

# CYCLE CANADA

\$1.75  
JUNE 1981

cycle  canada

Logo changes  
See Page 14

**SUZUKI  
KATANA!**  
**223 km/h on  
the dazzling  
982 GS1100S**

**Honda's real  
Super Sport:  
the CB900F**

**Honda XR200R:  
Pro-Link  
meets thumper**

**Singleton  
rings out  
at Daytona**

**We rate  
the best  
road rallies**



**1982  
Suzuki  
GS1100S**



# THE NEW YAMAHA SECA 750



*In their May cover story on the SECA 750, Hot Rod Magazine set an unofficial stock 750 quarter-mile record of 11.97 seconds at 111.25 MPH.*

*Cycle Canada in May attributed the SECA's performance to its "...godawful amount of horsepower," lighter weight and slightly lower gearing than competitive street models.*

*The Yamaha SECA 750. The test reports proved it faster than we ever hoped.*

*As a package, no other stock 750 machine even comes close.*

**YAMAHA**  
PERFORMANCE.  
THE WAY IT SHOULD BE.

All quotes taken from existing road tests on the SECA 750. For the full reports, get your hands on a copy of Cycle Canada, May issue; Hot Rod Magazine, May issue; or Cycle News, March 4 issue.

Be a specialist. Take a Canada Safety Council Rider Training Course. See your Yamaha dealer for details. Bike equipped with clear lens auxiliary headlamp in P.E.I. and New Brunswick.

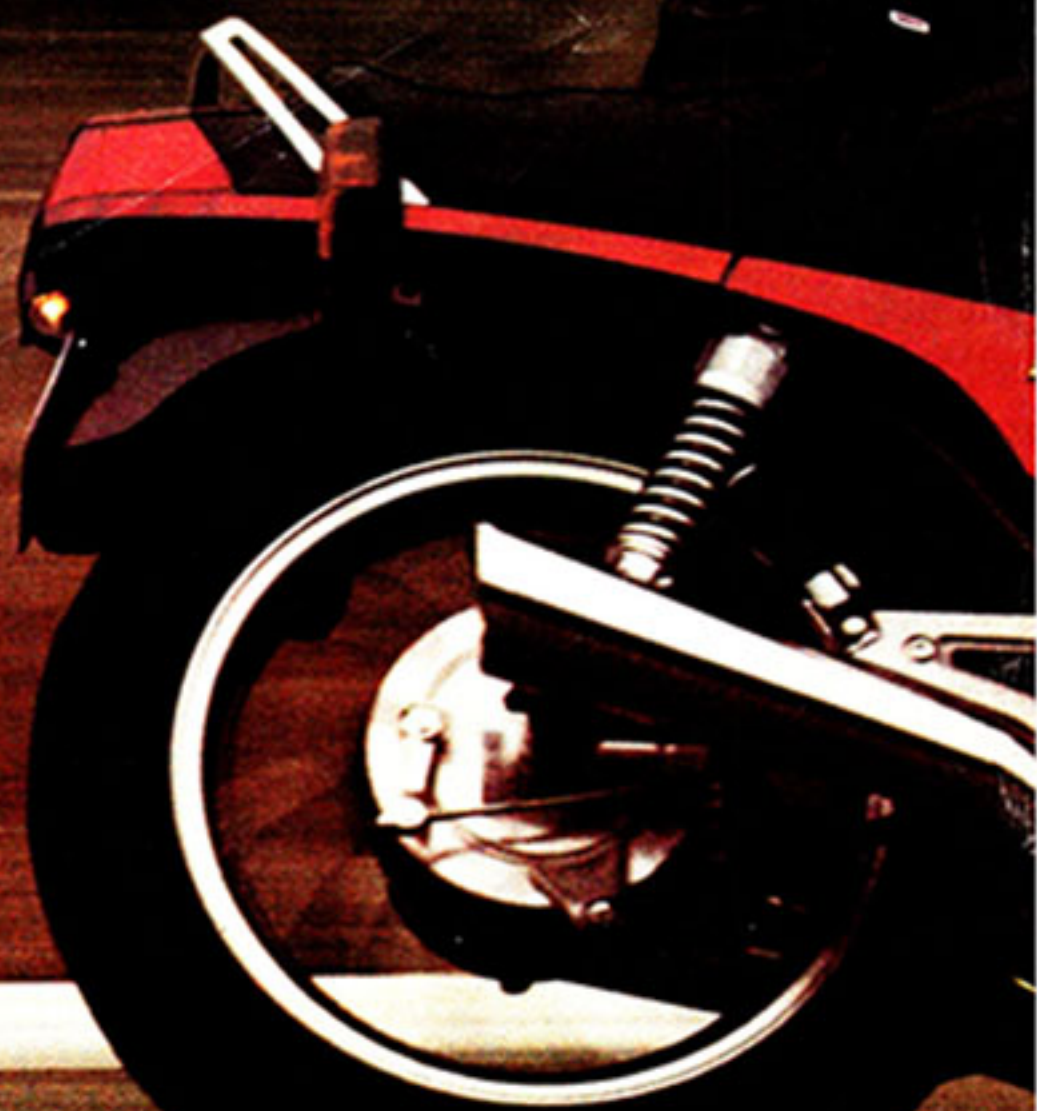
And when it came to handling all that speed, Cycle Canada reported that the SECA was "...one hell of a good high speed handler. Throwing it back and forth through a series of curves is less work than on other big bikes because of low weight."

Every one of the tests had good things to say about the SECA's Anti-Dive, YICS, Shaft Drive and Computerized Monitor System. "The SECA is a good example of modern thinking and technology in almost every way... there's nothing else quite like it," says Cycle Canada.

"Yamaha has certainly proved that it takes a back seat to nobody when it comes to engineering."

At Yamaha, we think that's proof that the SECA 750 really is the performance machine we promised. And more.

So, what are you waiting for? Get on our new Yamaha SECA 750 and you could be riding a glowing road test of your own.





DOES AN 11.97 QUARTER-MILE.







Honda's XR200R is as much fun in the dirt as you'll ever want. Page 49.

## TESTS

### 28 Suzuki's GS1100S Katana is more than radical styling

The sport version of Suzuki's GS1100 makes other sport bikes seem dull by comparison. A Katana is a type of medieval sword used by samurai warriors, and it's no coincidence that Suzuki chose that name for its new flagship.

### 36 Honda finally builds a real Super Sport

Honda's CB750F is a great bike. It's fast, quick, nimble and easy to live with. But Honda has just put it in the shade with the CB900F—it's everything the 750 is, and more.

### 49 Pro-Link meets thumper in the Honda XR200R

If you're a beginner in the dirt, or if you want something ultra-reliable for a playbike, or if you want to ride enduros but can't see yourself on a two-stroke, you probably want a Honda XR200R.

## RALLIES

### 69 What road rallies are all about

Those motorcyclists who spend their summers riding from rally to rally are something special, and their common interest is something special, too. We look at seven of the best rallies in locations from New Mexico to Nova Scotia to tell you about it.

## DAYTONA

### 56 Dale Singleton pigs out at Daytona

Daytona still stands alone. It's without question the biggest motorcycling event in North America, and can match any in the rest of the world. The big race this year was won by Georgia pig farmer Dale Singleton, his second win in three years. But the 200 isn't the only thing going on during Speed Week, and we have reports on everything from the main event to a stadium trial. By John Cooper, Damian James and Michael O'Reilly.

## COMPETITION

### 73 Cyclesport

Can-Am's 1981 racing team, the superbike race at Talladega, Ala., the state of the world trials competition after a third of the season and the annual Hare Scrambles in the Burlington, Ont., clay pits highlight our regular race coverage. Edited by Damian James.

## REGULAR FEATURES

### 8 Newsfront

Racing superstar Mike Hailwood dies in a car accident. Mike Duff is returning to the Isle of Man and Harley-Davidson raises a record amount for muscular dystrophy research. Edited by Larry Tate.

### 12 Editorial

John Cooper recalls the great Mike Hailwood.

### 14 Masthead

### 16 Readers Write

### 18 Technics

Our captive technical whiz Gavin Illingworth discusses the whys and wherefores of strain and stress.

### 22 On The Road

Alberta correspondent Harlow Rankin describes a hair-raising late season tour to the Yukon.

### 24 Motopinion

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

### 26 Short Strokes

### 79 Motomarket

Cycle Canada's advertising section.

### 80 By Mike Duff

Canadian racing great Mike Duff remembers what it was like to race against Mike Hailwood.

### 82 Motocross Canada

### 86 Who Won What

### 88 Canada West

### 90 CMA

### 92 Calendar

### 94 New Products

### 96 Product Test

We do an exclusive test on the Equalean, the world's only leaning sidecar and one of life's more entertaining experiences.

### 98 Showcase

Life in the raw at Daytona.

### 100 Did You Know?

### 100 Feedback

We want to hear from you.

### 102 Coming Soon

## COVER

John Wild spent a long night in the studio to capture something of the brutal spirit of the Suzuki GS1100S Katana prototype. Test starts on Page 28.



# 1981 HOTLINES

BURNABY KAWASAKI  
7771 EDMONDS ST.  
BURNABY, B.C. 525-9393

ERNIES SUZUKI CENTRE  
4497 DUNBAR RD.  
VANCOUVER, B.C. 228-9639

ABBOTSFORD KAWASAKI  
31550 SOUTH FRAZER WAY  
CLEARBROOK, B.C. 859-1371

RECREATION WEST  
124 SOUTH BEACH DR.  
PENTICTON, B.C. 492-7019

BOW CYCLE & MOTOR CO. LTD.  
6524 BOWNESS RD.  
CALGARY, ALTA. 288-5421

CANADIAN MOTORCYCLE  
981 MAIN ST.  
WINNIPEG, MAN. 582-4130

**Jet Sports**  
939 TUNGSTEN ST.  
THUNDER BAY, ONT. (807) 623-2635

HULLY GULLY  
R.R. NO. 1  
VARNA, ONT. 262-5809/3318

BRANTFORD CYCLE & SLED  
787 COLBORNE ST., (Hwy. 2 and 53)  
BRANTFORD, ONT. 753-3403

BEAVER CYCLE  
1485 MAIN ST., W.  
HAMILTON, ONT. 529-3371

**Cycle World**

5312 DUNDAS ST. W. 233-5501  
228 STEELES W. 881-5220  
4545 SHEPPARD AVE. 291-9858  
TORONTO, ONT.



GS RACING

3808 BLOOR ST., W.  
TORONTO, ONT. 232-1540/1770

**TORONTO MOTOR BIKE**

1971 YONGE ST.  
SALES 482-3461 PARTS 482-2101 SERVICE 482-3202

2584 EGLINTON AVE. E. 3801 DUNDAS ST. W.  
SCAR. 266-4524 769-4103

TORONTO, ONT.

NIAGARA HUSQVARNA  
HWY. NO. 8, P.O. BOX 62,  
ST. DAVIDS, ONT. 262-4517

CYCLE SPORT  
184 YONGE ST.  
BARRIE, ONT. 726-8771

**HURST**  
YAMAHA

1220 INNES RD.  
OTTAWA 741-2221  
30 STAFFORD RD.  
NEPEAN 820-9500

**MotoSport Plus**

HULL 275A ST. JOSE PH 770-6682  
OTTAWA 860 BANK ST. 563-0731  
MONTREAL 4010 STE. CATHARINE W. 937-9203  
PT. CLAIRE (HYMUS AT ST. JOHN'S) 967-7551  
KINGSTON 323 BATH RD. 544-4600

## SIMPSON HELMETS



RX-1  
SERIES  
MODEL #30



SUPER X-1 MODEL #50



MODEL #61

The Simpson Helmet. Unique. Distinctive. Designed with purpose for the ride. Your ride. We considered the important aspects of safety, comfort and fit, aerodynamics, weight and styling, then designed the Model 30, 50 and 61 to go far beyond the expectations of the rider of the 80's.

It's the kind of helmet design the last three Indy 500 winners have enjoyed and top riders and drivers the world over use in confidence. 7 of the top ten Moto-Cross National Riders wore a Simpson in 1980.

Experience the ultra-light feel and fit, the quiet aerodynamics and the superb finish of a Simpson. Because after your motorcycle, it's the most important purchase you'll make.

## GOLDEN SPECTRO OIL



No two stroke motorcycle oil can outperform Golden Spectro. MOTO-X-FOX have tested them all and have yet to find an oil with such exceptional anti wear properties, yet runs as clean as Golden Spectro. They run Golden Spectro at 50 to 1 in all their race team bikes. Spectro Gear Lube offers the same protection with outstanding performance.

Shop for price comparison.

## AURORA STARS GLOVES



\$24.95

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.

## SHORT STOP & SHORT SHIFT LEVERS



Brake & Clutch Levers guaranteed against breakage. Strong, aluminum levers to allow two or three finger control of your brake and clutch. With their short length, the handle bar takes the abuse in crashes, not your lever. Available for Yamaha, Suzuki, Kawasaki or Honda. Please specify when ordering.

\$14.95 ea.



## DECAL KITS



MOTO-X-FOX

Economy collection \$7.95

Deluxe Kit \$12.95

D.G. Collection \$7.95

J.T. STICKIE BAGS

J.T. Jumbo Bag \$17.95

J.T. Deluxe Bag \$12.95

J.T. Economy Collection \$7.95

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ PROV \_\_\_\_\_ P. CODE \_\_\_\_\_

For superfast service, call your nearest Aurora Cycle Supply Dealer. If items is not available from your dealer, you may order by mail. Send order complete with money order to avoid delay in shipping. All other provinces except Alberta — add applicable Sales Tax. On orders of less than \$10.00, please add \$1.50 for shipping.

ITEM	QUANTITY	SIZE	COLOUR	AMOUNT

1 MASTER CHARGE 2 VISA (Charge) EXPIRATION DATE \_\_\_\_\_ CREDIT CARD NO \_\_\_\_\_



NEW 1981 CATALOGUE  
\$3.00 (Including Decals)

# Aurora Cycle Supply

P.O. BOX 433 AURORA, ONT. L4G 3L5 PHONE: 727-6044, 727-6075 (TORONTO 297-2295)

Prices Subject to Change Without Notice







# On being the paragon.



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

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

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-leveling 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



Almost always  
you read it  
here first

## Mike Hailwood dies in car accident

BIRMINGHAM — Stanley Michael Bailey Hailwood, MBE, GM, died March 23, 1981, of head injuries suffered in an automobile accident. Mike the Bike, as many remember him, was 40.

Hailwood's Rover 3500 collided with the rear end of a large truck in what police called "atrocious" weather conditions. He had been out to dinner with his two children, Michelle, 9, and David, 6, and was on the way home when the accident occurred. Michelle died in the crash; David survived with minor injuries. Hailwood's wife Pauline was at home at the time.

Hailwood was arguably the best rider of the Sixties, and many of his fans insist the best of all time. From 1961 to 1967 he won nine world championships, 75 grands prix and 12 Isle of Man TTs, amassing more than 1,000 total wins. He rode first for the MV Agusta factory and later for Honda.

Hailwood turned to cars after he retired from two-wheel racing in 1967. In the early Seventies he raced Formulae One, Two and 5000. He won the European F2 title in 1972, but success in Formula One eluded him. In 1974 he badly injured his right leg in a crash at the Nurburgring and retired, moving to New Zealand with his family to operate a marine business.

In 1977, film maker Peter Starr coaxed Hailwood far enough out of retirement to ride the Isle of Man aboard a Yamaha TZ750 for the film-



ing of *Take It To The Limit*. Hailwood was caught up by the racing spirit again, and in 1978 stunned the racing world by taking a factory-provided NCR Ducati to victory in the Formula One event for his 13th career TT win.

In 1979 he returned for the last time, and won the Senior aboard an RG500 Suzuki, upping his lifetime total to 14 wins.

Despite his unquestioned ability and great success Hailwood always presented a casual air of good humor and camaraderie to the world. His courage was not restricted to his own

Mike Hailwood rode Hondas during the technical glory years of the Sixties; here he's drifting the 250-six.

racing; in 1973 he was awarded the George Medal for bravery after pulling Swiss driver Clay Regazzoni from the burning wreckage of a Formula One race car at great risk to his own safety.

Hailwood is remembered by those who watched him and raced with him. John Cooper recalls the 1978 return to the Island in his editorial on Page 12 and on Page 80 Mike Duff reminisces about racing with Mike the Bike at the peak of their careers in the Sixties.





## Marilynn Bastedo gets back her job as CMA's general manager

HAMILTON — Marilynn Bastedo, general manager of CMA who resigned her post effective Feb. 28, 1981 and then agreed to stay on until the end of March, has been rehired.

Bastedo was one of a number of applicants for the job. She stated in an interview in the November 1980 issue of Cycle Canada that she was unhappy with her salary and working conditions and had decided to leave. She then reapplied for the post, specifying the conditions under which she wished to work.

CMA president John Pineo said "Marilynn was rehired because of her experience and because of the salary requirements. It's an open-ended position, a permanent job."

Pineo also said that at the March 14 board meeting at which the decision was taken, the directors decided to hire someone to fill the road riding co-ordinator's post, vacant since Jim Bentley left CMA at the end of 1979. The position, said Pineo, will be a permanent part-time job rather than the full-time job it was when Bentley was on staff.

## Latest Harley rumor is a new V-twin line

MILWAUKEE, Wis.—Rumblings from the home of Harley-Davidson include a tale of a 90-inch Sportster for 1982—that's 1,475 cc, up from the present 998. Harley spokesmen had no comment on the story.

Another tale has it that the long-rumored new engine design is actually a series of V-twins, fours and sixes, all



Marilynn Bastedo is back as CMA general manager.

using a common cylinder and piston. The base cylinder is to be 250 cc, which gives engines of 500, 1,000 and 1,500 cc. Overhead cams, heads similar to the aftermarket Thunderheads and a new type of electronic ignition are said to be part of the package.

## Provincial judge overturns helmet law in Alberta

EDMONTON — Provincial court judge Ray Thomas has opened a can of worms by once again finding Alberta's mandatory helmet legislation invalid due to conflicts with the Alberta bill of rights.

On Aug. 12, 1980, Thomas acquitted Jungle Jim Pennington of Bikers Rights Organization of the charge of riding without a helmet during an anti-helmet demonstration, saying the legislation was discriminatory.

The Attorney-General appealed the decision, and judge Michael O'Byrne of the court of Queen's Bench ordered the decision overturned and Thomas to rehear the case. As of Dec. 2, 1980, the helmet law was considered to be back in force. On April 8,

## Mike Duff will again ride at the Isle of Man

DOUGLAS—Mike Duff is going to ride the Isle of Man TT course again.

Duff, a factory Yamaha rider in the Sixties and a contributing editor to Cycle Canada, has been invited by the organizers of the 1981 TT to ride in the lap of honor at that event. The lap of honor was started last year as a way of getting classic machines and former great riders back on the track as a bonus for the fans.

It was highlighted in 1980 when John Surtees and Phil Read "cruised" the course at more than 153 km/h (95 mph); not a bad showing for a rider who, in Surtees's case, hadn't seen the track for 20 years and only had one lap to ride on a strange machine.

Duff plans to ride a Matchless G50 provided by Tom Arter, the Kentish



Mike Duff is returning to the Island.

farmer who sponsored Duff when he first went to Europe in the early Sixties. Duff says there's a chance that there will be two laps this year, and that the organizers have threatened a fine of £100 to any rider who dares exceed a lap speed of 160 km/h (100 mph) to discourage impromptu racing.

Thomas repeated his original decision at the re-trial.

The Attorney-General was not available for comment, but a department spokesperson said that the act requiring helmets would continue to be enforced, with prosecutions adjourned until such time as a final decision was reached. It is expected that Thomas's decision will again be appealed, but no decision had been made at our deadline.

## FIM spring meeting gives us a date, sets new technical rules

GENEVA—Canada, bereft of world championship racing dates in 1981, will have a 500

cc world championship motocross grand prix in 1982.

The preliminary FIM schedule shows a date of June 27, as in the past one week after the U.S. race. There's no information yet about the race location.

The spring meeting saw some decisions on racing classes and technical matters. From 1983, the 350 cc world road racing class will be dropped. From 1984, the 50 cc class will be replaced with an 80 cc class.

The technical committee rejected a proposal to allow the maximum number of cylinders allowable in road racing to go up to six from the present four. At the same time,



## NEWSFRONT

the committee announced that "the number of cylinders in a given engine is determined by the number of combustion chambers." That opens up some interesting possibilities in the area of common combustion chambers.

The turbocharging experiment discussed for the 1981 Bol d'Or endurance race will go ahead as planned, with hopes of creating a turbocharging equivalence formula in time for the 1983 season.

Two points to be researched by the technical committee are power restriction by means of limiting air flow by some sort of air-box restrictor, and attempting to control speeds by banning two-strokes bigger than 250 cc.

### Triumph-ant article needs input from you

TORONTO—If you have a Triumph, Cycle Canada wants to hear from you. In a future issue we plan to explore the whys and wherefores of owning one of the mystique-ridden bikes from Meriden.

We want to know why you own a Triumph. Why do you think there's nothing finer on two wheels? Is it worth the hassles of parts and maintenance? Indeed, are there hassles with parts and maintenance?

Please drop us a line, as brief or as long as you like. Photographs are welcome; we'll try to return them, but we cannot make any guarantee. Write to Triumph Survey, Cycle Canada, 290 Jarvis St., Toronto, Ont., M5B 2C5.

### Research fund to get cash from Harley riders

DAYTONA BEACH, Fla.—One of the Speed Week activities that misses the racing headlines is Harley-Davidson's sponsorship of a program to raise funds to aid research into muscular dystrophy. This second annual Harley-sponsored fund raising event as of the end of March had collected \$35,281, more than \$10,000 better than

## Lawsuit filed against Suzuki's new Floater

GLENDALE, Calif.—Don Richardson and Gary Cazort have filed suit against U.S. Suzuki, claiming the company's new Full Floater motocross suspension design was stolen from them.

Richardson designed a single-shock rising rate suspension system and patented it in 1974. He modified a Husqvarna to try out his concept, and after viewing the machine Suzuki requested in 1978 that Richardson modify an RM400 to incorporate his suspension. An option to purchase the design was prepared at that time.

The modified machine went to Japan for study, and another machine was prepared in 1979. In December of 1979, Richardson was informed by Suzuki that the company was declining to pick up the option to purchase.

When Richardson saw the Full Floater design, he decided that the concept was his and he hired an attorney to attempt to shut down Suzuki's sales until the dispute is resolved. Suzuki, on the other hand, claimed that the Full Floater is different from Richardson's design in that the bottom shock mounts are on the swingarm rather than the frame. Suzuki has filed a



Suzuki Full Floater suspension is the subject of a lawsuit.

counter-suit against Richardson.

An injunction issued in California Superior Court restrains Suzuki from using Richardson's work. U.S. Suzuki is reported to still be selling the Full Floaters.

Suzuki Canada motorcycle marketing division manager Randy Elliott says that there are no plans to halt sale of the Full Floaters in Canada. "Most manufacturers have lawsuits like these going on all the time. I really don't know any more about it than we read in Cycle News, but this just strikes me as another of those. It isn't affecting the product. Bikes are coming in and will be offered for sale."



Randy Dyck (R) and Don Murphy rode to Daytona from Vancouver. Pledges gained \$1,000 for Muscular Dystrophy Assn.

the 1980 figure.

Funds were raised through motorcycle shows, a poker run, a motorcycle parade and from mileage pledges for those riding to Daytona.

Harley-Davidson is a national sponsor of the U.S. Muscular Dystrophy Associa-

tion, and plans to be involved with fund-raising activities on an on-going basis through 1981.

Randy Dyck, manager of Vancouver Harley-Davidson, rode to Daytona with customer Don Murphy. The two collected pledges for their ride on

Harley FLT's before they left, and ended up with approximately \$1,000 which will be added to the money raised by Harley-Davidson effort.

### Cycle Canada shows expand further across the country in 1982

TORONTO—The Cycle Canada shows are growing again. There will be five in 1982, up from three in recent years. Additionally, there will be a sixth show in Quebec, sponsored by the Cycle Canada-affiliated French-language magazine Moto Journal.

A feature of all six shows may be the film *On Any Sunday II*, which is slated for release in the U.S. in June of 1981. This latest and much-reworked sequel to motorcycling's cult film *On Any Sunday* has been in the works for more than three years.

The following dates and locations have been set for the 1982 shows: Jan. 8-10, Calgary; Jan. 15-17, Vancouver; Jan. 22-24, Edmonton; Jan. 29-31, Toronto; Feb. 19-21, Winnipeg; and March 12-14, Le Salon Moto Journal '82 in Quebec City.

### Canadian Wolfe pipes help win Daytona 200

DAYTONA BEACH, Fla.—Although a Canadian didn't win the 200 or even come close, one did have a vital part on the winning Daytona team. Gary Wolfe, Canadian motorcycle exhaust manufacturer, had his pipes fitted to the record-setting Yamaha TZ750 of Dale Singleton. The rider and the pipe builder have struck a deal whereby Singleton will be distributing Wolfe pipes in the U.S. and Europe this year.

Wolfe claims that his pipes are most noteworthy for better ground clearance. The No. 4 pipe snakes around in front of the bike before joining the bundle underneath. It has less volume below the bike and allows the others to be tucked in closer to the machine. A broad powerband, says Wolfe, is part of the result.

Newsfront is edited by Larry Tate.





# HAVE YOU FELT THE BACKACHE OF BOTTOMED-OUT SHOCKS?

Have you been one of the prime purchasers of liniment and chiropractic services? Save your money! You may need some shocking improvements

S & W is the leading manufacturer of replacement shocks for almost every make and model of motorcycle on the market. S & W Mark III air shocks are road reliable, infinitely adjustable and a sure cure for the "backache" derived from overage O.E.M. shocks. Ask your local suspension expert then test it yourself — just *SIT ON IT!*



MARK III  
AIR SHOCK

Distributed in Canada by:

**HICAH**

7442 Fraser Park Drive, Burnaby,  
B.C. (604) 434-7575

3225 Lenworth Dr., Mississauga,  
Ont. (416) 625-3890

**S & W**

ENGINEERED PRODUCTS



# Editorial

## Courage, thy name was Hailwood

The day Mike Hailwood died left us one less genius in the world. More than just your average former champion, he was the embodiment of motorcycling for a generation world-wide.

From the cauldron of British and Continental road racing in the late Fifties spilled a handful of brilliant riders. The best of them landed works contracts during the golden years of the 1960s; the triple distillation of the most talented of these men was Mike Hailwood.

Perhaps, at 40, Hailwood had no further statement to make in the motorcycling domain. No one better deserved an honorable and comfortable retirement.

After an MBE, 10 world championships, 14 Isle of Man TT wins and more than 1,000 victories during 22 years of racing, further statements would scarcely be needed. Mike the Bike could mean no other person. The racing circuits took away lesser and unluckier men, but Hailwood seemed immortal. And unbeatable.

Few other riders of Hailwood's era started with his financial advantage, yet none other had the talent and drive to carry himself so far. Stanley Michael Bailey Hailwood took his first name from his father, millionaire proprietor of the largest motorcycle dealership in England. Stan Hailwood had the wherewithal to wangle rides for his son on works Ducatis and refused to take on the Honda franchise in 1961 until 21-year-old Mike was provided with a year-old factory 250.

He never choked on the silver spoon, as his father insisted that every win and every penny be earned. A man of sometimes boisterous wit, Hailwood once complained that the only thing his father had given him for free was his prominent hooked nose, and that gift was unforgivable. It was said that Stan had pushed Mike into racing, but in later years no one drove Mike harder than himself.

World championships started flowing in 1961 with the outdated private Honda. The next year he signed with MV Agusta and the magic era began. After four 500 cc world titles, Hailwood switched to Honda in 1966. More magic: epic battles with MV-mounted Giacomo Agostini and with the handling of his own 500 four, more TT wins and more world trophies. His 1967 TT lap record stood unbeaten an amazing eight years.

The era was closing when I first saw Hailwood ride. It was in England, in the

Race of the South in the autumn of 1967. He and Ago had just flown in from Canada where, the day before, he'd won the race at Mosport but lost the 500 cc world championship to the Italian who finished second. At Brands Hatch, the Hailwood magic was again in full splendor; the 250 six sang victoriously while Ago tasted the haybales.

From start to finish, the Hailwood era was a comparatively short space of time. Yamaha and Suzuki quit grand prix racing at the end of 1967, and Honda became distinctly disinterested. The FIM closed out an

epoch with machine limits designed to end the technical rampage which had, by the factories' mutual consent, already ended. No more V-4 125s, six-cylinder 250s or 14-speed gearboxes on 50s. Hailwood switched to cars.

Cars were not kind to Hailwood. He never duplicated John Surtees's feat of winning world titles on both two wheels and four. A Formula 1 crash in 1974 ruined his right ankle and finished his auto career.

That would have been plenty right there. Hailwood emigrated to New Zealand and the story ended. Almost.

Except that in 1978, Hailwood made the most remarkable comeback motorcycle racing has ever known. A film role in the movie *Take it to the Limit* had put him back on the TT course on a Yamaha TZ750, and the great man was hooked again. At age 38, he entered a Ducati in the Formula 1 TT, hammered his Sixties rival Phil Read until Read's factory Honda caved in, and won. TT supporters reeled. Unlike Read, Sheene, et al, Hailwood had never maligned the danger-fraught Isle of Man course. Their all-time hero was back, and it was as if the 1960s had never ended. That was the last time I saw him ride.

In 1979, Hailwood won the 500 cc Senior TT, came second in the 1,000 Classic and fifth in Formula 1. And called it quits again, this time for good.

Courage was an understatement of the man. There's no suitable adjective for the nerve required to win on the open-road courses he favored. He won the George Medal in 1973 for his heroic rescue of a fellow auto racer trapped in a fiery crash.

On March 23, 1981, in a random cruelty of fate, another car dealt him the final blow. We were lucky to have known Mike Hailwood.

—John Cooper

## Hailwood seemed immortal. And unbeatable.



# SONIC INTERCOMS

## for the touring motorcyclist



**AT LAST, AVAILABLE TO THE CANADIAN BIKER, SONIC INTERCOMS FROM ENGLAND.**

We've so much confidence in our product that we offer a 12 month guarantee

And, if you're not delighted with your Sonic Intercom, return it to us within 14 days for a complete refund of your money. Allow 21 days for delivery.

It is impossible within this advertisement to convince you that the Sonic Intercom system will revolutionise your motor cycling and will become an indispensable part of your biking equipment—so we're not going to try. Instead take advantage of our offer now and hear for yourself.



- Crystal clear rider/passenger communication at all times.
- Safety—2 pairs of eyes and ears on the road.
- Reception on all normal VHF/FM radios—traffic reports—avoid delays.
- No more boring long journeys in silence.
- No complicated fixing or cutting of the helmet interior.
- Fully screened cables against electrical interference.
- Separate volume controls for rider/passenger.
- Fully guaranteed for 12 months.
- Fits open or full faced helmets.

Sonic will become as much a part of your bike as the wheels.

You will have read over the past few years all about Sonic intercom systems—perhaps you have wondered what they really are; how good are they; do they really work; how heavy are they; do you have to cut holes in your helmet; how clear are they—well through this advert we plan to answer all your questions—well almost all!

Sonic intercoms are now the most sought after essential accessory, and are exported to countries such as the U.S.A., Canada, Australia, West Germany, Norway, Holland, Belgium, Japan and many other countries where motorcyclists value the very best intercom system available.

Sonic is not cheap, we founded our reputation on high quality and a full twelve months no quibble guarantee which also includes parts and labour, even after the expiry date service is still available for very little cost. It really does make sense to think seriously about a Sonic intercom as a way to improve communication between rider to passenger for safety's sake remembering, that two pairs of eyes and ears on the road make your riding safer at speeds around 70m.p.h.

There is no longer any need to take your hand off the handlebars to lift your visor and then half turn to talk to your passenger. Sonic has become a must for the touring motorcyclist who aims to get the most enjoyment from his biking. Many thousands of people now own Sonic intercoms and have written appreciative letters telling us 'they never realised what they have been missing until they owned one! Customers who visit our factory are amazed just what goes into the making of Sonic intercoms and are always impressed at the high

quality of the components used and then wonder how we manage to keep the cost so competitive. Sonic intercoms are designed by motorcyclists for motorcyclists. Unlike other systems no cutting or modification of the safety helmet is necessary. Unlike other systems we use fully screened connecting cable. Unlike other systems our control box has individual volume controls and a LED to tell you the power is on. Unlike other systems we use fully screened lightweight diecast control box.

THE SONIC HEADSET EARPIECE are about 2" D shaped and about 3/4" thick and come complete with velcro male and female so that if you have a brushed nylon interior you simply press the headset directly into your helmet, or if you have a smooth interior, it will be necessary to apply adhesive to the velcro female to affix the headset to your interior, all you need to do is fit the headsets exactly opposite your ears to get optimum performance. If you decide to buy another helmet just take out the headset and fit into your new helmet—yes! It's as simple as that.

There are two types of headsets available—OPEN FACED headsets come complete with a boom microphone which ducts the sound via a rubber mouthpiece which must be adjusted central to your mouth and close to your lips. The FULL FACED headset has the microphone built into a velcro pad which again just attaches to the chin piece of a full faced helmet just below the lip. As you can see from these descriptions the emphasis is on fitting the headset correctly inside your helmets i.e. opposite your ears and just below the lip. It is best to order the same type headsets as your type of helmet, but, open faced headsets will interchange into full faced helmets.

THE CONTROL BOX is of lightweight diecast construction and only weighs 300 grams and measures 5" x 2" x 1 1/2"—small enough to put into your pocket or we supply two rubber suckers to attach the box to your tank! Passenger and rider have individual volume controls so that the voice level can be pre-set and a bulb to tell you the power is on. It's even possible to plug into your own radio or tape cassette with the supplied five foot long extension lead with 3.5mm jack plug which go directly into the control box enabling you to enjoy unswitch conversation between rider and passenger. At all times you can hear all outside traffic noise and clearly hear the sound of your engine and traffic indicators. Special fully screened cable is used throughout the system so that no interference is picked up from plugs, points and coils. Sonic also comes supplied with its own separate PP3P 9 volt battery which is contained within the control box and lasts for about twenty-five hours life.



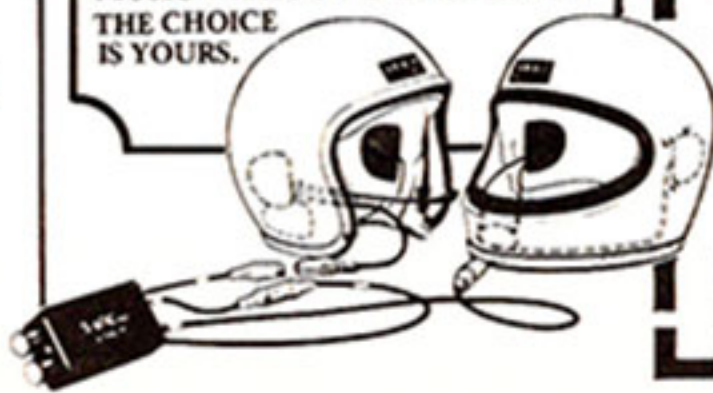
Dear Sir,  
In February of this year I purchased the enclosed Sonic intercom and, since that period have used the unit constantly in my travels through W. Africa and Europe—a total of twenty thousand miles to date. During this period the unit has operated faultlessly on all, where hot or sandstorms. (Others don't say).

We now realise more than ever the value and safety feature of this instrument. We have completely lost without it and we firmly believe the authorities should advocate the use of Sonic as a safety feature.  
A.W. Sims

I would like to take this opportunity to congratulate you on producing what is in my opinion the best intercom system currently available on the market.  
J.L. Dunlop



**YOU CAN TAKE A SILENT TRIP WHICH SOMETIMES BECOMES MONOTONOUS OR CHAT PEACEFULLY AND LISTEN TO MUSIC WITHOUT INTERFERENCE. THE CHOICE IS YOURS.**



To: Sonic Intercoms  
Canada  
Suite 6, 1584 West 13th, Vancouver, B.C.  
V6J 2G4 (604) 731-5994

- Please send me the following goods by post:
- Send brochure and price list
  - Sonic Intercom with 2 full faced headsets \$249.50
  - Sonic Intercom with 2 open faced headsets \$249.50
  - Sonic Intercom with 1 full and 1 open faced headsets \$249.50

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postal Code: \_\_\_\_\_

I enclose money order/cheque. Prices include provincial sales tax (if applicable), postage & handling and postage insurance. If not delighted with the Sonic Intercom I can return it within 14 days and receive a full refund.



# Farewell to the ghoul

## MASTHEAD

We finally conclude  
hokey is out  
bold is in

The ghoul is gone.

The old Cycle Canada logo and the shrouded rider who has been part of the logo since Day One have been replaced by the bold new logo which you probably noticed on the cover of this issue.

When I started Cycle Canada 10 years ago I was in a rush, what with a zillion things to look after and only me to do it. My sister, Mara, had recently graduated from Ontario College of Art and was working for a printer and photographer by the name of Josef Holdenried.

When I realized I needed a nameplate for the publication, I called her in a flap: "You have to help me get a logo done by tomorrow. I need something in distinctive type, and maybe work a motorcycle into it somehow. Please."

That night her boss, who became our first printer and eventually also my brother-in-law, looked through his photo albums for a motorcycle picture that my sister could work with.

The photo he found he had shot in 1954 in his native Germany when he was trying out a new camera. The photo was taken at a hillclimb in the Oberjoch Pass in the Bavarian Alps. It showed an unidentified rider cranked over on either a small BMW or NSU or Horex, but because the photo is heavily backlit you can't tell which.

Mara traced the rider, enlarged and dodged it with a marker in a peculiar way, and then reduced it again.

When I arrived at the studio, she showed me a selection of typestyles. Something called Futura Display looked distinctive and readable. She lettered the name, inserted the rider between the words and held it up.

I hemmed and hawwed for 12 seconds: "That's great! I'll pick up the art in a couple of hours." She rammed it through and the logo was done.

There was no consideration given to how the logo would serve to identify the product on newsstands, how it might appear on other products such as T-shirts, or how it looked reduced to fit a letterhead or business card.

But somehow it worked for a full decade, largely because it was unique.

And we who worked with it came to call the little rider in the logo the Cycle Canada ghoul, sometimes with affection, other times in derision. We had an office dog for



The rider in our old logo was our mascot and resident ghoul.

a while, but after he left the ghoul became our mascot.

I've even got him on some of my helmets, without the words, just as you see him in the illustration.

Whereas the old logo was created overnight, the new logo has a year and a half of discussion, work and shouting matches behind it. It was not easy for all of us to accept that the ghoul would ride no more. The great argument in favor of retaining the old logo was that it was distinctively Cycle Canada, that we and our products were easily recognized by it.

In the end, the forces for change prevailed. Oddly enough, the staffer who led those forces was none other than the guy with supposedly the greatest sentimental attachment to the old logo, namely me.

The new logo, developed by Art Director John Bullock using Flyer Extra Bold type, is bold, strong and authoritative, not unlike the product itself, we believe. Its beauty is its simplicity. We hope it will last a long time.

Please let me know what you think of it.

—Georgs Kolesnikovs

# CYCLE CANADA

PUBLISHER  
Martin Levesque

EDITOR  
John Cooper

ASSISTANT EDITORS  
Damian James  
Larry Tate

ASSOCIATE EDITORS  
Jean-Pierre Belmonte  
Christina Montgomery

CONTRIBUTING EDITORS  
Carl Bastedo  
Mike Duff  
Harlow Rankin  
Thom Tyre

CONTRIBUTORS  
British Columbia: Ed Apt, Harry Creech;  
Saskatchewan: Derryl Gustus; Manitoba: Cole  
Serofin, Art Turner; Ontario: Colin Fraser,  
Toby Jamieson, Bill Petro; Quebec: Pierre Rene  
de Cotret, Claude Leonard

EDITORIAL DIRECTOR  
Georgs Kolesnikovs

ART DIRECTOR  
John Bullock

PRODUCTION ASSISTANT  
Ann Marie Tosoni

ART ASSISTANT  
Giselle Sabatini

MARKETING DIRECTOR  
Rick Dixon

SALES CO-ORDINATOR  
Nanette Jacques

SALES REPRESENTATIVE  
Dena Kovshoff

CIRCULATION MANAGER  
Jim Bartko

CIRCULATION  
Jeannette Gaudet  
Eugene Rollins

ACCOUNTS  
Helen McCabe

Cycle Canada is published monthly for and about motorcycling in Canada by Brave Beaver Pressworks Ltd., 290 Jarvis St., Toronto, Ont., M5B 2C5. Second class mail registration number 2573. Printed in Canada. Brave Beaver Pressworks also publishes Moto Journal in French, and for the trade, Motorcycle Dealer & Trade.

**Advertising:** Rate cards are available from Brave Beaver Pressworks at 290 Jarvis St., Toronto, Ont., M5B 2C5. Telephone (416) 977-6318. Refer also to Canadian Advertising Rates and Data.

**Subscriptions:** Rates for Cycle Canada are \$14.95 for one year. Subscriptions to the U.S. are \$18.95 payable in Canadian funds. First-class and air-mail rates available on request. For change of address, allow at least five weeks and send new address with the label from a recent issue.

**Contributions:** Editorial contributions are welcomed if they are offered exclusively to Cycle Canada. We assume no responsibility for the return or safety of unsolicited artwork, photographs and manuscripts.

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

**Member:** Canadian Circulations Audit Board and Canadian Periodical Publishers Association.

ISSN 0319-2622  
© Brave Beaver Pressworks Ltd. 1981



# Castrol

## VICTORIA DAY SPRINTS



## MOSPORT—MAY 16, 17, 18

### Feature Riders from the USA & Canada

Richard Schlachter  
Wes Cooley  
Steve Gervais  
Nick Richichi  
James Adamo  
Miles Baldwin  
Lang Hindle  
Reuben McMurter  
and hundreds more

**Come for the fun**  
**Come for the**  
**weekend**

Tickets	
Sat.	\$ 5
Sun.	10
Mon.	10
Camping	3
	<hr/> \$28

### Superticket \$15

(includes all above)  
(available in advance only)

Tickets available at Cycle  
World, McBrides, B.A.S.S. &  
Mosport Park office, 1905  
Avenue Rd. Toronto.  
For further information  
(416) 781-6626.



### HOW TO GET THERE

Located 60 miles or 100  
kilometres east of Toronto,  
north of Highway 401 at Exit  
74 (Waverly Road) near  
Bowmanville.

Sanctioned by RACE and WERA—organized by C.R.D.A.—  
Just one hour from Toronto



# READERS WRITE

## DEBATE ROLLS ON AS HELMET LAW DRAWS FIRE

### Bathroom helmets for tub and shower

With regards to Christopher Bateson and Michel Cormier's letters on helmetless riders in Canada (March 1981), I would like to give my own comments as a motorcyclist for 18 years, as a Canadian taxpayer and as provincial co-ordinator for the Bikers Rights Organization of Nova Scotia, which has a membership of more than 700.

Mr. Bateson says that people who don't want to wear helmets are selfish and contribute nothing to society. Well, Mr. Big Brother, you're really taking good care of us. Many good men and women have given their lives that we can all be free and choose for ourselves. I think I am giving a lot back to society and I should have the right to decide what I want to wear on my head.

Michel Cormier says that we're not alone with that yellow line, that there are nuts behind us. Michel, what about the ones in front of and beside us? Helmets do restrict our vision and hearing. Our senses should be 100 per cent all the time. Helmets do kill and will keep killing as long as people and governments keep telling only one side of the story. Let's educate people to both the good and bad sides of helmet use and let them decide for themselves.

The helmet law is the sharp edge of the wedge. Let us not become slaves to government. Educate, don't legislate!

Iain MacEachern  
Antigonish, N.S.

It's great to see you have changed Cycle Canada's format to a book arrangement. Here are my comments on a few things.

First, on the subject of helmetless horse-men as a dying breed (March 1981), I have this to say to Bateson and Cormier's letters: it seems these fellows missed the point. After reading their letters I get the impression they are good little boys, never speed, never jaywalk, always wear seatbelts and sit waiting for the government to bring out a new law which is "good for you" so they can run right out and obey it.

What ever happened to freedom, freedom to decide your own course? Yes, I agree helmets save lives in many cases. So why not go all the way? Make caged driv-

ers wear helmets. Legislate bathroom helmets for the tub and shower. Force bicycle riders into helmets, knee pads and gloves.

Look, I'll be glad to chip in and help treat anyone who lays down and faithfully accepts all government laws as gospel to a year in Russia, Poland, Red China or Cuba.

Second, I cannot accept the metric system and I do not intend to buy a metric conversion calculator. So please bracket all your statistics in the good old-fashioned English system so I know what size it is and how much it weighs.

Thanks for burning your ear.

A biker since 196?

G.W. Schrader  
Galt, Ont.

### Western rider finds Ontario hard to take

I thought you might be interested in the views of a B.C. native who's moved to Ontario. I rode my Honda C70 out in two weeks, wasting three or four days along the way.

I got along with the other vehicles on the road until I got into Ontario. People in Ontario drive too fast, and are in too much of a hurry to enjoy the road. Trucks in construction zones and around hills seem to keep trying to ram bikers doing legal speeds.

Drivers in Ontario try to head-on bikes. I got within two feet of blowing one fellow's head off. I had an accident when a car turned left in front of me. Why are there no laws concerning car drivers making left turns in front of bikes? The police in Peterborough said it was my fault, but I have a lawyer and he says I have the upper hand.

Why are bikes in Ontario required to drive with their lights on while cars aren't? Under certain conditions of background lighting and with certain colors cars are as invisible as bikes.

Why do motorcyclists pay higher insurance premiums when car drivers cause most of the bike-related accidents?

Let's see more touring stories and service articles. The Honda dealer in Terrace Bay, Ont., refused to work on my C70 because he didn't sell it. Or how about my CX500, which ruined its camshaft within one year? Also let's hear about bikes that

look like bikes—none of that gay-fairy-type Harley junk.

D. Coldwell  
Peterborough, Ont.

### Encouraging inventors could mean better bikes

I was greatly intrigued by the Technics article in your February issue. Aside from good taste and patriotism, it was one of the major reasons I bought your mag.

I was particularly interested because I designed a cam timing device much like the one featured. Like many small inventors, I did not patent the idea, realizing that even if I did, I'd probably never be paid for it. I'm aware that a small inventor has little chance, even if he's willing to invest long years and tens of thousands of dollars, to sue a large corporation for infringing on his patent.

