ont. Third round of 10 of the Castrol Challenge Series. Sanctioned by RACE. Information (416) 699-1333, Wednesdays only, 10 a.m. to 5 p.m.

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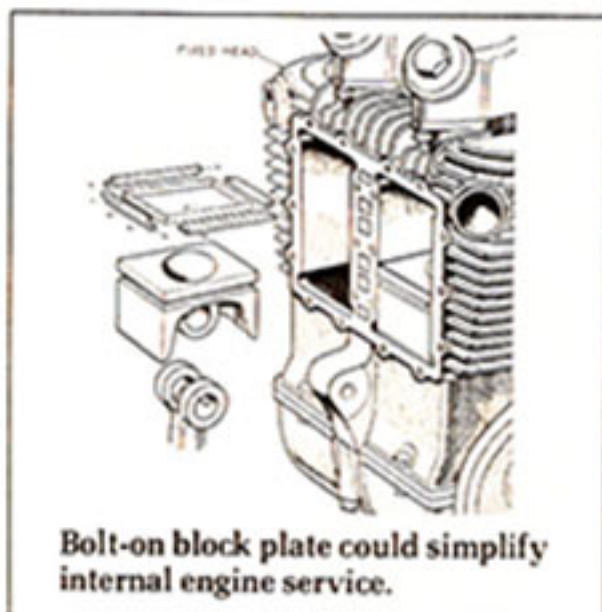
Square pistons may provide easy service benefits

Did you know that the idea of using square pistons in reciprocating engines goes back as far as 1899? In that year the English Roots company proposed building a steam engine with square pistons.

Another familiar name in the field is Felix Wankel, inventor of the rotary piston engine used today by Mazda's RX7 sports car. Wankel's design actually used rectangular pistons, but the corners were still 90 degree angles.

The square-piston engine pictured here was proposed in 1965 by an English designer named Ed Blanchard. He claimed two advantages for his design. The first was that by using square, or even better, rectangular pistons, engine length could be cut down considerably from that of the usual round-bore blocks. The

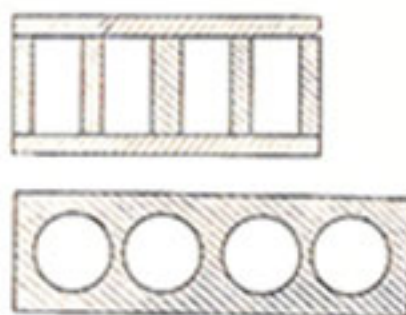
This material was supplied by freelance writer Gordon Schindler.



Bolt-on block plate could simplify internal engine service.

second was that using removable side plates would greatly simplify removal of pistons and valves for service.

Disadvantages would seem to be the large chamber surface-to-volume area,



Rectangular bores make a shorter block for the same displacement.

which would likely result in greater pollution and less power because of lower thermal efficiency, and sealing problems associated with the single four-piece interlocking ring proposed.

The closest thing to a rectangular piston engine around today is the Honda NR500 GP engine which uses oval pistons. Honda's approaches to the problems noted above are still mysteries.

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

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- Kawasaki KZ440
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- Track impressions of the Norton Manx and the Honda RS125
- Feature on parts prices

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4. Which of the following features would you like to read?

- How-to stories aimed at beginners
- Flashback to the glory days of Triumph
- The private life of Kenny Roberts
- Poetry, essays and fiction about motorcycling