Your magazine can perform a major public service by exposing abuse of inventors. No doubt your readers could cite examples from personal experience. Apart from those not recompensed, there's also the problem of valuable ideas an inventor can't afford to develop being bought up by an older, inferior technology and suppressed. There are hints, for example, that this is happening in the field of solar technology.

I'm sure inventions which could give us better motorcycles are often passed over because the public doesn't know about them. I'm sure a big part of the reason inventions take years to get into production is complacency: businessmen have no motivation.

Peter Williams  
Calgary

### East Coast sled dog rides to a rasta beat

When I leave home to seek my fortune in the summers, my sled dog, Easter, rides the hack. He is quite a proficient co-pilot now. I took the windshield off the Velorex to gain some highway speed (the 350's somewhat anemic) and the dog now enjoys the "in the wind" feeling. He deserves it after a winter of hauling groceries, snow blocks, kids, etc. He is also a pack dog in summer and a quasi-reputable hunter in the fall.

I bullishly request a test on a Jawa 350TS with sidecar. I like the name Jawa





because I enjoy and play reggae music. Rastas hold the late Haile Selassie I, former emperor of Ethiopia, to be their savior, Jah. Ja(h)wa. Get it?

That's all.

Kevin Leonard  
Scoudouc, N.B.

### Congrats to Ken Modl on his GS1000 efforts

I would like to congratulate Ken Modl for the time and effort on his GS1000 Black Beauty (March 1981).

It is really good to see some state-of-the-art machinery in a Canadian mag for a change. Keep it up, Cycle Canada.

P.S. Ken, please don't scratch it.

Jeff Gibbs  
London, Ont.

### Old Norton Nomad fan seeking fellow owners

I'm interested in knowing if anyone out there has a bike like my oldie. It's a 1958 Norton Nomad 600 cc twin trials model with Siamese pipes, a 21-inch front wheel, aluminum alloy fenders and a single down-tube frame with skid plate and high handlebars. I'm told they were made for North American markets only, from 1957 to 1959, and that there were only three

sold in Eastern Canada in 1958. Mine is in excellent shape. I just want to hear from any other owners—if there are still any around.

One last thing. If anyone is looking for a fantastic motorcycle trip, take the Skyline Drive and Blue Ridge Parkway in Virginia and North Carolina. I read about it in Cycle Canada and were you right! It is about 500 miles of breathtaking beauty and a road that winds along the ridges of the mountains as if it were made for motorcycles. It starts at Front Royal, Virginia and ends at Great Smoky Mountain National Park in Tennessee.

Keep up the good work.

E. Lewis Phinney  
295 Humboldt Parkway  
Port Colborne, Ont.

### Enough of Japanese, Harley test was tops

I couldn't believe my eyes when I received my February issue of Cycle Canada and found a test of the Harley-Davidson Sportster. And what great photography.

I get a bit tired of reading about the Jap superbikes month after month. There's not much to differentiate between the major brands and they have to rely on

continental styling changes and gimmicks to attract new purchasers each year. It's no wonder H-D retains its value year after year—it isn't obsolete before you drive it off the lot.

Now how about a test of the new Bonneville?

Brent Broughton,  
Baker Lake, N.W.T.

### Bugs big as birds? Hand me that rifle

I was reading my favorite motorcycle magazine when I encountered the phrase, "mosquitoes were as big as sparrows".

This, I mused, must be an American magazine. They always exaggerate. Could be a British magazine, though. They're always full of it.

Turning to the front, I find it's Cycle Canada for March, 1981. Well then, it must be true. I guess the only thing to do if I go north on my bike is to carry a twelve gauge!

Trevor Lyons  
Ottawa

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.



# Stresses are elusive and invisible

## TECHNICS

Good handling depends on a principle that even stumped Galileo

By Gavin Illingworth

Among the host of difficulties facing the design engineer, the issue of stress and fatigue is one of the most problematic. As a motorcycle is accelerated, braked, or hurled through a corner, dozens of its parts are subjected to a vortex of rapidly varying compression, tension, shear, and torsion loads.

To make matters worse, the engineer is often dealing with a structure, such as a frame, where a textbook description of the component material is not much good. Quantifying such forces is elusive: they are mysterious and invisible, revealing themselves in foul handling and, worse, broken parts.

The business of why some things fracture and others do not is the subject of two very interesting books that I came across recently, both by J.E. Gordon and published in Toronto by Penguin Books. Their titles are *Structures or Why Things Don't Fall Down*, and *The New Science of Strong Materials or Why You Don't Fall Through The Floor*. With titles like these, who needs TV? The paperback editions cost \$3.95 each.

What makes them interesting is the account of how the behavior of materials under load came to be understood.

It was Robert Hooke (1635-1702), a peculiar man who had an equally peculiar affair with his niece, who was the first person to have any real insight into the problem. Hooke realized that every solid deforms to some extent by stretching or contracting in response to a tensile or compressive load placed upon it.

If a string stretches one cm under a load of two kg, then it will stretch two cm under a load of four kg. This change of shape permits the material to pull or push back against the load.

If you think this trivial, consider that it stumped Galileo. Before that, no one could even explain why something stood up under its own weight. Hooke's seminal idea, that stress is proportional to strain, led 100 years later to the first mathematical expression of stress: the compressive

Gavin Illingworth is an ex-road racer who works in computer design and construction of electronic instruments.

Tensile ↑ force.



FIGURE 1 ↓

(push) or tensile (pull) force on a material divided by the area over which it acts.

The deformation of the material that results is the strain, or the ratio of its stressed to unstressed length. Now if you plot stress versus strain on a graph, something interesting emerges. Different materials give widely different slopes, and it is the slope that gives a good idea of the elasticity, or stiffness, of the material. This ratio of the stress to the strain is called Young's Modulus.

The fact that mathematics was gradually being used to analyze the behavior of materials under stress was instrumental in allowing engineers to build large structures in relative safety. It was now possible to know how much a material, or structure, would deflect under load.

The business of how, when and why something actually broke was another question, though. As Gordon points out, materials scientists were at a loss to explain this. Ships continued to crack and bridges to fall in spite of designers' attempts to build in large safety factors. In fact, naval architects even installed strain gauges in the hulls of ships in an attempt to find out why they were cracking. The results often showed that the stresses were less than the calculated strength of the steel.

### How a Material Fractures

Every elastic material under stress contains strain energy. Some materials are better suited at storing this energy, by deflecting under a load and returning to their original form. This is Young's Modulus at work. But push something past a certain point, and it cracks.

In 1913, an English engineer published a paper describing "stress trajectories" in materials that had sharp edges or holes in

them. It hadn't occurred to anyone before that this sort of thing might be important, and previous theory was based on test pieces with smooth edges and uniform shape. He showed that holes and edges could concentrate the stress lines beyond the breaking strain of the material, even though on a more gross level, the stress might be quite low. This was the key to the problem.

The calculations showed that a hole or crack could raise the local stress as the radius of the point decreased. For a crack, with a radius of perhaps several atoms, the local stress could be thousands of times the gross stress. It didn't take long to realize the flip side of this discovery. Reinforcing a structure too much, making it too stiff, will divert the stress lines to other, weaker parts, and overload them. As many frame builders have realized, it's all too easy to put a plate over a weak area, only to move the fracture point over a few inches.

But this discovery was not the full story, although it pointed the way to a more molecular analysis. As the stress in a material rises, more and more strain energy is stored in it per unit volume. If we take a connecting rod, for example, its strain energy rises to a maximum as piston inertia tries to pull or push on it at top and bottom dead centre.

Stress waves start racing through it at about 4,500 metres per second, bouncing back and forth inside the rod. Some of these waves may sum together, producing nodes of concentrated stress. If there is a flaw in the rod, the stress trajectories rise very quickly near that point.

If that flaw is to grow into a crack, energy must come from somewhere to sever the atomic bonds in the local crystal area. The local stresses may be so high that they do break some of the bonds. This effectively relaxes the stress in the surrounding area as shown in Figure 1, which in turn liberates some of the strain energy.

The relaxed areas look like small triangles on either side of the crack. This energy can be used to break a few more bonds and lengthen the crack depending on how fast the stress concentrations fall off. The liberated strain energy adds to the stresses ahead of the crack. If these stresses remain high, the additional energy may be enough to sever more of the



bonds. If it is, the amount of strain energy being released may soon start avalanching. Why?

Because the area of this triangle is growing as the square of the crack length; remember your geometry? But the energy required to create the crack remains linear. That is, it takes twice as much energy to double the crack length, but the relieved area can now release four times the energy, and so on. Once an avalanche condition starts the crack will run at about 4,800 ft/sec in aluminum or steel, which explains the pistol-like sound you get when something snaps.

This might lead you to believe that since all manufactured parts must have some flaws in them, they're all going to crack. This isn't the case because some materials have built in ways of relieving stress energies.

The internal structure of a metal has irregularities in its atoms called dislocations. Under the high local stresses at a crack tip, thousands of these dislocations are created, relieving the stress.

It is this quality that gives metals a high resistance to fracture. The phenomenon of ductility explains why glass, which has the same tensile strength as steel, will break much sooner. The point is that strength and stiffness are not the same thing.

Note also that metals become less ductile under repeated deflections—due to vibration, for example. Local hardening will occur in the areas of greatest stress, and resistance to fracture will decrease rapidly.

In the real world of design, tradeoffs must be made. If you compare mild steel tubing with chrome-moly tubing such as SAE 4130 or Reynolds 531 you'll find that, although they are equally stiff, chrome-moly has a five-to-one weight advantage.

All steel tubing at a given diameter and wall thickness has a similar Young's Modulus, but chrome-moly is much lighter than mild steel tubing for an equivalent tensile strength.

Because the resistance to deflection of a tube varies as the fourth power of its diameter, frames can be built from large-diameter chrome-moly tubing without a severe weight penalty. On the other hand, chrome-moly tubing is expensive and not suited to the demands of mass production, where the tubing must be cold-worked. □



## M48... ...for the open road!

M48's are Michelin's long-wear solution for Super Bikes and Grand Touring Machines.

Available sizes:  
130/80V 18, 130/90V 17, 130/90V 17 tubeless



# MICHELIN



# KIWI

ADVANCE TECHNOLOGY AND SWISS PRECISION MAKE THE KIWI K7 THE BEST VALUE. FOR COMFORT, SAFETY AND STYLING . . . IT'S GOT TO BE KIWI.

## DESIGNED BY THE WIND.

Winds in the test tunnel of Europe's leading aerodynamic institute designed the KIWI K7. Shape, chin spoiler, visor system . . . critical aspects of performance; buffeting, sound, comfort, safety and fatigue . . . all "designed by the wind" to produce the finest aerodynamic helmet.

Anatomically designed with plush interior, padded neck roll and comfort-fit chin strap . . . a product of the world's most advanced testing and production. Exclusive multi position, locking visor with perfect optics. Unique neck-draft spoiler. Optimum temple protection with maximum peripheral vision.

Beautifully crafted by Swiss precision. Dynamic styling. The ultra-lite weight of the KIWI K7 gives you a sense of freedom and exhilaration. Industry-leading quality control insures that the one YOU wear is the finest.

Know What You Should Buy Before You Buy!



KIWI K7 comes with both smoke and clear visor.

Dealer inquiries invited

# KIWI

ASK YOUR DEALERS ABOUT THIS ONE.

Exclusive Canadian distributor:  
**Tonka Motorcycle Sales Ltd.**

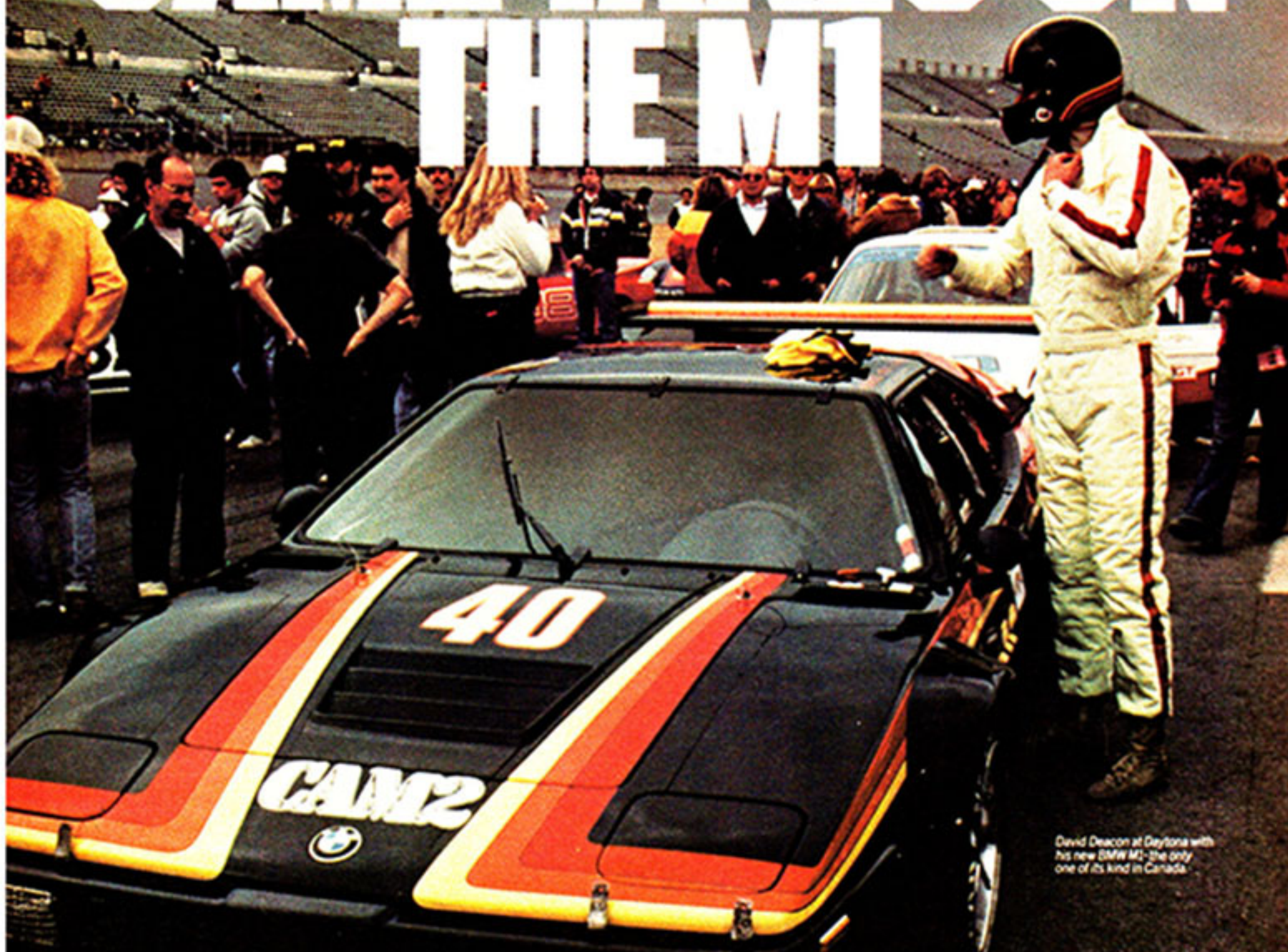
Wholesale Division  
5771 #3 Road, Richmond, B.C.  
Hotline (604) 273-5196.

DESIGNED BY THE WIND.





# CAM2 TAKES ON THE M1



David Deacon at Daytona with his new BMW M1—the only one of its kind in Canada.

In 1980, David Deacon won the Canadian Endurance Championship driving a Porsche. CAM2 20W50 was the motor oil he used then. And this year, he's changed cars but not his oil. He's using CAM2 20W50 exclusively for the 1981 Endurance series in his new BMW M1.

## 1981 ENDURANCE RACES

Dave Deacon's CAM2 M1 is scheduled to race at the following events this year:

JANUARY 25	DAYTONA 24 HOURS	DAYTONA BEACH, FL
MARCH 21	SEBRING 17 HOURS	SEBRING, FL
APRIL 26	RIVERSIDE 4 HOURS	RIVERSIDE, CA
JUNE 28	CANADIAN ENDURANCE CHAMPIONSHIP	EDMONTON, ALTA
JULY 12	NATIONALS GLEN 8 HOURS	NATIONALS GLEN, NY
AUGUST 16	WISCONSIN 2000 KM	WISCONSIN FALLS, WI
AUGUST 23	ROAD AMERICA-500	ELKHART LAKE, WI
AUGUST 30	IND-500 500	INDIANAPOLIS, IND
SEPT 13	CANADIAN ENDURANCE CHAMPIONSHIP	WISCONSIN FALLS, WI

The reason is simple: When you've got a winner, stay with it.

CAM2 has proved it can handle anything the grueling grind of endurance racing can dish out. That's because it's formulated with a special magnesium-based additive package that resists formation

of harmful combustion chamber deposits, and provides superior wear protection and cleaning ability. CAM2 is a motor oil that holds up under high engine speeds and temperatures, an oil that gives optimum engine protection. And the CAM2 20W50

you buy off the shelf is exactly the same formulation David Deacon uses in his M1—the only multi-grade motor oil approved by USAC. It's also available in 10W30 & 10W40.

To give your car the ultimate in engine protection, change your oil to CAM2. The pros call it "racing blood." You'll call it the best motor oil you've ever used. And performance will prove it to you—just as it has to the world's top drivers in over 10 years of competition.

## RACING BLOOD





# Late start, broken chains torpedo trip

## ON THE ROAD

Accents to Alaska trip came from a missing passport, snow, rain and moose

By Harlow Rankin

Travelling to and around Alaska and the Yukon in the days of the gold rush was an ordeal in itself. If you talked to Calgarians Barry Harper and David Johnston, you might get the impression that things haven't changed much.

Harper and Johnston headed west from Calgary for B.C., Alaska and the Yukon Saturday, Sept. 20, 1980. They trailered the bikes behind a Toyota Land Cruiser, planning to start the ride from Terrace Bay, B.C. Naturally, they ran into a snow storm right away, but it cleared by the time they reached Jasper, and they forged on into the Yellowhead and on to Prince George. A pause caused by an empty fuel tank slowed things, but curing the gas and growler problems they arrived in Prince Rupert Sunday evening in the rain, giving Johnston's Honda XR500, Harper's Yamaha XT500 and Phil Funnell's Perfectos rain gear their first test.

"It was a good test for the Perfectos gear," said Johnston, "but the Sidi boots had a turn or two in the dryer." After drying out and silencing some seams, the pair headed for the ferry to Alaska Monday morning carrying everything but the kitchen sink and Johnston's passport. Johnston, a native Scot with brogue to prove it, couldn't bluff his way through U.S. customs without it.

Harper boarded with the bikes while Johnston phoned his wife in Calgary to arrange for the passport to be flown to Prince Rupert by CP Air through Vancouver. He then chartered a plane to one of the ferry stops, where he'd meet up with Harper and the bikes. After the passport arrived, he winged his way to Ketchikan \$364 lighter. Then he had to pay another \$50 to open U.S. customs.

Tuesday saw their arrival in Haines, Alaska and two days of nearly perfect riding on excellent paved and gravel roads. Wednesday afternoon they hit snow 90 km from Beaver Creek, and after paying \$56 U.S. for a hotel—in Canada, yet—woke up to 10 cm of snow, which rapidly turned to slush.

Mud and water made the riding misera-



The Beaver Creek/Glacier Creek area of the Yukon provided nasty surprises for Barry Harper and David Johnson in the form of snow and U.S. customs officers.

ble, and after more unfriendly proceedings with the customs officer at the Beaver Creek border crossing they discovered that two of the planned gas stops were closed for the season. They pressed on regardless, only to have Harper's Yamaha break its drive chain. It piled up in the cases and wrecked an oil line.

Johnson towed the stricken Yamaha into Tok Junction, then stripped the engine in the street. He managed to roust out a welder and a small section of gas pipe, making the repair something of a jury-rigged affair.

Heading for Dawson City, they were told that the pass was snowed in and uncleared. The RCMP told the riders to check in at the Dawson City detachment—if they got there. The ride was reckoned to be 180 km. The Yamaha's range, thanks to a Malcolm Smith Skinny Fat tank, was just over 200 km, while the Honda's was 160 km on the main tank with an unknown distance on reserve. Gas was supposedly available at Chicken and at Boundary.

Seven cm of snow slowed their pace to 90 km/h, then to 50 as they began to climb the first icy pass. Visibility dropped to 15 metres at the crest, then improved as they descended into Chicken. Gas stop closed! On to Boundary; road conditions improved and the twosome played flat tracker until a bull moose unexpectedly filled the road.

After a stop to change their shorts, they climbed again, back into the ice and snow, finally reaching Boundary on reserve. Closed again! They hunted around and managed to scrounge some grub and gas from some of the local talent, who occupied a shack wallpapered with various currencies of the world, each autographed by the person who'd left it.

After two hours rest they headed out on the last leg into Dawson, with the promise of more snow. Right again, as the pair found drifts up to 30 cm deep across the road. Fortunately, it was mostly downhill to the Yukon River ferry, after which a 110 km/h run brought them safe to Dawson at six p.m. Friday.

With 2,400 km left in the trip, the Yam was not healthy. The top end rattled and the decompressor didn't decompress. Opening up the top end as much as possible—naturally, the rocker box couldn't be pulled without removing the engine—broken pieces were found. The wreckage was fished out using a flashlight and trusting to luck. Valves were reset, and oil flow through the repaired line checked. The clatter subsided.

A day's rest prepared the team for a tough day on Sunday, a 580 km run to Whitehorse in falling temperatures. Sixty km out, at Stewart Crossing, the Yamaha again destroyed its chain. They managed to arrange a ride on a pickup for the Yam and for Harper, while Johnston forged on

Harlow Rankin is Cycle Canada's Alberta correspondent.



# THE LEGEND LIVES ON!

## TRIUMPH

alone for an uneventful day.

On Monday new chains were purchased and fitted to both bikes. Tuesday and Wednesday they finally enjoyed some good riding, through Watson Lake, to the famous sign post corner, and south toward Dease Lake. Here the road began to deteriorate, with rocks littering the road. A dead porcupine in a blind corner added some spice.

Dease Lake was closed, but they did manage to locate lodging and headed out with the fishing gear to catch some supper. The Yamaha finally decided it had had enough—the cam chain broke and everything came to a grinding halt. It was a healthy push back to Dease Lake. The locals proved sympathetic and the missing fish were replaced by steak and a large helping of rum.

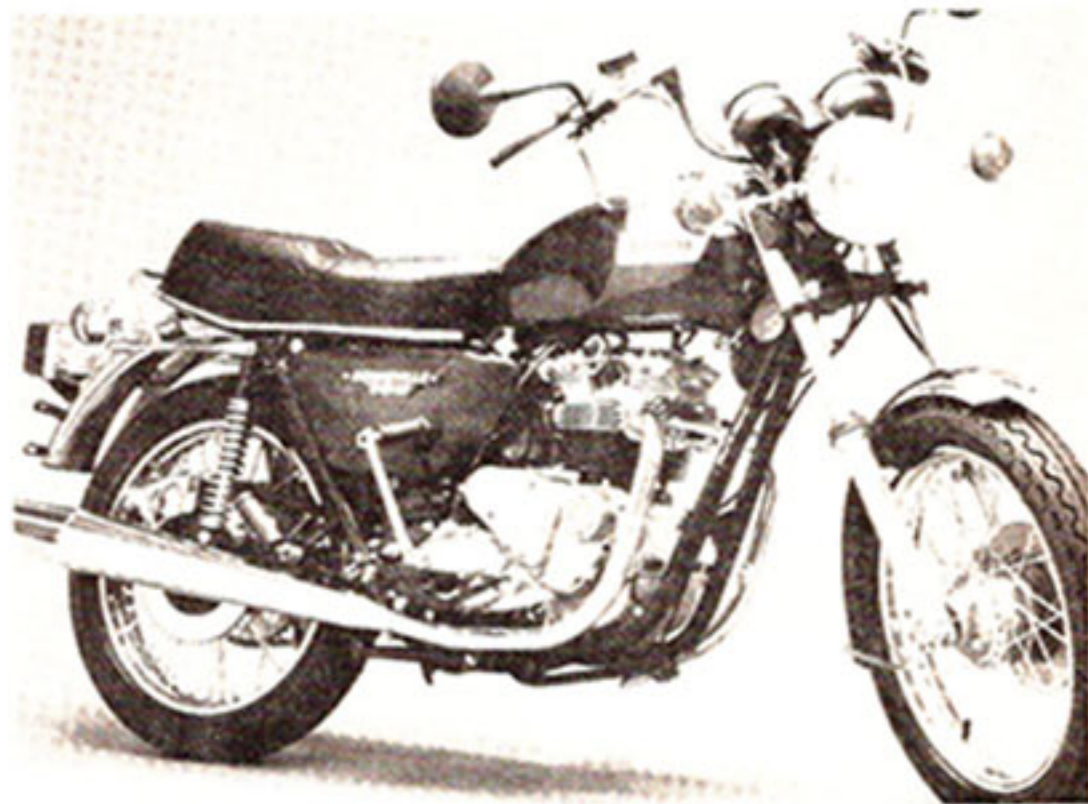
Thursday morning a ride for the stricken bike and owner was arranged on a flat-bed truck, while Johnston and his Honda faced a 610 km run to Terrace Bay. At 130 km/h Johnston was passing everything in sight; a trip back into the ditch slowed him to 100 for a time until he regained his composure. He emptied the tank, but had a jerry can this time.

Rain and mud popped up to destroy the ride. Fifteen km of road proved to be covered in 10 cm of the sticky stuff. The rain and quick dunkings in streams removed most of the crud, and Johnston finally arrived in Terrace in the raining dark looking almost human, but feeling decidedly the worse for wear. He trailed the bike, left a note for Harper, got a hot meal and headed for bed.

Harper, meanwhile, had made a side trip with his new travelling companion Stubby Scott to add a Caterpillar tractor to the Yamaha aboard the flatbed. They arrived in Terrace the same night as Johnston, but Harper missed the note and spent the night in the Land Cruiser.

The pair met again Friday morning and headed for Calgary. They planned to spend the night at the Columbia ice fields, only to find—right—that it was closed. "To hell with it. Let's go home."

Harper and Johnston arrived back in Cowtown Friday Oct. 3, after a gruelling and often frustrating two weeks of travelling. But would they do it again? "Right, but maybe a little earlier in the year," sighed Johnston. □



### The Bonneville.

Hand crafted in Britain. A legend worldwide. Light. Fast. Tough. The Bonneville handles like nothing else. You'll find it one legend you won't have difficulty believing. Shown above the 1981 Bonneville T140, also available in limited quantities of T140D Bonneville "Specials" at a very special price.

Coming soon: your Bonneville "Executive".

Contact  
your Canadian **TRIUMPH**  
dealer organization  
and find out about the  
Bonneville legend.



#### British Motorcycle

4250 Fraser St.  
Vancouver, B.C. V5V 4G2  
(604) 733-7917

#### Elite Motorcycle

3915-4th St. N.E.  
Calgary, Alta. T2E 5T6  
(403) 277-7923

#### Strictly Brits

8630-53rd Ave.  
Edmonton, Alta. T6E 5G2  
(403) 465-2948



Box 119 Main St.  
Wolfville, N.S.  
B0P 1X0  
(902) 542-7478

Free catalogue!



# Shop by phone for your new bike

## MOTOPINION

Why not pick up the phone before you spend your hard-earned cash?

Motopinion enables riders to exchange useful information about motorcycles. Here's how it works.

Cycle Canada collects names and telephone numbers of motorcycle owners willing to talk about their machines. Then we publish the list shown.

If you want information about a motorcycle listed, you telephone Cycle Canada at (416) 977-6318 or write to us at 290 Jarvis St., Toronto, Ont., M5B 2C5, and we'll put you in touch with an owner.

If you're keen to talk about your motorcycle, please complete the form and mail it to Cycle Canada.

This is a Cycle Canada reader-to-reader service and the publication is in no way connected with, or responsible for, opinions provided by owners.

### AJS

500, Stormer

### Alouette

AX125

### Ariel

All models

### Benelli

Tornado 650

### BMW

R100RS, R100RT, R100/7, R90/6, R75/5, R60/6, R60/7

### Bridgestone

350 GTR

### BSA

A75 Rocket III, A65 Lightning, A65T Thunderbolt, A10, B44 VS, 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, C/360T, 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

247 Cota, 348 Cota

### Moto Guzzi

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

### Nimbus

All models

### Norton

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

### NSU

Max

### Royal Enfield

Interceptor 750

### Sidecars

Dnepr, Velorex

### Suzuki

GS1100E, GS1000, GS850, GS750E, GS750C, GS750L, GT750, RE5, GS550E, GS550L, GT550, T500, GS400C, RM250C, RM250N, TS-185, PE175, RM125C, TC125, RM100B, RM100N, DS100, T20

### Triumph

Trident, Bonneville, Trophy 650, Daytona 500, TR25W, T140E, T100R, T100C, Trophy 250

### Velocette

Thrupton, Venom Clubman, Viper 350

### Vincent

Comet

### Volkswagen

Trike

### Yamaha

XS Eleven, XS750D, XS7502D, XS750E, TX750, XS750SF, XS650SE, XS500, SR500E, SR500F, XT500, TT500, RD400, XS400E, RD350, XS250, YZ250F, TY250, DT1-B, IT175, YZ125D, YZ100E, YZ80E

MAKE

MODEL

YEAR

CITY

PROVINCE

FIRST NAME

TELEPHONE NUMBER

AREA CODE

Please mail to Cycle Canada, 290 Jarvis St., Toronto, Ont., M5B 2C5



# POWERHOUSE

*"for the best deals on 2 wheels"*  
2 GIANT LOCATIONS

2434 BARTON ST. E.  
AT CENTENNIAL  
(HWY. 20)  
HAMILTON  
561-4324



1029 SPEERS RD.  
AT FOURTH LINE  
OAKVILLE  
844-9348

## POWERHOUSE POLICY

### IT TAKES MORE THAN PRICE TO MAKE A GOOD DEAL

**SPEEDY DELIVERY** — Over 400 bikes in stock  
**PROPER ASSEMBLY** — All bikes assembled by licensed factory trained mechanics  
**PRICE GUARANTEED** — If our sale price is reduced before you take delivery, you get the lower price.  
**SERVICE SATISFACTION** — Our factory trained licensed mechanics will service your bike properly. The first time.  
**LARGE PARTS INVENTORY** — With two giant locations we will always have the parts to maintain your bike.  
**SAME DAY SERVICE** — Your routine service requirements are met the day of your appointment. No sitting out a ride because your bike is in the shop.

**COURTEOUS FRIENDLY STAFF** — You're doing us a favor by shopping at POWERHOUSE and we will always treat you like a somebody.  
**CHOICE COUNSELLING** — Based on your information we will help select the model to fit your needs and budget.  
**EASY ACCESS** — No hassle trying to park — ample parking at both locations  
**ON SITE RIDER TRAINING** — Our training bike available to any purchaser.  
**LOW PRICES** — We set low prices: Not high prices and then say we'll match your best deal.

ALL THESE ITEMS MAKE A POWERHOUSE DEAL  
THE BEST DEAL ON TWO WHEELS

## YAMAHA THE WAY IT SHOULD BE.



Maxim 650

Large self serve accessories area  
Prices **TOO LOW** to print  
SUPER SPECIAL SAVINGS ON

- XS1100 Specials
- XS 850
- Maxim 650

*-for the best deals on two wheels-*

## POWERHOUSE

1029 Speers Rd. Oakville 844-9348  
(Formerly Engine Sales & Service)  
Mon.-Wed. 9-6, Thurs. & Fri. 9-9, Sat. 9-5

## See See HONDA



CB900C

Prices **TOO LOW** to print  
Super special savings on

- CB900F • CB750CB • CB650CB

Large self serve accessories area  
*-for the best deals on two wheels-*

## POWERHOUSE

1029 Speers Rd. Oakville 844-9348  
2434 Barton E. Hamilton 561-4324  
Mon.-Wed. 9-6, Thurs. & Fri. 9-9, Sat. 9-5  
(Formerly Engine Sales & Service)



# SHORT STROKES

## HONDA BUILDS A 750 cc V-TWIN TO CONTEST AMA RACING

### Fast Freddie gets a new toy to chase U.S. title

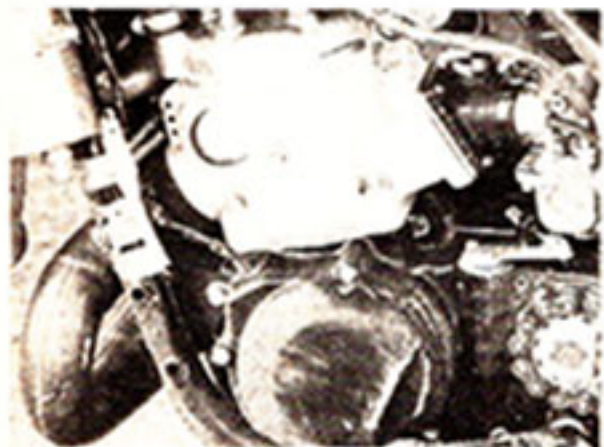
The rumors were true—Freddie Spencer will be riding a CX500-based 750 cc racer in U.S. dirt track racing in 1981.

Called the NS750, the bike uses a bored and stroked version of the CX500, which was raced unsuccessfully by an under-the-counter factory-assisted team in 1980. The NS750 engine is built in Japan by Honda's RSC subsidiary.

The bike is said to be about 136 kg in weight with an output of 85 bhp. It uses a five-speed gearbox and four valves per cylinder, operated by pushrods per CX500 practice. The claimed weight makes the bike nine kg lighter than a Harley. Power output is similar to the Milwaukee machine.

Twenty-five engines were imported to the U.S. in order to meet AMA homologation rules. A Honda spokesman said that engines surplus to the team's requirements would be available for sale through Honda dealers at a "very expensive" price.

This is the second Japanese V-twin to enter the AMA dirt track battle for the '81 season. The first was the Yamaha Virago-based bike being developed by the Lawwill-Roberts team for Mike Kidd and Jim Filice.



Power valve adjusts exhaust port height.

### Power valves being used on Yamaha motocrossers

Road race technology is filtering into the motocross ranks. The Yamaha factory bikes at the Daytona Supercross, as ridden by Hurricane Bob Hannah and Mike Bell, were quite different from those with which the team began the season.



Prototype Can-Am has new fork, engine, frame and swingarm.

The big change was to the engine, which showed up with a power valve like those used on the TZ500s and the TZ250s. The valve is a rotating drum that, as it turns, raises or lowers the opening of the exhaust port. Port timing, therefore, can be optimized to best suit the engine rpm, making the power band wider.

### Long-suffering fans may finally see OAS II

Still waiting for *On Any Sunday II*? Originally to have been released in late 1980 or early 1981, it was pulled back for extensive re-editing before ever seeing the light of day. Word is that most of the first version has been scrapped and replaced by material originally edited onto the cutting room floor.

Film completion is now scheduled for mid-May, and a June opening is expected in the Los Angeles area. For more news, see Newsfront on Page 9-10.

### 1982 Can-Am prototype uses wild new forks

Jim Holley of Northridge, Calif., showed up at the Daytona Supercross riding a prototype 1982 Can-Am that attracted more than passing interest. The machine uses a new frame with a

braced aluminum swingarm and the latest in piggy-back Ohlins for shocks.

The 250 cc engine is water-cooled, a Can-Am first. Even more unusual, the Marzocchi forks have remote reservoirs mounted at the bottom of the fork legs. The reservoirs on the so-called accumulator forks serve the same function as those used on rear shocks — permit a larger volume of damping fluid to be used and keep its temperature down.

### Duhamel considering pavement racing in '81

Duhamel racing on Canadian pavement with a Kawasaki? Could be you'll see that this year, but it won't be quite like the old days recounted in the May issue of *Cycle Canada*.

An interested bystander at the Montreal Salon de la Moto in March overheard Yvon Duhamel telling a friend that he still had one of the Kawasaki H2R water-cooled tripled, and that his son Mario was interested in riding it. Since there will be at least two road races in the Montreal area this season, the elder Duhamel apparently thinks it's not a bad idea.

Son Mario has been tearing up Quebec's senior motocross ranks for the past season. Duhamel senior also started out racing on the dirt... □



# WINDJAMMER V

---

# VETTER LEADS THE WAY

Vetter designed Windjammer V to be the best touring fairing that experience and high technology can create.

Examine it carefully.

Consider the finish, quality of materials and attention to details. Compare the standard features Vetter provides - like the new headlight mask, complete with high-intensity Bosch Quartz-Halogen 60-55 watt headlight.

Compare it against those who are content to merely follow.

Then make your decision.

Windjammer V.

Vetter sends you further into the touring lead.

**VETTER OWNERS RALLY.**

**THE SECOND VETTER OWNERS RALLY WILL BE HELD AT LORETTA LYNN'S DUDE RANCH IN TENNESSEE, AUG. 11 - 15/81.**

**CONTACT MARQUETTE FOR DETAILS.**



Exclusive  
Canadian Distributor:

**Marquette** Marquette Marketing  
Corporation.

Toronto - Vancouver.  
All mail: P.O. Box 3450, Don Mills, Ontario M3C 2T9.  
Head Office: 144 Steelcase Road W., Markham, Ontario  
Tel: (416) 495-9650. Telex: 06-966553.







**CYCLE  
CANADA**

TEST

**SUZUKI GS1100S**

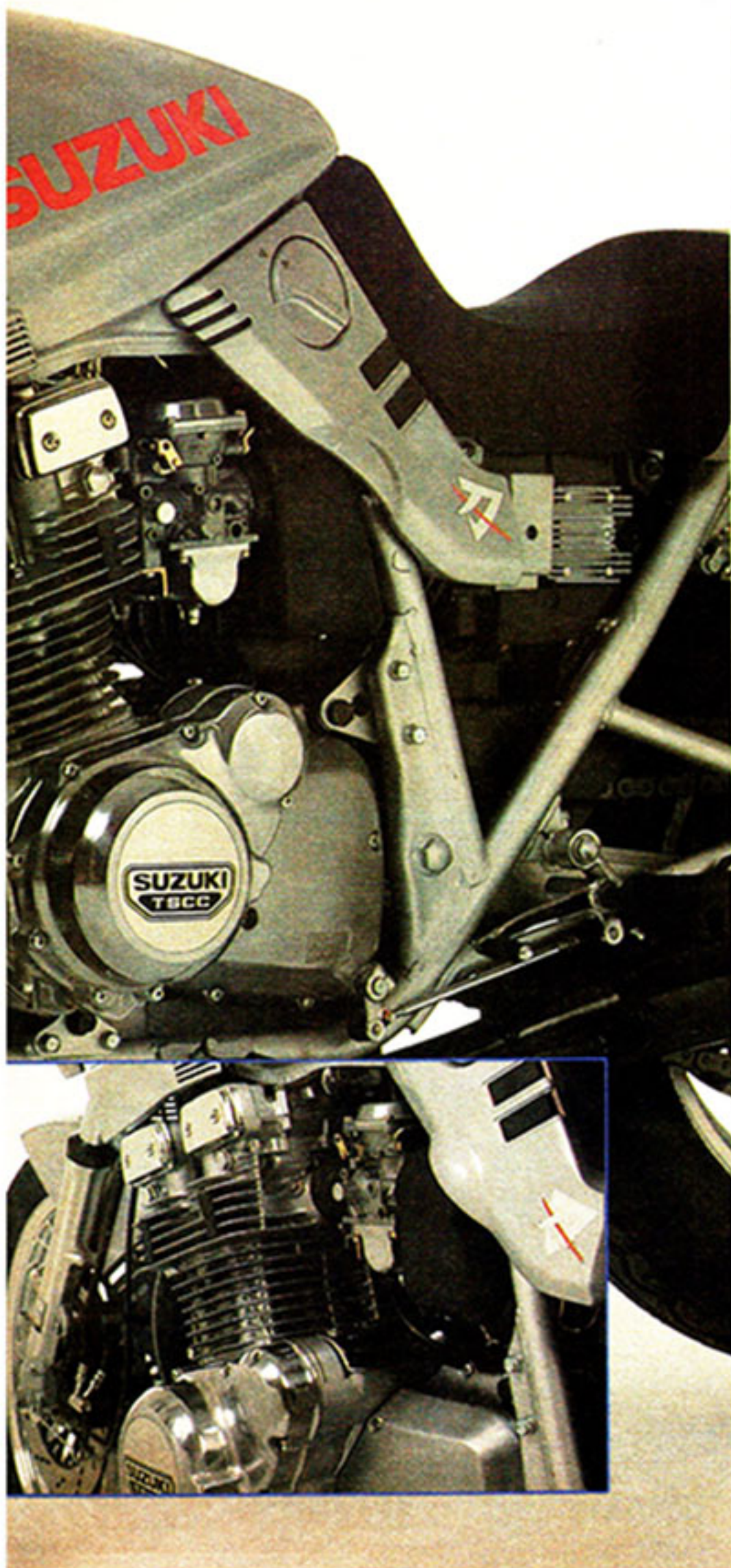
# A MOTORCYCLE NAMED DESIRE

Suzuki's Katana is bold, daring; a step beyond the usual limits of performance and appearance.

**D**ESIRE: n., unsatisfied longing, feeling that one would derive pleasure or satisfaction from attaining or possessing something; expression of this, request; thing desired; lust (The Concise Oxford Dictionary, Sixth Edition).

Anyone who rides a Suzuki GS1100S Katana knows about desire.

The bike tested here is not a current production model. It is a factory prototype









# KATANA

of a 1982 model. But except for a number of detail changes, what you see is what you will get.

When Suzuki introduced the GS1100 in 1980 it was something of a milestone among big, fast street bikes. It happily turned 11-second quarter-mile times, rolled along at more than 200 km/h and provided a combination of quiet, unobtrusive service and terrifying speed that had never been matched. Even now, a year later in the fast-moving world of motorcycle one-upmanship, only Kawasaki's GPz1100 is in the same league.

Nice work, Suzuki, but what have you done for us this year? Last year's delight is too easily forgotten in motorcycling. Technical wonders multiply like rabbits, weight is shed, handling improves, looks are changed, models proliferate. So for this year Suzuki decided to build its version of the ultimate sports machine.

The shape was created by German designer Hans Muth. The machine was first shown at the Cologne, West Germany motorcycle show in September of 1980. "Interesting design exercise," said the observers. "Sure is weird, never go into production."

The shape is nothing if not interesting. Some find it too weird for belief and think it ugly. Others think it bold, daring, imaginative, definitely European in character. One rider said it looked to him as if the designer weren't necessarily a motorcyclist, that the shape and detailing had the look of an ultra-modern European appliance—the world's neatest food processor, maybe. A Bauhaus approach to bikes.

Whether you love it or hate it, you'll have to admit it works. With a rider in place, the odd frontal treatment suddenly makes sense as you see that the machine and rider together present a smoothly streamlined shape to the wind. A Japanese technical paper that came with the bike says the front cowling creates "a calm feeling" for the rider at the design speed of 230 km/h, and it does. The bullet shape and odd little windscreen do an amazingly effective job of moving air around the rider while travelling at high speed.

Ultimate sports machines have to do more than just look the part, however. Katana is the name of a sword used by medieval samurai warriors; razor-sharp, bitingly efficient. Suzuki's Katana doesn't shame the name. The engineers figured the stock GS1100 wasn't quite quick enough for what they had in mind, so they went to work on every piece of the new GS1100S.

The engine puts out 108 hp compared to 105 claimed for our 1980 test bike and 99.5

claimed for the 1981 stocker. Torque is up to 9.6 kg-m from 9.34 and 8.69. The extra oomph comes from hotter cams with more lift and duration and a lighter crank. More details than that aren't available.

The frame is different, too. Tubes are large diameter; we suspect the hand built prototype frame may be chrome-moly. Again, details aren't available yet. The wheelbase is slightly longer than the stocker, up to 1,520 mm from 1,515. The trail is stretched out to 120 mm from 103, although the 28-degree rake angle is retained. Ground clearance is up to 165 mm with a rider compared to a figure of 155 without a rider for the stocker.

Ground clearance when banked over is nothing short of phenomenal. Suzuki claims the bank angle is up to 49 degrees from the stocker's 45, and we see no reason to doubt it. Nothing touches down, and the tires on the bike are worn to the edges of the tread. Pipes and stands are mounted as tightly to the frame as they can be.

Suspension is different from the GS1100, too. Up front the standard fork has been replaced. The Katana uses centre axle rather than leading axle forks, and has retained only a four-way preload adjustment feature. The stock bike features adjustable damping and air pressure as well.

The Katana has something new for Suzuki street bikes, an anti-dive fork. It's something like the one fitted to the Yamaha Seca 750; an added line from the brake caliper closes a valve in the fork damping system when the brakes are applied. By limiting the flow of damping oil, fork dive is greatly reduced, retaining ground clearance.

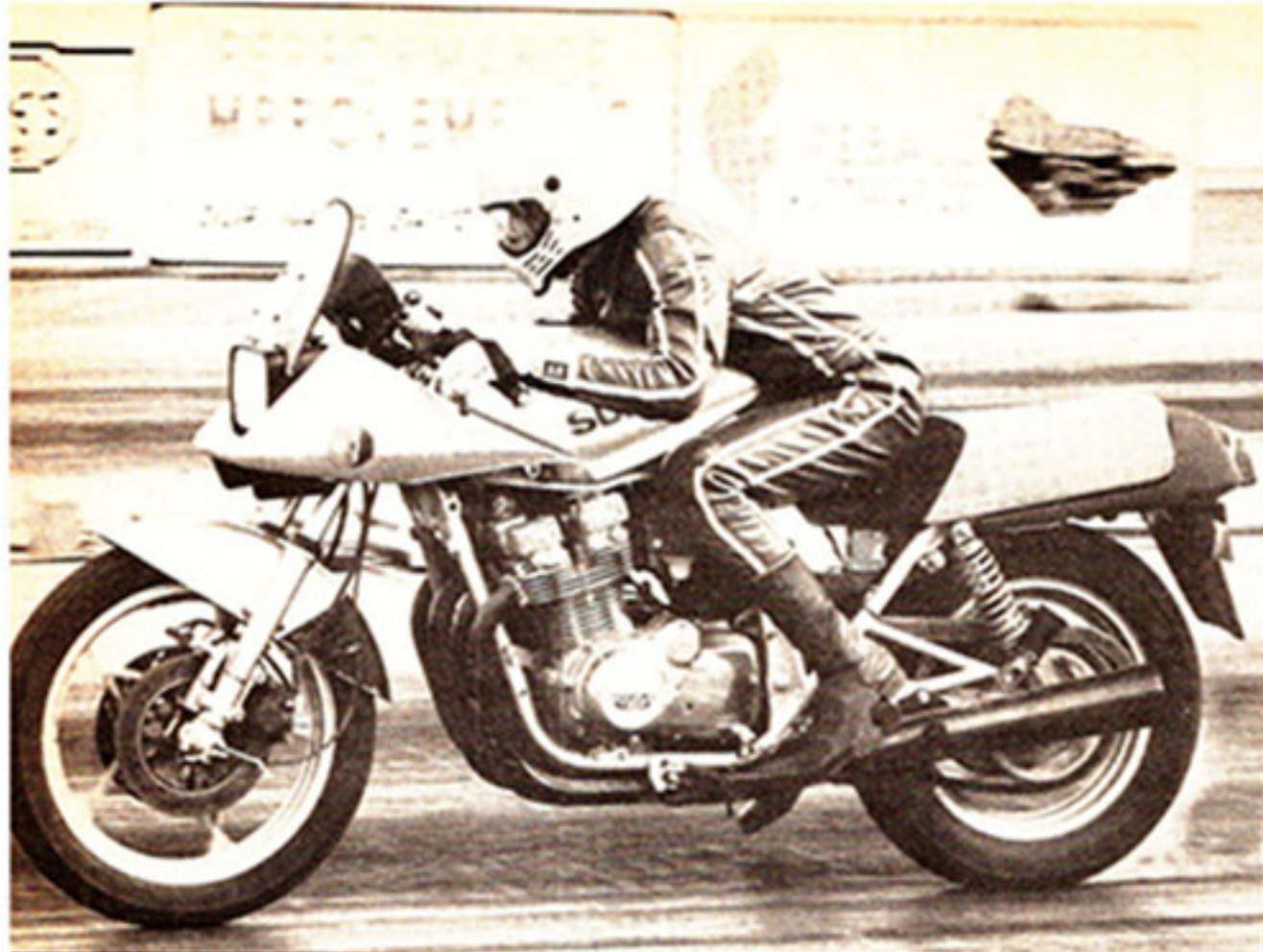
At the rear, stock-looking shocks have the usual five-way preload adjustment and Suzuki's common four-way damping adjustment. However, these new KYBs are nitrogen-charged, which is a first for Suzuki on a street bike.

Suzuki went to a lot of trouble with the new baby. Does it work? First, let us tell you that the bike's engine is as unfussy and predictable and easy to ride as the stocker. Better, in fact, because the carburetion is perfect. It fires up instantly when cold, warms up within two minutes, screams up to redline on demand and then happily idles at 1,000 rpm without fussing and produces strong, usable power from 2,000—that's right—past the 9,000 rpm redline.

We took the Katana to Transport Canada's huge test centre north of Montreal for a radar-certified top speed run and clocked 223 km/h, faster than we've ever gone there before by nine km/h. If you're unmetrified, that's just a hair shy of 139 mph. The next day we went out to a drag strip and without touching so much as a spark plug or rear tire pressure clocked an

Handling is astounding. The bike feels as though it's on rails at any speed or angle.





The Katana is superbly easy to ride at the drag strip; traction limited times to 11.33 and 199.1 km/h.

## KATANA

11.338 second quarter-mile pass at 199.1 km/h (123.79 mph).

So we're pleased to report that the motor works just fine, thank you. It feels stronger than a turbo bike because of the wide and utterly flat power band. The lunge you get in top gear accelerating from 180 km/h has to be felt to be believed.

Just as impressive as the engine, perhaps even more so, is the way the chassis works. Four of the five people who rode the Katana commented that it felt like a big Ducati or Moto Guzzi, but with much more horsepower. Even at top speed, the sensation is like sitting on a large rock—"a calm feeling." You can count on your fingers the number of motorcycles in the world that impart that sort of feeling at those speeds.

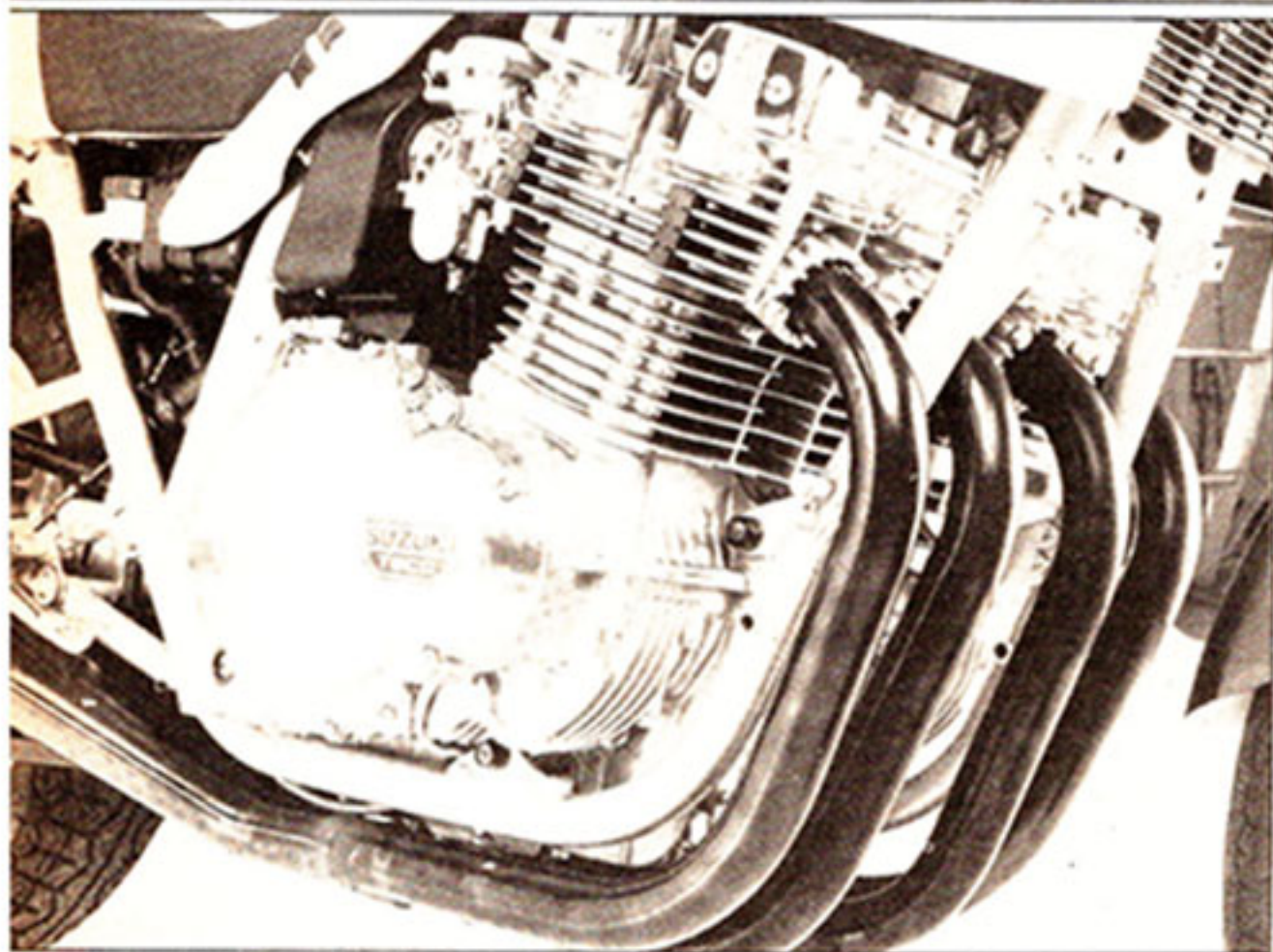
Despite the longer trail and wheelbase compared to the stock bike, the Katana still does not feel heavy or truckish when turning as do most European bikes that are ultra-stable at high speed. The bike is heavy, certainly; anything that weighs 235 kg makes its presence felt when you want to change direction. But the steering is precise and direct; the clip-ons seem connected directly to your brain's nerve centres. All you have to do to turn is think about it, and the Katana automatically knives into the correct line. It's uncanny.

It's not a bad touring bike, either, unless your licence has a number of demerit points and can't take any more. The riders who took to the highways found that 140 to 150 km/h was the ideal cruising speed; above that the clip-ons vibrated more and more fiercely; below that there was danger of falling asleep from boredom.

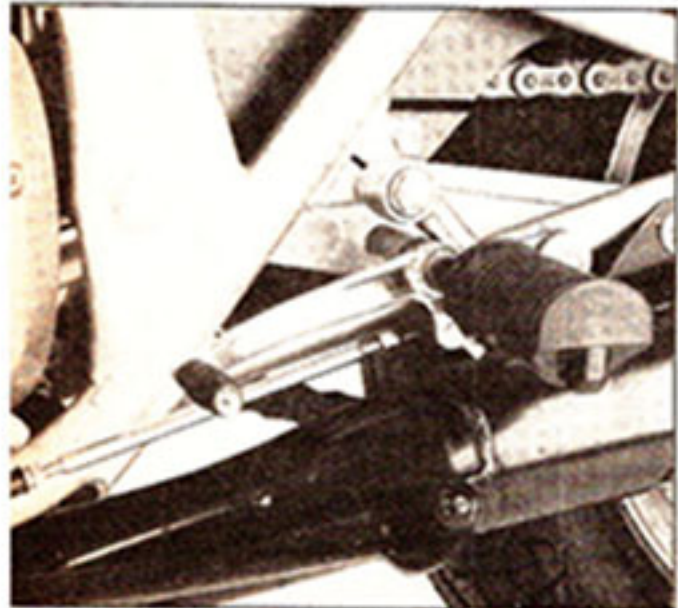
It does vibrate, but with a Kawasaki-like rasp that lets you know there's a lot of power just waiting to be used. The clip-ons shake the most, but you can also feel a buzz through the pegs as the engine speed climbs. Both the bars and pegs are among the items slated for change before the final production run, so we can't say that the bike you'll buy will be the same.

The seat was pretty good, despite being hard and fairly thinly padded. One rider lived on it for more than three hours before pain set in, another found that it took only about an hour. The imitation suede finish does an excellent job of holding the rider in place under hard acceleration, and the scooped-out position does the rest.

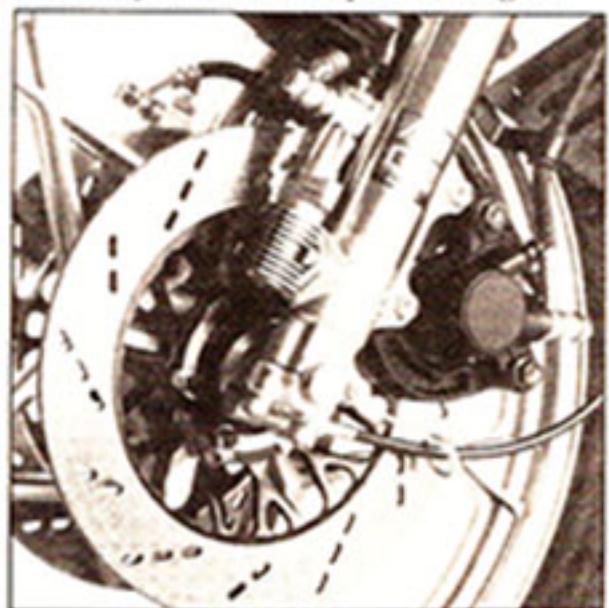
The rear of the tank will be about a



Katana's GS1100-based engine has horsepower bumped to 108, torque to 9.6 kg-m.



Rear-seats are comfortable even on tour; production design will look tidier.



Anti-dive mechanism uses brake fluid to close a valve in fork damping system.



centimetre lower in the final version, so there won't be quite as high a step at the front of the seat. Still, the present height seems good. With a tank bag strapped in place one rider found he could set his chin on the bag to support his head and helmet and spread his weight out through arms, seat and legs thanks to the well located bars and pegs.

The sole problem we had with the bike was with the braking system, and that's already being changed at the factory. The anti-dive fork mechanism adds considerable volume to the brake system. For the sake of getting the bike built, a stock master cylinder and stock calipers, modified for the anti-dive lines, were fitted. The



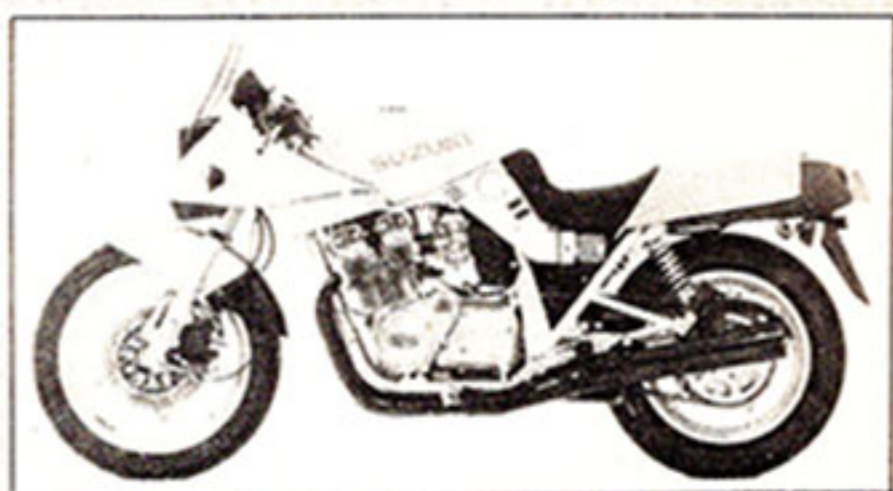
ratios of piston diameters in master cylinder and caliper are critical to the feel and operation of a brake, and they aren't right with the volume of fluid in the Katana's system. The front brake lever felt

very soft, coming back almost to the bar under extremely heavy braking.

Feel was also less than optimal. It was difficult to tell how close the front tire was to lock-up because of the soft, almost spongy sensation. Production Katana brakes should be much more firm and powerful.

In a way, the mere existence of the Katana is remarkable. Its looks are daring, its power is enormous. Riding it as it begs to be ridden is asking for incarceration in the nearest police station. Having ridden it, we're permanently spoiled. It will take some fancy machinery to get us excited about ultimate performance after the Katana experience. □

## SPECIFICATIONS Suzuki GS1100S



MODEL . . . . . 1982 Suzuki GS1100S Katana prototype  
TEST DISTANCE . . . . . 2,221 km  
PRICE . . . . . \$5,999

### ENGINE

TYPE . . . Four-cylinder four-stroke with chain-driven DOHC, four valves per cylinder  
DISPLACEMENT . . . . . 1,074 cc  
BORE AND STROKE . . . . . 72.0 x 66.0 mm  
COMPRESSION RATIO . . . . . 9.5:1  
HORSEPOWER . . . . . 108 at 8,500 rpm (claimed)  
TORQUE . . . . . 9.6 kg-m at 6,500 rpm (claimed)  
CARBURETION . . . . . Four Mikuni BS34SS  
STARTER . . . . . Electric only  
OIL CAPACITY . . . . . Four litres

### ELECTRICAL

IGNITION TYPE . . . . . Transistorized pointless  
GENERATOR OUTPUT . . . . . 240 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 . . . . . Helical gear, 1.775:1  
INTERNAL RATIOS . . . . . (1) 2.5, (2) 1.777, (3) 1.381,  
(4) 1.125, (5) 0.961  
FINAL DRIVE . . . . . No. 630 O-ring chain, 2.8:1

### CALCULATED DATA

WEIGHT/POWER RATIO . . . . . 2.17 kg/hp  
SPECIFIC OUTPUT . . . . . 100.5 hp/L  
PISTON SPEED AT REDLINE . . . . . 19.8 m/sec at  
9,000 rpm  
RPM AT 100 KM/H . . . . . 3,983 rpm

MAXIMUM SPEEDS IN GEARS . . (1) 86.8, (2) 122.1,  
(3) 157.1, (4) 192.9, (5) 225.8 km/h

### PERFORMANCE

OBSERVED TOP SPEED . . . . . 223 km/h  
QUARTER MILE . . . . . 11.33 seconds at 199.1 km/h

### FUEL

CAPACITY . . . . . 21 litres including reserve  
RESERVE CAPACITY . . . . . 3 litres  
CONSUMPTION . . . . . 14.4 km/L (6.9 L/100 km)  
RANGE . . . . . Total 302 km, reserve 43 km

### CHASSIS

WHEELBASE . . . . . 1,520 mm  
RAKE/TRAIL . . . . . 28 degrees/120 mm  
SUSPENSION . . . . . Telescopic front fork with preload adjustment and anti-dive braking feature, 37 mm diameter fork tubes and 150 mm travel, rear swingarm with dual gas-charged spring/dampers, five-way preload and four-way damping adjustment with 108 mm travel

BRAKES . . . . . Double front slotted discs 275 mm diameter, single rear slotted disc 275 mm diameter

TIRES . . . . . IRC GS-11AW 3.50V19 front and 4.50V17 rear

DRY WEIGHT . . . . . 235 kg  
LOAD CAPACITY . . . . . NA  
HANDLEBAR WIDTH . . . . . 670 mm  
SEAT HEIGHT . . . . . 740 mm (with 59 kg rider)  
GROUND CLEARANCE . . . . . 165 mm (with 59 kg rider)

Distributed by Suzuki Canada Inc., 155 St. Regis Cr., Downsview, Ont., M3J 1Y6.  
(416) 630-4100.



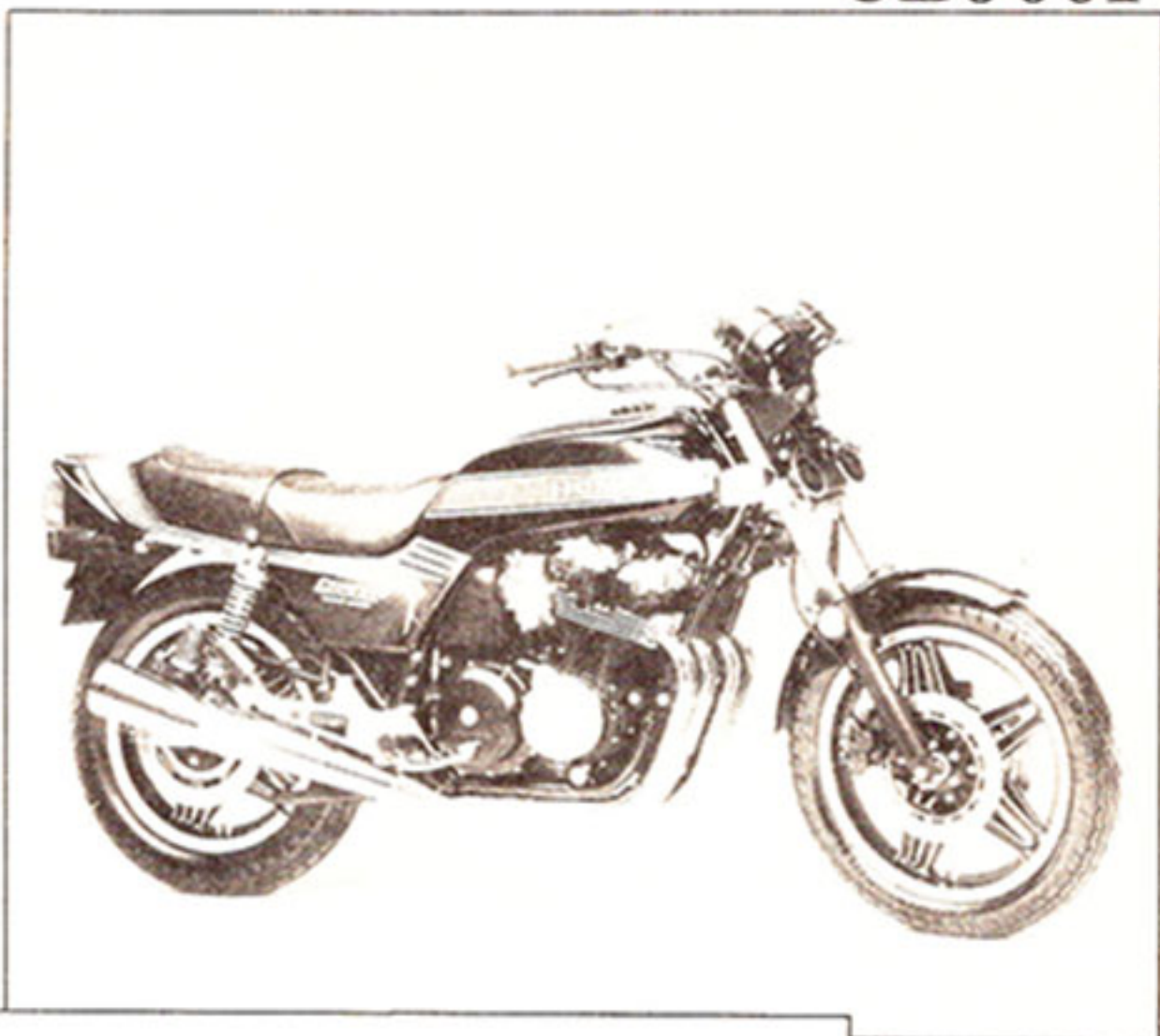
# Honda Delivers

## CB900F

Honda delivers all you asked for, and more. The CB900F takes up the legacy of sport riding where the legendary CB750F leaves off. More power, finely-tuned handling and a European heritage make it the first choice for those who love to ride on the pavement.

And for the dirt, we offer the XR200R. The first four-stroke to match the two-stroke enduro bikes with light weight, a super-sophisticated suspension and a torquey but quiet and docile engine.

To take delivery of more than you ever asked for, see your Honda dealer.



## XR200R



 Products are available from these fine dealers across Canada	COQUITLAM, B.C.	VANCOUVER, B.C.
	<b>Coquitlam Honda</b> 571 Clarke Rd. Coquitlam, B.C. V3L 3X4 (604) 939-2291	<b>Trev Deeley Motorcycles</b> (Honda Division) 1172 Kingsway Vancouver, B.C. (604) 873-3366
CALGARY, ALTA.	CALGARY, ALTA.	PONOKA, ALTA.
<b>Blackfoot Motorcycles</b> <i>Your finest Honda dealer in Calgary</i> 4209 - 6th St. SE Calgary, Alta. T2G 4E7 (403) 243-2636	 <b>BOW</b> Cycle & Motor Co. Ltd. <i>We're the accessory specialists!</i> 6524 Bowness Rd. NW Calgary, Alta. T3B 0B2 (403) 288-5421	<b>R. Johansen Sales Ltd.</b> We do our utmost to make sure your bike is on the road as soon as possible Box 1184 (located 3 miles SE of Ponoka) Ponoka, Alta. T0C 2H0 (403) 783-5185
RED DEER, Alta.	MOOSE JAW, SASK.	BARRIE, ONT.
<b>TURPLE BROS. LTD.</b> Motorcycle dealers since 1950 Honda dealers since 1959 Same location since 1956 5307 Gaetz Ave. Red Deer, Alta. T4N 4B6 Sales (403) 346-5238 Parts & Service (403) 346-5288	<b>Leisure Wheels of Moose Jaw Ltd.</b> <i>Best and Friendliest service in town</i> 1325 Caribou St. W. Moose Jaw, Sask. S6H 7K5 (306) 693-4140	<b>Cycle Sport</b> <ul style="list-style-type: none"> <li>• Same day mail order parts</li> <li>• Large inventory, reliable service</li> </ul> 184 Yonge St., Barrie, Ont. L4N 4E1 (705) 726-8771
CHATHAM, ONT.	LINDSAY, ONT.	THUNDER BAY, ONT.
 <b>HONDA HOUSE</b> <i>Southwestern Ontario's largest Honda dealer</i> 519 area code call toll-free 1-800-265-0511 284 Richmond St. Chatham, Ont. N7M 1P9 (519) 354-5590	 <b>LINDSAY</b> <b>CYCLE &amp; SPORT</b> <i>We're experienced in satisfying customers</i> R.R. #3, Bobcaygeon Rd. Lindsay, Ont. K9V 4R3 (705) 324-5672	 <b>JET SPORTS</b> <i>Your Complete Honda sales, service, parts and accessories</i> 939 Tungsten St. Thunder Bay, Ont. P7B 5Z3 (807) 623-5042
TORONTO, ONT.	TORONTO, ONT.	MONCTON, N.B.
 <b>ONTARIO HONDA LTD.</b> 1255 Queen St. E. Toronto, Ont. M4L 1C2 (416) 461-0441	 <b>Toronto motor bike</b> TRADE your bike, van, car or snowmobile. Service right or service free. 1971 Yonge St. Toronto, Ont. (416) 482-3461 2584 Eglinton E. Toronto, Ont. (416) 226-4524	<b>ADRIAAN'S CYCLE SERVICE</b> <i>Our name stands for quality customer satisfaction</i> 204 Church St. (corner of Church & Mountain Rd.) Moncton, N.B. E1C 5A2 (506) 382-0262
MONCTON, N.B.	ST. JOHN, N.B.	ST. JOHN'S, NFLD.
<b>TOYS FOR BIG BOYS</b> <i>Atlantic Canada's largest Honda dealer</i> 633 Salisbury Rd. Moncton, N.B. E1E 1B9 (506) 382-0930	<b>AUSTIN'S MOTORCYCLE SERVICE</b> <i>We service what we sell and stock the parts</i> 2193 Ocean West Way Spruce Lake, W. St. John, N.B. E2L 3W6 (506) 672-2491	<b>FUN 'N' FAST LTD.</b> <i>Now serving you from 2 locations</i> Box 9455, Station B, St. John's, NFLD A1A 2Y4 (709) 753-1500 10 Commonwealth Ave. Mt. Pearl, Nfld. (709) 364-6200



**CYCLE  
CANADA**

TEST

**HONDA CB900F**

# QUICK SILVER

The CB900F isn't the first Honda to carry the Super Sport tag, just the first to deserve it.

**O**ne of human nature's perversities is to covet what we can't have. The grass-is-greener syndrome has seduced many a poor sod into thinking that the unobtainable must be infinitely superior to the obtainable. With such inflated expectations, the final achievement of the object of fancy is bound to be disappointing.

We're more than fortunate that the Canadian manifestation of the *real* Super Sport Honda, the CB900F, lives up to the metaphorical pedestal











At 902 cc, \$4,199 and 207 km/h, Honda's new CB900F is more than a pretty face.

## CB900F

we've placed it on since we first heard the bike existed and that we couldn't have one. Now on the market in Canada two years after it was first offered in Europe, the CB900F should disappoint no one.

It's quiet, amply smooth, a premium stopper, great handler and a powerhouse as well as one of the prettiest motorcycles on the street. Its closest relative, the CB750F, has all the same attributes except for the 900's eruption of torque at 5,500 rpm. In other words, the 900F supplies all that a 750F rider ever wanted.

Why wasn't it available two years ago? From where we sit, it looks as if Honda didn't want the 900F to upstage the six-cylinder CBX, the bike Honda designed to be the ultimate performance machine of all time. However, the CBX was simply too much for many enthusiast street riders and definitely too much for racing at more than a club level. Although laid out on the lines of the legendary 250 cc grand prix screamers of the 1960s, the 1,047 cc six can't be trimmed down to competitive

weight and bulk without drastic revision.

Honda sought instead to revamp the CBX into a gentleman's express tourer and bring in the 900F for the hot dogs. After all, the 900F is the basis of Honda's increasing efforts in superbike and Formula 1 racing in the U.S., and it bears more than a passing resemblance to the RCB endurance racers whose claim on victory circles has scarcely been molested in years.

Compared to the CB750F, for an additional \$400 the 900F provides another 153 cc, 2 mm larger fork stanchions, a black engine with bigger carbs and one more row of fins on the cylinder block, V-rated tires and an oil cooler. Our test machine was fitted with an optional European-style kit consisting of a lower handlebar and rearset rider footpegs with gearshift and brake pedals rearranged to suit. The kit is available from Honda dealers, retailing at \$220.65.

The optional sports kit and the decision to even market the 900F in America are perhaps best seen in context of the industry's recognition that the curb-cruiser or custom look is not the sum total of motor-

cycling on this continent. The laid-back style has helped move a large slug of motorcycles through the showrooms during the past few years, but such remarkable bikes as the GPz Kawasakis and Yamaha Secas are examples of fresh thinking along more sporting lines. With its two F models, Honda is firmly in the hunt for enthusiastic riders' devotion.

And with recent moves toward reducing machine weight by downsizing the total package and slimming individual components, the beefy Super Sport carries its weight with greater grace as a 900 than a 750. As a 750, it's full-sized and then some compared to the Kawasaki KZ750 and Yamaha 750 Seca; as a 900 it's heavier than the new KZ1000] but feels better proportioned than the CB750F.

The Honda's physical dimensions are by no means a handicap in the majority of cases, especially where a trip of some duration is concerned. North Americans are a largish breed of people, and the downsized machines can make you feel cramped after an hour or two. Particularly with a passenger on board, a short-wheelbase motorcycle with a smallish seat can be simply too intimate for comfort when the farthest horizon is no more than a refuelling stop.

There's also the matter of cargo capacity, both in the weight and bulk of baggage to be accommodated. A bigger, heavier machine simply provides more space to put things and larger-capacity tires, frame and whatnot to carry them.

We've moaned for years about the practice of manufacturers of equipping our bikes with high handlebars and forward-mounted footpegs. The trouble is, they present torsos full to the wind and load the rider's weight full on his butt instead of sharing the load with his hands and feet. The new sporting bunch has the answer, in various forms of lower bars and rearset pegs. The 900F's European kit was a pleasure.

The handlebar has a modest rise and width, giving the rider a slight forward lean. The reduction in steering leverage at low speeds bothered no one, although opinions on the correctness of the bar bend weren't unanimous. Two riders said the ends pulled back too far for long-term comfort of their wrists. Otherwise, there were no beefs about the bar or footpeg location. The installed height of the rear brake pedal was generally considered to be too high, but the pedal is easily moved on its serrated shaft.








Overall, the rider posture on the kitted bike contributed to the pleasure of riding what is rightly considered Honda's most European machine. Ironically though, it's said that in Europe the CB750F, which isn't sold there, is more highly prized for its smoother short-stroke engine and lighter weight. Something about the grass being greener...

The hand levers and instruments are the standard chunky and handsome black



# BRITISH PARTS

Send \$3.00 for our latest 1981 catalogue  
 (if you already have our 79/80 catalogue send in for 1981 update)  
 Some additional items include products from:

 <b>HAYDEN INC.</b> oil coolers with unique "swirl cool" features	 protect your investment
 Manuals explain best New titles include Triumph & BSA histories	 Life-time guarantee available for virtually every make or model
 spark plugs	 Clutch plates and cables
	Lucas Smiths Hepolite Glacier & more.

 Previously obsolete parts now available again include pistons, valves, bearings, motorparts, sprockets, cams, mufflers, oil seals, steering	  head races, various wiring harnesses, and even include parts for A10, Gold Star and pre-unit Triumphs
---	--

## 1981 YAMAHAS

We handle quality Yamaha products. If you have a Norton, Triumph or BSA you wish to trade or anything else for that matter - contact us! We pay more for good, clean models. We carry large stocks of Yamaha parts and mail order is our specialty. We ship anything, anywhere. General inquiries, sales, Yamaha parts. (519) 681-5230.

**K IAN KENNEDY**  
 990 Pond Mills Rd.,  
 London, Ont., N6N 1A2

Dealer inquiries invited - we now have our representative covering Ontario for our accessory lines only - Please advise if you wish to be contacted.  
 All British parts orders must be made direct to the warehouse.  
 British parts hot line only is (519) 681-1104



# CB900F

components with red markings. Fat red needles sweep across the black instrument faces, illuminated by soft red lighting at night. Everything is legible and unobtrusive, with an atmosphere of fighter-plane functionalism. The white illumination of the odometer and other monitors in the centre was, by contrast, a slight distraction.

The knob actuating the choke cable is up top with the instruments, and receives full play when starting from cold. Riders' opinions of the 900's starting capabilities depended strictly on the ambient temperatures they experienced. We took the bike to sunny Florida for Daytona week and it was a model performer. Back in frozen Canada, it was a frustrating brute which took endless cranking and choking, and wouldn't warm up unattended. In milder conditions, it should behave somewhere between the extremes. The 14 amp-hour battery coped well with all the cranking and also powered various items of electrical riding gear.

The outstanding electrical aspect of the 900F is its exemplary headlight whose 60/55 watt quartz-halogen bulb casts a penetrating beam down the darkest byway. It requires no compromise to high-speed night travel on unlit roads, yet the low beam has a sharp cutoff so that it doesn't incinerate oncoming traffic. The V-shaped cutoff casts sufficient side illumination at moderate bank angles that low-speed corners should hide no surprises.

However, the CB900F's enduring charm is its sinewy 16-valve engine. It delivers the kind of upper mid-range and top end power that delights 750F owners, but a bunch more. Not a great deal happens until the tachometer needle passes 5,000; then things activate quickly. From then on the 900 becomes extremely strong, remaining that way right up to its redline at 9,500 rpm. When the first 900F was announced, the claimed output was 95 hp. Honda Canada and American Honda don't provide current numbers, but there is no reason to believe its output has been diminished.

The 900F even sounds more powerful than the 750, with a bearish rasp to the still heavily muted exhaust. Inverted-tooth silent chains throughout the innards help keep mechanical thrash to a minimum, even though there are two cam chains and a primary chain whizzing around in there.

The engine is mounted in rubber bushings to absorb vibration, unlike the 750. We found it acceptably smooth, but with a rough-edged and buzzy sensation at high speed. Almost like a Kawasaki, except without the unburstable feel of the KZ. Small wonder: at its 9,500 redline, the long-stroke CB900F's pistons are wailing up and down at an average speed of nearly



Accessory sport kit provides lower handlebar and rearset footpegs.

22 metres per second, 10 per cent higher than Suzuki's design limit and 17 per cent higher than the KZ1000].

The two-valve Kawasaki produces its greater power from displacement which is 10 per cent larger and limits engine speed to a redline 1,000 rpm lower. The CB900F uses Honda's traditional route to power, using four valves per cylinder and spinning the whole arrangement faster. Limitations in the engine life haven't shown up yet in the two-year history of the 16-valve Honda fours, but mechanics speak of greater hassles with valve adjustment than with similar Yamaha or Kawasaki systems.

The oil cooler is not just for show. In its European environment, the CB900F is run long and hard; our prairies, deserts and other hot-weather open spaces will likely make equal demands on the cooler's capacity. The cooler is particularly important for a plain-bearing engine like the Honda. Heavily loaded plain bearings need a copious supply of lubricant of the correct viscosity at high pressure at all times, or else. With piston speeds up near a mile a minute, there can be no fooling.

The cooler and 2mm larger CV carbs are not the only difference between the CB750F and CB900F. One more cylinder fin attests to the 7 mm longer stroke and 2.7 mm longer connecting rods; the bore is up to 64.5 mm from 62. The 900 cylinder block is 6.5 mm taller than the 750's. Compression ratio is 8.8:1, compared to 9.0:1 for the 750.

Valve diameters are increased slightly. Exhaust valves are 22.5 mm as opposed to 22 mm for the 750; inlets are 26 mm instead of 25. Port sizes are likewise a bit larger.

The whole engine is heavier—92 kg compared to 89.5. That, and other differences such as the oil cooler, reservoir rear

shocks, heftier fork and extra gusseting and wall thickness in parts of the frame account for an increase in dry weight of 12 kg over the CB750F.

In order to reliably pump about another 20 hp through the same clutch and gearbox as the 750 uses, the primary drive ratio is changed to make the gearbox and clutch spin faster. For a given amount of power, greater rpm results in the transmission of less torque. Torque is the stuff which snaps shafts, shears gear teeth and causes clutches to slip, so the 16.6 per cent increase in transmission speed of the 900F keeps its transmitted torque roughly the same as the 750's.

The change is made by altering the tooth ratio for the chain drive between the sprockets on the crankshaft and the primary shaft which drives the clutch basket. The ratio is 1,000:1 for the 900 and 1,166:1 for the 750. The secondary ratio for the gear drive between the primary shaft and the clutch basket is an identical 2,041:1 for both. Clutches are identical.

Fifth gear in the 900's transmission is slightly lower, at 1,000:1 instead of 0,964:1 for the 750. Final drive ratios are almost identical, although sprocket sizes are 17/44 for the 900 and 18/46 for the 750.

The 900's overall gearing is 11 per cent higher than the 750's, resulting in a relaxed feel at highway speed and excellent fuel economy. We obtained 17.7 km/L or about 50 mpg as an average in a variety of short-haul running-around and highway sprints.

The 900's mileage was even better than the 750's. The CB750F we tested in the December 1980 issue delivered 16.5 km/L.

While the CB900F may be loafing at highway speeds, it's more than ready to do business without hesitation or stirring of the gears. It will shoot through holes in traffic or pass trucks uphill in fifth gear, although it's not cranking out peak torque like a BMW, for example. If it's peak torque you want, you'll have to drop a cog.

Carburetion is crisp once the engine is warm, with quick throttle response and no hesitation. The 32 mm Keihin deliver ample air for the 902 cc engine's needs, without the classic symptoms of over-carburetion. They also undoubtedly contribute to the low fuel consumption.

Clutch action is superbly light, yet there was no trace of slip even when hammered hard. It's one of the most solid-feeling Honda clutches we've encountered, perhaps another benefit of the sped-up primary drive.

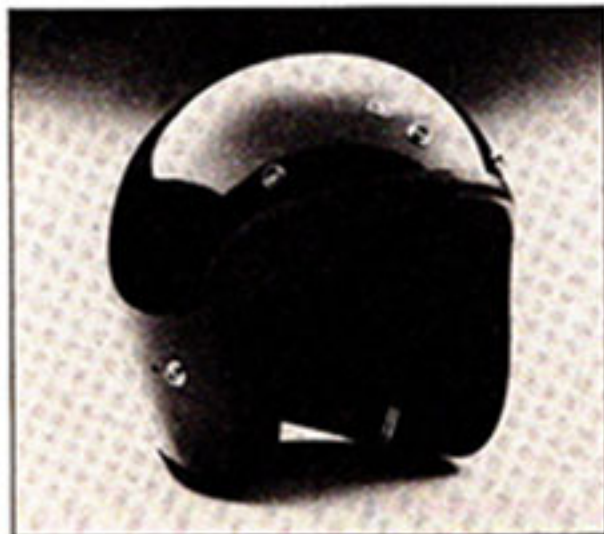
The gearbox is likewise good, much better than December's CB750F, for example. It has a short lever travel and never missed a shift. Neutral is easier to locate than with several other late-model Hondas we've tried. Overall, it's one of Honda's best efforts in drive trains, but still not in the top ranks. Kawasaki transmissions seem to set the pace in freedom from notchiness and ease of neutral location; however, this Honda is close.



# SHOEI: SAFETY WITH STYLE



**The Shoei S-12:** Full-faced Snell Safety. Fiberglass construction, brushed nylon padding and high impact resistant foam inner liner. Front opening presents a full 120° field of view. Extra-small to extra-large. Latest SNELL, CSA, AMA and DOT 218, ANSI Z90.1, BS-2495 standards meet or exceeded.



**The Shoei S-3:** The Open-Faced go-getter. All fiberglass construction with high impact non-resilient foam inner liner. Front opening allows a full 120° field of view. Sizes extra-small to extra-large. Meets or exceeds DOT 218, ANSI Z90.1



**The Shoei S-20:** The Full-Faced favorite. Lightweight and superstrong with a front opening large enough to accommodate goggles. Features a combination flip-up shield and visor. Sizes extra-small to extra-large. Meets or exceeds DOT 218, ANSI Z90.1



**The Shoei S-22:** The Racer's Choice. 120° field of view, fiberglass construction with high impact, non-resilient foam liner and brushed nylon comfort padding. Extra-small to extra-large, latest SNELL, AMA, CSA plus DOT 218, ANSI Z90.1 and BS-2495 standards meet or exceeded.

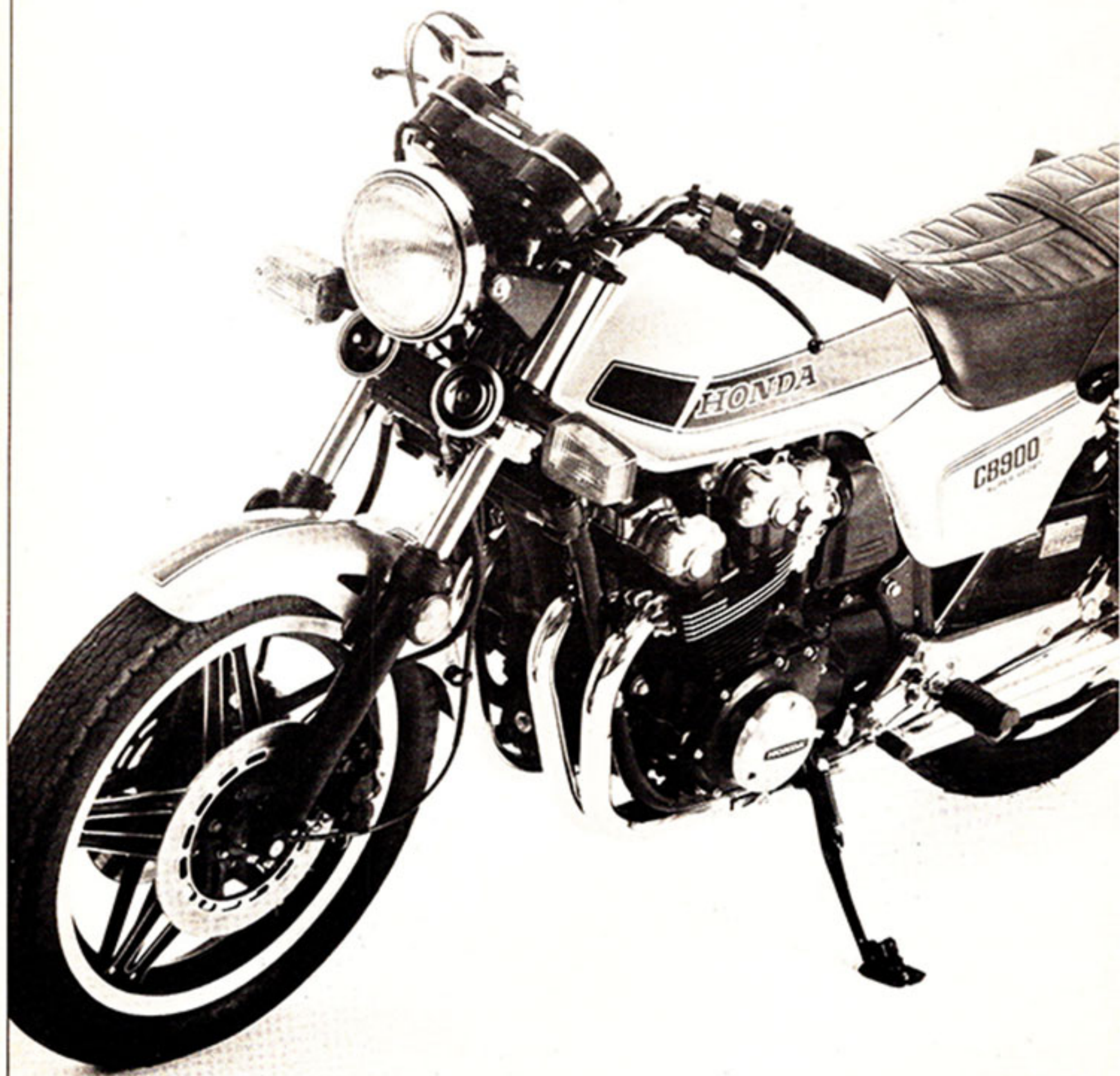
BOYES and ROSSER  
P.O. Box 846  
New Westminster, B.C., Canada V3L 4Z8  
(604) 524-4404



ACTION ACCESSORIES LIMITED  
77 Enterprise Drive  
London, Ontario, Canada N6N 1A5  
(519) 681-0990



The CB900F's European heritage shows in its scornful attitude to impediments like North America's universal highway speed limits.





# A NEW STAR IS BORN

The best gets better.

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

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

New design and construction with a special streamline shape.

Flush fitting face shield.

Lighter.

New interior design and fit system.

Terry cloth interior.

Neck roll, ear roll and cheek comfort pads.

Alloy pivots with 4-position shield mechanism.

Fade resistant finish in black, white and silver.

Bold Bell graphics.

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

**BELL**  
HELMETS

The 1981 Bell Star.  
The birth of a  
new generation  
of Stars.