5. What did you like most about this issue?

6. Which regular features did you read in this issue?

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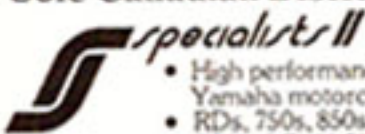
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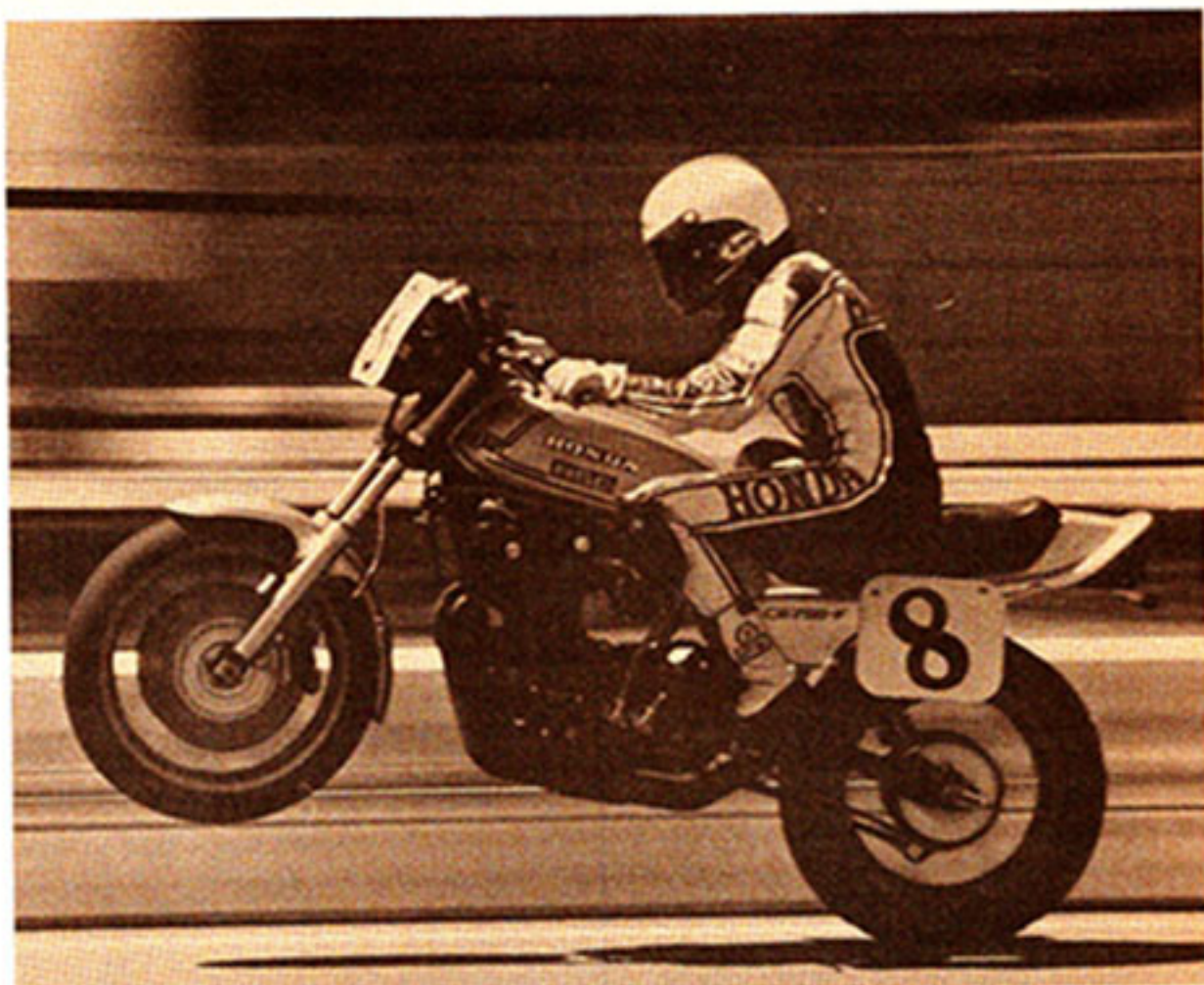
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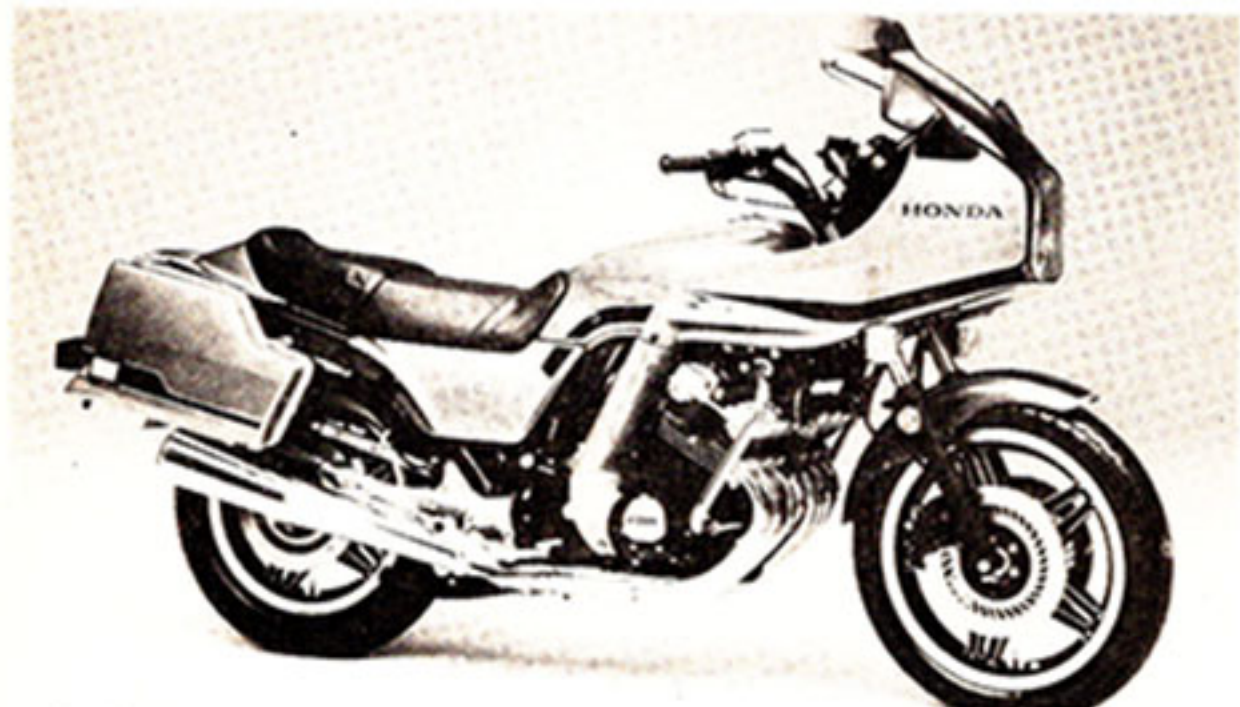
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NEW PRODUCTS