**HERE ARE SOME OTHER SUPERB BELL HELMETS.**

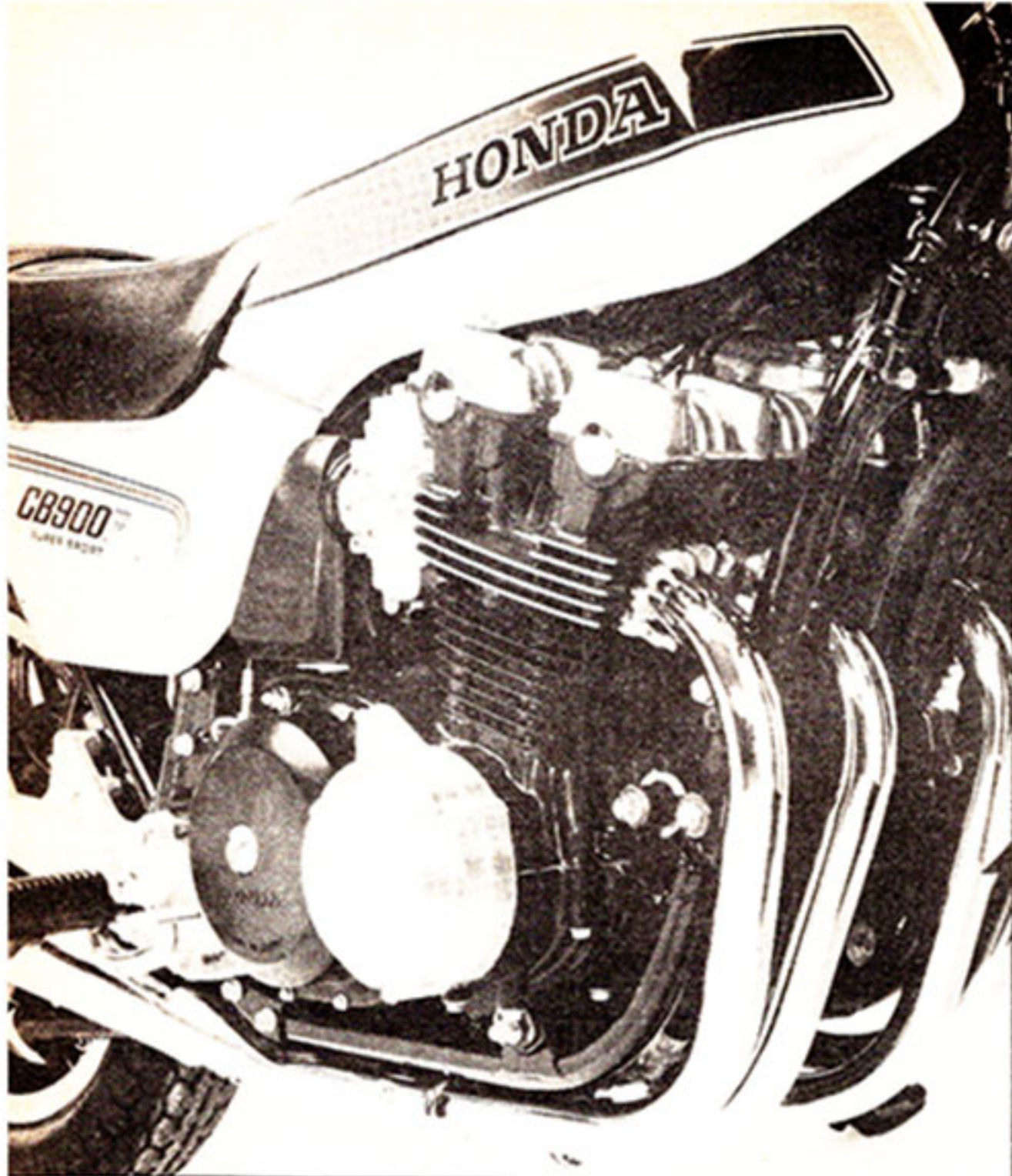


Exclusive Canadian Distributor:

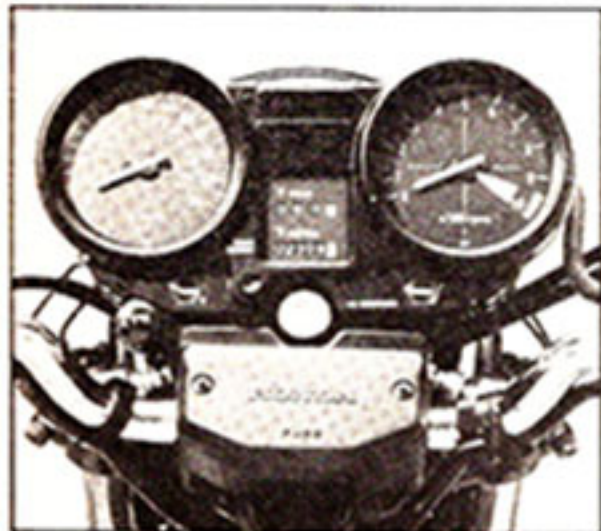
**Marquette**

Marquette Marketing Corporation, Toronto-Vancouver.  
All mail: P.O. Box 3450, Don Mills, Ontario, M3C 2T9. Head Office: 144 Steelcase Road W.,  
Markham, Ontario. Tel: (416) 495-9650. Telex: 06-966553.

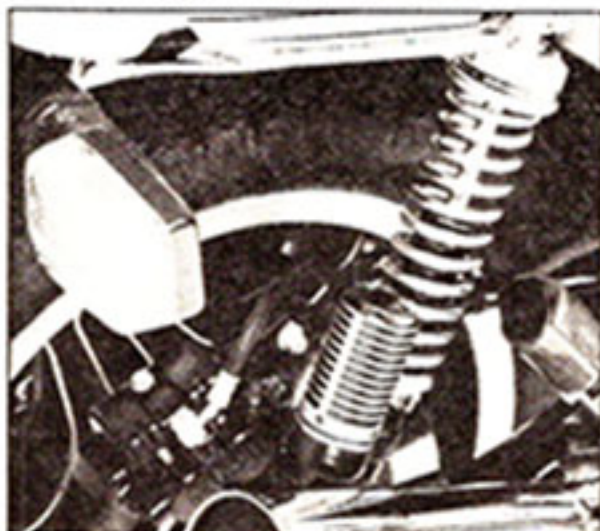




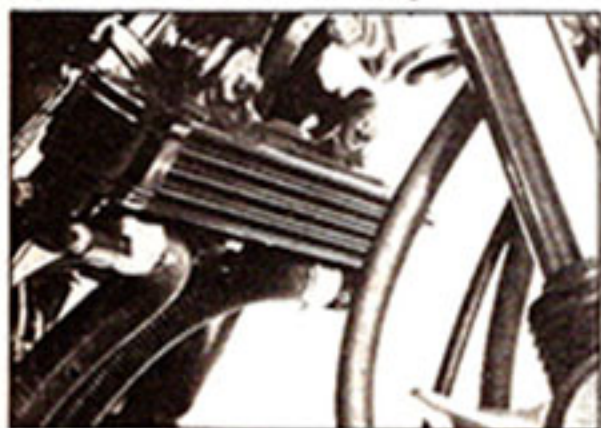
Rubber engine mounting in the 1981 CB900F was lacking in its predecessors.



Superb instrument cluster is extremely legible. Fuses are under flat panel.



Shock reservoirs are a new addition to the 900's five-way adjustable dampers.



Oil cooler is a clue to considerable differences between the 900 and 750.



Rearset footpegs are part of accessory package costing additional \$220.65.

## CB900F

Apart from the engine, the F models' points of appeal are their handling, brakes and looks. Good handling came to the fore with the second generation of 750Fs in 1979; this year's 900F comes equipped with a similar chassis and a greater number of suspension adjustment goodies.

Compared to the current 750, the CB900F has larger 39 mm fork tubes, the same diameter as those on the CBX. Lined with Honda's low-friction Syntallic bushings, the fork delivers 160 mm of plush travel. The degree of plushness is variable, depending on how much air pressure you pump into the interconnected fork tubes. Light coil springs keep the bike off bottom if the pressure is down.

We found the fork would bottom readily under braking if pressure went low, yet the bike is still comfortably rideable in such a condition. A bicycle tire pump is pretty well mandatory for boosting fork pressure, as the slightest touch of a service station hose will snap the front end up to its limit like a dog stung by a bee. Outright carelessness with adding fork air could have you wearing the oil seals and the oil, too.

The 900's rear shocks have two-way adjustable compression damping controlled by a small lever between the blades of their lower mounts. A large ribbed collar at the top of the shock selects from three available rebound damping rates. And there are of course the usual five positions for spring preload. Unlike the 750, the 900 has shocks with attached reservoirs reminiscent of those attached to primeval Yamaha motocrossers.

You can dial in a wide range of ride rates, all of which tend toward firmness. We found a fork pressure at the high end of the recommended range of 11-14 psi, coupled with soft compression damping, No. 2 rebound damping and No. 3 preload gave an excellent compromise between compliance and control. For high-energy riding on rougher roads, the Honda has the reserve capacity to handle it. Only on an extended Interstate tour might the overall ride become a trifle harsh.

Steering accuracy is uncanny on sweeping ramps and the like. Rider effort is modest, even with the shorter low handlebar, and there is no see-sawing needed to keep the bike on line. High-speed stability is commendable, with little wandering at its indicated top speed of 210 km/h.

Honda has created a tightly controlled handling package, despite the fact that the frame is actually in three pieces. As on the 750, the cradle tubes under the engine are bolted in, allowing the tall engine to be dropped out of the frame. If there is any weakness in the concept, the results don't show it.

The brakes have the same twin-piston calipers and concentrically slotted discs



**NEW!**

A TOP  
QUALITY  
TOURING  
BOOT AT A  
REASONABLE  
PRICE

**GOLD STUD**

**\$79.95**

suggested retail



- These top-quality leather touring boots feature
- \* our non-slip touring sole
  - \* attractive "western look"
  - \* 11" medium dip
  - \* all weather leather welt
  - \* unlined shaft
  - \* full leather mid sole
  - \* VS120 Oil proof sole
  - \* Made in Canada

Available in black, EEE width only. Sizes 7-12 (full and half sizes)

IN  
CANADA, IT'S  
"THE STUD"  
THAT  
PERFORMS

Loloma and Company Ltd.  
Box 693, Station J  
Calgary, Alta., T2A 4X8

Contact your nearest dealer. If your dealer doesn't have it, send your order directly to Loloma and Co. (prepaid with sufficient funds to cover shipping)

**1050 chum & chum FM**

PRESENTS

# YAMAHA SUPERCROSS



**8 P.M.  
SATURDAY  
JUNE 6, 1981**

**EXHIBITION  
STADIUM**

(GATES OPEN - 6 PM)

Tickets available at participating Yamaha dealers and Ticketron and Bass outlets.

**CMA** SANCTIONED



Select your preferred seating area from the plan above... the best seats will go first!

**Order Early  
Get the  
Best Seats!**

I would like to order seats for the Toronto Supercross Spectacular as follows:

(Mail Order Deadline May 10th 1981)

Section	Price	Number of Tickets	Total Cost
	\$14.00		
	\$12.00		
	\$10.00		
	\$ 8.00		

If Section not available, Section \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
Province \_\_\_\_\_ P.C. \_\_\_\_\_

Please send cheque payable for the full amount TO:  
**Toronto Supercross**  
1 Yonge Street, Suite 1801,  
Toronto, Ontario M5E 1E5  
(416) 363-9035

Your tickets will be mailed to you  
PLEASE CHARGE MY TICKETS.  
Mastercharge  Visa

Expiration Date \_\_\_\_\_ Account No. \_\_\_\_\_  
Signature \_\_\_\_\_



Find out what  
our customers Know.

"I purchased a leather jacket, custom made, from you about six years ago. It has given excellent service... I have decided to replace it and get... pants made as well."

... Toronto, Ont.

**Motorcycle Leathers.  
From Treen.**

Send for our Catalogue. Only \$1.  
11020 - 127 St. Edmonton, Alberta T5M 0T2 (403) 452-9401

**TREEN  
CUSTOM  
LEATHERS**



as the 750. They're dynamite. The dual front discs are usually all you'll ever need, but the powerful rear is available when needed to keep things in line. Braking is first class.

Few will dispute the handsome looks of the Honda F models. The 900 looks a little tougher with the black engine, but otherwise possesses the same elegance of line as the 750. There is nothing outlandish about them, just a pure, sporting appearance. The optional color is black with red trim, as an alternative to the silver and blue combination of our test machine.

Honda also markets additional accessories for the 900F, apart from the low bar kit. The 1981 CBX-style fairing can be supplied with lowers, mirrors, windshield and mounts, and color matched to



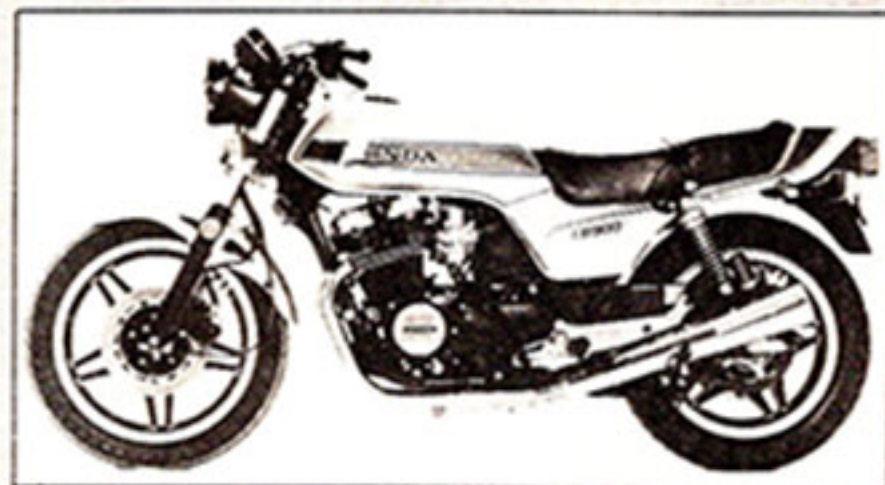
the CB900F for \$995. An optional clock, altimeter, voltmeter and temperature gauge, similar to those on the Interstate models, can also be had. The fairing requires installation of the \$220.65 low bar kit. You can also get a luggage rack, engine guards and even a sliding backrest. We like the CB900F just fine as it stands.

It's sporting, but without heavy compromise to everyday comfort. And it's adaptable to touring if you so desire. There's little on pavement that it can't do well.

But its forte and its breeding are in the European environment. Speed limits are an encumbrance it suffers with little grace. It has the speed, endurance, handling and braking to strafe the autobahns and Alpine passes at the head of the pack. In our land of speed signs and radar traps, it's almost a displaced citizen. You'll find your restraint melting away time and again.

If you have \$4,199 to spare and a low number of demerit points against your licence, there is nothing else quite like the CB900F. □

## SPECIFICATIONS Honda CB900F



MODEL ..... 1981 Honda CB900FB  
TEST DISTANCE.....2,008 km  
PRICE.....\$4,199

### ENGINE

TYPE ..... Four-cylinder four-stroke with chain-driven DOHC, four valves per cylinder  
DISPLACEMENT..... 902 cc  
BORE AND STROKE ..... 64.5 x 69 mm  
COMPRESSION RATIO..... 8.8:1  
HORSEPOWER ..... N.A. (see text)  
TORQUE ..... N.A.  
CARBURETION ..... Four Keihin 32 mm CV  
STARTER ..... Electric only  
OIL CAPACITY ..... 4.5 litres, wet sump

### ELECTRICAL

IGNITION TYPE ..... Transistorized breakerless  
GENERATOR OUTPUT.....260 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 ..... Silent chain and gear, 2.041:1  
INTERNAL RATIOS .... (1) 2.533, (2) 1.789, (3) 1.391,  
(4) 1.160, (5) 1.000  
FINAL DRIVE ..... No. 530 chain, 44/17, 2.588:1

### CALCULATED DATA

WEIGHT/POWER RATIO ..... N.A.  
SPECIFIC OUTPUT ..... N.A.  
PISTON SPEED AT REDLINE ..... 21.9 m/sec at  
9,500 rpm

RPM AT 100 KM/H ..... 4,392  
MAXIMUM SPEEDS IN GEARS ..... (1) 85, (2) 121,  
(3) 155, (4) 186, (5) 216 km/h

### FUEL

CAPACITY ..... 20 litres including reserve  
RESERVE CAPACITY ..... 2.5 litres  
CONSUMPTION ..... 17.7 km/L  
(5.6L/100 km)  
RANGE ..... 354 km

### CHASSIS

WHEELBASE ..... 1,514 mm  
RAKE/TRAIL ..... 27.5 degrees/110 mm  
SUSPENSION ..... Air-assisted telescopic front fork with 39 mm diameter tubes and 160 mm travel, rear swingarm with dual spring/dampers, two-way adjustable compression damping, three-way adjustable rebound damping and five-way adjustable spring preload with 110 mm travel  
BRAKES... Dual front slotted discs 278 mm diameter, single rear slotted disc 298 mm diameter  
TIRES ..... Dunlop F11 3.50V19 front and K127 4.25V18 rear  
DRY WEIGHT..... 242 kg  
LOAD CAPACITY ..... 209 kg  
HANDLEBAR WIDTH ..... 715 mm  
SEAT HEIGHT ..... 755 mm with 60 kg rider  
GROUND CLEARANCE... 125 mm with 60 kg rider

Distributed by Honda Canada Inc., 715 Milner Ave., Scarborough, Ont., M1B 2K6, (416) 284-8110.



## REMEMBER WHEN?



## CYCLE CANADA

### Back Issues

Looking for a Cycle Canada test report on a late model machine?

Please send \$2 per issue plus 50 cents per order for shipping, payable by cheque, money order or charge card to:

### Cycle Canada

290 Jarvis St. Toronto, Ont. M5B 2C5

Apr. 1981	Yamaha RD350R Suzuki GS750E Kawasaki KX420 Yamaha YZ465
Mar. 1981	Kawasaki GP1100 Kawasaki GP550 Yamaha XJ550 Honda AT250
Nov. 1980:	Kawasaki KZ550 Laverda Montjuic Moto Morini 500
Sept. 1980:	Laverda 1200 Mirage Honda CBX Turbo Honda CM200T Kawasaki KZ250D-1 Suzuki GS250T Yamaha SR250 Exciter 1
July 1980:	Honda GL1100 Interstate Kawasaki KZ1300B Suzuki GS1000GT Yamaha XS1100G
Feb. 1980:	Suzuki GS750
Dec. 1979:	Yamaha XS650G Yamaha IT125G
Nov. 1979:	Honda CB400T Yamaha RD400F
Oct. 1979:	Honda CB650Z Kawasaki KZ650 Suzuki GS550T Moto Guzzi 1000 Spada
May 1979:	Honda XL500 Yamaha XT500
Dec. 1978:	Honda CG750K Yamaha XS650SF
Nov. 1978:	H-D Low Rider
Sept. 1978:	Suzuki PE175
Aug. 1978:	Honda CBX
July 1978:	Suzuki GS1000
June 1978:	Yamaha IT250 Honda XL250S
May 1978:	Yamaha XS750E
April 1978:	Honda XR75K5 Suzuki RM100C Suzuki RM80C Yamaha YZ100E Yamaha YZ80E
Mar. 1978:	Suzuki DR370
Jan. 1978:	Kawasaki K1250 Honda CM185

# NOLAN

## HELMETS

### One finger face shield opening! Simple!

N31  
Flush face  
shield, with  
three position  
pivot ratchet.



N09  
Three position  
pivot ratchet.

Europe's largest helmet manufacturer has come to Canada with the world's finest line of polycarbonate helmets.

Their quality, style, light weight and comfortable fit have made Nolan No. 1 with European racers and riders.

A full range of sizes and colours available.

Intercom Available  
At last you can talk to your passenger in comfort, with the exclusive Nolan intercom system. Ask your dealer for details.



N1ST Open Shorty

N01 Open Face



#### RIDE WITH A WINNER

World champion road racer Kork Ballington, rides and wins with Nolan helmets. Why not ride with a winner? Ask your dealer for Nolan.

Exclusive Canadian distributor:

Marquette Marketing Corporation, Toronto - Vancouver  
All mail: P.O. Box 3450, Don Mills, Ontario, Canada M3C 2T9  
Head Office: 144 Steelcase Rd. W., Markham (Toronto), Ontario  
Telephone: (416) 495-9650 Telex: 06-9665533

## Marquette

## TAKE ALONG A SIDE-KICK!

VELOREX side-car. Only \$1020. (f.o.b. Montreal). Comes with universal bracket kits and fits almost any bike. For full details ask your dealer or contact

MOTOKOV CANADA INC.  
7600 Trans Canada, St.  
Laurent, PQ H4T 1A5  
(514) 336-3131  
307 Humberline Drive,  
Rexdale, Ont. M9W 5V1  
(416) 675-1322





# Beauty that's more than skin deep.

**hein gericke**  
Leather Collection



Superb German Designs, rider tested for stress and redesigned to perfection, leathers in the Hein Gericke Collection have no equal. Vat dyeing and tumble drying mean scuff resistance and suppleness to last a lifetime. Major stress areas are double stitched and bar tacked. Extra padding and leather covered spandex panels are strategically placed for comfort and protection. The 15° to 18° rotation of sleeve attachment means you don't have to fight the leather as you ride. The Hein Gericke Collection is the ultimate blend of style dictated by riding habit and the look of classic European Design. Compare these leathers with any competitive product. Discover for yourself that Hein Gericke Leathers are more than comfort and protection. They're an investment in style and quality.

Exclusive Canadian distributor:  
**Marquette Marketing Corporation**  
Toronto - Vancouver

All mail: P.O. Box 3450, Don Mills, Ontario, Canada M3C 2T9  
Head Office: 144 Steelcase Rd. W., Markham (Toronto), Ontario Telephone (416) 495-9650 Telex: 06-9665533

**Marquette**



**KRAUSER®**

Krauser saddlebags fit over 200 motorcycles, including 1981 models.  
Prices from \$270.00 complete.

## YOSHIMURA WINS DAYTONA! ...AGAIN...

1st place — Superbike — Wes Cooley — Yoshimura Suzuki  
2nd place — Superbike — Graeme Crosby — Yoshimura Suzuki

World's leader in 4-stroke racing equipment  
Yoshimura 4 into 1 exhaust systems in stock for 1980 Suzuki GS750 and GS1100, also for 1979/80 Honda CB750K and CB750F.

Send \$3.00 for our colour catalogue.

Distributor for Yoshimura, Kal-Gard products, Barnett clutches, Gerex ignitions, Vesrah racing pads, Mikuni carbs and accessories, etc.

**Yoshimura North West** Tel: (604) 792-3455  
159 Yale Road East, Chilliwack, B.C. V2P 2P5

## NEW FROM CCA TOUR PAC RAIL...

It mounts directly to the steel carrier and has six chrome lights. Does not interfere with box removal.



### SADDLE BAG GUARD RAIL

Has eight lights and mounts to safety bars. Gives your Interstate that complete look. Other accessories available for your Gold Wing:

- Floorboards
- Front fender trim with lights
- Trailer hitch
- Tour pac rack
- Fog/Driving light kit
- Custom decorative grill

### Canadian Cycle Accessories

8131 Keele St. N. P.O. #928  
Concord, Ont. L4K 1C8  
(416) 669-4014

## CYCLE CANADA

### Subscriber Service

#### MOVING?

Give us six weeks notice. Attach the label from your issue of Cycle Canada. Fill in the new address information below.

#### RENEWING?

Attach the label from your issue of Cycle Canada. Indicate the term of renewal desired. Include cheque or money order.

#### SUBSCRIBING?

Fill in the name and address below. Check term desired. Include cheque or money-order.

\$14.95 (one year)     \$21.95 (two years)     \$29.95 (three years)

Please complete and mail to Cycle Canada, 290 Jarvis St., Toronto, Ont., M5B 2C5.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Prov. \_\_\_\_\_

Postal Code \_\_\_\_\_



A photograph of a rider on a Honda XR200R motorcycle in a wooded area. The rider is wearing a blue and red jacket, a white helmet with goggles, and blue pants. The motorcycle is orange and black, with '200R' visible on the seat. The rider is leaning forward, and the bike is on a dirt path with fallen leaves. The background shows trees with bare branches.

# NEARLY PERFECT

If you can't have fun and go fast on the XR200R  
you may as well stick to the pavement

**F**irst, we'll tell you what we don't like about Honda's smallest serious enduro bike. The footpegs could be better. The handlebar is too low. The levers bend too easily. The chain is a cheapie. And the experts want more power.

That's it. Everything else is right on the money. If you can't have fun and go fast on the XR200R, you may as well stick to the pavement.

The 200R uses the same engine as the 200. It's an engine that you can depend on to last approximately forever no matter

how you treat it. Its lineage goes back through countless models of XRs, Xls and SLs of varying displacements as small as 100 cc. Its single cam, two-valve design is classic Honda. The bugs were worked out of it years ago, and even in its present configuration it's understressed





Sliding is a breeze as Pro-Link rear hooks up. Tire is the weak point.

## XR200R

despite its claim to enduro-contender status.

The feature separating the XR200R from its more pedestrian cousin, the twin-shock XR200, and from previous incarnations is the frame. Like the other enduro and motocross Hondas, it's fitted with the Pro-Link single-shock rear suspension. We haven't yet had the opportunity of sampling one of Suzuki's new Full-Floater, but allowing for that we think the Pro-Link is the best rear suspension available on dirt motorcycles today.

Pro-Link is a massive spring/shock unit mounted nearly vertically behind the engine. The top mounts on the main frame tube, and the bottom connects to a complex linkage that operates from the swingarm. The linkage is designed to give a rising rate to the suspension; that is, the further it compresses, the stiffer its action becomes and the heavier the damping gets.

To go with the new rear is a new air-assisted fork with 35 mm tubes, up from 31 mm on the 1980 version. The 246 mm stroke is enough to cope with most irregularities.

The decals on the side panels didn't last any longer than the first pressure spray-wash, but that seems to be pretty standard for decals on the unbreakable plastics used today. We'll take the flexibility over the decals any day. Besides, the Honda name is embossed on the engine should you forget what you're riding.

The plastic proved more durable than a couple of other bits. The aluminum clutch lever bent itself out at 90 degrees in a mild fall, and the next time it went down on that side the clamp itself fractured, leaving us clutchless three icy kilometres from the truck.

The footpegs have a small boss that's intended to prevent the pegs from folding up completely in a fall. They aren't big enough, however, and the bosses jam into the mount, making it necessary to use a rock to hammer the pegs back into place. Unless you plan to never fall, we recommend you remove the bosses completely.

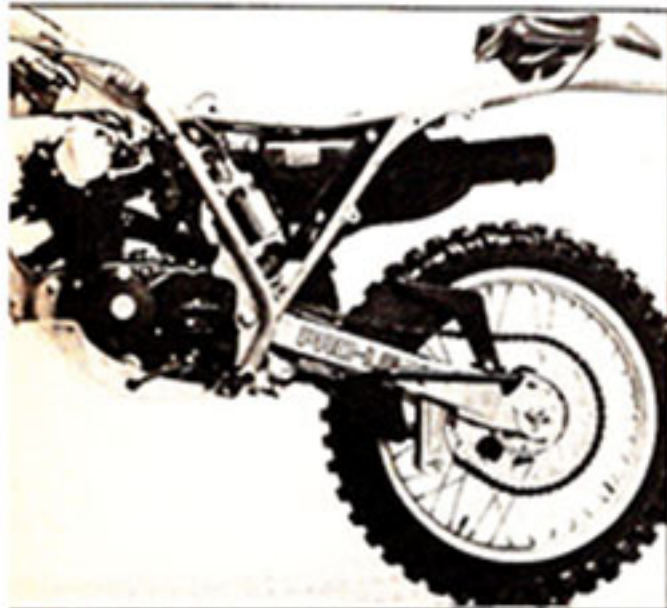
The handlebar is fine when sitting, but some riders think it a bit low for stand-up riding. The relationship between the bar and pegs is good with that one proviso. Bar width is just right, providing ample leverage without being too wide for dodging trees at speed.

Mounted on the rear fender is a zippered vinyl bag that holds an axle wrench, a multipurpose wrench/screwdriver multi-tool and a couple of screwdriver blades. We're not sure when it happened, but the thing tore open very early in the test. We'd replace it with something a little more sturdy.

Starting the XR200R is almost ridiculously easy. An automatic decompressor lifts the exhaust valve on compression when the kick lever is pushed. The light effort and CD ignition make reliable starting a snap.

The exhaust noise of the little four-stroke is inoffensive, so much so that you expect it'll be terribly slow. Some experimentation with a screwdriver proves that a small supplementary silencer built into the end of the pipe can be easily removed. The noise becomes a nice staccato bark, still not too loud, that is much more satisfying to most riders. Removing the baffle does seem to increase mid-range power slightly, but without a dyno we can't say for sure. Our experience is that most riders equate more noise to more power regardless of how fast the motorcycle is going.

With or without the baffle the motor is a gem. It makes an astounding amount of



Engine serves as stressed member of frame. Unit is light, feels strong.



Heart of Pro-Link system is forged linkage connecting shock and swingarm.



Bottom view shows balance of linkage system. Note grease fittings on pivots.



torque for an engine so small, and it quite happily slogs up long, steep hills in third or even fourth gear without complaint. Despite the size, it gives you torque whenever you twist the throttle.

The gearbox is well matched to the engine, with six speeds ranging from a stump-puller first to a sixth giving a top speed of more than 100 km/h. Shifting is clean and easy with or without the clutch. The clutch itself is light and fairly progressive, although one rider thought its engagement was slightly too abrupt. Mind you, he's the one who broke the lever clamp and had to ride the bike home trying to balance the lever pull against the handlebar, so he may have a somewhat prejudiced view.

The suspension is simply excellent. We were never able to bottom either end, and while we didn't get into any supercross-type jumps we did put it through pretty well every kind of terrain you'd find in an enduro. Pro-Link works, as we said in our test of the CR450 last month.

It's soft in initial action, so that small holes and ripples vanish, yet it refuses to bottom no matter how hard you hit something. Watching the bike travel across a series of bumps is instructive; you can see the chassis stay nearly level while the rear end leaps up and down to follow the ground.

Preload is adjustable by means of a threaded collar at the top of the shock. You need a special tool, available from Honda, but if you already have a pin wrench of some kind you can probably make it work. Each turn of the adjuster increases preload by 15 kg, the equivalent of 1.5 mm of spring length. It's hard to get in there; the manual recommends removing the sidecovers, seat, air cleaner and remote reservoir to get enough room to work.

Damping is easily adjustable by hand. A small adjuster at the bottom of the shock has four positions, of which the second softest is standard. Each position is noticeably stiffer than the previous one. Our riders range from 60 to 75 kg, and they all think the No. 2 or No. 3 positions just fine, along with the standard preload. The expert rider prefers the stiffer setting.

Standard air pressure of four psi seems best for the forks, which work well enough. Maximum allowable pressure is 14 psi. The fastest rider on the test crew thinks the forks a little harsh on occasion, and also notes a lack of rigidity when working them hard, as in turning quickly in sand. Less experienced riders didn't notice and found them a good match for the Pro-Link.

The front end tends to slide unless the tire is firmly placed against a berm or in a rut. Raising the fork legs in their clamps to lower the front end helps, but the real problem is the Bridgestone tires. Traction is limited at both ends by the rubber. The rear in particular is labelled a 4.10 but



Going downhill on the XR200R is easier than you'd believe without trying it.

looks and acts more like a 3.50.

When it comes time to slow down, you have an excellent set of brakes working for you. They aren't affected much by water, and have a progressive feel that makes it easy to avoid locking them up. They're well matched to the speed capabilities of the 200R's engine.

After getting used to riding the XR200R, an expert rider regrets the lack of power. It becomes obvious when you wish to slide the rear end out or lift the front wheel over an obstacle. But the suspension and brakes are of a high enough calibre that a good rider can keep up with much faster machines because he doesn't have to slow down as much to corner.

This is part of what makes the Honda so much fun to ride, and is its principal attraction. The suspension works marvelously well and provides good rider comfort, the bike is light and the torquey, willing motor lets you ride with a minimum of effort.

Although it's billed by Honda as a true enduro mount, it's not likely to take top honors in its class in a serious contest. It is, however, probably the easiest one on which to finish an enduro because it's so easy on the rider, and that fact alone will likely bring home a few trophies. Only the lack of power keeps it from the top rank, and you can bet that aftermarket cams and pipes can do wonders to pep it up.

Off the shelf, it's an excellent machine for a newcomer to the wonderful, wacky world of off-road racing or for someone who wants to explore the wilderness without tearing around like an expert motocrosser.

The expert in our test crew thinks that if the XR200R had more power he wouldn't mind having one. The intermediate rider is thinking about buying one. And the rookie dirt artist went out and bought one the day after first riding the test bike. What more can we say? □

## SPECIFICATIONS



MODEL ... 1981 Honda XR200R

PRICE ..... \$1,849

ENGINE TYPE .. Single-cylinder four-stroke with single overhead cam and two valves, air-cooled, six-speed transmission, primary kick starting

DISPLACEMENT ..... 195 cc

BORE AND STROKE .... 65.5 x 57.8 mm

HORSEPOWER ..... N.A.

TORQUE ..... N.A.

CARBURETION ..... One Keihin 26 mm

IGNITION ..... CDI

SUSPENSION .. Telescopic fork with coil springs and air assist, oil-damped, 249 mm travel; rear Pro-Link monoshock adjustable for preload and four ways for damping, 246 mm travel

TIRES ..... Bridgestone 3.00 x 21 front and 4.10 x 18 rear

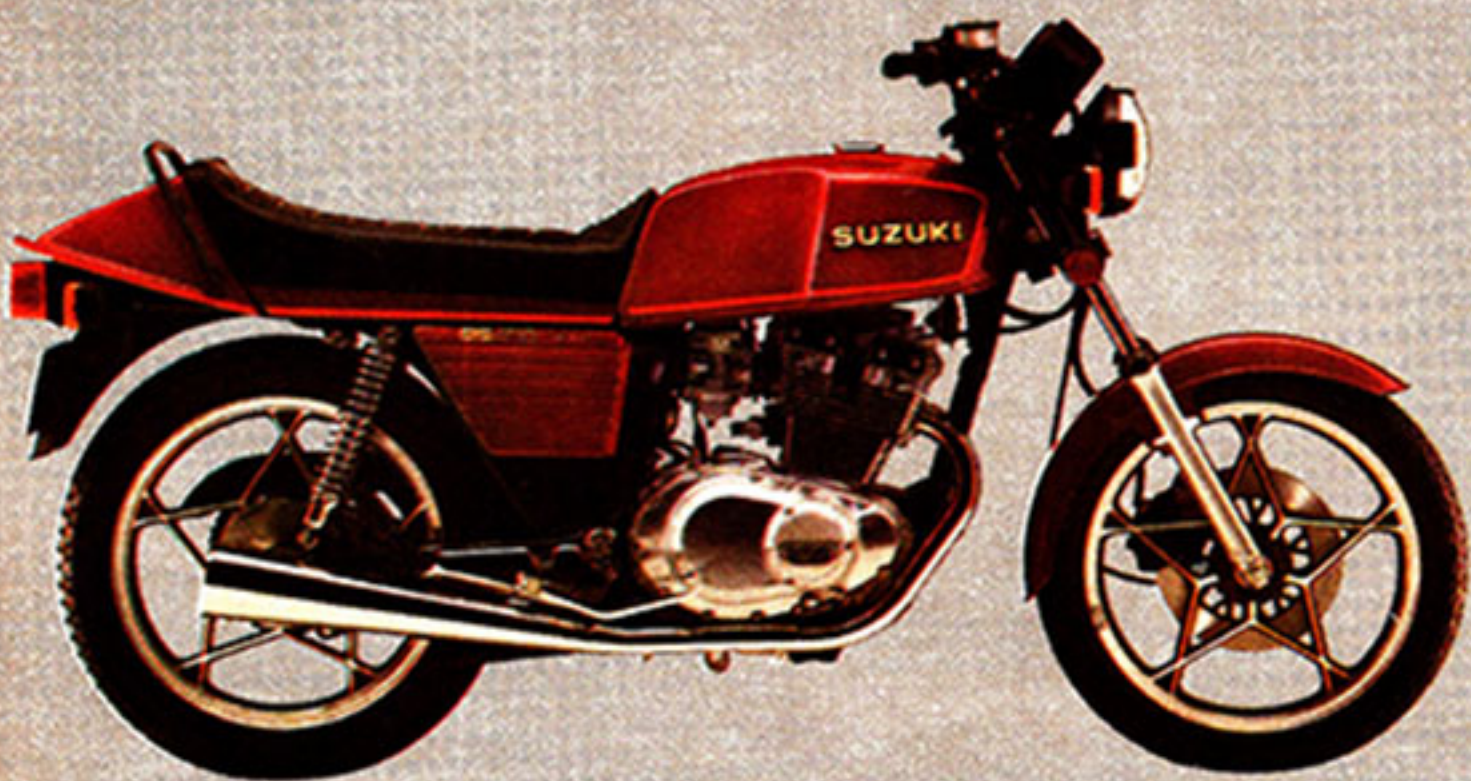
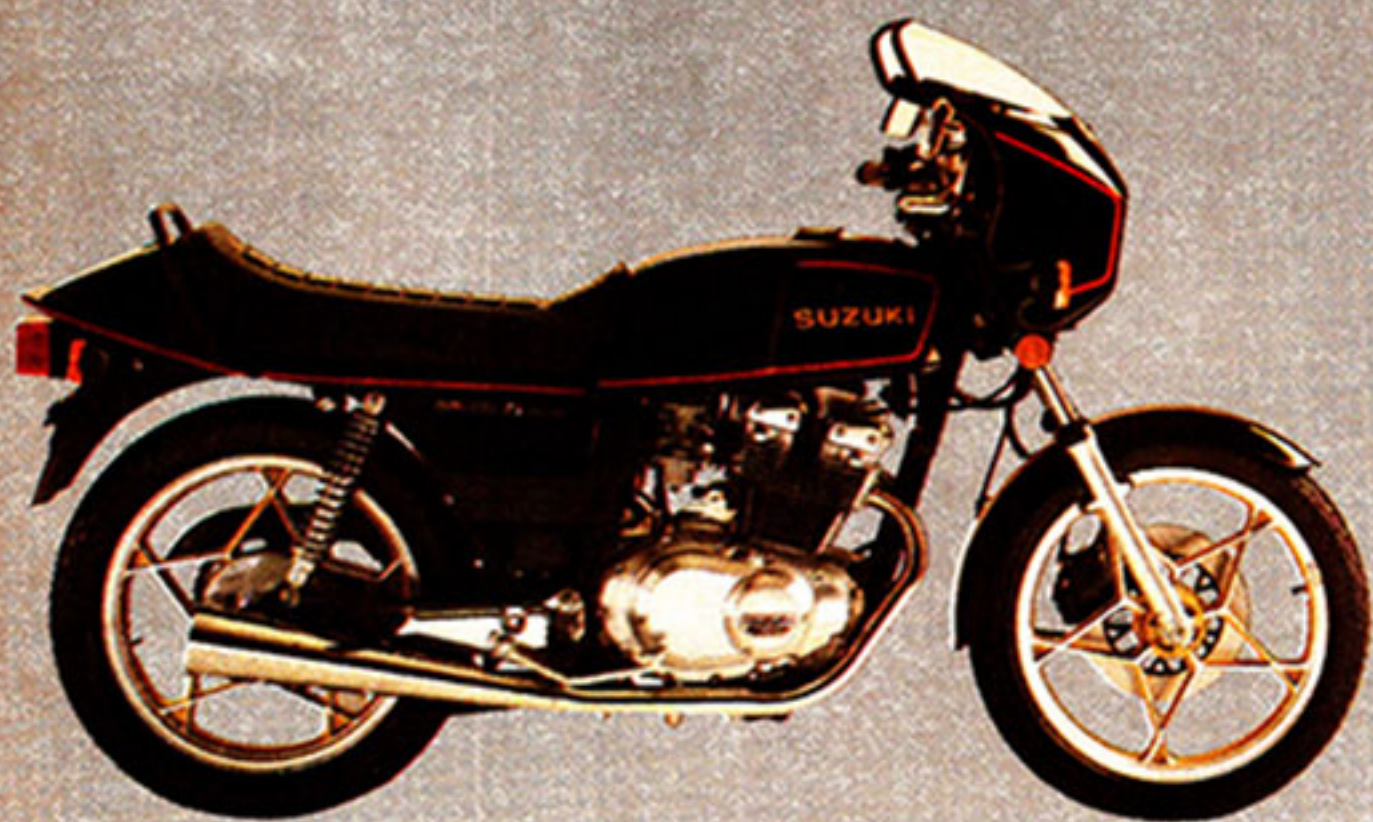
WEIGHT ..... 101 kg dry

FUEL CAPACITY ..... 7.5 litres

Distributed by Honda Canada Inc., 715 Milner Ave., Scarborough, Ont., M1B 2K8, (416) 294-8110.



# Get y



**1981 GS Model 12-Month Unlimited Mileage Warranty.**

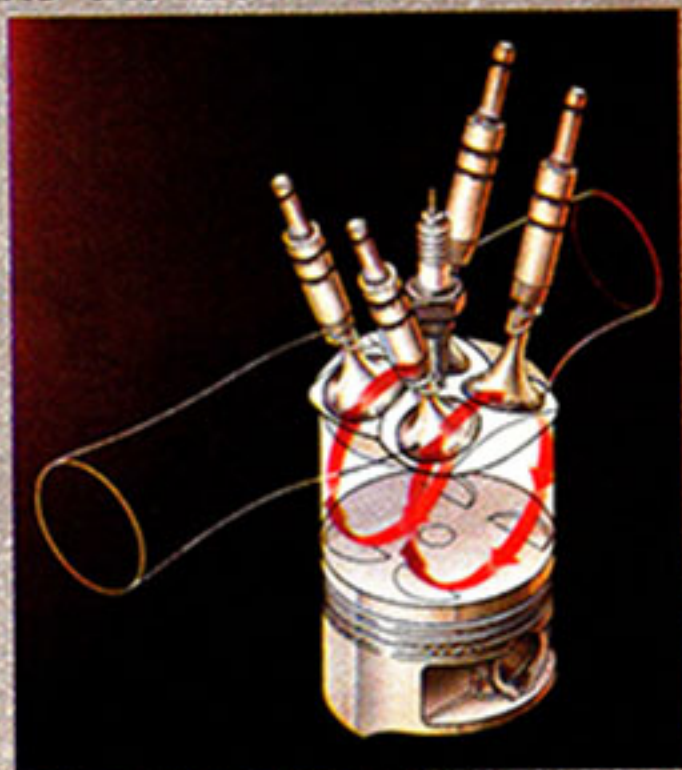
\*See Owner's Manual for full details.



# our show on the road with a real performer.



Team up with Suzuki's GS400 street bikes. They'll deliver what your act calls for. Action? The 2-cylinder, 4-stroke DOHC engine delivers. Easy. Its 8-valve Twin Swirl Combustion Chambers make the fuel mixture swirl for quicker, cleaner, more efficient burn. Result: exceptional performance and gas economy. And all that power's responsive to your direction with such advanced Suzuki features as maintenance-free electronic ignition, Constant Velocity carbs, and a reliable synchromesh 6-speed transmission. Of course, muscle is just part of the GS400's



repertoire. They're also equipped to handle superbly well. Five-way adjustable shocks and tapered bearings in the steering head, make it easier to stay in control of things. Slotted discs give you plenty of stopping power – even in the wet.

And there's that overall balance and feel inherited from Suzuki's successful racers.

You'd want superstar looks to go with all that superstar performance. Suzuki obliges with this great-looking foursome. But best of all, Suzuki's 12-month unlimited mileage warranty\* lets you run up any mileage while you're polishing your act. With all that going for you, you're sure to have some road show.

Suzuki 1981



The Performer.

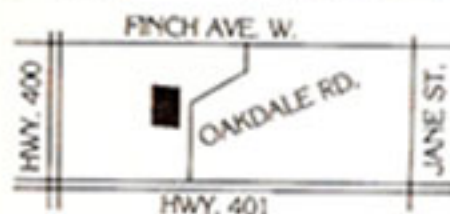
Be a specialist. Take a Canada Safety Council rider training course. See your Suzuki dealer for details.



## OAKDALE CYCLE ACCESSORIES



- Your complete motorcycle accessory store
- Full service facilities
- Mail orders welcome
- Vetter
- Shoei
- Bell & Nava
- Continental
- Avon
- Dry Rider
- Castrol
- Triangle
- Slipstreamer
- Cycle Sound



**Oakdale Cycle Accessories**  
750 Oakdale Rd., Unit 18  
Downsview, Ontario  
(416) 745-6072

Confronted with luggage problems when two-up touring?

Unhappy with saddlebags on custom or sports machines?

K.P. Engineering and Design introduces the "Feathertow" - a new concept in touring.

This ultra-light trailer package features space frame construction weighing less than 75 lbs. A motorcycle trailer designed for motorcycles!

Incorporates rugged Saturn III, Samsorite luggage or optional fibre glass tour pack. For detailed product information and dealer locations, please contact:



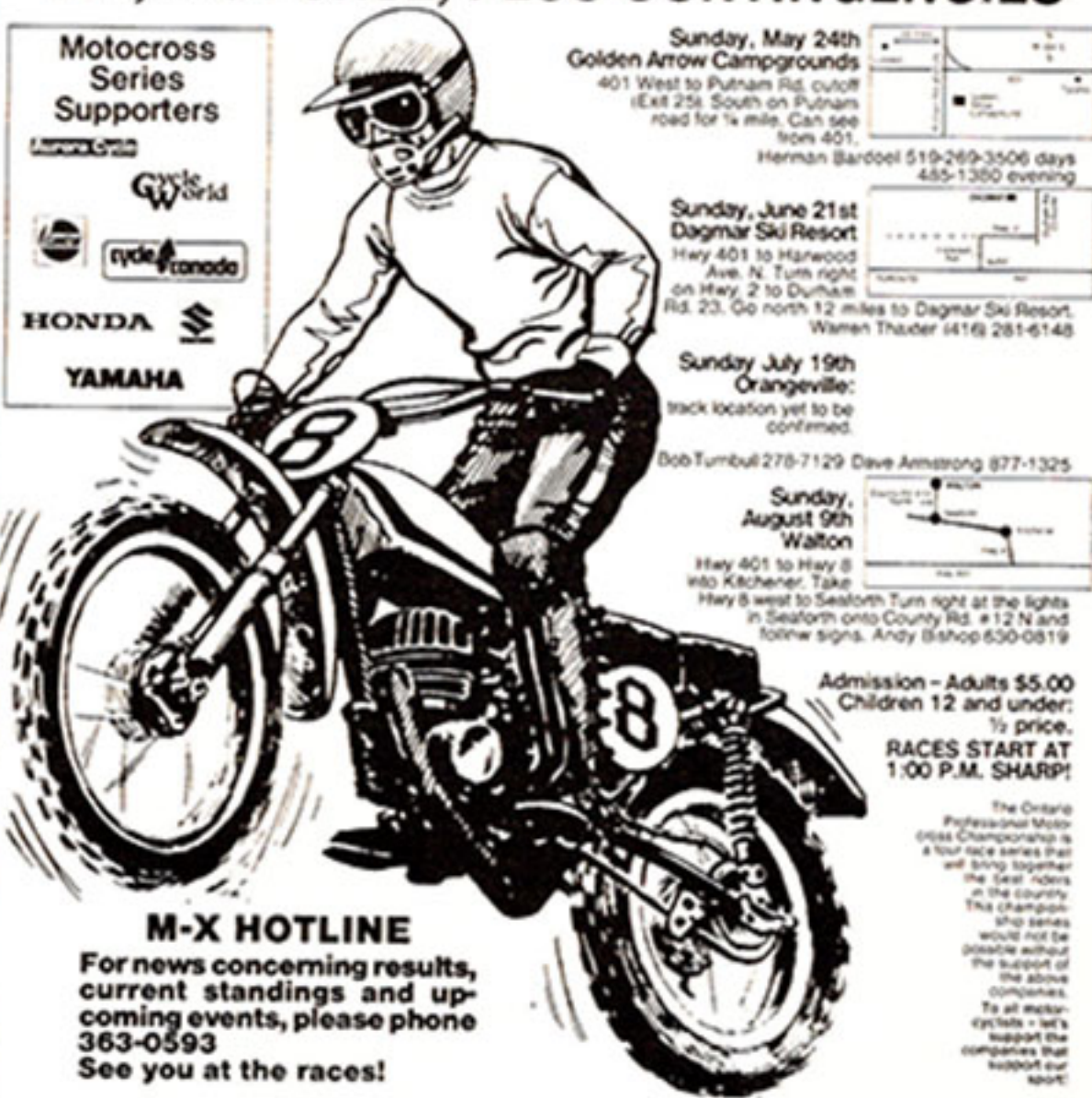
K.P. Engineering and Design  
Bay 1, 1329 Niakwa Road  
Winnipeg, Manitoba R2J 3T4  
(204) 256-6428 (dealer inquiries invited)

# ONTARIO PROFESSIONAL MOTOCROSS CHAMPIONSHIP

CMA SANCTIONED

\$12,000 PURSE, PLUS CONTINGENCIES

### Motocross Series Supporters



Sunday, May 24th  
Golden Arrow Campgrounds

401 West to Putnam Rd. cutoff  
(Exit 25). South on Putnam  
Rd. for 1/4 mile. Can see  
from 401.

Herman Bardeol 519-260-3506 days  
485-1360 evening

Sunday, June 21st  
Dagmar Ski Resort

Hwy 401 to Harwood  
Ave. N. Turn right  
on Hwy. 2 to Durham  
Rd. 23. Go north 12 miles to Dagmar Ski Resort.  
Waren Thaxter (416) 281-6148

Sunday July 19th  
Orangeville:

track location yet to be  
confirmed.