A HOT UNFAIR ADVANTAGE,
A PRICEY FAIRING
AND A STROKER



The fairing sold with the 1981 Honda CBX will also be available as an option to buyers of the CB900F. Called the Honda-line Sport Fairing, the unit comes complete with windscreen, mirrors, brackets and lowers. Fitting the kit to the CB900F will require the installation of the Euro-

pean low bar/rear-set kit. Available as options are a quartz clock (\$76.40), an altimeter (\$54.30), a temperature gauge (\$68.75) and a voltmeter (\$50.95). Only two gauges will fit into the fairing. The sport kit costs \$220.65 and the fairing kit is \$995. Available through Honda dealers.



Stroke your bike with the latest from S & W. The Pro-Stroker is the company's first remote-reservoir rebuildable nitrogen-charged shock absorber. Six lengths of shock body and four optional top eye units provide shock lengths from 12.75 to 19 inches (32.3 to 48.3 cm). Dual bottoming cushions provide a third final spring rate to complement the dual springs. Damping is adjustable to light, medium or heavy, and four ranges are available. Distributed by Chris Simpkins Sales, Nican Trading, Sports Merite and Yoshimura North West. Estimated retail \$250-300.



Get an unfair advantage for next fall and winter's enduros by installing a pair of Hot Grips on your bike. Adaptable to any motorcycle with an electrical system able to run a headlight, the Hot Grips fit on a 7/8 inch handlebar with a one inch throttle sleeve. Easily installed on 12 or six-volt systems, the grips draw five amps at six volts and 2.5 at 12. Distributed by Performance Cycle and Show. Suggested retail \$34.98.



Mini-Motos are now available for mini-heads. Bell helmets for children can now be obtained to keep Junior's expensive dental work intact. Modelled after the famous Bell Moto III, the fibreglass Mini-Moto comes in sizes 6 1/2, 6 5/8 and 6 3/4. Also available in the same sizes is a scaled-down version of the Magnum III open helmet called the Mini-Cross. Distributed by Marquette Marketing Corp. Suggested retail \$119.95 for the Mini-Moto and \$69.95 for the Mini-Cross.

SOURCES

Chris Simpkins Sales, 2391 Viking Way, Richmond, B.C., V6V 1Y1, (604) 278-6221, and 1003 D, 55 Ave. N.E., Calgary, Alta., T2E 6W1, (403) 275-9264.

Honda Canada Inc., 715 Milner Ave., Scarborough, Ont., M1B 2K8, (416) 284-8110.

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 and Show, 91 Maitland Terrace, Stratford, Ont., N7C 1L2, (519) 245-4320.

Sports Merite, 78 Turgeon, Ste. Therese, Que., J7E 3H6, (514) 435-2409.

Yoshimura North West, 159 Yale Rd. E., Chilliwack, B.C., V2P 2P5, (604) 792-3455.

The New Products section of Cycle Canada is a free service offered to manufacturers and distributors for listing new products available in Canada. Information, a black and white photo, the suggested list price and a list of Canadian distributors should be addressed to New Products, Cycle Canada, 290 Jarvis St., Toronto, Ont. M5B 2C5.

PRODUCT TESTS

CHEAP ELECTRICS AND
A HUGE BAG ARE
GOOD DEALS

Volume-to-price king of tank bags is a Wild Thing

A full one-piece set of leathers. A rain suit to cover that. An extra full-coverage helmet. Clothes for a week (if you aren't too fussy) plus toiletries. A couple of pairs of gloves and maybe an apple for a snack.

You can get all this into a Wild Things tank bag. With a little thought and planning you could probably do better. This is a big bag, designed for the serious tourer who has a lot of gear he wants to transport.

Marie Bouchard and her husband used to tour a lot, European-style, and when she decided that there weren't any bags around that were big enough or designed quite right for what they wanted, she made one. The design is loosely based on a BMW bag they used in Europe, made of the latest materials with some features common to most modern bags.

Cordura nylon — strong, tear-resistant and pretty good at keeping out water — is the material used. Automotive seat belt webbing is used for the straps. Artificial fleece protects your gas tank from the straps and tank bottom. Transparent plastic makes a map pocket up top. The bag is available in any color of black you like, with piping in red, white, blue, green or yellow available if you like fashion.

The bag has two compartments. The bottom one is about 10 cm deep and closes with two zippers. The top section is collapsible; when fully extended it'll take a Bell Star or other such helmet. It zips shut down the middle. A flap sewn onto the front of the bag ties across the top to the back with a nylon strap. The strap allows tightening the flap down to collapse the top around the load, and keeps water out of the zipper. A map pocket is built into the flap.

There's a small outside pocket on the right side, but it's not good for much more than carrying loose change. The size of the bag and the absence of easily-accessible pockets make it somewhat inconvenient to use as a short-haul around-town carrier, but then it wasn't designed with that use in mind.

The bag's one problem is the mounting system. Velcro closes the two long straps around the gas tank, and holds them



Self-powered socks will keep your feet warm for several hours on one D-cell battery.

securely. However, the fleece is quite slippery, and there's no way to tension the straps except your own muscle power pulling directly under the tank. Sewing a D-ring on to the front corners and running a bungee around the steering head to tension the bag would work well.