Bob Turnbull 278-7129 Dave Armstrong 877-1325

Sunday,  
August 9th  
Walton

Hwy 401 to Hwy 8  
into Kitchener. Take  
Hwy 8 west to Sealton Turn right at the lights  
in Sealton onto County Rd. #12 N and  
follow signs. Andy Bishop 630-0819

Admission - Adults \$5.00  
Children 12 and under:  
1/2 price.  
RACES START AT  
1:00 P.M. SHARP!

The Ontario Professional Motocross Championship is a four race series that will bring together the best riders in the country. This championship series would not be possible without the support of the above companies. To all motorcycle riders - let's support the companies that support our sport!

### M-X HOTLINE

For news concerning results, current standings and upcoming events, please phone 363-0593  
See you at the races!



We are your  
Harley-Davidson  
Service Specialists

- Transmissions reworked-gearing available on request
- Big Bore Sportsters (Showsters) from 70 cu. in. to 100 plus cu. in.
- Motors balanced and blueprinted
- Motors built from touring to hot rod
- Heads ported and polished
- Oil pumps reworked
- Engine shipping crates available on request
- Canada's No. 1 Harley-Davidson performance centre

## GO FURTHER, FASTER WITH LAKESHORE

For further information contact:  
**Lakeshore Cycle Works**  
R.R. #5, Kincardine, Ont. N0G 2G0  
(519) 396-4883  
In business for the Harley owner since 1971



# Suzuki GS1100S Katana

A katana is a samurai sword. It's no coincidence we've named our ultimate sport bike after it. Our Katana is brutally effective. It slices through the competition like no motorcycle ever built before. Our Katana is like the sword in other ways. Take the sensations of riding—it's responsive, the handling is razor-sharp, it becomes part of you when you use it. Katana. Only for experts.



<p>KELOWNA, B.C.</p>	<p>CALGARY, ALTA.</p>	<p>EDMONTON, ALTA.</p>
<p><b>Midway Sports</b> "Your Suzuki dealer in the Okanagan"  2407 Hwy. 97 N. Kelowna, BC. V1X 4J2 (604) 860-5432</p>	<p><b>BOW</b> Cycle &amp; Motor Co. Ltd. <i>We're the accessory specialists!</i> 6524 Bowness Rd. N.W. Calgary, Alta. T3B 0E9 (403) 288-5421</p>	<p><b>United Cycle</b> <i>Your Suzuki Center for sales, service, parts and accessories.</i> 10344-82nd Ave. Edmonton, Alta. T6E 1Z9 (403) 433-4142</p>
<p>PONOKA, ALTA.</p>	<p>PRINCE ALBERT, SASK.</p>	<p>THUNDER BAY, ONT.</p>
<p><b>R. Johansen Sales Ltd.</b> <i>We do our utmost to make sure your bike is on the road as soon as possible.</i> Box 1184, (located 3 miles S.E. of Ponoka) Ponoka, Alta. T0C 2H0 (403) 783-5185</p>	<p><b>LEISURE SPORTS</b> <i>Your Suzuki Performance Center</i> 27-10th St. E. Prince Albert, Sask. (306) 764-1443</p>	<p><b>J&amp;J SPORTS</b> <i>Your complete Suzuki sales, service, parts and accessories dealer.</i> 939 Tungsten St. Thunder Bay, Ont. P7C 5Z3 (807) 623-5042</p>

## AN ISSUE

That's the cost per issue of a Cycle Canada subscription based on a three year term.

36 issues \$29.95  
24 issues \$21.95  
12 issues \$14.95

Use the handy postage-paid card in this issue or write:

**CYCLE CANADA**  
290 Jarvis St.  
Toronto, Ont.  
M5B 2C5

## YOSHIMURA

ONCE AGAIN STORMS DAYTONA WITH A FIRST AND SECOND SUPERBIKE VICTORY

Wes Cooley

Performance parts now in stock for:

CB750	KZ1000	GS550
CB500/550	KZ900	GS750
CB400F	KZ750	GS1000
GS400	KA650	GS1100

RIDE WITH THE BEST  
OR RIDE WITH THE REST

**Brian's Motorcycle Accessory Shop Inc.**  
Yoshimura Parts Distributor Canada East  
5295A Yonge St., Toronto, Ont., M2M 5R3  
(416) 226-5728, 226-5752  
Dealers: Please write on your letterhead for our new catalogue and price list.

# Beat the odds on a blowout.

- Continuously balances wheel for safer, smoother ride
- Guards against tire rot
- Seals most punctures and rim leaks
- Reduces tire wear — up to 30% more tread life

## BAL-AN-SEAL™

Internal puncture sealant & tire balancer

**Sound-Off Safety, Inc.**  
Box 206 Hudsonville, Michigan 49426



# DAYTONA'S FIRST RULE OF RACING:

IF YOU CAN'T FINISH YOU CAN'T WIN

Singleton cruises to win, Spencer goes off with a bang,  
Cooley goes out with a whimper and Roberts,  
again, goes nowhere.



Elmer III was top dog...er, hog, during Speed Week but after 200 hard miles Dale Singleton captured the big win.



Wes Cooley liked superbike win.



Singleton and Marc Fontan were often this close but a sloppy pit stop felled Fontan.





# DAYTONA THE 200

assumed the lead with a fight between Singleton and Fontan taking place close behind.

Singleton had his close calls. The pit crew of Cory Ruppelt spilled gas over a large part of the pit lane just in front of Singleton's stop. The Georgia rider slid past his gas crew and quickly realizing the situation headed straight back out on the track to minimize lost time.

While on lap 18 Schlachter and Singleton flew in and out of the pits, Fontan in third was being followed by David Aldana, the victim of rich jetting on his Vesco Yamaha.

By the 20th lap Schlachter had a commanding 11-second lead with the duo of Singleton and Fontan still scrapping behind. Aldana circled in a vacuum in front of Christian Sarron, Fontan's Sonauto-Gauloises teammate, and Mick Grant, James Adamo, Dan Chivington, and a receding Cooley whose engine was slowly tightening up. He retired after 24 laps.

Grant, on a Yoshimura Suzuki, gave the grandstand spectators a scare when his motorcycle burst into flames on the 18-degree banking of the start-finish line. The bike sounded and looked like a welding torch. Grant looked down as he felt the heat and quickly stepped off the bike at 50 km/h in Turn One. A con rod had let go and punctured the crankcases.

Schlachter, riding a steady race, stilled the field on lap 30 followed by Singleton, Fontan, Aldana, Stafford, Sarron, Chivington and Mark Homchick. Singleton and Fontan were closing on Schlachter who was having gear selection problems which would eventually lose him second and third gears. Another handicap was a broken windscreen, caused when he fought to save control of the bike in Corner One.

On lap 33 the gas stop signs were again out for Singleton, Fontan and Schlachter.

"The refueling stop cost me the race," said Marc Fontan. He over-shot his pit and had to make two U-turns to refuel. It cost him at least the 20 seconds by which he lost the race.

By the first turn of lap 36 Singleton moved into the lead, leaving Schlachter to struggle with a four-speed TZ750. The Georgia rider motored steadily away and straight into a duel with Dutchman Jack Middleburg who was about to be lapped. Singleton squeezed by Middleburg and forged ahead as Fontan tried to make up the critical seconds lost at the gas stop.

It was still Singleton, Schlachter and Fontan; one, two, three, on the 40th lap when Schlachter began pointing to his rear wheel indicating a problem with his machine. He slowed down and Fontan whizzed by into second spot.

Singleton slowed visibly on the last two laps. He even stayed between two lapped riders as he cruised home the winner at record speed.

His early upright braking style may



Spencer's Honda blew its guts out on lap 17, leaving Freddie a solemn bystander for the second time in as many years.

DAYTONA BEACH, Fla.—"A lot of things can happen in 200 miles," was the prophetic comment of Dale Singleton prior to the 40th annual Daytona 200. The 25-year-old pig farmer from Dalton, Ga., rode his non-factory Yamaha to his second 200 victory at a record-setting 174.613 km/h, becoming only the fourth man in history to win it twice.

Singleton's lucky break was that the competition broke. The four-stroke challenge turned out to be a weak gesture as the two-strokes filled the first nine places. The factory Honda and two Yoshimura Suzukis never made the distance. The sole four-stroke in the top 10 was the Moriwaki Kawasaki ridden by Australian Wayne Gardner. He rode a steady race but was no challenge to the front-running TZ750s, the last of which were built in 1978.

Kenny Roberts, the odds-on favorite to win and the fastest qualifier at 180.782 km/h, didn't believe in a jinx track. Maybe he does now. The factory Yamaha which was running in fourth place after the first lap came into the pits with a stuck throttle slide resulting from a kinked cable. The Yamaha crew claimed that AMA tech inspectors let the throttle close before withdrawing a restrictor measuring gauge. Roberts was stopped last year by a similar malady caused by sand in the carburetor throttles.

Graeme Crosby from New Zealand, winner of last year's Daytona Superbike 100 and runner-up in the 1981 version, was also a favorite with the crowd. But 200 miles taxed the reliability of the highly strung Yoshimura four-stroke. Crosby pitted on lap seven with transmission bothers and was back in the pits for good on lap 11 with what amounted to a single-speed gearbox.

Freddie Spencer, third-fastest qualifier at 177.660 km/h on the searingly fast factory Honda 1,025 cc four-stroke, was the first leader. By the sixth lap he had opened up a 10.33 second lead on the field and looked invincible. Richard Schlachter, 1980 U.S. road racing champion, crouched in second spot waiting for a break while 1981 Superbike 100 winner Wes Cooley on a terminally ill Yoshimura Suzuki four-stroke Formula 1 machine dropped back to fifth. Ahead of him were Frenchman Marc Fontan—former team-mate of last year's 200 winner, the late Patrick Pons—and Singleton.

Spencer's Honda, as the skeptics predicted, had a fuse that was too short to go 200 miles. One lap after a gas stop on lap 16 the Honda blew up its motor in a spectacular way in front of the grandstand and left Freddie spectating.

With Spencer out of the race, Schlachter



Neither Kenny Roberts, his crew, nor the spectators could believe it when the No. 2 factory Yamaha was knocked out on lap two with carburetor problems...again.



have been more helpful than even he could have guessed. At the end of the race his front tire was chunking dangerously. All Singleton said when he saw it was, "Gollee."

The two-time Daytona winner's finish is even more remarkable since in mid-February he was on crutches after suffering a knee injury from jogging.

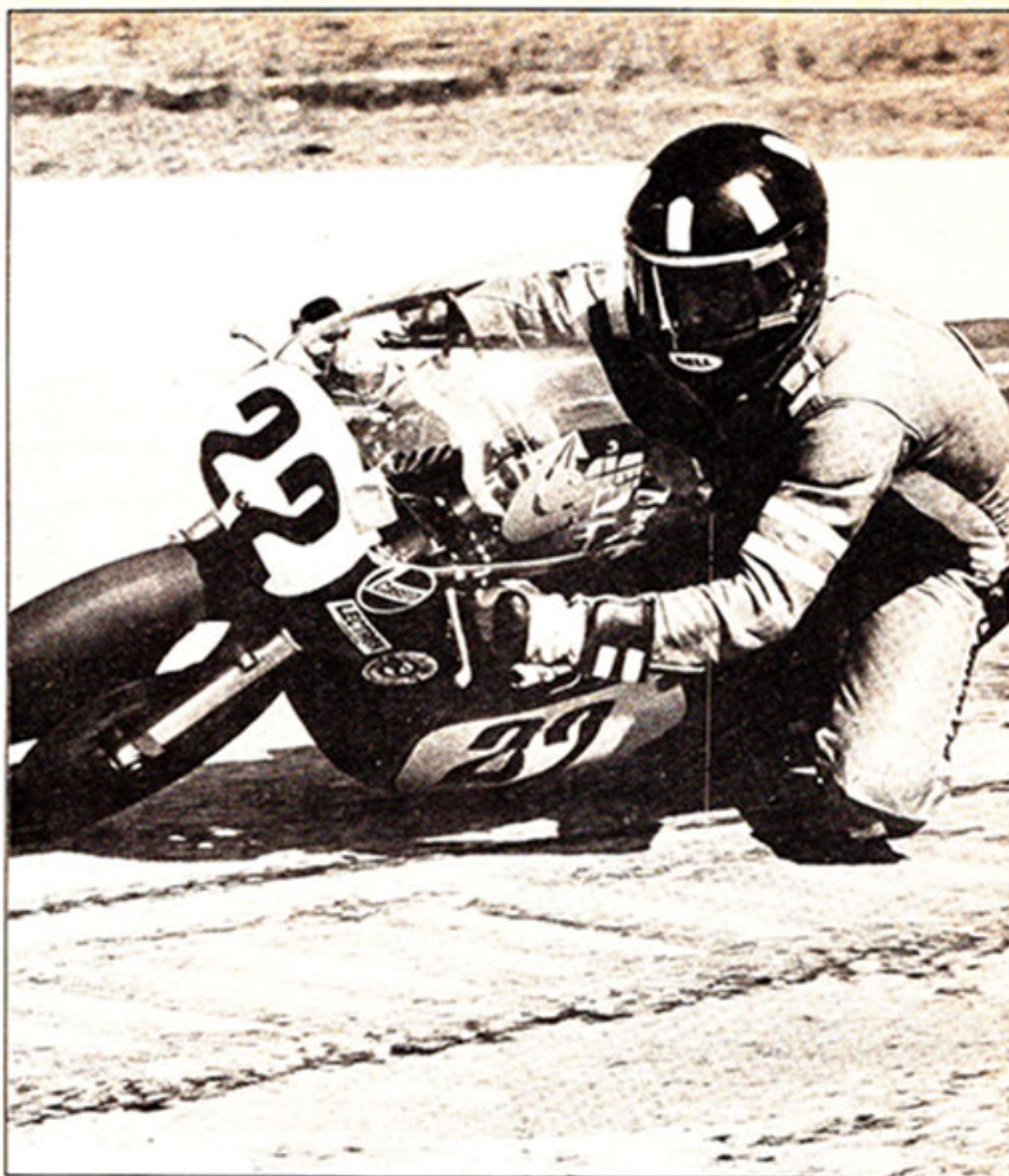
Among Singleton's jubilant fans after the victory, pet pig Elmer III, grandson of the original porker mascot, also squealed with delight.

Canadians at Daytona had a tough time this year. Top finisher was Ken Botham, from Surrey, B.C., who finished in 30th position on a Yamaha twin. Reuben McMurger finished in 38th place with his Kawasaki, both still feeling the effects of a crash in the superbike event when he went off the track in the fast infield sweeper.

Fritz van der Veen placed 39th behind McMurger and in front of Errol Ten Pow. Both were on Yamaha twins. Norm Murphy, who crashed with minor injuries on lap 41 as he was coming out of corner five onto the banking, was the highest placed Canadian for the majority of the race. Murphy's right footpeg broke off his GS1000 just when a finish in the mid teens was looking likely.

The three Canadians who were expected to fly the maple leaf were Steve Gervais, Miles Baldwin and Gary Collins. Baldwin qualified 14th, a spectacular performance shot down when a coil failed on lap two. He re-started after losing several laps, but eventually seized. Gervais and Collins both suffered terminal engine damage and didn't have a chance in the final. Seizures and bearing problems eliminated both machines.

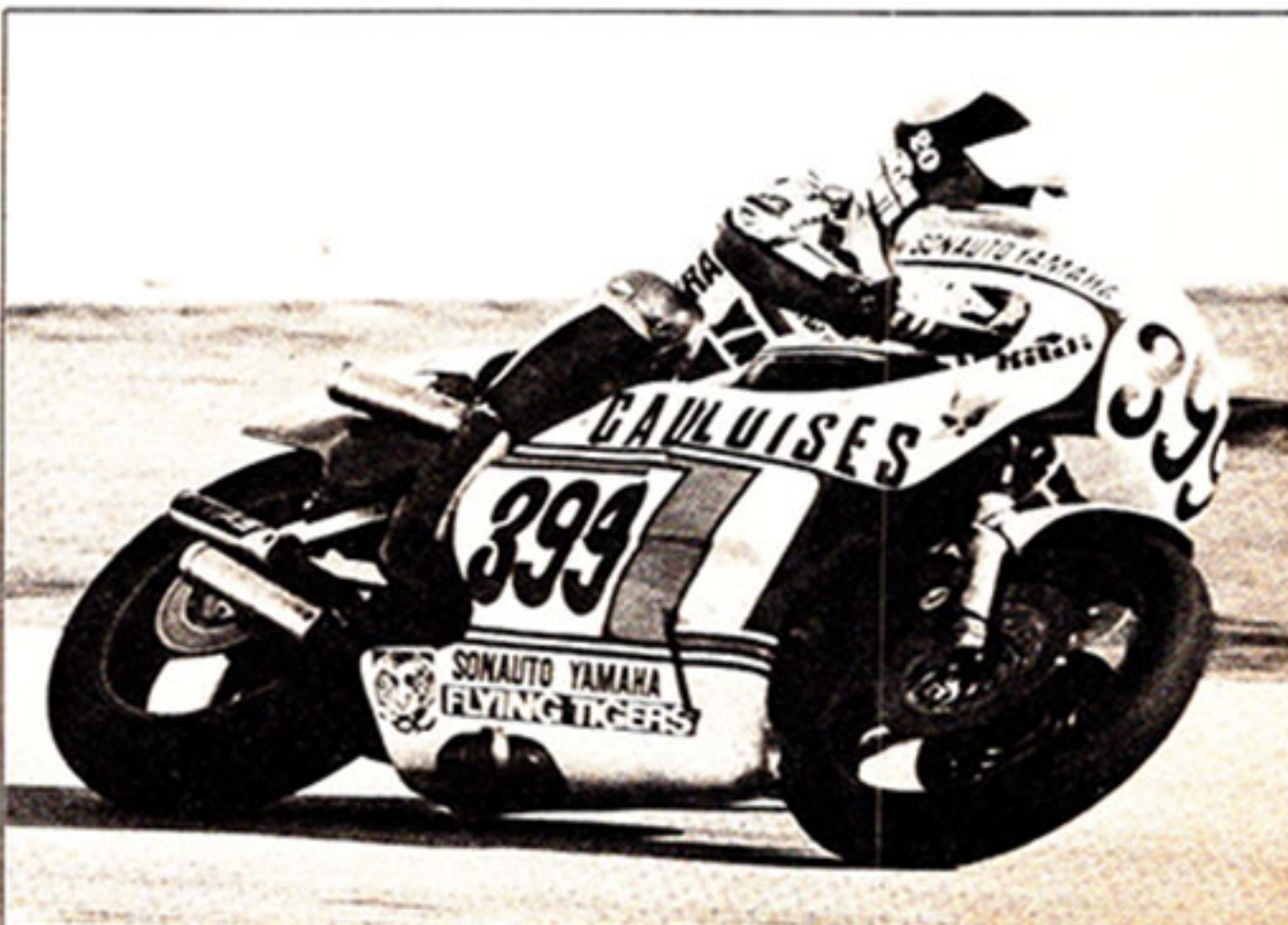
Results appear on Page 86.



Miles Baldwin qualified 14th but coil failure stopped him.



"Mr. Consistency" Dale Singleton was there when it counted...at the finish.



Marc Fontan almost repeated 1980 win by late team-mate Patrick Pons of France.





## DAYTONA SUPERBIKE

DAYTONA BEACH, Fla.—The expression on the face of Pops Yoshimura at the end of the Bell Superbike 100 race told the whole story. He wore a smile from ear to ear on the occasion of the team's fourth consecutive win. Wes Cooley, 1979 and 1980 AMA superbike champion, had

Wes Cooley on the Yoshimura Suzuki outslipped Graeme Crosby for superbike win.

taken the victory from Graeme Crosby of New Zealand on an identical Yoshimura Suzuki rocket.

The two major challenges to the Yoshimura success story were the factory Honda of Freddie Spencer and the factory Kawasaki of Eddie Lawson. Spencer had joined the Suzuki riders in their disappearing act and was swapping the lead with Cooley and Crosby when misfortune struck on lap 12.

The 19-year-old Spencer stopped to refuel and the crackling hot motor of the factory Honda No. 19 received a shower of gasoline that lit up like a roman candle. Spencer jumped off, dropping the bike and falling to the ground himself. The crew doused the flames, Spencer jumped back into the saddle and took off. Too late to catch the leaders, he circulated in third till the end.

Lawson had his own problems. His





Cooley and Crosby kept swapping the lead, but Cooley had it when it mattered most.



"Just beat Honda and Kawasaki," were Pops' orders to Cooley and Crosby. They did.



Hindle had his problems in practice but in the race motored home for fifth place.



If you aren't going fast enough to get the bike grounded at least rub a knee!



Reuben McMurter was top running Canadian, leading Hindle, before infield crash.

team did not give him the gas signal when the leaders went in so he assumed the lead but soon lost it to the faster Suzukis which had already had their refill. He came into the pits with engine oil leaking on to the rear end of the works Kawasaki KZ1000J but continued after refueling. He was back in on lap 22, with oil coating most of the machine and rear tire. Lawson's ride was finished.

Lawson's team-mate Dave Emde also retired with mechanical difficulties. He exited on to pit road on lap five with smoke pouring off the motor, slowed to a walking pace and threw the bike on its side.

Australian Wayne Gardner rode a Moriwaki Kawasaki to fourth place in his first race at Daytona. Gardner was winner of the Castrol six-hour race near Sydney last fall, riding a Honda CB1100R.

Another Spencer is a recent addition to the Honda team. Mike Spencer, from Huntington Beach, Calif., had never met the "Louisiana wild man" until the Ontario six-hour in California last year. Mike, 24, was holding a strong fifth place before his gas stop. After refuelling, he was briefly blinded when gasoline splashed from the filler cap on to his visor while tucked down on an infield straight. He left the track, but without mishap, and rejoined the race to finish sixth.

Finishing in an excellent fifth place after one of the best races of his life was Ontario superbike champion Lang Hindle on the almost-stock Canadian Kawasaki KZ1000J. Hindle had received a new standard bike only two weeks before the event and worked feverishly with Torontonians Bob Sutherland, Greg Cox and John Barr to build a competitive machine. Out of 80 entries he qualified seventh and finished fifth after major engine problems earlier in the week, ironically beating Kawasaki's own factory racers. This was despite a lost filler-cap key at the gas stop which cost the team 30 seconds.

An encouragement to the rank and file of privateers was the performance of Torontonian Norm Murphy. Murphy rode a GS1000 which, while capably prepared by William Shim Ping of Pickering, Ont., was closer to stock than most entries. Even the rear shocks were original two-year-old items.

Murphy qualified 25th after carburetor and ignition problems, but eventually placed a most respectable 11th.

Another top Canadian superbiker is Reuben McMurter. McMurter had passed Hindle and was gaining on then seventh-placed Harry Klinzmann when his front wheel slid out on the fast left-hand infield sweeper.

In the end it was the invincible Yoshimura Suzuki of Cooley that captured the checkered flag after he had managed to drop Crosby from his slipstream on the last corner. "I have been after this one for a long time," said a jubilant Cooley.

Results appear on Page 86.





Darrell Shultz took the win despite pressure from Donnie Cantaloupi and a first turn smash with Hannah and Barnett.



Maby McIntyre of Texas lost it on grandstand double jump.



Donnie Cantaloupi wrung his factory Yamaha to the limit but didn't beat Shultz.

## DAYTONA SUPERCROSS

After winning the 1981 Daytona Supercross Darrell Shultz of Trinidad, Calif., winner of three earlier races in the supercross series, explained his flag-to-flag win. "After getting hurt a lot last year I nearly lost my contract, but I talked my way back into Suzuki and spent the winter thinking that if I slowed down a bit I would still be fast enough to win. It sure feels good to be here."

Shultz had anything but an easy ride. He fought off a hard-charging Donnie Cantaloupi of Stockton, Calif., for the entire event. The two riders left the pack in the dust.

Two crowd favorites had been eliminated at the start of the final when Shultz, Mark Barnett and Bob Hannah clashed going into the first turn. Barnett fell and could only come back to eighth at the end while Hannah received a nasty cut on the arm and headed straight for medical aid after finishing 17th.

Third was Team Honda rider Jim Gibson who held a good start and climbed past Marty Smith and Denny Bentley early in the race to secure his position. Smith finished sixth behind Bentley. Kent Howerton was seventh ahead of Barnett with Mike Bell, 1980 supercross champion, ninth and Rex Staten 10th.

Results appear on Page 86.





Switch from belt to chain drive was Eddie Lawson's insurance for 250 race win.



Not every racer claimed by the chicane was graceful as 250 rider Mark Bougas.

## DAYTONA LIGHTWEIGHT

DAYTONA BEACH, Fla.—Eddie Lawson showed Jim Filice the way through traffic as he won his second consecutive Daytona 250 cc expert race. Lawson's win on a Team Kawasaki KR250 marked the first lightweight win for one rider on two different makes of motorcycle; last year he rode a privately entered Yamaha.

Filice, 18, protege of Ken Roberts and riding for Roberts-Lawwill Racing, rode a production Yamaha TZ250H which matched the speed of Lawson's factory Kawasaki. Only Lawson's handling of back-marker traffic made the difference, and his margin of victory after 100 miles (160.9 km) was only eight bike-lengths. Average speed for the race was 102.519 mph (164.495 km/h).

Lawson, 22, led during 23 of the 26 laps, while Filice, winner of last year's novice race, led the other three.

Lawson's KR250 had appeared in practice and in earlier tests at Daytona with a

toothed belt drive like that of the KZ440. Indications were that Lawson would use the belt drive in the race, but instead he switched to chain. "We just got cold feet," said team manager Randy Hall. "We noticed a couple of things we didn't like in practice, and besides, Daytona is a very important race." He said the belt drive would be tested again, probably at Elkhart Lake.

Filice started the 26-lap race from pole position. His 1981 TZ250 was one of the few in circulation, and was almost standard except for its Lectron carburetors.

Now that Kawasaki has finally pried the Yamaha lid off the lightweight class, another make provided additional diversion this year. The new British-built Armstrong CM35 was the most competitive of the Rotax-powered entries, eventually propelling Australian Jeff Sayle to fifth place and Briton Steven Tonkin to 11th.

Bruce Lind of Seattle, Wash., took on the two-strokes with a Wasco-framed Honda thumper, finishing only three laps in arrears in 37th place.

But from the second the 69 starters were waved off the grid, there was no contest to Lawson and Filice. Like Freddie Spencer, both are former dirt trackers who have adapted extremely well to asphalt.

Filice had the pole position, with Mang in the centre and Lawson on the outside. Between them were American privateers Ricky Arnaiz and Rusty Sharp, both on Yamahas. Lawson's Kawasaki hadn't demonstrated the speed of Filice's Yamaha in their qualifying heat race, but an overnight rebuild by mechanic Steve Johnson restored the balance of power.

Lawson and Filice remained almost welded together, pulling out a 10-second lead from Mang by lap nine. Meanwhile, Richard Schlachter, penalized by a third-wave start because his engine had seized during the heat race, was passing dozens of riders and moving into the top 10. By the 13-lap halfway point, he was in fourth place and closing on Mang. The leaders were 25 seconds ahead. A lap later, the unlucky Schlachter's chain jumped off and, after he replaced it once, jumped the sprockets again. He parked the bike.

The process of lapping slower riders in the infield gave Filice the opportunity to lead for three laps, until Lawson passed into first again. Lawson pulled out 10 bike-lengths at one point, but then lost it back.

Mang, plagued by a loose rear axle, was steadily losing ground. He finished a minute and 50 seconds behind Filice. On the final lap, when Filice was expecting to put his power-valve Yamaha to work, Lawson took advantage of traffic in the infield. His margin of three bike-lengths suddenly became eight, and the disappointed Filice learned a lesson in tactics he will not soon forget.

As in 1980, Gary Collins of Barrie, Ont. was best-placed Canadian. He rode a new Shoei- and Rocket-sponsored TZ250H to



## AUTOMOTIVE BATTERIES



## MOTORCYCLE BATTERIES



## Ni-Cd BATTERIES



**WANTED!!  
Active Distributor**

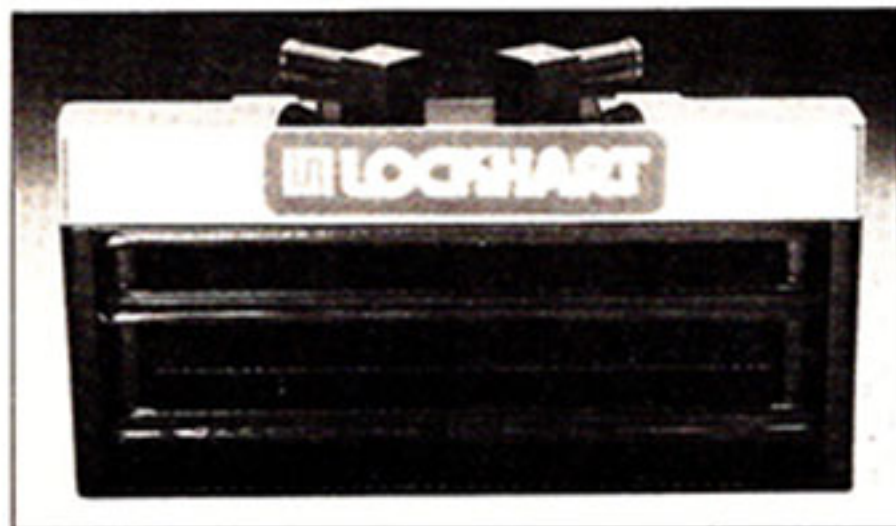
- Our economical batteries deliver power even in harsh climates as proved by users at home and abroad.
- Due to their high quality and longer service life, our batteries are employed as stock equipment in most new Japanese cars and motorcycles.
- Many makers rely on our high performance Ni-Cd batteries for their newest electric, electronic and other types of products.

Manufacturer/Exporter

**Shin-Kobe Electric Machinery Co., Ltd.**

P.O. Box 218, Mitsui Bldg., Shinjuku-ku, Tokyo 160, Japan  
Phone: 03-344-2811 Telex: 2324107 SKEMCT J  
Cable: HIGHLONGBATTERY TOKYO

# LOCKHART'S NEW 600 AUTOMATIC



**This unit is a hybrid of our standard 500 cooler and BP-180 thermostat.**

Lockhart's 600 Automatic is designed for peak demand cooling and all-weather temperature control. The cooler's internal passages are filled with high-performance fins to maximize cooling efficiency. Its thermostatic element, sealed inside the brazed housing, opens fully at 165°F guaranteeing against overcooling or oil pressure resistance in cold weather.

**Lightweight Aircraft Construction is a Lockhart exclusive.**

Modern motorcycles measure

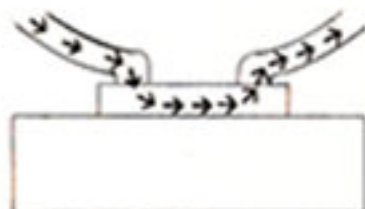
performance in ounces and fractions of an inch; the 600 shares the slim, compact and featherweight style of our cooler family. There is no other cooler anywhere to match its lightness, efficiency, or aesthetic appeal.

**The dip brazed construction is the key.**

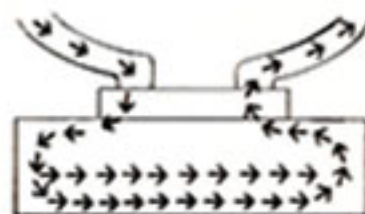
Our salt bath technique fuses fin, plate and housing into one indestructible, vibration-resistant structure. No rivets, solder or welds. The cooling efficiency is unsurpassed. It's only natural that Lockhart would extend the state-of-the-art. The first and only thermostatic cooler. The 600

**Only Lockhart could do it.**

This is the new 600 Automatic, the first true thermostatic oil cooler system for motorcycles. After ten years of testing and development, Lockhart has packaged a fully modulating thermostat inside a rugged aluminum body.



Cold below 140°F



Hot above 165°F

Automatic is available in black or chrome.

Available at better motorcycle stores.

Distributed by:

**nican**

7442 Fraser Park Dr., Burnaby, B.C.,  
(604) 434-7575  
3225 Lenworth Dr., Mississauga, Ont.,  
(416) 625-3890





Jim Filice, second in the 250 cc race, admires Winston girl Lynn Griffis.

20th place after qualifying 17th.  
Results appear on Page 86.

## DAYTONA TWIN

DAYTONA BEACH, Fla.—Ducati was the name of the game in the inaugural running of the Battle of the Twins March 6. Ducatis rumbled to victory in three of the four classes in the 80 km event provided for the popular twin-cylinder superbikes no longer competitive with four-cylinder machines.

First rider across the line was light-weight vintage winner Jim Adamo of Glen Cove, N.Y. He again rode a Ducati, this one entered by the U.S. distributor and tuned by ace Reno Leoni. Among the 52 machines he left behind were an Egli Vincent and a factory prototype eight-valve Triumph Bonneville.

Adamo was the favorite before the start of the 13-lap battle, but not to be discounted were John Long, Jr., on the special BMW he has raced for years and Richard Schlachter on another Ducati. Ted Boody was to have ridden the Duke, but broke his collarbone during a crash in practice.

The machines were divided into GP, modified production and stock production classes. The modified production class provided both expert and amateur rider classifications.

Several twin riders were sidelined before the start when Dunlop refused to approve use of its tires on the banking. The Bonneville dropped out on the warm-up lap when it seized a valve guide; it had earlier dropped a valve in practice.

Adamo led from start to finish of the 13-lap race, dogged at first by David Emde on a San Jose BMW and David Roper of Brooklyn, N.Y., on a Team Obsolete Harley-Davidson XR750 bored to 909 cc.

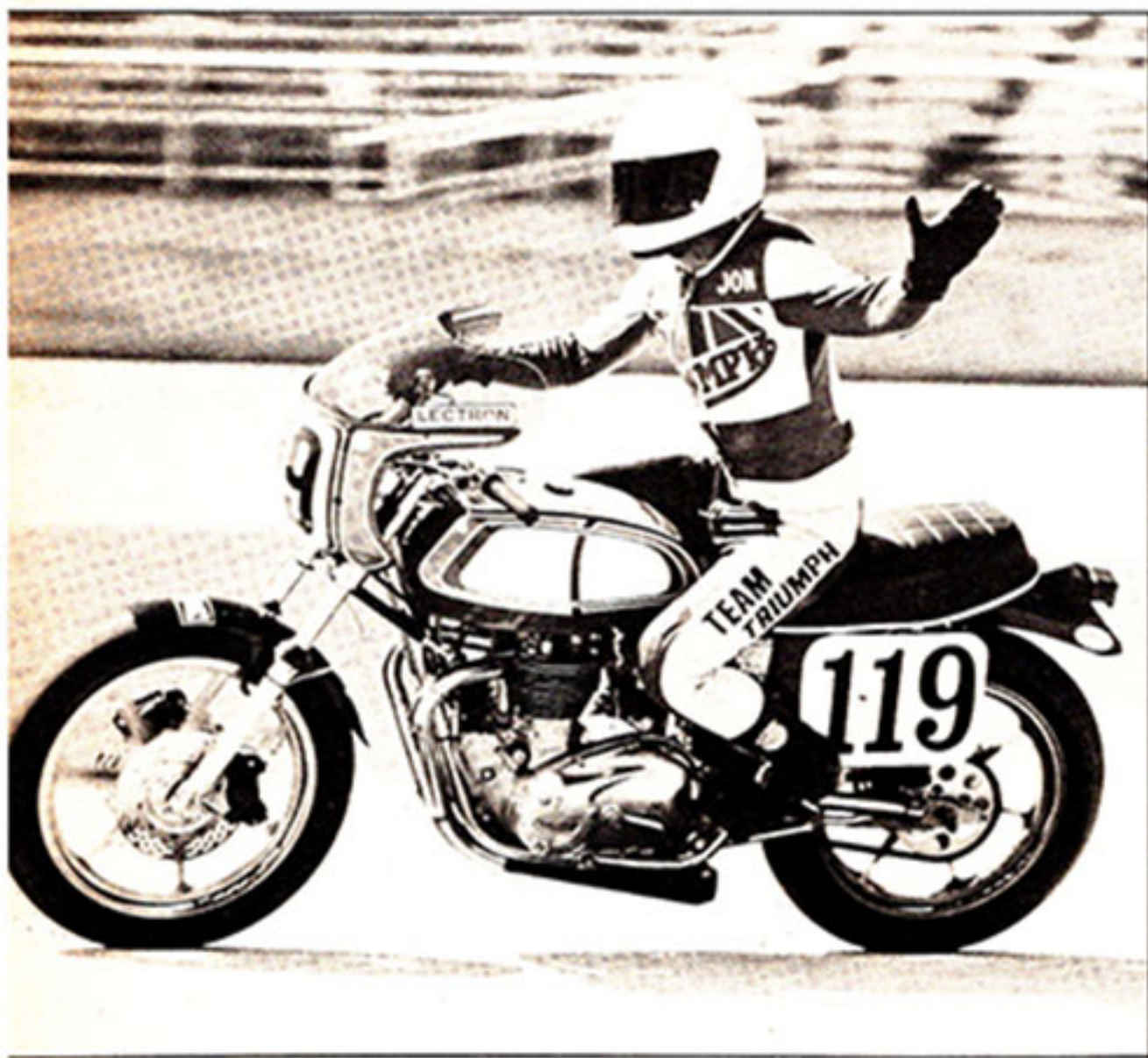
Adamo was by then about six seconds ahead of Roper, but Richard Schlachter was moving up quickly. Starting in the second wave, Schlachter passed first John Long, next John Tesauro on a Moto Guzzi, then Tunstall and finally he began moving in on Emde. After seven laps, Adamo had pulled out a huge lead and Schlachter was in fourth place.

Emde's BMW expired in smoke on lap nine and he retired in the infield. Roper's Harley was faltering with an ignition failure which left it firing on only one cylinder and Schlachter moved into second place, also on the ninth lap.

Roper gave up third place to John Long on the Udo Geitl/Todd Schuster BMW on lap 11, eventually finishing sixth. Long's BMW then began to misfire, allowing Tunstall and Tesauro to pass him by the end of the 13 laps.

The only Canadian to finish was Jeff MacMillan of Downsview, Ont., who placed fourth in amateur modified production on his Ducati 900SS.

Results appear on Page 86.



Jon Minnono's prototype eight-valve Bonneville was plagued by valve problems.

## DAYTONA VINTAGE

DAYTONA BEACH, Fla.—A host of seldom-seen marques came out of retirement for the first attempt at a vintage road race at Daytona. Held on the infield course as part of the amateur proceedings March 4, the hurriedly organized event was won by New Yorker Dave Roper on a Matchless G50.

Some riders grumbled about the run-and-bump start but as an AMA official explained: "Vintage bikes, vintage start." Most had previous racing experience, but only a couple such as Jim Adamo and Kurt Liebmann are still active competitors on modern bikes. John Long, Jr., had entered, but was unable to get his Moto Rumi restored in time. John senior rode a rigid-framed BSA Gold Star which had raced in every 200 on Daytona Beach between 1949 and 1955.

The other name rider was Don Vesco, who rode a 350 cc AJS 7R owned by race organizer Rob Iannucci. Iannucci brought several experienced bikes to Daytona as part of his Team Obsolete, including Roper's winning 500 cc Matchless.

While the bump start went without incident, a crash on the first lap took out three





Experience  
it!

In its tabloid format, Cycle Canada was more than just a magazine. Now, as a magazine, it's still far from ordinary. Our traditional abundance of interesting information has made us that way.

We seek out and develop



interesting news, informative reports and useful features. We look for entertaining writers. We provide reader-to-reader services like Motopinion.

We do product tests, tour tests, economy tests and track tests, often with the added expertise of riders like Mike Duff and Yvon Duhamel.

And we've created the national showcase for motorcycling, with our three Cycle Canada shows across the land.

It's all helped to make us the most widely-read motorcycle publication in Canada, bar none. Cycle Canada has become like motorcycling itself, an experience.

Experience it for yourself. Have it delivered to your home every month. Use the handy card opposite, or write to our office at 290 Jarvis St., Toronto, Ont., M5B 2C5.

1 year \$14.95, 2 years \$21.95, 3 years \$29.95. U.S. and foreign subscribers add \$4.00 per year.

The new  
**CYCLE  
CANADA**  
is here



contestants. Sam Shinabery of Ossian, Ind., fell while braking for Turn Five and went through haybales into a guard rail. His bouncing bike and debris felled Wayne Welsh of Uxbridge, Ont., on a 350 Ducati and Tom Faulds of Toronto on a replica of the CR450 Honda he raced during the 1960s. Shinabery was hospitalized with a broken right arm and leg, and Welsh suffered a broken right collarbone. Faulds retired with a punctured fuel tank.

The restart was a clutch start, and the race proceeded without further incident. Roper's G50 overhead cam single was tuned more for speed than longevity, and gave him the horsepower he needed. He held off the challenge of Jim Adamo on a 350 Ducati and Welshman Clive Watts on another G50. Watts was British single-cylinder champion last year, but lacked Roper's advantage of slick tires.

Not all riders kept up the leaders' roaring pace. John Long, Sr., troubled by a slipping clutch and in deference to his advanced years, didn't flog the hardtail Goldie. Ken Hodge of Georgetown, Ont., retired his Tom McGill-entered Norton Dominator Daytona when its twin-cylinder engine showed signs of tightening. Phil Mahood of Toronto was out of the running since his Vincent Grey Flash was down on horsepower in its first race. Ron Peter of Ashburn, Ont., was sidelined just before the start when his Iannucci BSA Gold Star locked its engine, capping a week of mechanical frustration.

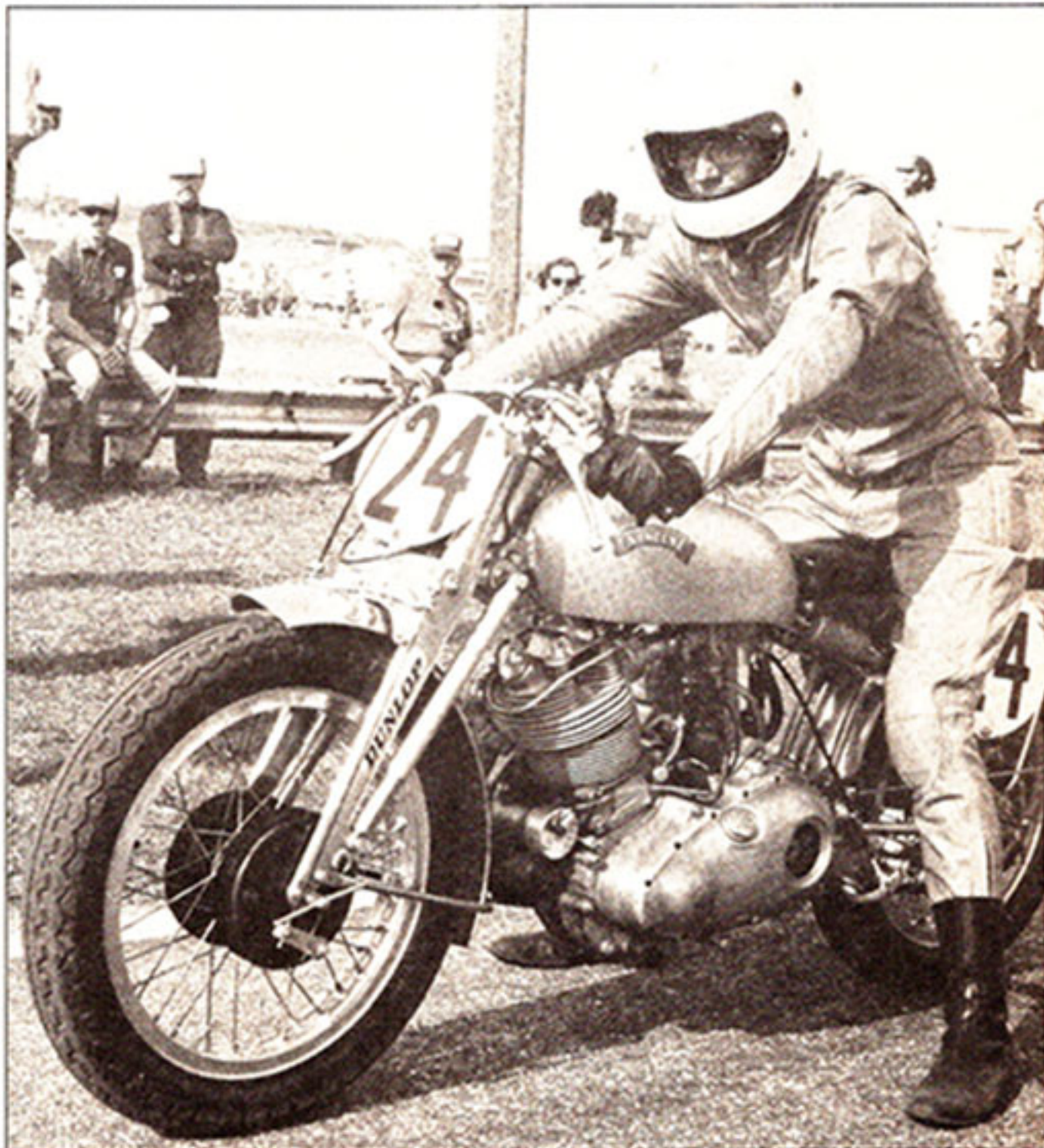
First Canadian finisher was Don Warwick of Toronto on a hybrid Velocette entered by his father Doug.