That's one aspect of dealing with Wild Things; you can get your bag made to order. The one I have was made up while I waited in the shop, and Bouchard made a couple of alterations I suggested then. The next time I'm in New England I'll likely stop in and ask her to do a couple of others that have occurred to me since.

Another nice thing is the price—only \$45 in U.S. funds. You can pick one up in North Conway, N.H., if you call ahead, or order by mail. Wild Things' address is P.O. Box 182, North Conway, N.H., 03860. (603) 356-6112.

Electric socks seem silly but will keep toes toasty all day

Like to go ice racing? Enjoy enduros in the snow? Care to go for a long ride on a crisp fall or brisk spring morning? Can't do any of the above because the blood



Wild Things bag is claimed to hold 1,400 cubic inches. We think that's a conservative estimate.

stops flowing to your feet and you get frostbite?

Take heart, for help is at hand in the form of the Acme Surplus Sales electric hot socks. This sounds like something from a coyote and road runner cartoon, but it really works.

The product is merely a pair of heavy work-type wool socks with the addition of some electric wiring. There's a small heating pad under the toes, with wire leads going to the top of the socks. There an elastic garter supports a plastic case into which a D-cell battery is placed. You snap the cover down, which completes the circuit, and suddenly you have warm feet. The battery is claimed to last about six hours.

The extra heat is imperceptible, but after several hours of riding in sub-zero temperatures you'll notice that your feet aren't cold. For \$16.99, we think the socks are worth it to anyone who suffers from cold feet. Available at many sporting goods stores; distributed by Acme Surplus Sales of Canada Ltd., 501 Gordon Baker Road, Willowdale, Ont., M2H 4H2. □

Product tests were prepared this month by Larry Tate.

Coming soon in

CYCLE CANADA



Road rallies, for better or worse: Cycle Canada will rate the rallies, telling you what to look for and where and when to find it.

• **Suzuki GS1100S:** When Suzuki decided to spruce up the sober appearance of its fleet flagship, it didn't take half measures. The stunning sport model shown to amazed showgoers in Cologne, West Germany, last fall will soon be in your friendly dealer's shop. Watch for a road test of this amazing new wave confection.

• **Honda XR200R:** The Pro-Link suspension revolution includes the enduro range of Honda's single-cylinder four-strokes as well as the motocrossers, Silver Wing and CBX. In an all-out effort to make the little thumper competitive with the two-strokes, Honda dressed the 200R with long-travel suspension, a willing engine and an authoritative bark from its exhaust.

• **Daytona:** You've already read a summary of results from this year's Speed Week in Newsfront. Next month we'll bring you detailed coverage, with pictures and reports of events from supercross to superbike, vintage racing and the 200-miler. If road racing and Daytona mean anything to you, you won't want to miss the next issue of Cycle Canada.

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.

Sport riding isn't always a compromise

SHOWCASE

Here is a bike that you can ride any Sunday, Monday, Tuesday...

For real-world street riding a sporting machine has to meet the demands of traffic jams, potholes and still be fun when the cars disappear and the twisties begin. Gene Hingert, a computer analyst who has recently been transferred from Toronto to Los Angeles, Calif., owns this 822 cc 1980 Honda CB750F which is the ideal compromise between race track performance and street manners.

The bike is deceptively stock in appearance, aside from the Hella spot and pencil lights and the Yoshima collector exhaust. The Super Sport was toiled on both in the engine and chassis areas by Ontario Honda, a dealership in Toronto.

The 822 cc displacement comes from the installation of modified Honda CBX pistons. The camshafts remain stock and combined with the increase in size give

milder timing and a wide power spread. Mikuni 29 mm smoothbore carbs supply the fuel mixture. A Lockhart oil cooler has been modified to fit larger stainless steel lines for increased flow.

Pirelli Phantoms are fitted to the stock Comstar wheels and provide excellent traction at the cost of fairly rapid wear. All three brake discs have been drilled. The rear stopper now is a full floating unit for chatter-free braking on uneven surfaces.