Vesco was third in the lightweight class, ahead of former Can-Am engineer Bob Barker on another 7R and Peter Norlong of St. Petersburg, Fla., on a Ducati.

Results appear on Page 86. □



First Daytona vintage race was marred by crash which injured two Ducati riders.



Phil Mahood of Toronto built a 500 cc Vincent Grey Flash for the vintage race.

## DAYTONA TRIAL

A new dimension was added to the 1981's Daytona Speed Week activities. Jack Stites from North Carolina took his 320 SWM to a win over a talented field of riders in the inaugural Daytona Stadium Trial.

A Florida trials bike dealer, Woody Dame, with the assistance of the Ameri-

can Observed Trials Sidecar Association, laid out a course of 10 artificial sections on the edge of Lake Lloyd in the Daytona infield.

Stites, presently ranked fifth in U.S. trials, secured his win with a 23-point advantage over nine Michigan-Ontario Trials Association champion Bob Hopkins. Hopkins, New Englander Wayne Galvin, and another North Carolina rider, Randy Herndon, rode three laps of the demanding course to finish second, third, and fourth respectively.

Results appear on Page 86. □

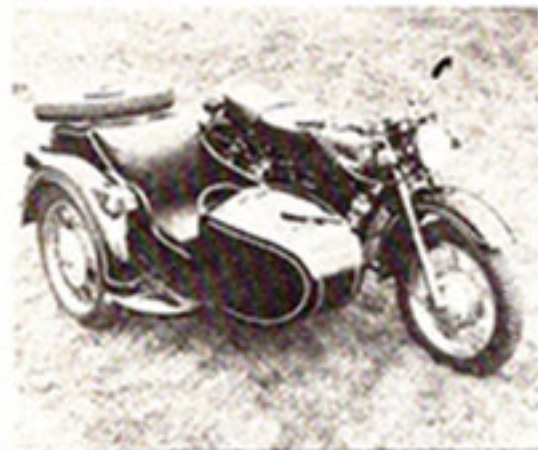


Curt Comer, on a 200 Montesa, crests a ball in first Daytona stadium trial.



## TRANSPORT PLUS FUN FOR THE WHOLE FAMILY

+Least expensive 4-wheel vehicle on the market.



\$3500.00  
suggested retail price

## DNEPR.

Write to the exclusive Canadian distributor for the dealer nearest you.

## PHILI-MOTO

66 Victoria Dr.,  
Vancouver, B.C.  
V5L 4C2  
(604) 254-6755

## A warm welcome to all visitors from across Canada



We would like to extend our thanks to all of our customers for their continued support in the past 50 years.

## Walt Healy, Yamaha & You

227-10th St. N.W.  
Calgary, Alta. T2N 1V5  
(403) 283-2788

## R.C. Engineering

### R.C. 4 into 1 COLLECTOR PERFORMANCE EXHAUST SYSTEM

Guaranteed by R.C. to produce more low, midrange and peak horsepower than any other multi-cylinder exhaust system on the market. Available in deep chrome or K&I Gard black. Honda, Kawasaki, Suzuki, Yamaha Chrome \$299.00



For over 10 years Russ Collins and Bill Adams have been in racing and business together.

NOW YOU CAN BUY R.C. ENGINEERING PRODUCTS DIRECT FROM R.C.'S EXCLUSIVE CANADIAN DISTRIBUTOR

SHIPPING: C.O.D. NO DEPOSIT REQUIRED, OR VISA AND MASTER-CHARGE ACCEPTED. ADVISE CARD NUMBER AND EXPIRY DATE.



For full catalogue product line send \$3.00 for catalogue, price list and decal.

**adams**  
**PERFORMANCE PRODUCTS**  
16704 111 Avenue,  
Edmonton, Alberta T5M 2S4  
(403) 483-9220



BE A  
MOTORCYCLE  
MECHANIC

AMI has thousands of graduates working in motorcycle dealerships all over the world. What we have done for others, we can do for you if you have a sincere desire to become a success in the motorcycle industry. We train for all positions—Mechanic, Parts Manager, Service Manager and Dealership Manager.

THERE IS ONLY ONE AMI. It is located at Daytona Beach, Florida. We offer Resident Training courses or Home Study. To learn more about this career opportunity, send in the coupon or call.

TOLL FREE 1-800-874-0645.

Florida residents call 1 904 255-0295 collect.



**AMERICAN  
MOTORCYCLE  
INSTITUTE**

1445 SKYTROOPER ROAD DAYTONA BEACH, FLA 32014

SEND MORE INFORMATION TO

NAME _____	AGE _____
STREET _____	
CITY _____	
STATE _____	ZIP _____
PHONE (____) _____ 81-6-CC	
<input type="checkbox"/> RESIDENT TRAINING	<input type="checkbox"/> HOME STUDY



# Bardahl Rides Again...



## And Again...And Again

BARDAHL—Hard working, easy riding oils for today's most demanding bikers. BARD AHL—ride it hard, ride it long, it still comes out ahead of the competition. Because BARD AHL has moved with the times. Today's high performance engines need a high performance oil that won't deteriorate when the going gets rough. And BARD AHL rides with the best of them. Thanks to a unique Polar Attraction Formula, BARD AHL sticks to today's engines and won't break down under extreme pressure or high temperatures. BARD AHL's polar organic compounds create a tough film of molecules that

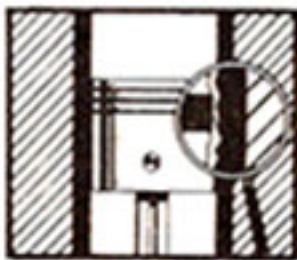
cling to hot metal surfaces. Result—a dramatic reduction in friction and wear on internal parts and a remarkable increase in engine life.

BARD AHL 4-Stroke Oil specially formulated for motorcycles contains the Polar Organic Formula.

BARD AHL Foamy as well as the Dry Chain Lube also contain the Polar Attraction Formula to provide superior lubrication while protecting against rust, grit and other contaminants and has proven to be ideal for "O" ring chains.

Yes, BARD AHL rides again...and again...and again...

### BARDAHL'S POLAR ATTRACTION FORMULA



1. When magnified thousands of times, you'll see that all metal surfaces have microscopic peaks and valleys.



2. High pressures create flash temperatures, heating metals and destroying regular oils.



3. Molecular attraction between the hot, bare metals causes them to seize. They weld together and tear. This is friction, the major cause of wear.



4. Bardahl's lubricants contain a unique Polarized formula of tough molecules which cool metals, neutralize friction, heat, and wear.

**BARDAHL INC., POINTE CLAIRE, QUEBEC, H9R 1C1**





# RALLIES CAN BE FAR-FLUNG FUN

Here is a guide to places to go and things to do when you'd really rather rally.

**W**hat's the best part of a motorcycle road rally—getting there or being there? Or getting home afterward, if the weather wasn't so great? A long ride, whether solo or in a group, to a distant campsite set in picturesque surroundings is a good start. Being there means sharing in the parties, games, contests and general socializing over the universal topic of motorcycles.

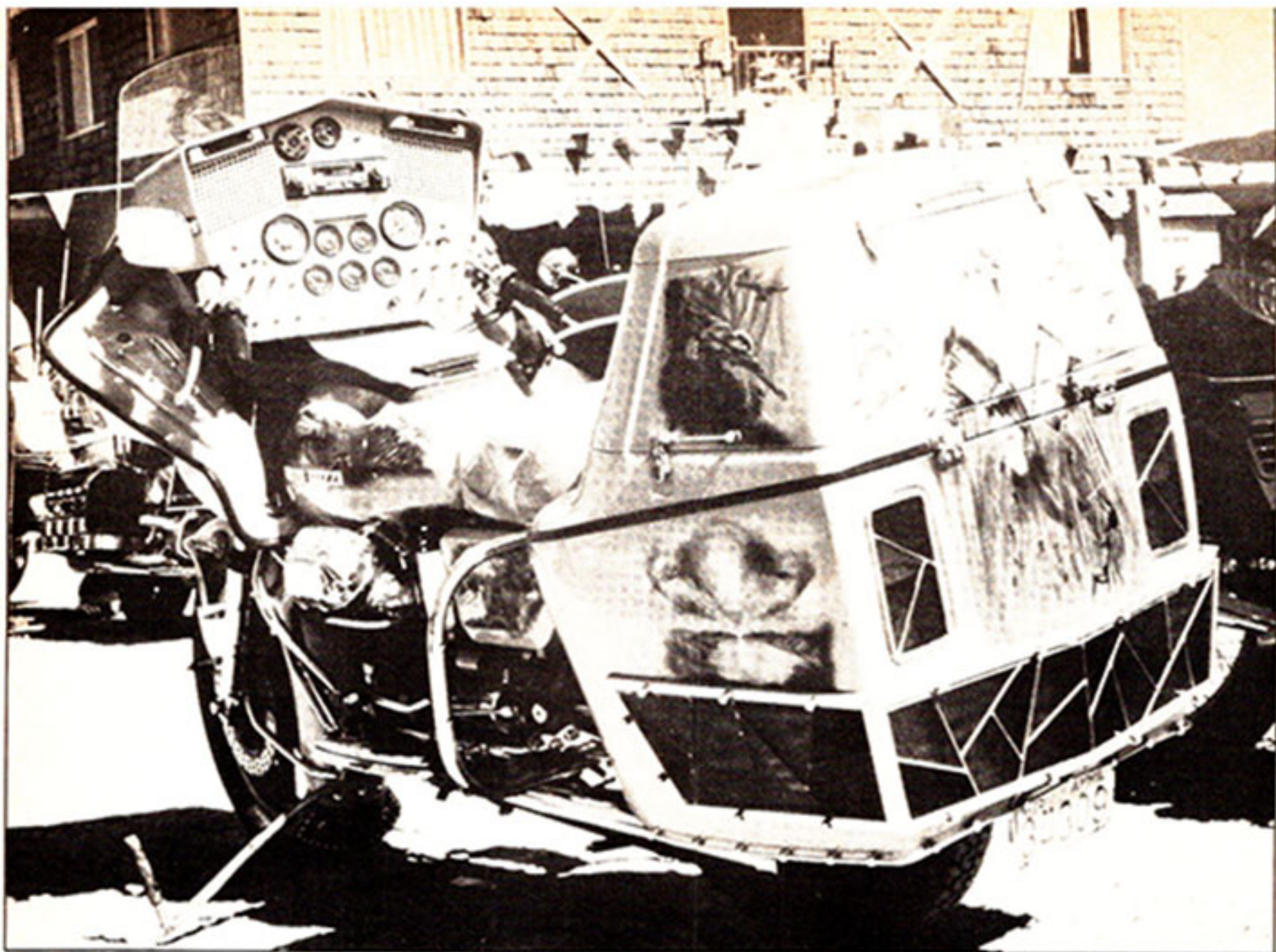
Fortunately for the rally enthusiast, there are literally dozens of road rider events to choose from. If you are a particularly avid enthusiast for your

own chosen brand, one-made clubs offer rallies for owners of BMWs, Ducatis, Nortons and Vincents, not to mention sidecars and vintage bikes. Then there is the Vancouver to Tijuana endurance classic, the Three Flags Run.

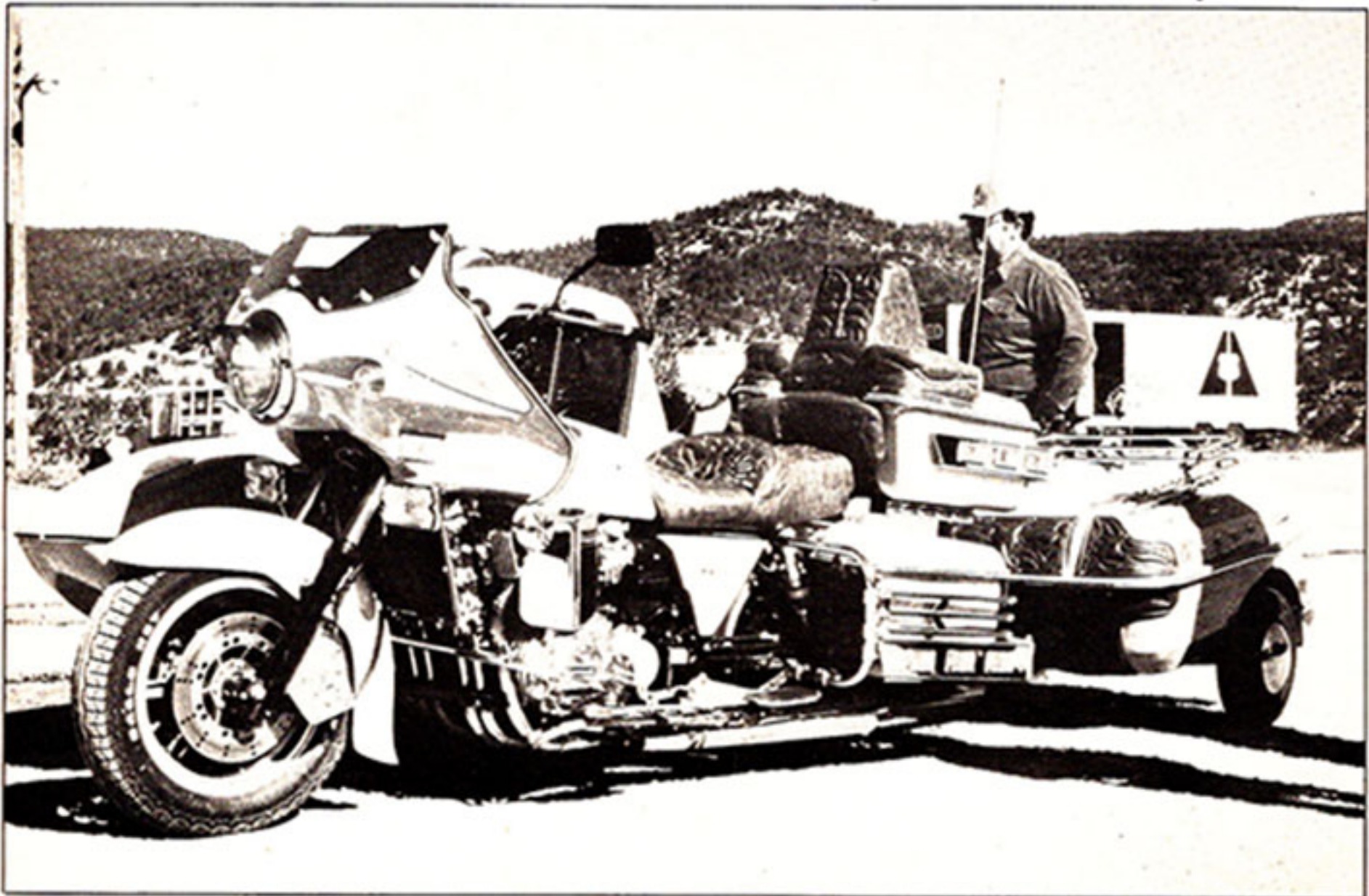
Foremost, though, are the great general-appeal rallies which feature good times for all, regardless of one's choice of machine. The amenities are usually basic, with emphasis on simple enjoyment rather than outright luxury. You make your own fun.

But if you haven't made your plans





Born-again Moto Guzzi is a rolling mural which spreads word of the second coming to thousands of visitors at Aspencade.



Reports that this KZ1300 with both sidecar and trailer has air conditioning and hot shower have still to be confirmed.



yet, you'd better do it soon. To help you make a choice, here are ratings of seven of the best rallies on this continent. The selection is not meant to be definitive, but is intended to include a variety of geographical locations, activities and atmospheres. Like motorcycles and people, they're all a little different.

## ASPENCADE

**Aspencade**  
Ruidoso, New Mexico  
Sept. 30 - Oct. 4

Aspencade is the touring motorcyclist's mecca. It's almost like a convention, with a varied, interesting and informative program. For Canadians, it's a long ride—perhaps 3,000 km or more each way, depending on your starting point. Because it's held late in the season, the weather can be uncertain at both ends.

Aspencade gets A-plus for organization and each day is full of overlapping events. It attracts a more mature crowd than other rallies, and there is much evidence of the everything-but-the-kitchen-sink brand of touring. By virtue of its distance from densely populated areas, it draws more serious tourers, but you have to look for them. Quite a few bikes are trailered in, the likelihood increasing with the value of the bike.

While you won't get bored in town, you should make time to head out and see the Carlsbad Caverns, Cloudcroft Mountain, Sierra Blanca, lava beds, cacti, buzzards and tarantulas.

The rally has rider clinics, interesting lectures, a huge parade, and a busy trade show. It's perhaps the best all-round event of the year, with excellent facilities, reasonable prices and top-notch attitude to bikers.

Aspencade is made even more special by the fact that it is the last run of the year. All the enthusiasm and exhilaration it produces must tide you over the winter until Daytona starts the whole process again.

For information and pre-registration, write to:  
Til Thompson  
Box 970  
Ruidoso, NM 88345  
U.S.A.

## BLUENOSE

**Bluenose Rally**  
Billtown, Nova Scotia  
July 4-6

The Bluenose, this year in its 11th running, is at the opposite extreme in size and geographic location from Aspencade. Situated in the fertile Annapolis Valley, it



Aspencade is the touring rider's mecca.



Bite-the-weenie contest isn't easy.

emphasizes Down East hospitality rather than acres of dressed-to-the-nines touring motorcycles. Participants number in the hundreds rather than the thousands, with Canadians finally forming the majority in recent years. Organizing club is the Apple Valley Riders of Wolfville, N.S.

Unlike the spectacular surroundings of Aspencade and Sturgis, the scenery in Bluenose country is pastoral rather than breathtaking. But despite, or perhaps because of, the tamer locale and cozier atmosphere, the Bluenose draws visitors from across the continent. It was CMA's first national rally in 1979.

When you're not meeting other rallyists, you can take part in field events like a blind sidecar slalom or a milk-the-cow game using the punctured fingers of a surgical rubber glove. Or if you're looking for some non-motorcycling attractions, tours are organized to nearby areas of the historic Maritime province and you can investigate the world's highest tides in the nearby Bay of Fundy. Don't forget to sample the local lobster, chowder and other seafood delicacies.

For information write to:  
Norma M. Sweet  
Box 1225  
Wolfville, N.S.  
B0P 1X0

## CARIBOU

**Caribou Trails**  
Starting at Hope, B.C.  
July 11-12

Here's an oldtimer with a 50-year history, a booming present and a promising future. Started in 1930 by Fred Deeley, it's now under the stewardship of the Greater Vancouver Motorcycle Club. Last year's golden anniversary run had 950 entries, with dozens more watching from the sidelines.

What began a half-century ago as an excuse for a flat-out race up unpaved roads to the Cariboo country of central British Columbia now is a carefully organized timed ride. The participants compete to match a schedule laid out by the organizers, but without the benefit of speedometer, odometer or watch. Last year's winner was off by only five seconds in a 400 km run.

The starting point at Hope is near the apex of the Fraser Valley and is subject to the precipitation of B.C.'s coastal climate, so be prepared. The Cariboo region is dry country with spectacular views of mountains, canyons and lakes. The route nowadays is over paved roads and won't rattle the saddlebags off the dresser set. If time-keeping calculations aren't your forte and you've racked up a huge pile of penalty points on the Saturday run, you can console yourself in the pie-eating contest that night.

You'll also have memories of rugged scenery, low-profile policing and the hospitality of the citizens of Hope.

For information write to:  
Greater Vancouver Motorcycle Club  
P.O. Box 63  
Surrey, B.C.  
V3T 4W4

## DAYTONA

**Daytona Motorcycle Classics**  
Daytona Beach, Florida  
March 1-7, 1982

Daytona is special because it heralds the arrival of the spring riding season. You can ride your bike and get sunburned while your friends back home are still shovelling snow. Excitement is at a high enough pitch to awaken even the most dormant enthusiasm for riding.

While there is no program, no sponsor and no entry fee, activities are numerous and varied. To warm you up, you can take part in the "Run to the Sun" parade from Valdosta, Georgia, down to Daytona. Once there, custom bike shows, more parades, a trade show and spectacular racing of all sorts will keep your interest piqued. And enough can't be said for just





Earles fork lightens sidecar steering.

riding on that fabulous beach.

Like Harleys? You'll love Daytona. Milwaukee pulls out all the stops for an extravaganza that will have you wishing you were on one if you're not already. Harley Heaven, indeed. Outrageous machines not seen at any other events tend to congregate here, so bring lots of film. Motels and camping sites are readily available, but expensive, and the campsites can be noisy since open exhausts almost seem to be the rule of the day.

While it has few organized events of the traditional road rally sort, Daytona is the best way you'll find to shake off winter.

For road race tickets and information write to:  
Daytona International Speedway  
Drawer S  
Daytona Beach, FL 32015  
U.S.A.

## LACONIA

**Laconia Classics**  
Loudon, New Hampshire  
June 20-21, 1981

Motorcycles and Laconia first paired up in 1938 for the "22nd annual Gypsy Tour and National Tourist Trophy Championship Motorcycle Race".

Here a different atmosphere prevails. Mere geographical situation encourages even weekend riders to take part in the big league. With participants from the Northeastern States' densely populated areas, crowds are thick and a more let-loose attitude prevails. It is a younger crowd with a good percentage of sports-tourers and fewer over-loaded bikes.

There are no organized events apart from the road racing at Bryar Motorsport Park, but for great entertainment merely park your bike near famous Weir's Beach in Laconia and spectate. While the AMA national road race is the highlight of and reason for the weekend, the Atlantic Ocean is nearby for those tired of the local goings-on.



Here's the latest from Honda-Davidson.



You ain't zip without a fairing here.

Motels and camping are available at more reasonable prices than at Daytona.

For road race tickets and information write to:  
Laconia Classic  
31 Boylston St.  
Brookline, MA  
U.S.A.

## NIAGARA

**Niagara National Rally**  
Welland, Ont.  
July 16-19

The fruit belt of southern Ontario hosts this year's version of the national rally sanctioned by the Canadian Motorcycle Association. Organized by Welland County M.C., it will be held on the grounds of the club's headquarters near Welland.

The event is the club's first full-scale rally, but is an outgrowth of five years of dice runs which developed into two-day events. The club has the advantage of owning its own land for the rally site, which is also the location for its permanent clubhouse and the dirt track on which races are held every Saturday night.

Central to the tourist attractions of the Niagara Peninsula, the rally boasts tours to local wineries, tours of locks on the nearby Welland Canal, self-guiding scenic tours along the Niagara River, dice runs, two parades and Saturday supper at a Bavarian festival. Saturday night ends with short track and speedway races on the track at the rally grounds. Variety of activities, as well as the region's scenery, are the chief attractions of the Niagara event.

Camping facilities are provided, including picnic tables, flush toilets and showers. A 24-hour food and refreshment booth will be on the grounds. Four-wheel vehicles must park outside the rally site.

Many motels are located within a few minutes' ride. Entries will be limited to the first 1,500.

For information write to:  
Ken Kreamer  
372 Aqueduct St. North  
Welland, Ont.  
L3C 1E1

## STURGIS

**Black Hills Motorcycle Classic**  
Sturgis, South Dakota  
First full week in August 1-9

Like Laconia, the Black Hills event began in 1938 and now draws in the neighborhood of 20,000 bikes annually.

The town hall on the main street of Sturgis is the information centre; parking is no problem as the whole thoroughfare is closed to cars. The staggering amount of revenue from the rally ensures cooperation and friendly attitudes from the townsfolk.

If you weary of the crowds and local activities, the surrounding area offers unparalleled attractions. There are great racer roads and plenty to see: Mount Rushmore, Devil's Tower, Spearfish Canyon, Crazy Horse Monument, Needles Highway, caverns, pigtail bridges and the Dakota badlands.

You'll find fewer bikes trailered to Sturgis and more serious tourers. It is a good time of year for weather except for the occasional hailstorms without which Sturgis would not be complete.

Camping facilities outside Sturgis are good, but camping in town is not recommended for the faint of heart. Rowdiness is increasing and is causing some concern, so be forewarned.

For information write to:  
Jackpine Gypsies Motorcycle Club  
Box 665  
Sturgis, SD 57785  
U.S.A

Information for this feature was compiled with the help of Ann Vandrick, who rode her Sportster to the majority of the events listed. She also provided these photos from last year's Aspencade.



# CYCLESPORT



Eddy Lejeune, Belgian factory Honda rider, leads the world championship despite a sixth in British round.

## **Spencer wins at Talladega**

Small Canadian contingent impresses despite odds

**74**

## **Can-Am sponsors teams**

Enduro and qualifier riders selected for 1981

**78**

## **Karlson wins in Britain**

Lejeune is not worried over losing part of lead

**74**

## **Sutton wins hare scrambles**

Mere seconds decide the winner after two hours

**78**



## Spencer wins at Talladega

Small Canadian contingent impresses despite the heavy odds

TALLADEGA, Ala.—Fredie Spencer beat the gremlins that have been dogging the Honda team and grabbed victory at the second round of the AMA superbike championship series, March 15. Spencer was second off the line for the 12-lap final behind team-mate Roberto Pietri on another CB900F-based superbike. Pietri didn't even complete the first lap. "The engine went bang." Ironically Pietri had passed up racing in the Daytona 200 so that he could save his engine for the Alabama event.

Spencer assumed the lead in front of Yoshimura-Suzuki-mounted Wes Cooley. The two ran close for a while but Cooley had a hairy slide on lap eight which broke his concentration and dropped him back. Passing Cooley on the last lap was Eddie Lawson on the KZ1000-based factory Kawasaki.

Spencer and Pietri in his heat race when a connecting rod



Hindle was fourth when a loose coil cost him a lap.

went its own way at the beginning of the back straight. Spencer, ever the gentleman, gave Lawson a ride back to the pits on the cool-off lap.

Fourth in the final was Team Honda rider Mike Spencer ahead of Harry Klinzmann on the Racecrafters International Kawasaki.

Canadian Kawasaki-sponsored Lang Hindle, who placed an outstanding fifth at the Daytona superbike race, was running in fourth spot at Talladega and closing on the front runners when a loose coil cost him a lap on the seventh of 12 laps.

With his impressive performances so far in the AMA superbike series, Hindle may receive assistance from Kawasaki's U.S. team.

Another Canadian did well at Talladega. Martin Schubert from Toronto on a production RD350H won modified production class three and was fourth in GP class three against much faster machines.

### RESULTS

1—Fredie Spencer, Shreveport, La. (Hon); 2—Eddie Lawson, Ontario, Calif. (Kaw); 3—Wes Cooley, Santa Ana, Calif. (Suz); 4—Mike Spencer, Huntington Beach, Calif. (Hon); 5—Harry Klinzmann, Garden Grove, Calif. (Kaw); 16—Lang Hindle, Scarborough, Ont. (Kaw).

## Karlson wins in Britain

Lejeune is not worried over losing part of lead

PATELEY BRIDGE, U.K.—World champion Ulf Karlson from Sweden won the British fourth round of the world trials championship. "I am very happy to have beaten Martin Lampkin and Malcolm Rathmell on their own ground," said the jubilant Swede.

Eddy Lejeune of Belgium retained his lead in the world series with 47 points but has lost some of the point cushion he had built up over the past three rounds. Lejeune finished in sixth place on his factory Honda but his lead slipped from 19 to 12 points. A confident Lejeune commented: "I can afford to lose a few points."

Rathmell lost the early lead in the event when he stalled his motor after he went into a section too slowly.

Rathmell's disappointment was doubled by being beaten by British champion Martin

Lampkin who is now seventh in the points standings. Rathmell is still the top British rider but is tied for fourth with Yrjo Vesterinen of Finland and Gilles Burgat of France with 23 points each.

American ex-champion Bernie Schrieber failed to score any points. He was out of the top 30 on lap one but came back to 15th position after changing his tires from Michelin to Pirelli.

Manuel Soler of Spain put on an excellent recovery when he moved up from a 12th place on the first lap to fifth overall. He scored the best lap of the event on the solitary short-stroke Montesa factory machine.

### STANDINGS AFTER FOUR OF 12 ROUNDS

1—Eddy Lejeune, Belgium (Hon), 47 points; 2—Ulf Karlson, Sweden (Mont), 35; 3—Manuel Soler, Spain (Mont), 29; 4—Malcolm Rathmell, United Kingdom (Mont), 23; Yrjo Vesterinen, Finland (Bull), 23; Gilles Burgat, France (SWM), 23.

## Can-Am sponsors teams

Enduro and qualifier riders selected for 1981

BARRIE, Ont.—Can-Am is offering competition support for 1981 with an enduro team and an ISDE qualifier team. A motocross team is currently being organized.

The enduro team will be led by Ross Lennox, winner of five premier awards in Ontario last year, on a Can-Am 400. Verne Luckai will ride a 250 cc Can-Am and Gary Klassen will ride in the 200 class with a 175 Can-Am. The team will compete in all Ontario region CMA-sanctioned enduros.

The Qualifier team consists of Craig Kennedy on a 400 Can-Am, Blair Sharpless on a 250 Can-Am and Frank Sutton on a 175 Can-Am. This team of ISDE veterans will compete in most eastern U.S. and Canadian qualifiers and will also race some Ontario region motocrosses. All qualifier team riders will compete for positions on the Canadian



Blair Sharpless will ride his new Can-Am sponsored 250 in qualifiers for the 1981 ISDE.

team in the International Six Days Enduro to be held on the island of Elba off the Italian coast Sept. 5-10.



HONDA-YAMAHA-HONDA

Although most people in Western Canada realize that Hunters Trailer & Marine is the largest boating and recreational vehicle dealership of its kind in Canada, many still don't know that

# WE SELL MOTORCYCLES

Hundreds of motorcycles to be exact. As a matter of fact, we have over 700 new motorcycles in stock. So before you decide to buy your new bike, give us a call.

CALL TOLL FREE  
1-800-667-1333

**Hunters**

**Trailer & Marine**

Savings now — Service always  
Phone (306) 445-6181  
North Battleford, Sask.  
2042-100th St.

HONDA-YAMAHA-HONDA-YAMAHA

HONDA-YAMAHA-HONDA-YAMAHA

# TOURING IN THE 21st CENTURY

HELMET TO HELMET COMMUNICATORS  
lets you talk instead of scream to your friends

- transmits virtually no wind or engine noise
- mounts to open or full face helmets (through shell)
- powered by one 9 volt battery (not included)
- operates up to 1/4 mile
- one year parts and labour warranty
- no license required



Type R unit shown has 24" antenna

**ALL PRICES INCLUDE FAST CLASS DELIVERY**

A Unit - **Bike to Bike** communication on C.B. Channel 14  
\$69.95 - input jack monitors FM, FM, C.B. or tape player

B Unit - master and slave unit provides continuous rider/passenger communication  
\$69.95 - input jack allows simultaneous communication and FM, FM, C.B. or tape player monitoring.

C Unit - combination R and B unit allowing rider/passenger and **Bike to Bike** communication  
\$124.95 - simultaneous rider/passenger communication and FM, FM, C.B. or tape player monitoring

**DEALER INQUIRIES INVITED**

Information/orders telephone (204) 257-6024 or write

**Helmet Sport Distributors Inc.**

P.O. Box 148 Transcona  
Winnipeg, Manitoba, R2C 2Z9

VISA  
C.O.D.  
Mastercard

## Moto Mania International

- Wats line 1-800-361-2423
- Distributor of Harley Davidson parts and accessories



### NEW INTEGRAL 9001

A youthful design combined with functional styling makes INTEGRAL 9001 a complete helmet to suit the new generations. **NEW LINING:** the inside is a comfortable padding of elasticated cotton chenille which helps to make it insulating: cool in summer, warm in winter. The modern designed strap features a safe, rapid clasp.



D.O.T. APPROVED



### RO-BOOT THE BOOT OF 1981

Thanks to the use of polyurethane, Ro-Boot assures better protection and a better fit. Ro-Boot, the motocross boot of the 80's.

Moto Mania International 110 boul. Industriel.  
Boucherville, Qué. J4B 2X2. Tél.: 655-3433, 655-3435.

## NATIONAL CHAMPIONSHIP MOTORCYCLE RACING



JUNE 20, 21  
1981

**Laconia**

**Classic**



Bryar  
Motorsport Park  
Route 106, Loudon, New Hampshire

See national champions like \*Rich Schlachter—winner of the 1980 Laconia Classic

\*Skip Askland—winner of the 1978/79 Laconia Classics

\*"Wheelie King" Doug Domokos on one wheel

#### Ticket Information

"Early Bird Special" Weekend tickets  
\$22.00 U.S. Advance Mail Order Only — before June 1, 1981  
\$25.00 U.S. (at gate)  
Ticket includes: Pass for the VIP Weekend  
Laconia Classic Gates open 10 a.m. Friday, June 19, 1981 Sat., June 20, Road Races Advance \$9.00 U.S./Gate 10.00 U.S. Sun., June 21 Road Races Advance \$11.00 U.S./Gate \$12.00 U.S.  
Children under 12 free when accompanied by an adult

#### ADVANCE TICKET ORDER

Enclosed is my U.S. money order in the full amount. Please send me the following tickets.

No. of tickets \_\_\_\_\_  
Add .50 postage and handling

Total Enclosed \$ \_\_\_\_\_  
Money orders payable to:  
Laconia Classic P.O. Box 11, Loudon N.H.  
03301 (603) 783-4744

Please enclose stamped self-addressed envelope with order. Remember — we must receive this order before June 1, 1981.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Prov. \_\_\_\_\_ Postal Code \_\_\_\_\_



# Futurak

Another step forward for your safety and comfort created by



the luggage carrier that puts puts the weight where it belongs

Doesn't that make sense?



Keeping safety in mind for the lone rider, Futurak provides a better distribution of luggage weight by putting it over the rear axle, improving the stability of the motorcycle.



Futurak can be moved from a forward to a backward position in a matter of seconds and without tools!

Distributed by:

**Di-Jer International**  
P.O. Box 906, Samia, Ont.  
N7T 7J9 (519) 336-4201

Manufactured in Canada by:

**Triangle Motorcycle Accessories Ltd.,**  
4950 des Grandes Prairies, Montreal P.Q.  
H1R 1A1 tel: (514) 326-5330

**Tonka Motorcycle Sales Ltd.**  
Wholesale Division  
5771 #3 Road, Richmond, B.C.  
Hotline (604) 273-5196

Watch for a test of  
Yamaha's new XV920 next month

## H & H SPORT VEHICLES

The only authorized dealer in Barrie  
Small Engines



205 Minet's Point Rd.  
Barrie, Ont.,  
L4N 4C2  
Telephone (705) 726-3460

## CUSTOM PLATING FOR MOTORCYCLES

- Show chrome
- Custom polishing
- 24 karat gold
- Aluminum chroming

COD orders welcome  
All work guaranteed

PLATING MASTER (1978) LIMITED

11 Hamilton Rd.,  
London, Ont. N6B 1M6  
Phone (519) 433-3423

## EXCLUSIVE

North American  
Distributor for:



Stocklists of:  
Formula 1 Race Street Frames  
Yamaha Race Frames and Spares  
Lewis Leathers  
Magnesium Wheels

The SuperTaff Info Kit  
detailing stock, ser-  
vices and price lists, is  
available now!  
Send two dollars in  
cheque or money  
order to:

**SuperTaff Racing**  
Yamaha  
Hwy. 21 South  
Kincardine, Ont.  
N0G 2G0  
Tel: (519) 396-7233



### SuperTaff Racing

## Super Shifter

Get into the push-button world  
No clutch - No throttle release.

Push the button - you're in the next gear

- ☐ no more missed shifts
- ☐ At least 2/10 sec. quicker
- ☐ more consistent ET's
- ☐ Street shift
- ☐ A must for serious drag racers

**A Pneumatically actuated shifting device  
for \$289.95 retail**

C.O.D. orders welcome

**D.R.B.** Box 151 John St.  
Plattsville, Ont. N0J 1S0  
(519) 684-7375  
DEALER INQUIRIES INVITED

## Triumph 750s

Parts Parts Parts  
For Triumph, BSA, Norton, CCM, Ducati  
C.O.D. & dealer inquiries welcome  
**Montreal Cycle Rebuilders**  
1025 Lenoir St. Montreal, Que.  
H4C 2T7 (514) 932-9718

## DOUG'S CYCLE INC.

Racing Cams & Kits, Carburetors,  
Big Bore Forged Piston Kits, Clutch  
Springs, Turbo Kits.  
Many others too numerous to mention

Write or call for our 40 page  
hi-performance catalogue. \$3.00.

**Doug's Cycle**  
515 Main St. W. Grimsby, Ont.  
L3M 1T6 (416) 945-3480



# Quaker State helps bikes last, and finish first!



Everybody knows how Quaker State Motor Oil helps cars last. Now bikers are saying the same thing, whether they ride for fun or ride to win.

Quaker State Motorcycle Motor Oil provides exceptional film strength to minimize scuffing, wear and seizure in the high temperatures encountered in motorcycle operation. All-weather formulation allows year-round use, for easy starting at cold temperatures and

maximum protection at elevated temperatures.

Quaker State meets all demands: SAE 10W40, 20W50, API performance, SD, SE and SF.

And brand new for 1981! Quaker State Aerosol Chain Lubricants, formulated to "creep" into chain components and cable strands to help provide excellent lubrication and rust prevention.

You're a winner with Quaker State.



## Sutton wins hare scrambles

Four seconds decided the winner after two hours

By Casey Ciere

BURLINGTON, Ont.— Frank Sutton from Toronto led the way on his Can-Am Qualifier to win the second Annual Steel City Riders Hare Scrambles March 15. He was assisted by fellow ISDE veterans who wreaked havoc on the motocross stars. Sixty-nine motocrossers, enduro and ISDE types braved the infamous Burlington clay pits for a trophy and some fun.

Hare scrambles are unique. The enduro riders love it, because they have no surprise checks and can go as fast as they want. The ISDE riders get their necessary high-speed woods practice while the motocrossers get a chance to prove their supremacy on a 5 km motocross track. Last year the motocrossers made a shambles of the results. However, this year was another story.

A dead-engine engine start led to two and a half hours of fast action. Motocrossers were in control at the outset with last year's winner, Pat Bastedo, streaking to a comfortable 20-second lead. Nican-sponsored Al Jaggard was running fourth behind Craig Kennedy and Sutton while David Marr was holding sixth place.

The race was held around three valleys with a flat section in front. The spectators saw only the muddy end result when the riders came out of the valleys. Closer scrutiny uncovered a murky creek which was giving some of the juniors fits.

Junior motocrosser Chris Morgan handled the situation best on his new Sturgess-sponsored 250 cc Honda, since he lives in Burlington and knows the pits well.

Frank Sutton covered 23 laps. Pat Bastedo on the BK-sponsored Honda held a torrid pace for 11 laps with Jaggard's Suzuki, Sutton's Can-Am and Norm Schwenker's Husky for close company. However, Bastedo got cross-rutted coming



Norm Schwenker kept his Husky at the max for the whole run to 3rd in over 200 cc expert.

off the powerline mudhole and hit an oak tree.

Except for Jaggard, the Six-Days riders were in control from then on. At the end of 23 laps, Sutton was only four seconds ahead of Jaggard, followed by Schwenker, Blair Sharpless and Kennedy.

Schwenker on his Husky was impressive because he never stopped charging, always appearing in complete control. Six-Days rider Jamie Stevens captured the under-200 cc expert class on his new IT in the same fashion as Schwenker. The under-200 cc Senior win was taken by John Broadhead Sr. and his small Honda thumper.

### RESULTS

**Over 200 cc expert:** 1—Frank Sutton (C-A); 2—Al Jaggard (Suz); 3—Norm Schwenker (Hus); 4—Blair Sharpless (C-A); 5—Craig Kennedy (C-A).

**Under 200 cc Expert:** 1—Jamie Stevens (Yam); 2—Steve Turnbull (C-A); 3—John Swart (C-A); 4—Terry Trumanbauer (Yam).

**Over 200 cc senior:** 1—Gary De Bock (Hon); 2—Steve Young (C-A); 3—David Nutbrown (C-A); 4—Joe Kere (C-A); 5—Werner Luskai (C-A).

**Under 200 cc senior:** 1—John Broadhead Sr. (Hon); 2—Matt Fineman (Suz).

**Over 200 cc junior:** 1—Chris Morgan (Hon); 2—Doug Tallman (Yam); 3—Andy Roberts (C-A); 4—Steve Duff (Mai); 5—Elmo Rutnik (Hon).

**Under 200 cc junior:** 1—Robert McCullough (Yam); 2—Phil Ashmore (Hon); 3—Jim Evoy (Suz); 4—Andy Bokma (Kaw); 5—Jim Blair (Suz).



Al Jaggard was only four seconds behind winner Frank Sutton.



A Yamaha rider gets a bit too loose in the slick clay pits.

## More money for privateers

Honda, Kawasaki, and Suzuki post superbike dollars

Three manufacturers will offer contingency money for the 1981 AMA superbike championship series. Honda, Kawasaki and Suzuki will all pay up to \$2,000 per race to top 10 finishers.

The money will not be paid to factory riders. Only genuine privateers will be eligible,

benefitting those who can't afford equipment to match the factory bikes.

The normal prize money structure is unaffected by the new contingency money plans.

Cyclesport is edited by Damian James.



# CYCLE CANADA MOTOMARKET

## Cross-Canada Dealer Directory

### CANADA

**CYCLE CANADA** — It doesn't take a lot of money to reach a lot of people. A good small ad in a good publication can be more effective than a big, fancy ad in a bad publication. Cycle Canada Dealer Directory listings are great ads, in a great publication. For more details on placing your dealership in this directory, see the form on page 79.

**SACHS MOTORS CORPORATION LTD.** — If you can't find parts for your Sachs engine, DKW or Hercules bike, contact us for dealer reference or fast direct supply. 9615 Cote de Liesse Road, Dorval, Que. Phone: (514) 636-9160.

**MOTO VAN MOTOSPORTS INC.** — New distribution company located in north Montreal. We carry a complete line of quality products available for all brands of motorcycles. Same day shipment. Dealers, for more information, ask for our first catalogue. 5348 des Castilles, Montreal, Que., H1G 5E3, 514-324-1290.

### BRITISH COLUMBIA

**WESTERN TWO-CYCLE LTD.** — Specializing in 500 & 750 Kawasaki triples. We offer the largest supply of both new and used parts available — anywhere. Full service and machining facilities including the finest porting this side of California. If you are into these models call or write us, send a picture of your bike. Phone (604) 522-9320. 6448 Stride Ave., Burnaby, B.C. V3N 1S7.

#### Clearbrook

**ABBOTSFORD KAWASAKI** — A complete line of street and dirt bike accessories. Servicing to all Japanese motorcycles. Kerker exhausts, machine shop facilities, cylinder rebores, crankshaft rebuilding. #3-31560 South Fraserway, Clearbrook, B.C., V2T 4C6, (604) 859-1371.

#### Richmond

**YAMAHA POWERTOWN** — Exclusive Yamaha dealer serving the Richmond and Delta areas. Complete Yamaha sales, service, parts & accessories. 11511 Bridgeport Road, Richmond, B.C. V6X 1T4, (604) 273-0861.

#### Vancouver

**BRITISH MOTORCYCLES LTD.** — for bikes of character with modern performance and road holding. We specialize in Triumph, Laverda, Moto-Guzzi and Ducati. Complete servicing on British bikes as well as COD service for parts. Subscription agent for English bike magazines. 4250 Fraser St., Vancouver, B.C. V5V 4G2 (604) 876-0520.

**PHILIP FUNNELL MOTORCYCLE LTD.** — BMW sales and service. Fly out, ride home and save. Export tax refund plan, BMW to your specs plan. Mail order parts, complete stock. Major component rebuilding: frames, heads, bevels. Metzeler — Continental — Avon — Craven — Krauser — Vetter. 66 Victoria Drive, Vancouver, B.C. V5L 4C2, (604) 254-4141.

**TREY DEELEY MOTORCYCLES** — We are the Harley-Davidson experts! Top priority service given to touring riders to get them on their way — FAST. Contact us about our COD mail-order business in parts and accessories. 606 E. Broadway, Vancouver, B.C. (604) 876-3326.

**TREY DEELEY MOTORCYCLES** — Top priority service given to touring riders. Contact us about our COD mail order service in parts and accessories. We are your Yamaha and Honda dealer in Vancouver, 1172 Kingsway, Vancouver, B.C. (604) 873-3366.

**VANCOUVER AUTO LTD.** — Motorcycle Division. BMW sales & service. A large selection of new and used BMWs. Genuine BMW parts and accessories, including BMW's own superb motorcycle clothing and casual wear. Also stocking quality sport and touring accessories, equipment and clothing for the discriminating rider. Our complete service centre can accommodate all maintenance, repair, major rebuilding and specialty work. Expensive machine shop facilities including bead-blasting. Priority service for touring riders. Prompt mail order service. Visa and MasterCard. 1728 West 4th Ave., Vancouver, B.C., V5N 1K1, (604) 736-2961. Closed Mondays.

**BIG B DISTRIBUTORS LTD.** High performance, go-fast goodies for Japanese four cylinder four strokes. Canadian distributor for many of the major American performance manufacturers. Turbo kits, big bore kits, camshafts and ignitions. Custom engine building and much more. 815 Victoria Street, New Westminster, B.C. V3M 1G6 (604) 521-2118 or 521-8922.

### ALBERTA

#### Calgary

**BOW CYCLE & MOTOR CO.** — Calgary's finest motorcycle store. Specialists in Honda and Suzuki sales and service. Western Canada's largest accessory store. Touring riders make Bow Cycle your Calgary pit stop. 6624 Bowness Rd., Calgary, Alberta, (403) 288-5421.

**FAIRVIEW CYCLE** — Oldest and only exclusive Suzuki dealership in Calgary. Excellent parts and repair service. Low prices. 7237 Flint Road S.E., Calgary, Alta., T2H 1G2, (403) 252-9921.

**FUNWEST SPORTS** — Dealer for Husqvarna. Complete sales, service, parts & accessories. Also parts & service for Carabellas and Hodakas. Fast mail-order service. 7070-A Farrell Rd. S.E., Calgary, Alta. T2H 0T2 (403) 252-2877.

**POWER-FLOW PRECISION HEAD** — Horsepower is made in the head! Racers' choice competition head porting, flow-bench tested, race track proven. All racing accessories. Carburetor boring, oversize valves, dual plug heads, Lectron carbs, etc. Quick delivery anywhere. Call or write Power-Flow Precision Head, #5-4404 12th St., N.E., Calgary, Alta., T2E 6K9, (403) 285-0346.

**SUPERBIKE RACING** — Specializing in hi-performance for street, drag and road race. Distributors of MTC Engineering, Goodyear, Ferodo etc. Complete motor building, full tested porting. 309-16th Ave. N.W., Calgary, Alta., T2M 0H6, (403) 277-2551.

#### Cardston

**WHEELS & TRACK** — We sell Honda and Yamaha motorcycles. Complete line of Yamaha and Honda parts and accessories. The quickest and most efficient service in town! 2nd Ave. E., Box 1118, Cardston, Alta. T0K 0K0, (403) 653-3222.

#### Edmonton

**R.K. RACING SPECIALTIES** — Street and track performance, parts and accessories. Edmonton dealer for MTC Engineering, Yoshimura and American Turbo-Pak. Frame modifications and bracing. Full machine shop facilities. 11625-145 St., Edmonton, Alta., T5V 1V9, (403) 454-2318.

#### Ponoka

**R. JOHANSEN SALES LTD.** — Dealer for Honda and Suzuki. Sales, service, parts & accessories for touring and dirt riders. Full shop facilities. Fast reliable service. Box 1184, Ponoka, Alta., T0C 2H0 (403) 783-5185.

### SASKATCHEWAN

#### Saskatoon

**SASKATOON SUZUKI CENTRE** — Authorized Suzuki dealer. Full accessory line for street and dirt riders. Largest Suzuki dealer in Saskatchewan. Complete parts and service facilities. 182 Wall St., Saskatoon, Saskatchewan (306) 665-7878.

**SASKATOON MOTORSPORT** — Saskatoon's high performance specialists. Husqvarna, CZ-Jawa, Can-Am, D.G. parts. Service to all makes. On & off-road accessories. Fast mail-order service. Lon Towstego, owner-manager. 1525 Ontario Ave., Saskatoon, Sask., (306) 652-2422.

### MANITOBA

#### Morden

**GASLIGHT HARLEY-DAVIDSON SALES** — Authorized Harley dealer. Genuine parts & service. Complete Harley-Davidson repairs and sales. Box 1479, Morden, Man., R0G 1J0, (204) 822-6877.

#### Winnipeg

**CANADIAN MOTORCYCLE PARTS AND ACCESSORIES ETC. SERVICES** — Canada's largest "do-it-yourself" parts, accessories centre for all motorcycles. All quality guaranteed. Up to 65% off on overstock items. 50% off on used parts, accessories, etc. Importers, distributors, retail. Prompt mail order of ALL of the world's best brands of products. 961 Main St., Winnipeg, Man., (204) 582-4130. We try to help everybody quickly.

**WHEELS WEST** — Wheels West is a division of KBH Racemaster specializing in motocross and bicycle motocross accessories. We feature the full JT, MX and BMX line. Mail orders are processed on the same day. 1043 Pacific Ave., Winnipeg, Man., R3E 1G5, (204) 775-3555.

### ONTARIO

#### Ajax

**AJAX CYCLE** — Authorized Can-Am, Honda, Kawasaki &

Yamaha dealer. Located at 401 & Harwood Avenue interchange in the Ajax plaza. (416) 683-4411, 43 Station Plaza, Ajax, Ont. L1S 1S2.

#### Barrie

**CYCLE SPORT** — Authorized Yamaha, Honda and Harley-Davidson dealer. Large parts inventory for all models. Sales, service, parts & accessories for all models. Same day mail order service. 184 Yonge St., Barrie, Ont. L4N 4E1 (705) 726-8771.

**BARRIE MOTOCROSS CENTRE LTD.** — Can-Am, CZ and Jawa motorcycles. Sales, service and parts. Jon Sereds chain saws. Professional quality motocross, enduro and ice racing accessories. Forks straightened, cylinder rebores. 41 Little Lake Dr., R.R. #1, Barrie, Ont., (Duckworth St., 1/4 mile north of Hwy. 400) (705) 726-4112. Closed Wednesdays.

**H & H SPORT VEHICLES AND SMALL ENGINES** — Suzuki and Moto Guzzi sales and service. 205 Miner's Point Rd., Barrie, Ont. (705) 726-3460.

#### Belleville

**ROY'S CYCLE WORLD LTD.** — Authorized Yamaha, BMW & Honda dealer machine shop. Excellent supply of dirt, street and track specialty items. Fast mail-orders to out-of-town customers. R.R. #3, Belleville, Ont., K8N 4Z3 (613) 962-7231. (Hwy. 2 at Frost Rd., four miles west of Belleville.)

#### Blenheim

**TIG'S CYCLE** — Honda, Yamaha & Can-Am. Fast mail order service on Can-Am parts. We ship anywhere in Canada. Route #1, Blenheim, Ont., N0P 1A0, (519) 676-4015, 47 Oak St. W., Leamington, Ont., N8H 2B2, (519) 326-1995.

#### Brantford

**BRANTFORD CYCLE & SLED** — Suzuki, Yamaha, Can-Am & Moto-ski. We cater to both the street and dirt rider with friendly, informative service backed by a good parts and accessory inventory and #1 service. Fast mail-order or courier service for parts. 787 Colborne St. (Hwy. 2 & 53) Brantford, Ont., N3S 3S3, 1-519-753-3404.

#### Brooklin

**BROOKLIN CYCLE CLINIC** — Yamaha motorcycles and snowmobiles. Dirt and ice-racing including sidecar supplies. Frame building and alterations. Monoshock recharging and set-up. Dynamometer facilities (for checking H.P.) Rebores, crank rebuilding and lathe work. Aluminum welding. Canadian distributor Specialists II. Box 421, 76 Baldwin St., Brooklin, Ont. (416) 655-3002.

#### Burlington

**CYCLE CITY** — Authorized Suzuki dealer. Jawa and Velorex sidecars. Complete sales, service, parts and accessories. Fast mail order on parts and accessories. Same day rebores. 2396 Queensway Dr., Burlington, Ont., L7R 3T3, (416) 681-2155.

#### Cambridge

**PERFORMANCE CYCLE** — Turbo kits, Barnett clutches, ARD Magnetos, Manley valves, MTC Engineering and R.C. Engineering products available for most larger Japanese motorcycles. R.R. #32, Beaverville Rd., Cambridge, Ont. N3H 4R7 (519) 658-5819.

#### Chatham

**HONDA HOUSE** — Southwestern Ontario's largest Honda dealer. Specializing in Interstates, Wings, Honda line accessories. (519) area code. Call toll-free 1-800-265-0511, 384 Richmond St. Chatham, Ont. N7M 1P9, (519) 354-5530.

#### Gilford, Ont.

**BIG BIKE RACING PRODUCTS** — Norton engine specialists! (We repair stripped port threads for Norton & Triumph) \*Performance machine shop \*Dirt track racing accessories \*Viper exhaust pipes \*Sprockets & brake kits \*Tanks & seats \*Wheels & tires \*Mail orders welcome. Gilford, Ont. (705) 456-2576.

#### Guelp

**ZOENO HONDA** — Our specialty is Honda motorcycle power products. Large selection of new and used motorcycles in stock. Full line of motocross and street accessories available. We also specialize in hi-performance equipment. 945 Woodlawn Rd. West, Guelp, Ont. N1K 1G9 (519) 836-6630.

#### Hamilton

**POWERHOUSE** — Authorized Honda dealer. Full line of parts and accessories. Personalized customer service. Fast





## Mike Hailwood: we mourn racing's finest

Fond memories  
of good, tough  
competition

# By Mike Duff

Yesterday my heart sang. Today it mourns the death of a great rider and friend.

No more will that familiar chin come protruding out from behind a fairing at precisely the correct moment, nary a second too soon. No more will that unmistakable style grace a riding saddle and challenge the ultimate limit of a race course. No more will the name Stanley Michael Bailey Hailwood appear atop a winner's rostrum.

Yesterday, this great rider paid the supreme price in an automobile road accident in which his nine-year-old daughter also died. My grief is beyond comprehension.

It seems ironic that Mike Hailwood should so depart from this world, having won more grand prix races, established more lap records (some of which still stand today), gained more world titles and finished first in more Isle of Man TT races than any other rider. Our loss is another dimension's gain.

When the fragmented reports began filtering through to this side of the Atlantic, I prayed it might be a case of mistaken identity, or perhaps some quirk of fate that had conveyed the wrong news. But alas, for once, the information was all too real.

Just before supper on that fateful day, my telephone rang. When I said hello, there was a lengthy pause. Just before I replaced the receiver, a man finally spoke. In a very hesitant manner, he excused the disturbance, but explained that Mike's death so upset him that he just had to talk to someone.

In a small way, as Mike Hailwood's era also coincided with my own brief years on GP circuits, my indirect association with Mike Hailwood was this man's link with a past he so cherished.

His passing is a great tragedy, a moment of history the world shall be long in forgetting.

Mike Hailwood and I were never close friends. Few riders were. But we often shared a drink and idle conversation, and were friends enough to share the mutual respect fellow riders hold for each other's potential ability. A tear trickled down my cheek as I spoke to the still unidentified racing enthusiast on the other end of the phone, and I felt somewhat consoled by the great respect this man had for Mike "the Bike" Hailwood.

Undoubtedly, he was not alone in this respect. I am proud to have known Mike Hailwood, and to have competed with him on various European racing circuits. I have never beaten him, but that's a statement of which I'm not ashamed — I share

it with most riders in the world.

His presence at racing meets could never be taken for granted. In the early days of his career, his multitude of racing machines arrived in a huge converted furniture van, fully prepared by professional mechanics. Often a choice of two bikes for each class was his to make, while many other riders struggled to afford just one machine. His family's seemingly unlimited funding did nothing to endear him to other riders, but his initial unwillingness to accept the friendships often extended to him in good faith came only from his shyness and reluctance to descend the social ladder of family upbringing.

Motorcycle racing knows none of the social barriers common to other English sports. Regardless of the available machinery, on a race track a rider must prove himself worthy of superior machinery. In the beginning, this superior machinery certainly brought much success which perhaps would have eluded him on slower bikes, but in a matter of a few short seasons, Mike Hailwood was winning races from sheer riding ability. He reached his prime during the mid-Sixties, and his monumental struggles across the European GP circuits will be remembered and talked about for many years by those fortunate enough to have witnessed his outstanding riding ability.

It is impossible to say he was the best rider of all time, although the claim has been made by many acknowledged experts. The change of equipment and speeds, improved handling and tires over the years all make the task of direct comparisons impossible. But it goes without saying that he was the finest rider in the world in the mid-to late Sixties.

I shall remember him mostly for the few brief moments we once shared on a race track. At Monza in 1966, during the 250 race, he and I struggled for supremacy until mechanical trouble sidelined my Yamaha twin. He then carried on to win, lapping some four seconds per lap faster.

No riders since, and few before, have shown such verve and energy for winning races so convincingly.

Perhaps his return to racing just a few years ago best describes his affinity for winning. After a 10-year absence from the Isle of Man, the world's most demanding race course, he beat all opposition in convincing fashion without riding anywhere near his previous peak efficiency.

His loss to motorcycle sport is comparable only to music's loss of John Lennon, or auto racing's loss of Jimmy Clark. The world mourns the death of this once brilliant rider, Mike Hailwood. □



# Cross-Canada Dealer Directory

parts mail order service. Hi-performance rebuilds and machine shop work. 2434 Barton E., Hamilton, Ont., L8E 2W9. (416) 561-4324.

## Kitchener

**KITCHENER YAMAHA** — We're the area's Yamaha specialists. Friendly, personalized service. Our service department will tune your bike to its optimum running performance and keep it that way. 2295 Kingsway Dr., Kitchener, Ont. N2C 1A3 (519) 742-5341.

## London

**INGLIS CYCLE CENTER LTD.** — Yamaha motorcycles. Large inventory of parts and accessories. Fast COD service. Self-serve accessory dept. Full service dept. — porting, re-boring etc. 3051 Osler St. (Dundas & Hwy. 100) London, Ont. N5V 3K2 (519) 455-3840.

## Niagara

**CLARES CYCLE & SPORTS LTD.** — Niagara peninsula's leading cycle centre. 799, Hwy. #20, Fenwick, Ont. Authorized dealership for Honda, Yamaha & Harley-Davidson motorcycles. Complete sales, service, parts & accessories. Always 200 new and used machines in stock. (416) 892-2664 or 384-9911.

## Oakville

**POWERHOUSE** — (formerly Engine Sales) Authorized Yamaha and Honda dealer. Full line of parts and accessories for all models. Fast parts mail order service. Hi-performance rebuilds and machine shop work. Established 1965. 1029 Speers Rd., Oakville, Ont., L6L 2X5. (416) 844-9348.

**NO-PA SALES & SERVICE LTD.** — Located in the heart of Ontario at 2402 Royal Windsor Dr., Oakville. Authorized dealer of Harley-Davidson, Kawasaki and Yamaha motorcycles. Complete sales, service, parts and accessories. Complete machine shop facilities. (416) 845-4428.

## Oshawa

**KTM CANADA** — New and used KTM motorcycles, parts & accessories. We ship C.O.D. anywhere in Canada daily. For more information contact WOODLANE MOTOR SPORT, 510 Rossland Rd. E., Unit 237, Oshawa, Ont., L1G 6Z7. Phone (416) 576-6514.

## Ottawa

**HURST YAMAHA** — Complete line of Yamaha motorcycles, parts, accessories and service at three locations. Bell's Corners — Call (613) 820-9500, Orleans — Call (613) 824-3200, Ottawa — Call (613) 741-2221. Largest Yamaha dealer in Eastern Ontario.

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

## Scarborough

**LEATHERS UNLIMITED** — Custom made touring jackets, pants, vests, racing suits, chaps. Complete repair service on motorcycle leathers, suede, sheepskin. Alterations, refinishing, resizing, zippers replaced, lengthening, shortening, take-in, let-out jackets, pants and racing leathers. Detachable fur collars, lettering. Lloyd R. Salmon, 3255 Lawrence Ave. E., Scarborough, Ont. (416) 438-2618.

## Sudbury

**BARRY BENSON MOTORS LTD.** — Authorized Sudbury dealer for Honda, Can-Am and Buellaco. Complete sales, service, parts and accessories for these. We sell satisfaction. Barry Benson Motors Ltd., 1113 Lasalle Blvd., Sudbury, Ont. P3A 1Y3 (705) 566-1152.

## Tecumseh

**SPORTS AFIELD** — Yamaha and Harley Dealer, performance Specialist 2-strokes and 4-strokes. Porting and Polishing, Boring, Bead Blasting, Crankshaft rebuilding, 3 angle valve jobs. Specialized engine tuning and much more. 310 Patillo Rd. Tecumseh, Ont. (519) 727-3967.

## Toronto

**ACTION KAWASAKI** — Fast mail order service from the most complete stock of Kawasaki and CZ parts, also fast moving parts for any make. Complete line of accessories for speed and touring. Orders on Visa or Mastercard accepted by phone or mail. 1786 Weston Rd., Weston, Ont., M9N 1V8. (416) 248-6181.

**CYCLE WORLD** — Complete Honda and Yamaha sales, service, parts and accessories. Our large volume allows us to offer you the best possible prices. Hassle-free parking at our THREE great locations: West Toronto — 5312 Dundas St. W., (416) 233-5501; East Toronto — 4545 Sheppard Ave. E., (416) 291-9858; North Toronto — 228 Steeles Ave. W., (416) 881-5220.

**ONTARIO HONDA LTD.** — High performance goodies, service and machine shop specialists. Mail order parts and accessories. We ride, we understand. Ontario Honda Ltd., 1255 Queen St. E., Toronto, Ont. (416) 461-0441.

Mail order, COD, 3170 Lakeshore Blvd. W., at Kipling, Etobicoke, Toronto, Ont. M8V 1L6. (416) 259-7681.

**TORONTO HARLEY-DAVIDSON** — Exclusive Harley-Davidson dealership. Sales, large parts inventory, accessories and complete service. We have a good selection of obsolete and hard-to-find parts. Full line of leather clothing.

**TORONTO MOTOR BIKE** — Honda, Yamaha, Kawasaki, Suzuki. Parts, service, sales and accessories. Fast mail order. Trade your bike, van, car, snowmobile, etc. Bank financing. Service right or service free. "Never Knowingly Undersold". Three great locations. East: 2584 Eganton E., Scarborough (416) 266-4524. West: 3801 Dundas St. W., Toronto, (416) 769-4103. Downtown: 1971 Yonge St., Toronto (416) 482-3461. All departments open daily 9-9, Sat. 9-6.

## West Hill

**PITSHOP CYCLE & SPORTS LTD.** — Authorized dealership for Suzuki Honda. Complete sales, parts & accessories. Fast efficient service. Fast mail order on parts. 4294 Kingston Rd., West Hill, Ont., M1E 2M8. (416) 282-2751.

## QUEBEC

### Montreal

**HARLEY-DAVIDSON MONTREAL INC.** — Quebec's largest Harley centre. M/C parts. Accessories. Service. Warranty. Performance parts and work for Harley-Davidson. Ask for our Harley accessory catalogue. Fast mail and telephone orders for parts and accessories. ChargeX and Mastercard accepted. (514) 935-7767, 2107 Ste. Catherine W., Montreal, Que., H3H 1M6, (one block east of the Forum).

**MONTREAL CYCLE REBUILDERS** — Triumph, CCM, Ducati, CZ dealer, all models in stock. Large parts inventory for Norton, BSA. Distributor stock for Triumph, Lucas, Amal and Heppolite from 1950. Machine shop on premises. Engine rebuilding our specialty. Mail orders welcome. 1025 Lenoir St., Montreal, Que., H4C 2T7. (514) 932-9718.

## NEW BRUNSWICK

### Moncton

**TOYS FOR BIG BOYS** — Atlantic Canada's largest Honda dealer. Large stock of Honda motorcycles, parts, tires, chains, and accessories. Large, modern service shop. Fast mail order parts service. 633 Salisbury Rd., Moncton, N.B. (506) 382-0900.

### ROTHESAY

**ELDRIDGE'S SALES & SERVICE LTD.** — Authorized Suzuki dealership. Sales, service, large stock of parts, large accessory dept. Windjammer, Krauser saddlebags, Bell and Shoei helmets. Cylinder re-boring, factory trained mechanics. R.R. #401-13, Rothesay, N.B. Ph. (506) 847-4831.

## NOVA SCOTIA

### Masstown

**HUNSLEY'S YAMAHA SALES** — Authorized dealership for Yamaha motorcycles & snowmobiles, complete sales, parts & accessories. Service a specialty. Eleven miles west of Truro on Hwy. #2, 1/2 mile off Trans Canada at Masstown, N.S. B0M 1G0 (902) 662-2664.

### Wolfville

**WOLFVILLE ENGINE SPECIALTY** — Free catalogue of the LARGEST BSA / Triumph / Norton / Lucas stock in the Maritimes. We ship C.O.D. fast! AUTHORIZED TRIUMPH DEALER. Order your new Bonneville today! Main St. (Box 119), Wolfville, N.S. B0P 1X0 (902) 542-7478.

## NEWFOUNDLAND

### St. John's

**FUN 'N' FAST** — One of Atlantic Canada's largest Honda dealers. Two locations to serve you better. Logy Bay Rd., St. John's and 10 Commonwealth Ave., Mt. Pearl. We cater to the touring rider. Same day COD service. Box 9455, Station B., St. John's, Nfld., A1A 2Y4, (709) 753-1500.

## YUKON TERRITORIES

### WHITEHORSE

**SEA LAND RECREATION** — Your largest northern Yamaha dealer. Accessories for all makes and models, dirt and street bikes. C.O.D. service on parts and accessories. Travel information available. 2250 Second Ave., Whitehorse, Yukon Territories. Y1A 1C8. (403) 668-4499.

## U.S.A.

### Buffalo

**SUBURBAN CYCLES LTD.** — Large inventory of parts, accessories, clothing. Buffalo's largest Yamaha and Buellaco dealer. Home of the 1976 Corduroy team winners — 20

minutes from either Peace Bridge or Niagara Falls Bridge. 4400 Bailey Ave., Buffalo, N.Y. 14226. (716) 836-5765.

**WILLIAMSVILLE WELDING** — Maico, Ohlins service. Complete stock of factory parts for Maico from square barrel to 490 radial. Rods pressed, cranks trued, cylinders resleeved, complete spoke service for stock or cross — 6 spoke pattern. Rebuilding or revalving for Ohlins piggyback or remote reservoir. Special length Ohlins built upon request. All Ohlins parts in stock. 182 South Main St., Holland, New York, 14080. (716) 537-2309.

California Chromin'

Metal Polishing Kits  
\$24.95 plus \$2 postage  
and handling  
Ont. residents add 7%  
sales tax

\*Developed by professionals  
\*Complete wheels, compounds, buffs etc.  
\*New line-do it yourself & save \$

California Chromin'  
P.O. Box 655, Station K  
Toronto, Ont., M4P 2H1



## Custom Riders!

Head for Cycle One. One of Canada's largest custom parts and accessories centres. Send five bucks for our 100 plus pages mail order catalogue.

950 Elgin Avenue, Winnipeg  
Manitoba, Canada R3E 1B4

## TRIALS SPECIALTIES

Miller frames,  
cables, gaskets,  
seals, clothing  
etc. for:

BUILTACO  
OSSA  
MONTESSA  
YAMAHA

Write for further information  
Kerry's Competition Specialties  
162 Ridge St., Hamilton, Ont.  
L9A 2X5 (416) 383-3081

TOURING  
ACCESSORIES

24-hour  
Mail Order  
Service



449 Provencher Blvd.  
Winnipeg, Manitoba, R2J 0B8  
(204) 233-6980



# If you're not fit, you can't win

## MOTOCROSS CANADA

Canada's top racers are testing their mettle in U.S. events

By Carl Bastedo

By now most of us will be asking ourselves why we didn't spend more time getting in shape for the racing season. Even I get in shape for the racing season. Yep, it's March 26th today and I'm joining the health club again for another year's get-in-shape-quick program.

We all know it takes longer than most of us give it. You just can't spend a month straight at the club and expect to win motocross races, especially in the top classes.

Let's look at what Canada's top riders did to get ready for the major events in Canada this season. CMA numbers one and two, Albertans Ross Pederson and Zoli Berenyi Jr., spent most of January and February racing and working out in California.

Berenyi returned to race, and win, most of the early B.C. events in March backed up by fellow Albertan and team-mate Stan Currington, last year's No. 1, who now carries the No. 7 plate. Currington has been working out and training in Edmonton for most of the winter.

Pederson, who put his No. 1 plate on a Kawasaki this year, had cartilage removed from both knees during November but still used weights to keep his upper body in shape. He then began running in January building up to his 16 km a day routine by the time the Seattle supercross had come up at the end of the month.

Pederson hit a lapped rider and crashed, breaking his shoulder while duelling with Rick Burgett and Chappy Blose for the win in the consolation. He was riding again within two weeks. He has been placing in the top five fairly consistently at pro races running against the Californian hot shoes and some U.S. national riders on their home tracks.

Pederson, Mike Harnden and Dennis James are all competing in the first three rounds of the U.S. 250 nationals which began March 29 in Sacramento.

Harnden, well conditioned, left his

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



California racing helped Zoli Berenyi Jr. sharpen his racing abilities.

Oshawa home on Boxing Day and headed straight for California. He immediately entered the Golden State Series but was frustrated by his poor performance and overwhelmed by the opposition. Harnden spent a couple of weeks at local pro events getting used to the tracks before attacking the series with new vigor and confidence. He placed in the top 10 in the last two rounds.

Harnden, who switched to Yamaha this year, also spent some time at supercross, riding Anaheim, Seattle, Atlanta, Daytona and Houston. He failed to qualify at any of the intensely competitive supercross events. He got together in Atlanta with Yamaha team-mate Dennis James who also failed to qualify.

James and Harnden returned to California in mid-March and joined Pederson for their assault on the 250 cc U.S. Nationals.

Tim Krogh and Jari Heinonen, who carry CMA national numbers 3 and 4, spent February in California getting into shape for the Canadian season. They both have been finishing just behind Berenyi at the early B.C. races. Both plan to ride a couple of the U.S. nationals in the east in May prior to the Montreal and Toronto supercross events.

Quebecer Charles Desourdy, CMA No. 5, is attending university and just doing a

basic training program. It is rumored that he will be riding one of the new water-cooled Can-Ams.

Hamilton's Al Logue, CMA No. 6, switched to a Toronto Motor Bike-sponsored Honda for 1981. He spent a couple of months in Florida training and getting used to his new mount before returning to Ontario for the opener in April.

National No. 10, Larry MacKenzie, is recuperating from his tragic collision with Jari Heinonen while filming a movie. MacKenzie, who planned to retire from racing this season, had his paralyzed arm operated on in Toronto in March and feels he is on the way to recovery.

Other top riders who failed to get a national number in 1980 are working hard to insure they get one this year. Yamaha Canada's B.C. rider Terry Hoffoss, Ontarian Rob Hodgson, and Quebecers Pierre Couture and Buddy Ford will bear watching. Ford and Couture spent some time in Florida over the winter.

Ontario riders Allan Jaggard, on a McBride Cycle Suzuki and Jay Kimber riding a Bill Fullerton Racing Can-Am as well as B.C. favorite Wally Levy on the Canadian Kawasaki machine will also be duelling with the leaders at events throughout Canada in 1981. □



# Action Classifieds

**FOR SALE:** new parts, all models. Pistons, gears, sprockets, levers etc. Valued over \$2,000. Will take \$350 the lot. Will sell individual parts. Purchased from bankruptcy sale. (416) 823-3934.

**A GOOD AD** in a good publication gets read regardless of its size or location. See the form on page 95 for details on how you can get a great ad in a great publication.

**METRI-KIT IS 260** metric fasteners, selected specifically for motorcyclists. Conveniently packaged and economical. Send \$19.95, \$1.50 shipping, and \$1.40 PST to: Millmetre Supply, Box 4067, Station 'E', Ottawa, Ont., K1S 5B1.

**FOR SALE:** Tric sticker kits — economy collection \$5, deluxe collection \$10. Send to Beaver Cycle, 1485 Main St. W., Hamilton, Ont., L8S 1E1.

**FOR SALE:** TZ250G, perfect condition, full spares, have only three races, running very well. TA125. Perfect condition and running very well. Call after 5 p.m. Phone (416) 249-6784.

**NEW BOOK:** Motorcycle Touring in Canada. Maps, road and weather conditions informative appendices compiled from our 30,000 mile tour. Send \$4.95 + .50 postage to Kerry Hill, 313-516 Dallas Rd., Victoria, B.C., V8V 1B2.

**FOR SALE:** Can-Am MX-5250, almost new, \$1,550. Can-Am MX-2 dirt tracker, many features, \$1,100. **WANTED:** Panther or Champion rolling chassis, preferably for Can-Am. Will deliver/pick-up. (705) 745-6628, 9-5. (705) 745-9207, 6-11.

**FOR SALE:** Kriber tach LZ13, never used, \$100. 18 inch Morris mag WM3 \$100. Call Terry (604) 467-9032 or (604) 467-2757.

**FOR SALE:** One TZ350 with spares kit. One TZ2500 mono-shock with spares kit and Morris mags. Both bikes \$1,700. Must sell. Call (416) 884-1874.

**FOR SALE:** Sherpa T, 1979 Buftaco 350 cc trials. Excellent shape. Rental bars. Dunlop rear. Pirelli front tires. Asking \$1,700. Call Bob at (416) 892-6438.

**FOR SALE:** Krauser cockpit quarter fairing, black. Twin mirrors and moulded hand guards. \$300. Call Ray (416) 465-1417.

**FOR SALE:** Honda MT125 water-cooled engine. Lots of spares. Race ready. Expert #32. Will sell as air-cooled if required. Phone (416) 755-9813, Wilbur.

**FOR SALE:** Yamaha TZ250 with spares. Winner of Canadian national and Brimaco championship. Contact Allan Labrosse, #316, (514) 288-6631 or (514) 581-5057.

**GOTCHA!** This could have been your classified ad. Now you know how effective Cycle Canada Action Classifieds really are. You're reading this, so just think how many other people are reading this, too. See the form on page 95 for details.

**FOR SALE:** TZ250/350. E frame. 250 G top end. 350 G top and G pipes installed. Lectron P.J.'s. Wide rims. Spare ignition and more. Never crashed. \$4,500. Message (604) 876-6390.

**WANTED:** BMW R60/2 engine or R69-R75, R90 complete. Phone (416) 822-1666.

**FOR SALE:** Motorcycle tent trailer, Time-Out. Sleeps four. All options — electric brakes, spare tire, awning and all necessary hardware. Excellent condition. \$1,850. (416) 451-8485 or Dave at (416) 459-3838.

**FOR SALE:** Harley XR750 and Yamaha 500. C & J frame. Lawwill motor parts. Phone (519) 433-8216 after 5 p.m.

**DON'T MISS OUT!**

Look for the July issue of **CYCLE CANADA** at your favorite newsstand June 15.

**CYCLE CANADA**

**SPECIAL SALE PRICE**

for the last of our Model 511 (1979) CZ 125 Motocross

See your CZ/Jawa dealer or:  
**MOTOKOV CANADA INC.**  
7600 Trans Canada, St. Laurent, PQ  
H4T 1A5 (514) 336-3131  
307 Humberline Drive, Rexdale, Ont.  
M9W 5V1 (416) 675-1322

## MOTORCYCLE RENTALS

**Kawasaki STREET - TOURING**  
**MIC MAC CYCLE LTD.**

200 Waverley Rd.,  
Dartmouth, N.S.  
(902) 435-3035

**Beaver Kawasaki**



Kawasaki and Husqvarna motorcycles

- Parts, Accessories and Service
- Custom porting available
- Racing equipment our specialty
- See our van at most Southern Ontario MX's

1485 Main St. W., Hamilton, Ont.  
L8S 1E1  
(416) 529-3371

## The Original Leather Factory

1649 Lonsdale Ave., North Vancouver, B.C. V7M 2J5  
(604) 980-6613

**Bike Leathers** Ladies and Mens custom made jackets, pants, chaps, racing and Touring Suits. Available in a large selection of styles and colors.



### "Toronto's Exclusive Harley-Davidson dealer"

- ✱ Mail orders on all parts and accessories
- ✱ Please call or write
- ✱ We straighten Harley-Davidson frames!

3170 Lakeshore Blvd. W., Toronto, Ont., M8V 1L6  
(416) 259-7681



## Announcing the new Cycle Canada T-shirt in Black.

High quality Canadian-made shirts. 50% cotton, 50% polyester for long life. Available in small, medium, large, and extra-large. \$5.00 each. Ontario residents add 7% PST. Grapefruit not included.



Include \$1.50 per order for postage and handling.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Province \_\_\_\_\_

Postal code \_\_\_\_\_ Phone number \_\_\_\_\_

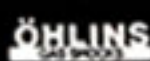
Mail to:  
**CYCLE CANADA**  
290 Jarvis St.  
Toronto, Ont.  
M5B 2C5

**MAICO**

**1981 mega 2**

240-490cc in stock Complete stock of parts for '69 SQ. BBL - '81 radial

Complete rebuild service



Special order lengths

**Williamsville Welding**  
182 S. Main, Holland, N.Y. 14080  
(716) 537-2309 (Buffalo vicinity)



## SECURITY



## QUALITY



## ELEGANCE



## CONSUMERS

The Drospro specialists present a variety of all-leather clothing for every kind of motorcycle riding — approved by the greatest names in international competition. You will find these leathers at the better dealerships in your area.

## DEALERS

For the dealers of Quebec contact:

- Montreal region: AGENCE JEE-DEE Tel: (514) 382-8131
- For the rest of the province: TECHNO SPORTS INC. Tel: (418) 653-9203
- DROSPRO INC: Tel: (819) 549-2833

For the Maritimes, contact: ACCESSORY HOUSE LTD.  
14 Duke St. Moncton, NB E1C 4S1 Tel: (506) 854-7478

For Ontario, Manitoba, Saskatchewan & Alberta, Contact:  
Yunker Sports Inc. 178 Hamilton Rd. Dorchester, Ont. N0L 1G0  
Tel: (519) 268-7357

For British Columbia, Contact: Tonka Motorcycle Sales Ltd. 2700  
Broadway Vancouver, BC V6E 4N6 Tel: (604) 732-3871

## BRUTUNE RACING SERVICES

687 Winston Rd.  
Grimsby, Ont. L3M 4E8

All your roadrace supplies  
Custom handlaid glass  
for road & track

**(416) 643-2708**

## HORSEPOWER by POWER-FLOW

- Competition porting
- Carb boring
- Oversize valves
- Racing Accessories
- Quick delivery anywhere

Call or write (403) 285-0346

#5-4404 12th Street,  
N.E. Calgary, Alta.,  
T2E 6K9

## NEW KUTTER BUYERS GUIDE



Announcing 1981  
Full Color Catalog  
... Features new  
sport SPECIAL  
Fairing.

See the AFFORDABLE collection of dynamic Kutter accessories. Fairings, packers, saddle bags, hauler. Exciting color accent decals ... send \$1.00. Now.

**Kutter**  
Howe Engineered Sales Co.  
Box 642 Cedar Falls, Iowa 50613 (319) 236-9606

## DEALER DIRECTORY TESTIMONIAL

... A very gratifying sight for me is to see motorcycles parked outside my store with licence plates from all parts of North America. As we don't advertise in any other national medium, we can only assume that the dealer directory is doing a very good job for us...

Tony Cox  
Trev Dealey Motorcycles  
Vancouver, B.C.

... We at Ontario Honda have found that Cycle Canada provides a better response than any other medium. Mail order requests come in from across Canada. A Dealer Directory is just what the consumers need!

Murray Brown  
Ontario Honda  
Toronto, Ont.

## Dealers will tell you why they advertise in the Cycle Canada Dealer Directory Because it works

☐ Just \$195 buys you a listing in Cycle Canada's Dealer Directory. That's a total of 12 listings; every month your shop, your services and your specialties are exposed to potential customers across Canada.

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

☐ Complete the form below and send it with your typed Dealer Directory copy to Cycle Canada, 290 Jarvis St., Toronto, Ontario, M5B 2C5; or give us a call at (416) 977-6318, and order your Dealer Directory by phone.

☐ And remember, \$195 can go a long way. Just ask the dealers who use Cycle Canada's Dealer Directory. They'll tell you.

Shop Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Province \_\_\_\_\_

Postal Code \_\_\_\_\_

Telephone \_\_\_\_\_



The oldest and the only exclusive Suzuki dealership in Calgary  
Trained Mechanics, parts, accessories, trade-ins, low prices

7237 Flint Road S.E. Calgary, Alta. T2H 1G2  
(403) 252-9921



Motorcycle  
Heliarc  
Welding  
Engineering  
Modifications

Toronto,  
Ontario  
(416) 495-1563  
Paul Young,  
Ross Sully



# FULL COVERAGE

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



Our thanks to **SHOEI** helmets.



# WHO WON WHAT

## SINGLETON TAKES HIS SECOND DAYTONA WIN IN THREE YEARS

### Bell Superbike 100 March 6

1—Wes Cooley	Santa Ana, Calif.	Suz
2—Graeme Crosby	London, England	Suz
3—Freddie Spencer	Shreveport, La.	Hon
4—Wayne Gardner	Australia	Kaw
5—Lang Hindle	Scarborough, Ont.	Kaw
6—Mike Spencer	Huntington Beach, Calif.	Hon
7—Richard Chambers	Raphine, Va.	Kaw
8—David Check	Houston, Texas	Suz
9—Kirk Guay	Concord, N.H.	Suz
10—Kurt Liebmann	Teaneck, N.J.	Hon
11—Norm Murphy	Don Mills, Ont.	Suz
29—Arthur Coker	Oshawa, Ont.	Kaw
43—Reuben McMurter	London, Ont.	Kaw
46—Scott Strachan	Don Mills, Ont.	Kaw

### Expert Lightweight March 7

1—Eddie Lawson	Ontario, Calif.	Kaw
2—Jim Filice	San Jose, Calif.	Yam
3—Anton Mang	West Germany	Kaw
4—Craig Morris	Taylor, Mich.	Yam
5—Jeff Sayle	Australia	Arm
6—John Long	Miami, Fla.	Yam
7—Eduardo Aleman	Caracas, Venezuela	Yam
8—Bruce Maus	Clermont, N.Y.	Yam
9—Stephen Baron	Hawthorn, N.J.	Yam
10—Alejano Aleman	Caracas, Venezuela	Yam
20—Gary Collins	Barrie, Ont.	Yam
27—Errol Tenpow	Scarborough, Ont.	Yam
31—Steve Bragg	Dollard des Ormeaux, Que.	Yam
39—Oldrich Schmutter-Meier Jr.	Mississauga, Ont.	Yam

### Novice 50-mile road race March 6

1—David Greene	Houston, Texas	Yam
2—Mark Ingalls	Brindo, Calif.	Yam
3—Don Greene	Novato, Calif.	Yam
4—Steve Simmons	Toronto	Yam
5—Conrad Brooks	Carpinteria, Calif.	Yam
6—Carl Muffley	Plymouth, Ind.	Yam
7—Brian Poquette	Hatcock, N.H.	Yam
8—George Wallace	Houston, Texas	Yam
9—Rodney Sullivan	Riverdale, Calif.	Yam
10—Thomas Docteur	Victor, N.Y.	Yam
11—Alan Labrosse	Repentigny, Que.	Yam
12—Peter Trevitt	London, Ont.	Yam
18—Gilbert Rutherford	Trenton, Ont.	Yam
24—Daryl Cornwell	N. Vancouver	Yam
49—Merton Moore	Winnipeg	Yam
66—Chuck Saladin	Calgary	Yam
75—Johnny Gilbert	Oshawa, Ont.	Yam

### Battle of the Twins March 6

<b>Grand prix</b>		
1—Jim Adamo	Glen Cove, N.Y.	Duc
2—Malcolm Tunstall	St. Petersburg, Fla.	Duc
3—John Tesauo	S. Daytona, Fla.	M-G
4—Ed Mullineaux	Ridgeway, S.C.	Duc
5—Juan Gonzalez	Greenwich, Conn.	Duc
<b>Modified production—professional</b>		
1—Richard Schlachter	Old Lyme, Conn.	Duc
2—John Long	Miami, Fla.	BMW
3—Dwayne Williams	Lakeland, Fla.	Ner
4—Fly Schless	Tallahassee, Fla.	Tri
5—James McGovern		
<b>Modified production—amateur</b>		
1—Yur Bryghaum	Jamaica, N.Y.	Yam
2—Eugene Hise	Knoxville, Tenn.	Duc
3—James Dodge	Cincinnati, Ohio	Duc
4—Jeff McMillan	Downsview, Ont.	Duc
5—Steve Hansen	New York, N.Y.	M-G
<b>Stock production</b>		
1—David McCure	Danielsville, Ga.	Duc
2—Jeff Haver	St. Petersburg, Fla.	H-D

### Daytona 200 Classic March 8

Name	Home	Machine	Qualifying position	Winnings
1—Dale Singleton	Dalton, Ga.	Yamaha	2	\$11,215
2—Marc Fontan	Paris, France	Yamaha	7	7,520
3—Richard Schlachter	Old Lyme, Ct.	Yamaha	6	5,100
4—David Aldana	Garden Grove, Calif.	Yamaha	9	4,400
5—Dan Chivington	Marion, Ohio	Yamaha	23	3,605
6—Kevin Stafford	San Diego, Calif.	Yamaha	10	3,000
7—James Adamo	Glen Cove, N.Y.	Yamaha	15	2,745
8—Mark Homchick	Woodland Hills, Calif.	Yamaha	13	2,425
9—Christian Sarron	Paris, France	Yamaha	16	2,165
10—Wayne Gardner	Australia	Kawasaki	12	1,990
11—Nicky Richichi	Fresh Meadows, N.Y.	Yamaha	11	1,785
12—Jack Middelburg	The Netherlands	Suzuki	21	1,660
13—Roger Marshall	Australia	Kawasaki	27	1,530
14—Harry Cone	Sherman, Texas	Yamaha	46	1,505
15—Hap Eaton	Circleville, Ohio	Yamaha	19	1,485
16—Bruce Lind	Seattle, Wash.	Yamaha	40	1,415
17—Hal Coleman	Lakeland, Fla.	Yamaha	30	1,345
18—Kurt Lentz	Bloomsbury, N.J.	Yamaha	28	1,275
19—Doug Braunack	Macon, Ga.	Yamaha	Alt.	1,205
20—David Emde	Oceanside, Calif.	Kawasaki	36	1,130
30—Ken Botham	Surrey, B.C.	Yamaha	61	350
38—Reuben McMurter	London, Ont.	Kawasaki	59	315
39—Frits van der Veen	St. Lambert, Que.	Yamaha	50	315
40—Errol Tenpow	Scarborough, Ont.	Yamaha	Alt.	315
42—Norm Murphy	Don Mills, Ont.	Suzuki	78	295
53—Miles Baldwin	Toronto	Yamaha	14	280
59—Gary Collins	Barrie, Ont.	Yamaha	75	280
66—Lang Hindle	Scarborough, Ont.	Kawasaki	56	270
80—Steve Gervais	Toronto	Yamaha	37	265

3—Robbie Robertson	Houston, Texas	Duc
4—Devin Battley	Annandale, Va.	BMW
5—Bruce Eatery	Clearwater Beach, Fla.	Duc

### Vintage lightweight March 4

1—Jim Adamo	Glen Cove, N.Y.	Duc
2—Allan Cathcart	U.K.	Arr
3—Don Veson	Laguna Hills, Calif.	AJS
4—Rob Barker	Gainesville, Fla.	AJS
5—Peter Norling	St. Petersburg, Fla.	Duc

### Vintage heavyweight

1—David Roper	Brooklyn, N.Y.	Mat
2—Clive Watts	U.K.	Mat
3—John Wiman	Morristown, N.J.	Mat
4—Malcolm Tunstall	St. Petersburg, Fla.	BSA
5—Don Warwick	Agincourt, Ont.	Vel
11—Phil Mahood	Toronto	Vin

### Amateur road races (Canadian placings only) March 4

<b>Production class 2</b>		
7—Don Sutherland	Montreal	Yam
8—Norm Rossler	Ancaster, Ont.	Yam
<b>Production class 3</b>		
10—Jon Morris	Barrie, Ont.	Yam
12—Warren Milner	Don Mills, Ont.	Yam
18—Ross Myra	Dartmouth, N.S.	Yam
<b>Production class 4</b>		
1—Paul Stokes	Toronto	Kaw
<b>Modified production class 2</b>		
1—Martin Schubert	Toronto	Yam
7—Oldrich Schmutter-Meier Jr.	Mississauga, Ont.	Yam
9—Ross Myra	Dartmouth, N.S.	Yam
13—Norm Rossler	Ancaster, Ont.	Yam

<b>Modified production class 3</b>		
11—Warren Milner	Don Mills, Ont.	Yam
14—Rod Wilcox	Eganville, Ont.	Yam
18—Ross Myra	Dartmouth, N.S.	Yam
25—Gary Johnson	Ottawa	Hon
34—Jon Morris	Barrie, Ont.	Yam

### Modified production class 4

2—Paul Stokes	Toronto	Kaw
---------------	---------	-----

### Modified production class 5

15—Vern Belanger	Montreal	Kaw
21—Mike Milne	Brampton, Ont.	Kaw

### Grand prix class 1

2—Norm Sheppard	Oshawa, Ont.	Hon
17—Errol Chapman	Scarborough, Ont.	Hon

### Grand prix class 2

18—Merton Moore	Winnipeg	Yam
21—Gary Johnson	Ottawa	Hon
26—Don Murlin	Etobicoke, Ont.	Yam

### Grand prix class 3

4—Martin Schubert	Toronto	Yam
8—Rod Wilcox	Eganville, Ont.	Yam

### Grand prix class 4

11—Vern Belanger	Montreal	Kaw
------------------	----------	-----

### Supercross March 7

1—Darrell Shultz	Trinidad, Calif.	Suz
2—Donnie Cantaloupi	Stockton, Calif.	Yam
3—Jim Gibson	Canyon Lake, Calif.	Hon
4—Donnie Hansen	Simi Valley, Calif.	Hon
5—Denny Bentley	Perry, Mich.	Suz
6—Marty Smith	San Diego, Calif.	Suz
7—Kent Howerton	San Antonio, Calif.	Suz
8—Mark Barnett	Bridgeway, Ill.	Suz
9—Mike Bell	Lakewood, Calif.	Yam
10—Rex Staten	Fontana, Calif.	Yam

### Daytona Observed Trial March 4

1—Jack Stites	North Carolina	SWM
2—Bob Hopkins	Michigan	SWM
3—Wayne Gavin	Massachusetts	Bul
4—Randy Herndon	North Carolina	Bul
5—Lane Leavitt	California	Bul



# Cycle Clubs

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

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

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

**INTERNATIONAL CHRISTIAN BIKERS ASSOCIATION:** Bi-monthly newsletter. Stickers and crests free. Good Christian fellowship. Write today for membership forms. It's tough to beat the difference God can make in your life. P.O. Box 2100,

Station 'B', St. Catharines, Ontario. L2M 6P5 (416) 934-8132.

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

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

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

**PARTS for Norton and Triumph**  
Write or call for prices and catalogues  
Firth Motorcycles: 1857 Danforth Ave.,  
Toronto, Ont. M1C 1J4  
(416) 698-9222  
Telex 06-22887

## Toronto's only one-stop motocross shop



Introducing Metzeler tires to Canada

Dealer inquiries invited

### RACING

3908 Bloor St. West  
Toronto, Ont. M9B 6C2  
(416) 232-1540



We ride, we understand

- Fast personal attention
- Mail order parts and service
- We ship across Canada

Phone or write  
**ONTARIO HONDA & YAMAHA LTD.**  
1255 Queen St. E., Toronto, Ont.  
(416) 461-0441

*Mike Duff*

Enterprises Ltd.