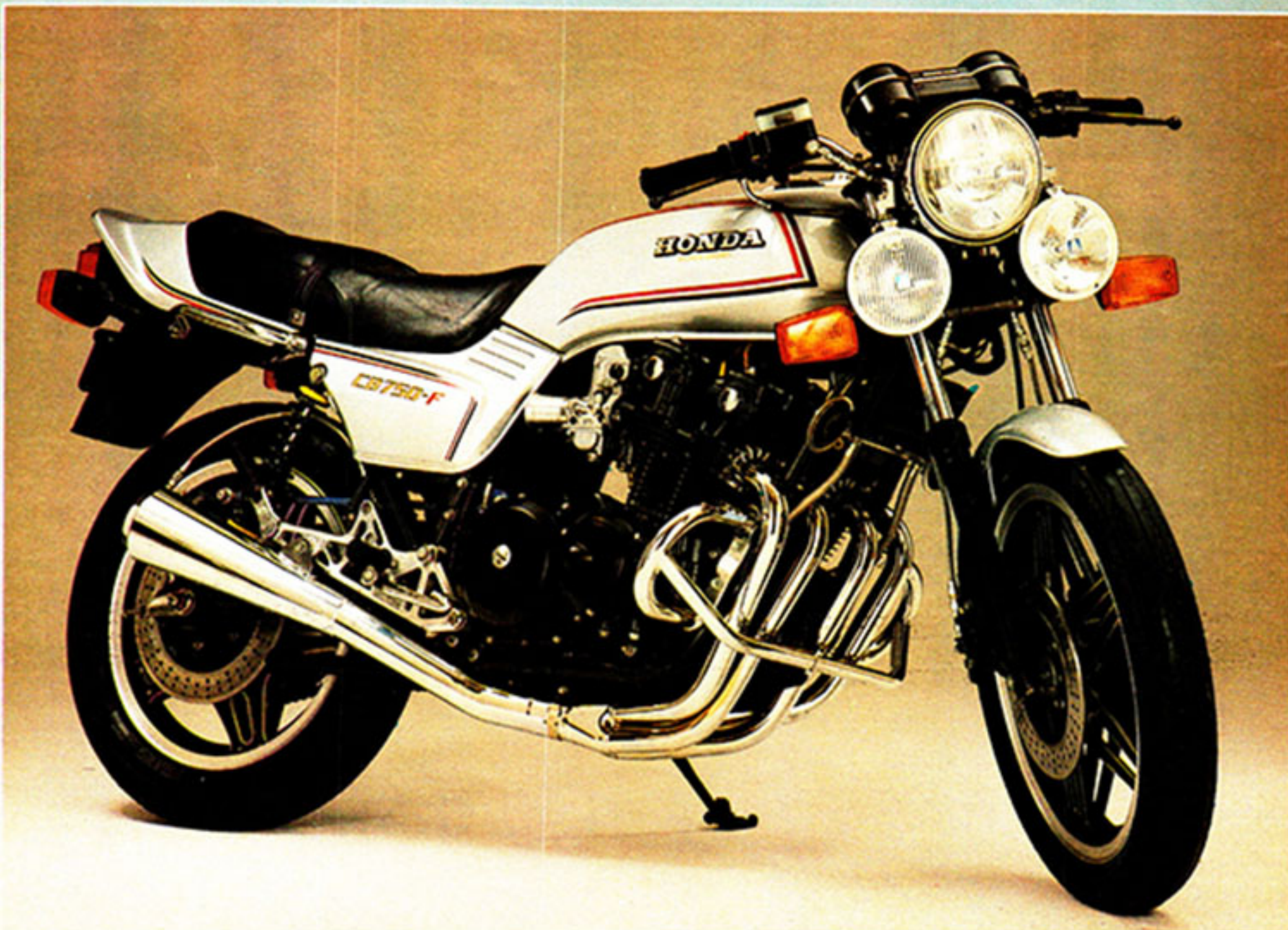
Suspension has not been overlooked. The front fork has 1980 CBX air caps fitted to give a firmer but progressive rate. S&W shocks are forward-mounted, a job which required cutting of the side cover for a tidy fit. The lowering of the shocks' upper mounts raises the rear of the bike and gives more cornering clearance under the engine.

The Honda's cosmetics remain stock. It is already attractive enough. Low-rise handlebars pull the rider out of the wind blast and reduce pressure on the small of the back. Rear-set footpegs and controls put the pilot's feet where they should be.

Hingert is a fan of automobile rallying and was involved with rally teams in Europe. The cars used are usually modified production models and are subjected to the most severe abuse imaginable. Powerful lighting, plenty of reliable horsepower combined with a wide spread of torque, first-rate suspension and brakes and crash protection are the important requirements. Looking at his bike, you probably could have guessed. □

This 822 cc Honda CB750F is more fun than a high-strung street racer.

PHOTOGRAPHY BY JOHN WILD



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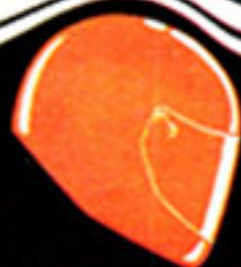
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STURGIS, 1981: BREAKING NEW GROUND.

The 1981 Harley-Davidson Twin Belt Drive Sturgis. Campgrounds outside Sturgis, South Dakota.



Twin belts, no chain: a remarkable, ground breaking idea for a stock motorcycle. That's custom engineering at its best. And, the idea behind

Sturgis,™ a motorcycle inspired by this annual rally in the Black Hills.

The Harley-Davidson® Sturgis is the first stock bike in the world with twin belt drive.

Compared to a shaft, our Black Belt™ system is stronger, lighter, simpler and wastes less horsepower. Compared to a chain, it gives you quieter, smoother shifting. It never needs a lube, rarely an adjustment. The Black Belt system has a 12 month, unlimited mile warranty.

Sturgis is also the first production bike built with

a compensating sprocket on the primary belt drive, for remarkably smooth power flow.

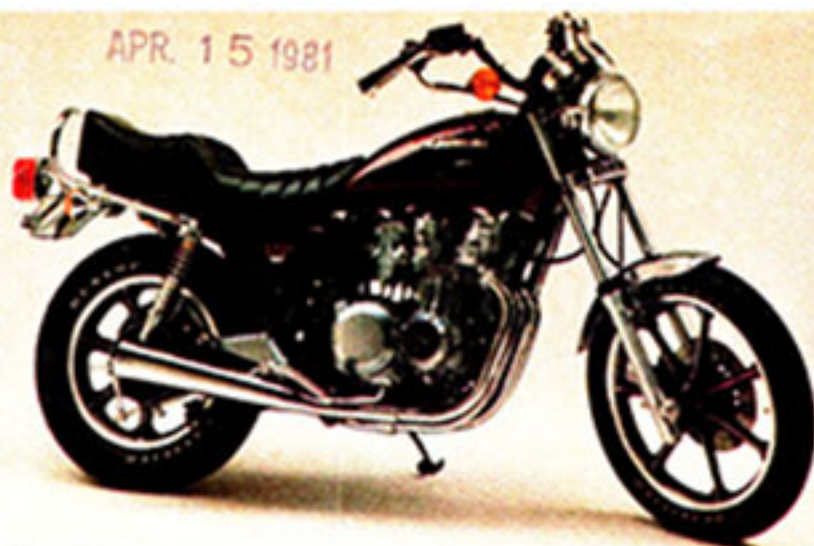
Sturgis breaks new ground in custom styling, too. It's glossy black on black, signed on the tank, wheel rims and belt guard in Harley orange.

Sturgis means drag bars on 3½" risers, highway pegs, new staggered shorty duals and a seat just 27" from the ground. A massive 80 cu. inch V-Twin is providing the power, and for 1981 you run on regular leaded gas.

The twin belt drive Sturgis. From the people who know what custom styling and engineering really means. Sturgis is a Harley-Davidson. That's why it's more than a machine.

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