- Crankshaft Repair Work
  - Cylinder Boring
  - Specialized Engine Tuning
- 335 Vodden St.  
Brampton, Ont.  
L6V 1N4  
(416) 459-3816 Phone for further information

We Buy or Sell  
**USED MOTORCYCLE PARTS**

**RECYCLED CYCLES**  
6 Victoria  
Waterdown, Ont. L0R 2H0  
(416) 689-8521

# Join the club!

A listing in CYCLE CANADA Club Directory costs \$100.00 for one year. Maximum 30 words, \$3.00 per extra word. Please send your club listing and cheque to:

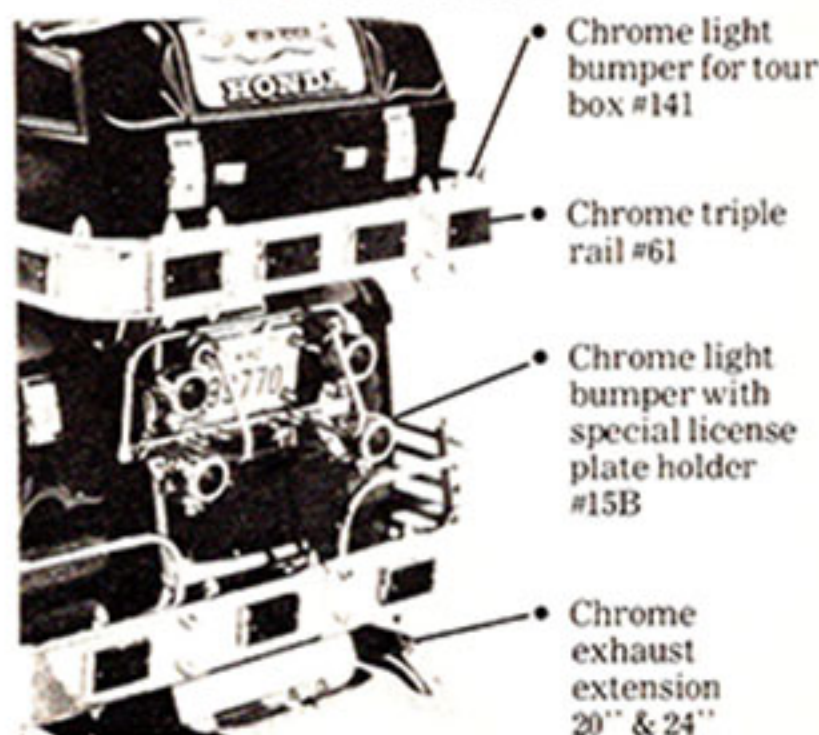
**Cycle Clubs**

# CYCLE CANADA

290 Jarvis St.  
Toronto, Ontario  
M5B 2C5

# The Real Thing!

CUSTOM DRESSER ACCESSORIES FOR YOUR INTERSTATE



**Huntsville Motor Sports**

65 King William St.,  
Huntsville, Ont. P0A 1K0  
(705) 789-7672  
We service everything we sell!  
Prices & delivery on request.



# CANADA WEST

A MUD RUN, A SPONSOR,  
AND A MOTOCROSS  
RACING SERIES

## The GVMC's 32nd Annual Mud Run had lots of sunshine and as usual, lots of mud

By Wally Klammer

PORT MOODY, B.C.—The Greater Vancouver Motorcycle Club's 32nd annual homage to the gods of the rain forest, known as the Mud Run, was held on March 1st under unusual circumstances. The sun was shining.

The 12 years-and-under class slithered in the field for 40 minutes showing fine, confident style in the glop. All displayed competitive determination as they rolled into a checkpoint, had their cards punched, then sprayed rooster tails of sodden landscape at the checkers.

The adult course began innocently. A couple of turns on a slimy flat field led riders into the woods for what rapidly became a sloppy, deeply rutted, handlebar wrestling exercise.

The mudhole was a spectator's delight. The riders had a choice of lines, awful, and much worse. As the run progressed the layout crew was forced to move ribbons and hack back the brush to give alternate routes. It's a tribute to current motorcycle engineering that many machines kept running while submerged almost to the gas tank.

Many but not all. The bikes that didn't

make it out under their own power needed at least six hands pushing.

Back at the checkpoint, riders lurched up a slimy hill, the enduro and cross-country riders seated with feet on the pegs, while the trials types did their stand-up balancing act. A peculiar riding style, which I couldn't name but could relate to, was a death grip on the handlebars while the toes plowed ruts somewhere aft of the rear axle.

This was one event where trials machines could compete with the go-fasters but riders who were out of shape were left catching their breath on the sidelines.

The Mud Run is a charity affair. The hat was passed around the spectators and trophies were kept modest. Result of all the mud-slugging was a fine afternoon of competition and socializing, and the Cancer Fund was a couple of hundred dollars better off.

### RESULTS

**A class:** 1—Gene Clark, Richmond, B.C. (Yam); 2—Jim Kong, Surrey, B.C. (Yam); 3—Bob Todolychuk, Surrey, B.C. (Yam).

**B class:** 1—Gary Speers, White Rock, B.C. (C-A); 2—Jeff Mills, Burnaby, B.C. (Hon); 3—Gordon McLeod, Coquitlam, B.C. (Hon).

**Large wheel:** 1—Stuart Martin, Vancouver (Hon); 2—Todd Nordin, Coquitlam, B.C. (Yam); 3—Darren Shish, Coquitlam, B.C. (Hon).

**Small wheel:** 1—Tony Sandstrom, Langley (Suz).

## Heavy rain didn't stop Ron Wilson from winning 39th Annual Reg Shanks Trial

By Roger Boothroyd

VICTORIA—Heavy rainfall hammered the 28 competitors who attempted the 10 slippery sections of the 39th Annual Reg Shanks Observed Trial, Feb. 15. The event was the first in the series of six for the three Victoria Motorcycle Club championships.

The lead changed hands three times in the novice class before Hans Evertse on a Yamaha 250 finally clinched first place with 50 points lost. Second was Montesa rider Morris Youell with 57 points lost. Third went to Larry Trupp who lost 71 points with his Montesa.

In the senior class Danny Klausen on a Montesa 348 managed to keep the lead from the start to take first place with 96

points. Yamaha-mounted Paul Cooper, riding senior for the first time, placed second with 97 points. Dennis Youell, on a Montesa, grabbed third with 100 points.

Four sections of the expert class had to be altered after the first round because of the impossibly tight turns. Ron Wilson on a Bultaco took the lead and the win after the third loop from Montesa-mounted Jim Raper with 117 points lost.

Second place was determined by cleans between Raper and Peter Wille on a Bultaco. Both had 123 points but Raper had six cleans to Wille's five, leaving Wille with third spot.

Martin Spriggs, who was hoping for a good start this season, could only manage a fifth place. He will have to do well in the next five trials if he is to regain the championship from Wille.



"You promise you'll come back and help me after we get your bike out?"

## B.C. recognizes top motorcyclists

British Columbia's top motorcycle achievers for 1980 have been recognized by the Canadian Motorcycle Association B.C. region.

In cross-country competition, rider rep John Shumyk was tops in the under-200cc class with Bernie Graffender taking the honors in the over-200 cc division. Graffender has represented B.C. in gruelling events like the Kamloops Two-Day Qualifier and ISDT (ISDE for 1981).

In flat track, the junior at the head of the pack was Ross Munro. Top expert was Dave Dennis.

In the competitive motocross arena, small-wheel schoolboy honors went to Brent Worrall. George Ingham is top junior with Ron Byle dominant in the senior class. Expert Terry Hoffoss, No. 1 national 125 cc rider in 1980, was the natural for the expert motocrosser award.

Bob Underhill, part-time country and western singer, and Brooks Gowanlock were tops in the Old Timers A and B division respectively. The Over the Hill Gang leader was Raul Tenorio.

The sportsmanship award was given to Tiger Wingert. He overcame his disappointment at being eliminated from the 1980 ISDT on the first day through a fluke carburetor failure, by helping the other riders on the Canadian team.

Totem rider of the year award was shared between Ed Wagstaff and George Bakker. The sponsor of the year, for support above and beyond the call of racing, was G.A. Checkpoint Yamaha. Promoter of the year honors went to Little Rock Raceway in Aldergrove, operated by Bob and Walt Levy.



## Visitor Stan Bakgaard comes from behind to even score and win Major Trial

By Roger Boothroyd

SOOKE, B.C.—The Victoria Motorcycle Club held its 42nd annual Major Observed Trial in typical FIM style March 1. The Trial had 30 sections which were ridden once each by all three classes over a 50 km loop, with a lunch break in the middle.

With 30 sections to face, riders covered a variety of ground. Rough creek beds with flowing water changed to tight turns on open rock faces. The Major, getting increasingly difficult each year, had it all.

Stan Bakgaard, visiting from Van-

couver, evened up the score from a past loss in Victoria by placing first in the expert class with a victory total of 37 points.

Bakgaard, on a Montesa 349, was in fourth spot at the mid-way point but came from behind at Peter Wille's expense to take the overall win.

Ron Wilson hung on to second spot with his Bultaco throughout the event and finished with 39 points. Peter Willie led the first half of the event up to lunch but fell back to finish with 42 points.

In the senior class Danny Klausen riding a 348 Montesa and Ian Sobkowitz on a 250 Yamaha held on to first and second

respectively from the start to finish with 19 and 20 points. Bultaco-mounted Terry Anderson came back from fifth place at lunch time to grab third senior with 25 points.

In the novice class, Ben Hircock Jr. led from start to finish with his Yamaha 250 to finish with 13 points. At the lunch break Mark Clement led Larry Tupp by a single point but by the end of the event they traded places with Tupp's 17 points to Clement's 23.

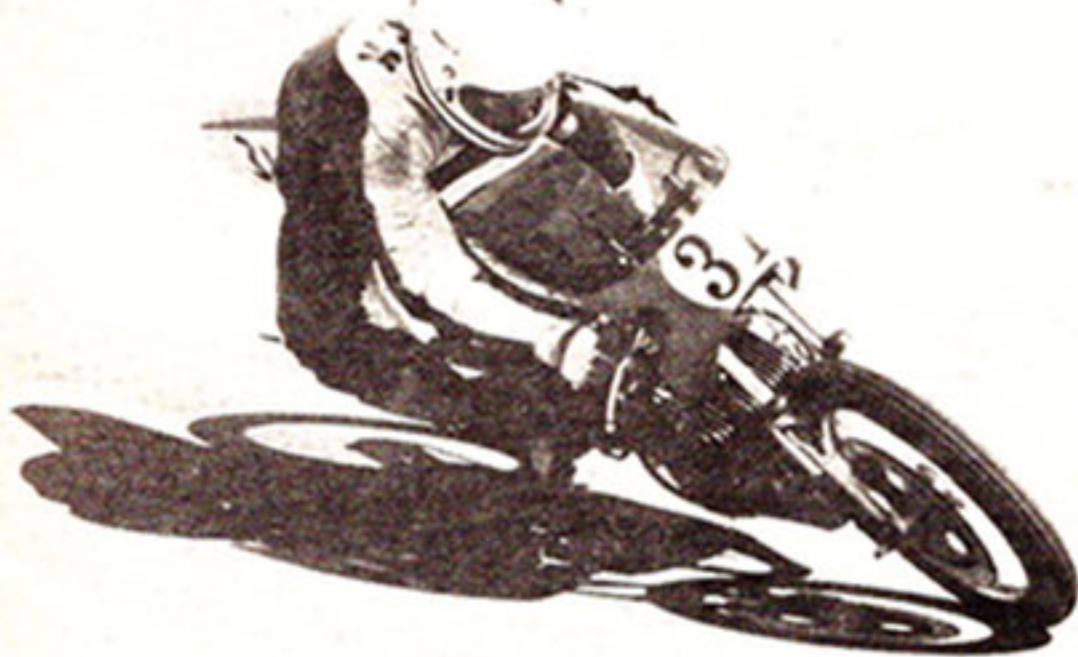


Bakgaard boogied in the boondocks to win VMC's 42nd Major Observed Trial.

## Saskatchewan and Manitoba compete in 4-race \$1,500 series

WINNIPEG—Motocrossers in Manitoba and Saskatchewan will have a new race series in which to battle each other in 1981. The Manitoba/Saskatchewan Motocross Challenge consists of four races: May 17 in Austin, Man., May 31 in Swift Current, Sask., July 21 in Moose Jaw, Sask., and July 12 in Minto, Man. The events are opened to all classes.

To sweeten the deal for riders and spectators and attract high level racers, the series, which is sponsored by Dunlop and Simplex Cycle, will have a \$1,500 contingency fund for expert and senior 125 cc and 250 riders. For more information call 1-800-665-8994. □



Steve Dick won the 1980 125 cc Canadian championship on his monocoque Can-Am.

## Dick gets Blackfoot Cycle sponsorship of Yamaha 250 and Kawasaki superbike

CALGARY—Steve Dick, the 1980 Alberta road racing champion in the 125 cc and superbike classes and the Canadian 125 cc expert champion, will be racing a TZ250G Yamaha and a superbike Kawasaki in Canadian races for 1981.

Dick, who is employed at Blackfoot Cycle in Calgary, will receive partial sponsorship from his employer. The motorcycles provided will be a Sheppard monocoque-framed and prepared TZ250G and either a Kawasaki KZ1000J or a Kawasaki GPz1100.

The KZ1000J is the likely choice since most North American racing organizations restrict expert superbikes to a maximum of 1025 cc.

Dick will be contesting only Canadian races in 1981 and hopes to put in appearances at Shannonville, Ont., and Mosport, Ont., later this year. Dick, who was featured in the February 1981 issue of Cycle Canada, drew much attention last year with his unconventional but effective Can-Am monocoque racer and the quick but unwieldy Honda CBX superbike.



# CMA

## CANADIAN MOTORCYCLING SPORT AS SEEN BY CMA

### Of muddy track, a missing link and Barrie blues

By Jim Kelly

This month, odds and ends on races past and rides to come.

It's been a bad season for ice racing in the East, with many races cancelled due to poor conditions or lack of ice. Ontario was fortunate in being able to run most of its races, but the last event was run under very poor conditions—soft ice (or none, in places) and a narrow track.

There's been talk of the "new" (to Canada) AA enduro class that might get testing in Ontario this year. Basically, it puts top experts in a super class with no limitations, for head-to-head competition. Sounds like a great idea to me. I'd even consider extending the basic system to motocross for nationals and No. 1. Hoo, would the competition be fierce! We might even wind up with an international contender.

Can-Am will be strongly represented in Eastern enduros with both a qualifier class team and an enduro class team. I'm looking for the marque to dominate results in 1981.

What do you think? Will speedster Jay Kimber, who just spent some time back at school, get serious enough in '81 to make the orange rig a first-place contender at Ontario motocross?

It will be interesting to see some SWMs at local trials, although I don't wish to hear any more from Phast Phil about the poor state of trial riders' pocketbooks.

#### HARE SCRAMBLES

The fun thing about the Steel City's Second Annual Hare Scrambles is that you won't know how bad the conditions will be until the day before the event. Last year, a warm Saturday provided a top layer of glutinous mud, below which was sheet ice. Some fun...especially in the trees.

I see the Bluenose Rally has changed campgrounds this year for their July 3rd weekend event. For information and entries try Bluenose, Box 1225, Wolfville.

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

### 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. 15-16	Gimli, Man.
	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.

N.S., BOP 1X0. If you'll be heading that way on the Thursday morning, let this ol' fella know...

A great calendar of Ontario road rider events for 1981 now is available from the CMA office. Lots of activity.

Plans continue to keep the short track event rolling at the Welland County Speedway. Financial assistance from clubs and enthusiasts make the thing look hopeful, tho' I expect some personal input from riders will be the big key to any success.

Barrie's two-day qualifier is running into a bit of bureaucratic trouble (site is an armed forces base) but smilin' Steve Brand says all will be sorted out in time for the event. Last year's one-day run, held at a different location, was excellent.

#### MISSING LINK

And if all goes well, we may see another qualifier organized by Frank Sutton and the Oshawa Competition MC. Rumor has it the event will be called The Missing Link. Ouch, that hurts!

First application is in for the 1981 Team Canada, ISDE version. Guess who. Sharpless? Sutton? Wingert? Woods? Stevens? Nope. Peter Smither from St. Thomas, Ontario. Way to go, Peter!

Finally, ISDE buttons are ready. Still some Beaver mascots available that read "supporter" and have no year, as well as the new Team Canada maple leaf and Italy 1981. Send some money to the ol' fella, Jim Kelly, at 117 Alderson Drive, Hamilton, Ont., L9B 1G4. Help our ISDE team along the way. Do it. □



# The Unfair Fairing

## New Slipstreamer Enterprise®

It's unfair, the way the new Slipstreamer Enterprise puts every other fairing in the shade. New sculptured styling enhances the appearance of your bike, without affecting its lines. Longer lowers give added protection against weather and road hazards.

A special cushioned seal around the headlight cuts noise and adverse airflows.

Solid four point mounting gives the Slipstreamer Enterprise super stability.

Available in clear or light smoke tint.

All features of a Slipstreamer II... plus.

## Slipstreamer Enterprise Universal Model S-00

For all round headlight motorcycles except - Honda CX-500 Custom and Deluxe, CB-900 & Yamaha XS 850.

## Slipstreamer Enterprise Model S-01

For all rectangular headlight motorcycles.

**slipstreamer inc.®**

World's Largest Line  
of Motorcycle Windshields

9835 West 69th Street  
Eden Prairie, MN 55344  
(612) 941-9000





# CALENDAR

## B.C. RIDERS GET CRACKING WITH THE NUTS IN MAY ROAD RIDE MAY 10

### May

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. Info (416) 522-5705.

9—**HALF MILE**, Gardena, Calif. AMA/Winston Pro Series race. Information (614) 891-2425.

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

10—**CROSS COUNTRY**, Revelstoke, B.C. Information (604) 931-7811.

10—**HILL CLIMB**, 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.

10—**ROAD RACE**, Monza, Italy. Fourth of 14 events for the world championship, all solo classes.

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

16-18—**ROAD RACE**, Mosport, Ont., Castrol Victoria Day Sprints. 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.

17-18—**CROSS COUNTRY**, Kamloops, B.C. Cross Country Two-Day Qualifier. Information, (604) 931-7811.

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

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

17—**MOTOCROSS**, Austin, Man. Manitoba/Saskatchewan Motocross Challenge. Information (204) 942-0661.

17—**ROAD RACE**, Paul Ricard, France. Fifth of 14 events for the world championship, 125, 250, 500 cc and sidecars.

17—**MOTOCROSS**, Gallarate, Italy. Fourth of 12 events for the 250 cc world championship.

17—**TRIAL**, Les Rousses, France. Fifth of 12 events for the world championship.



Wes Cooley, Daytona superbike winner in 1981, will be contesting the Castrol Victoria Day Sprints in an effort to repeat his wins of the last two years.

17—**MOTOCROSS**, Vantaa, Finland. Third of 12 events for the 500 cc world championship.

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

18—**MOTOCROSS**, Victoria, B.C. 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.

23-25—**CAMP OUT**, Long Beach, B.C. Organized by the B.C. Road Riders. Information (604) 524-3113.

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

24—**DIRT TRACK**, Kelowna, B.C. Information (604) 931-7811.

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.

30—**TOY RUN**, Dartmouth, N.S. 2nd Annual Toys for Tots Run. Information, Box 1713, Antigonish, Nova Scotia.

24—**ROAD RACE**, Jarama, Spain. Sixth of 14 events for the world championship, 50, 125, 250 cc, and sidecars.

24—**MOTOCROSS**, Trzic, Yugoslavia. Sixth of 12 events for the 125 cc world championship.

24—**MOTOCROSS**, Holice, Czechoslovakia. Fifth of 12 events for the 250 cc world championship.



**24—MOTOCROSS**, Vasteras, Sweden. Fourth of 12 events for the 500 cc world championship.

**24—TRIAL**, Valle del Canavesi, Italy. Sixth of 12 events for the world championship.

**30—DIRT TRACK**, Louisville, Ky. AMA/Winston Pro Series half-mile. Information, (614) 891-2425.

**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—MOTOCROSS**, Swift Current, Sask. Manitoba/Saskatchewan Motocross Challenge. Information (204) 942-0661.

**31—RALLY**, Primrose, Ont. 1st Annual Ontario Association Road Riders meet. Information (416) 438-1245.

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

**31—ROAD RACE**, Elkhart Lake, Wis. AMA/Winston Pro Series. Information (614) 891-2425.

**31—ROAD RACE**, Rijeka, Yugoslavia. Seventh of 14 events for world championships. 50, 125, 350, 500 cc classes.

**31—MOTOCROSS**, Szczecin, Poland. Seventh of 12 events for the 125 cc world championship.

**31—MOTOCROSS**, Samokov, Bulgaria. Sixth of 12 events for the 250 cc world championship.

**31—MOTOCROSS**, Cingoli, Italy. Fifth of 12 events for the 500 cc world championship.

**31—TRIAL**, Semmering, Austria. Seventh of 12 events for the world championship.

#### 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.

**6-12—TOURIST TROPHY** road races, Isle of Man.

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

**7—MOTOCROSS**, Kamloops, B.C. All classes. Information (604) 931-7811.

**7—CROSS COUNTRY**, Barrier, B.C. Information (604) 931-7811.

**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.

**13—ENDURO**, Kamloops, B.C. After Dark Enduro. Information (604) 931-7811.

**13—FLAT TRACK**, Welland, Ont. Bob Harpwood Memorial Race. Information (416) 734-4349.

**13-14—RIDE FOR SIGHT**, Toronto to Bass Lake Provincial Park. Organized by Ontario Road Riders Association. Weekend camping facilities available. Information (416) 438-1245.

**13—DIRT TRACK**, Roosevelt, N.Y. AMA/Winston Pro Series half-mile. Information (614) 891-2425.

**14—MOTOCROSS**, Princeton, B.C. All classes. Information (604) 931-7811.

**14—MOTOCROSS**, Sudbury, Ont. Information, (416) 522-5705.

**14—DRAG RACE**, Cayuga, Ont. Match Race Madness. Information (416) 772-3347 or (416) 779-3751 (nights).

**14—MOTOCROSS**, Roggenburg, Switzerland. Seventh of 12 events for the 250 cc world championship.

**14—MOTOCROSS**, Buttes de Roze-rieulles, France. Sixth of 12 events for the 500 cc world championship.

**14—TRIAL**, Watkins Glen, N.Y. Eighth of 12 events for the world championship.

**19-21—VINTAGE RALLY**, Barrie, Ont. 9th annual event open to bikes manufactured prior to 1971. Information, D. Jeffrey, 1 Richelieu St., St. Catharines, Ont.

**21—TRIAL**, Ioco, B.C. CPTA Tonka Trial. Information Don Clark (604) 936-7746 or Graham Jackson (604) 596-0757.

**21—POKER RUN**, Victoria, B.C. Information, Roger Boothroyd (604) 477-6387.

**21—MOTOCROSS**, Aldergrove, B.C. Outdoor Supercross Special, expert invi-

tational. Information (604) 856-5248.

**21—DIRT TRACK**, Mt. Waddington, B.C. Information (604) 931-7811.

**21—ROAD RACE**, Edmonton. Provincial point sprint event. Information (403) 428-1550.

**21—MOTOCROSS**, Ft. McMurray, Alta. Information (403) 285-4644.

**21—DIRT TRACK**, Hobbema, Alta. Half-mile provincial point race. Information (403) 285-4644.

**21—DIRT TRACK**, Ridgetown, Ont. Half-mile race. Information (416) 522-5705.

**21—MOTOCROSS**, Long Sault, Ont. Information (416) 522-5705.

**26—DIRT TRACK**, Calgary. Provincial point event. Information (403) 285-4644.

**21—ROAD RACE**, Loudon, N.H. AMA/Winston Pro Series event. Information (614) 891-2425.

**21—MOTOCROSS**, Hawkstone Park, Britain. Seventh of 12 events for the 250 cc world championship.

**21—MOTOCROSS**, Carlsbad, U.S.A. Seventh of 12 events for the 500 cc world championship.

**26—TT SCRAMBLES**, Hinsdale, Ill. AMA/Winston Pro Series event. Information (614) 891-2425.

**27—ROAD RACE**, Assen, The Netherlands. Eighth event of 14 world championship races, all classes.

**28—TRIAL**, Victoria, B.C. Summer Sidecar Trial. Information Roger Boothroyd (604) 477-6387.

**28—MOTOCROSS**, Mission City, B.C. Provincial championship, all classes. Information (604) 931-7811.

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

**28—TRIAL**, Calgary. Provincial point event. Information (403) 285-4644.

**28—CROSS COUNTRY**, Calgary. Moose Mountain provincial point event. Information (403) 285-4644.

**28—SHORT TRACK/SPEEDWAY**, Welland, Ont. All Yamaha riders given free admission. Information, (416) 734-4349.

**28—SHORT TRACK/SPEEDWAY**, Wheatley, Ont. Information (416) 522-5705.

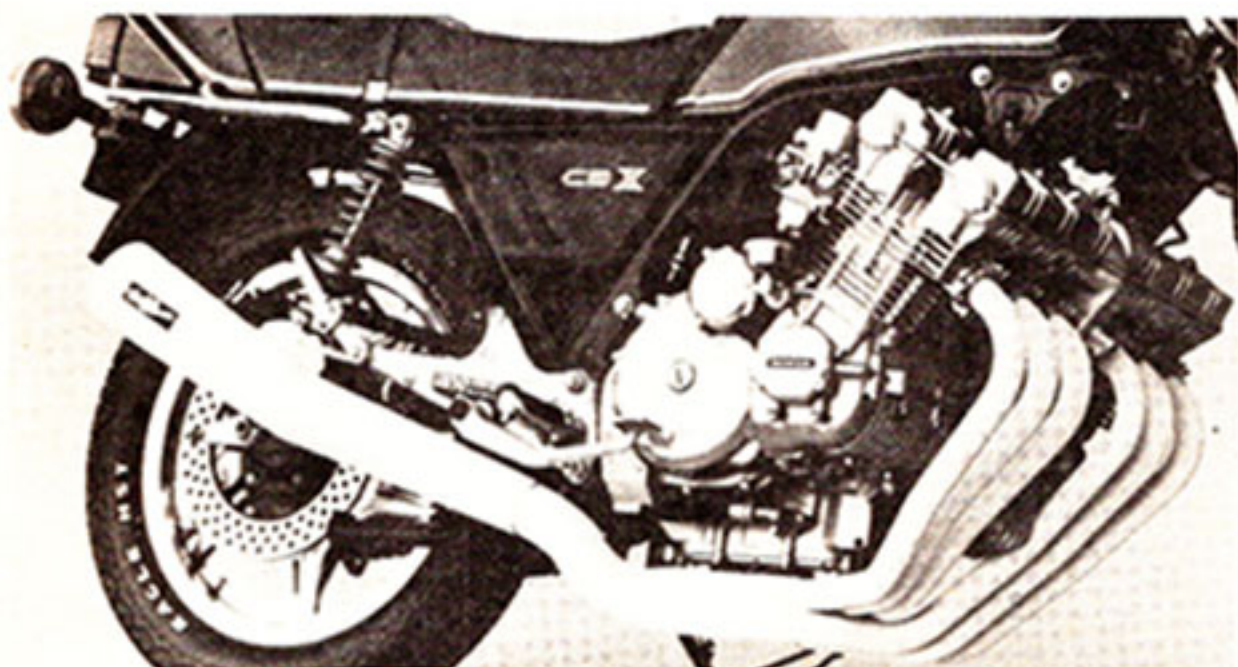
**28—POKER RUN**, Niagara Falls, Ont. Organized by Blue Knights. Touring bikes only. Information (416) 227-1292.

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



# NEW PRODUCTS

MAGIC RESINS CLAIMED TO BOOST POWER, REDUCE WEAR, SAVE GAS



Bored with black? Jaded with chrome? Winning Performance may have what you want in its new Astro Blast finish. It's a flat aluminized finish that's claimed to make the system run cooler and scavenge better, while eliminating rust. Clean-up is

a matter of washing with soap and water. The finish can be anodized or painted. Distributed by Accessory House, Big B, Distributors, Sports Merite and Toofor Accessories. The CBX system shown should retail for something over \$500.



For those too tough for pastels, Cycle Canada T-shirts are now available in midnight black in addition to blue, white and gold. Show your friends that you're not to be trifled with. Sizes small to extra-large, \$5 each. Available from Cycle Canada.



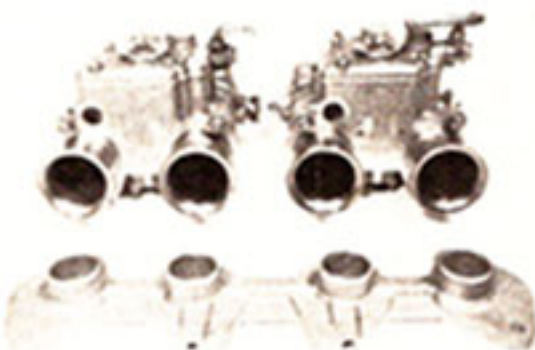
Stylishly smooth and aerodynamically clean, Shoei's new GF-1 provides a different look in full-size frame-mounted fairings. Faired-in side lamps include air scoops to channel air into the low-pressure area behind the fairing and reduce turbulence; headlight hides behind a flush cover for better airflow. Suggested retail from Action Accessories is \$649.95 including brackets. Loweres are \$89.95 extra. Also available from Boyes and Rosser.



Is your TZ no longer up to scratch? Are your friends with F and G model 250s embarrassing you on the track? Perhaps



Miracles do so happen, say the Microlon people. A one-time metal treatment claimed to reduce internal friction, Microlon works by coating moving metal parts with TFE resins—better known under the Dupont Teflon trade name—in a chemical suspension. The Microlon particles are as small as 1/1000 of a micron, say the makers. Reduced friction and wear, better fuel economy and increased power are among the claims made for the liquid. To do a bike up to 750 cc you'll need eight ounces for \$24.95; anything bigger you'll want 16 ounces for \$43.95. Available at many dealers.



For the ultimate in carburetion it's still hard to beat Weber. Les Ateliers Turbo-tech in Montreal offers Webers with intake manifolds for Kawasaki 900s and 1000s, pre-1979 Honda 750s and for Harley-Davidsons, and says they can be tuned for any application from street to track. Price is \$750.



Air for your Hawg can be obtained by bolting on one of these three H-Dair cleaners. They'll fit all Harley V-twins that use Keihin carbs. Called Baby Moon, Louvers and Drilled Disc, the designs are based on car hot rod parts of the Fifties. From your Harley dealer.



# Index of Advertisers

Adams Performance Products .....	67	Laconia Classics .....	75
American Motorcycle Institute .....	67	Lakeshore Cycle .....	54
Aurora Cycle .....	5	Lockhart .....	63
Bardahl .....	68	Marquette .....	27, 43, 47, 48
Barry Benson Motors .....	101	Mc Mac Cycle .....	83
Beaver Cycle .....	83	Michelin .....	19
Bell-Ray .....	99	Microton .....	101
BMW .....	6, 7	Mike Duff Enterprises .....	87
Brian's Motorcycle Accessory Shop Inc. ....	55	Montreal Cycle Rebuilders .....	87
Brutone Racing .....	84	Moto Mania .....	75
Cam-2 .....	21	Motokov .....	47
California Chromin .....	81	Mosport Park .....	15
Castrol .....	85	Nican .....	11
CCA .....	48	Nielsens .....	101
CF Inc. ....	91	Oakdale Cycle .....	54
Cheetah Cycle .....	101	Ontario Honda .....	87
Cycle Canada Action Classified .....	83	Original Leather Factory .....	83
Cycle Canada Back Issues .....	47	Plating Master .....	76
Cycle Canada Club Directory .....	87	Phill-Moto .....	67
Cycle Canada Clothing .....	54, 83	Power-flow Precision Head .....	84
Cycle Canada Dealer Directory .....	79, 81	Powerhouse .....	25
Cycle Canada Newsstand Sales .....	83	Quaker .....	77
Cycle Canada Subscriptions .....	55, 65	Re-Cycled Cycles .....	87
Cycle Canada Subscribers Service .....	48	Riders Junction .....	81
Dawson Race Bikes .....	76	Ross Sully .....	84
Deeley Harley-Davidson .....	103	Shin-Kobo .....	63
Design Cycle .....	83	Shoel .....	41
Doug's Cycle .....	76	Soloman .....	45
Drosco Inc. ....	84	Sonic Intercoms .....	13
Fairview Cycle .....	84	Sound Off Safety .....	55
Firth Motorcycles .....	76	Supertaff .....	76
G. S. Racing .....	87	Suzuki .....	52, 53
Helmet Sport Distributors Inc. ....	75	Suzuki Co-op .....	55
H&H Sport .....	76	Sy Ruben Insurance Ltd .....	101
Honda Co-op .....	34, 35	Toronto Harley-Davidson .....	83
Howe Engineering .....	84	Tonka .....	20
Hunter Sport .....	75	Triangle .....	76
Huntsville Motor Sport .....	87	Triumph Co-op .....	23
Ian Kennedy .....	39	Treen Leathers .....	45
Kawasaki .....	104	Walt Healy Motorcycles .....	67
Kerry's Competition .....	81	Williamsville .....	83
K.P. Engineering .....	54	Yamaha .....	2, 3
		Yoshimura .....	48

you'll want to update that old engine with a Harris Grand Prix frame. Built in England, Harris TZ frames have a history of success at the Isle of Man, Brands Hatch, Mallory Park and Silverstone. Complete chassis or bare frames available in GP, standard or Lowboy configurations. Suggested retail \$1,800 from SuperTaff Racing.



Alarmed by the chance your scooter may be lifted one night? Why not alarm the thief instead with a new electronic alarm from Custom Alarm Systems? Designed and built in Canada, the tiny solid-state unit can be hidden on a frame tube and set to kill the ignition, turn on the horn, operate a remote pager or do any other thing you and designer Stacey Robb can work out. Stereos, saddlebags and other detachable equipment can be wired to the circuit. The basic system is \$125 installed, with a six-month guarantee.

## SOURCES

- Accessory House, 14 Duke St., Moncton, N.B., E1C 4S1, (506) 854-7478.
- Action Accessories Ltd., 77 Enterprise Dr., London, Ont., N6N 1A5, (519) 681-0990.
- Big B. Distributors Ltd., 815 Victoria St., New Westminster, B.C., (604) 521-2118.
- Boyes and Rosser Ltd., P.O. Box 846, New Westminster, B.C., V3L 4Z8, (604) 522-4526.
- Custom Alarm Systems, 274 Arnold Ave., Thornhill, Ont., L4J 1C2, (416) 886-0618 or (416) 653-7466.
- Cycle Canada, 290 Jarvis St., Toronto, Ont., M5B 2C5, (416) 977-6318.
- Fred Deeley Imports Ltd., 12260 Vulcan Way, Richmond, B.C., V6V 1J8, (604) 273-5421 and 55 Penn Dr., Weston, Ont., M9L 2A7, (416) 741-5445.
- Les Ateliers Turbotech, 490 Guy, Montreal, Que., H3J 1S6, (514) 486-4720.
- Microton Canada Ltd., 149A Riverside Dr., North Vancouver, B.C., V7H 1T8 and 6033 Shawson Dr., Unit 17, Mississauga, Ont., L5T 1E4, (416) 671-0966.
- Sports Merite, 78 Turgeon, Ste. Therese, Que., J7E 3H6, (514) 435-2409.
- Supertaff Racing, Hwy 21 North, Kincardine, Ont., N0G 2G0, (519) 396-7233.
- Toolor Accessories, 3440 Pharmacy Ave., Unit 12, Scarborough, Ont., M1W 2P8, (416) 499-2424.

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.

# GET RESULTS

If you don't want it, sell it. \$10 for 25 words will turn a classified ad into cold, hard CASH.

Cycle Canada Action Classifieds is one of the most-read sections in our magazines, so you can be sure your ten bucks will get the results you want.

Just fill out the form below, stuff it and your cheque or money order for ten dollars into an envelope and mail to:

**CYCLE CANADA**

290 Jarvis Street  
Toronto, Ontario M5B 2C5

## Action Classifieds

Name \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

Ad Copy \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



# PRODUCT TESTS

THERE'S NOTHING IN THE WORLD  
QUITE LIKE AN EQUALEAN  
TO REDEFINE WEIRD

## Radically different sidecar like nothing you've ever ridden

"This is the craziest thing I have ever driven," said Pierre, our most experienced sidecar rider. "I felt like an untalented beginner!"

The Equalean is nothing if not a learning experience. It is, in fact, humbling. It's not much like riding a motorcycle, and even less like riding a normal sidecar. Sets of reactions carefully cultivated over the years do you little good; as Pierre said, you feel like an untalented beginner.

The Equalean is radically different from other sidecars on the market in that it is set up to allow the motorcycle to lean. Most rigs attach firmly to the bike's chassis, creating what in effect is a three-wheeled car. It doesn't lean, you have to steer into a corner and you must be careful while turning toward the sidecar because weight transfer tends to lift the sidecar right off the ground. That's why you see racing sidecar monkeys hanging off the chairs at such insane-looking angles.

The designers of the Equalean wanted to build a sidecar that would cancel these handling traits and allow the motorcyclist to ride normally with a minimum of handling input from the sidecar. They managed to remove the feelings imparted by a regular sidecar, all right, but created a whole new spectrum of sensations to replace them.

Two mounts secure the Equalean to the motorcycle. At the front, a parallelogram of four rods mounts to the sidecar frame and to a vertical member secured to the bike. The four corners are all pivoted, so the bike and car can lean in the same direction while remaining connected.

At the rear, a piece of channel steel is vertically mounted to the frame of the sidecar. A mount on the bike terminates in a ball bearing that slides within the channel of the car mount. As the unit leans left, the ball bearing travels up the channel, pulling the chair left. The reverse happens as the bike leans right.

The result is that the sidecar and motorcycle lean the same amount in the same direction. The feeling is incredibly strange; one sidecar passenger said "This thing gives weird a bad name. When we went into the first right-hand corner and



The handling of the Equalean never stops feeling strange. The bike can lean to the left far enough to scrape its stand, but the chair limits it to the right.

you leaned toward me. I thought I was in the first corner of a production race again."

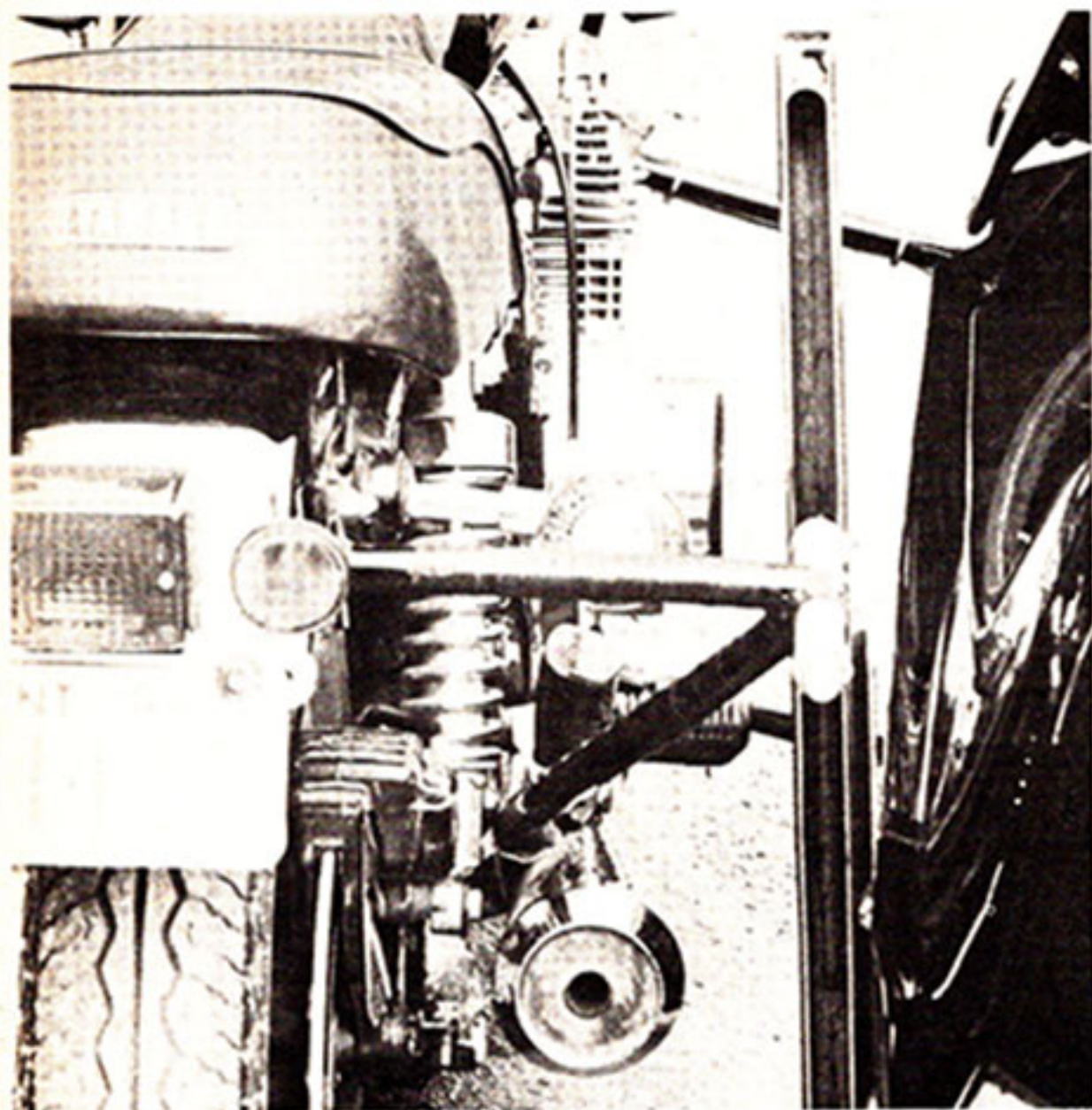
Rob Egan, importer of the rig and owner of Brooklin Cycle in Brooklin, Ont., suggested that the way to ride the unit was to forget there was a sidecar attached and think of it as a very ill-handling solo motorcycle. He was right.

One of the strangest things about the Equalean is that it reverses some of the normal sidecar inputs. With a chair on the right, a normal rig will pull right on acceleration and left on braking because of the drag from the undriven and unbraked sidecar. The Equalean does the reverse. Egan says it's because almost all the force the bike exerts on the sidecar comes from the rear mount; the front does little except hold the front of the chair off the ground and tilt it at the correct angle.

One thing that's like a normal sidecar is that the steering gets heavy at low speeds. Egan had to set the sidecar up in a hurry for us, and adjusted the toe-in of the chair's wheel to give a fairly neutral feel with the car empty on the highway. We found that this made the bike wobble badly at low speeds, up to perhaps 30 km/h. It wasn't a tank slapper, but the bars moved back and forth several centimetres while accelerating, braking or just coasting below that speed.

It never actually tried to pitch anyone off, but felt unsettling, to say the least. Playing with the toe-in would likely alleviate the condition, but we unfortunately didn't have the time. It's fairly easy to do: you loosen an Allen bolt on the front motorcycle mount and tap the parallelogram mount lightly in or out to move the car closer to or farther from the bike. Toe-in or





The rear mount is a ball bearing riding in a metal channel on the sidecar. As the bike leans, the bearing moves in the channel to pull the sidecar over, too.

out of the wheel can make the sidecar try to "walk" toward or away from the bike while in motion, and the setting is critical to stable operation at speed.

The sidecar itself is a fibreglass shell with a canopy that can be used open or closed. The seat is a hammock that can be slung from two sets of pins; upright for the open position or laid back for closed operation. The seating position when the top is closed is much like that of a Formula Ford race car; the passenger must lay back almost flat and peer down his chest to see out. It wasn't a popular position.

The top is an option. The standard car has a windscreen instead, which to us seems a much more practical proposition.

Suspension on the sidecar is one Monroe automotive air shock. It's much too stiff for the weight of the car and occupant no matter how low the air pressure is set.

Egan says on units he'll sell he's going to use either a Koni or S&W bike shock, which should be a big improvement.

Seating in the car is fairly comfortable in the hammock, except for the bone-jarring ride imparted by the overly stiff shock. It's interesting to note that no matter how much the car bounces around the bike is little affected. The reverse is also true; riders found themselves aiming the bike for bumps to spare sidecar passengers yet another nasty thump that the bike suspension absorbed easily.

The handling remains strange no matter how long you ride it. The rider who put in the most time found that he felt progressively more confident the longer he rode the bike and car—he even managed to scrape the centrestand during one photo session, to the dismay of the photographer in the sidecar—but that he never trusted

the unit completely.

He described it this way: "If you can imagine a stock XS Eleven as handling like a Desmo Ducati, then the bike with this rig handles like an XS Eleven with all the bushings and bearings removed from the fork and swingarm. You can cope with it, but it's always a struggle."

On the highway it's much easier. With more weight on the sidecar you can feel it pushing the bike, but as we noted above it was set up for empty riding. In that situation it was quite neutral and you could almost forget it was there, making lane changes and taking corners almost as though the sidecar wasn't there.

Staying smooth was important; trying to throw the bike down into a corner imparted a nasty wobble. We only did it twice; once inadvertently to discover it and once deliberately to see if it was us or the unit. Identical twitches from the fork and screams from the sidecar passenger convinced us it was the unit.

The Equalean attracts attention like nothing else we've ever ridden. At one gas stop at a large station, five of the six attendants came running over to look, touch and talk, leaving several cars unattended. Kids waved, older pedestrians smiled, cars swerved across traffic to get a better look. Not even the Harley Low Rider nor the Honda CB900C attracted so much attention.

That seems to us to be the Equalean's primary virtue—it's fun. It can fulfill one traditional sidecar function of allowing you to carry three people, or two plus a lot of gear, but it's useless for the other. That is, to provide the stability of a solid three-wheel platform in adverse conditions such as rain or snow. You definitely can fall down riding an Equalean.

But for fun, for variety and for owning one of the world's great conversation pieces the Equalean is hard to beat. Egan plans to sell them for just under \$3,000. If you're interested, you can reach him at Brooklin Cycle Clinic, Box 421, 76 Baldwin St., Brooklin, Ont., L0B 1C0, (416) 655-3002. □

The product test this month was prepared by Larry Tate. Thanks for contributions above and beyond the call of duty to Colin Fraser, Damian James, Dena Kovshoff, Pierre Rene de Cotret and Pat Van Langenhove.



## Custom bikes make Daytona delights

# SHOWCASE

Here is a look at what you may have missed at the Rat's Hole

If you want to show off a rare motorcycle in Daytona, take a stock machine. People will point and look, crowds will gather and the police might stop you to ask if you know what you're doing.

Well, not quite, but almost. Individua-lized machinery is the order of the day. During Speed Week you'll see everything from the merely trick to the distinctly out-rageous.

If you didn't go to Daytona this year, or didn't attend the Rat's Hole custom show on Saturday morning, here is a sample of what you missed.

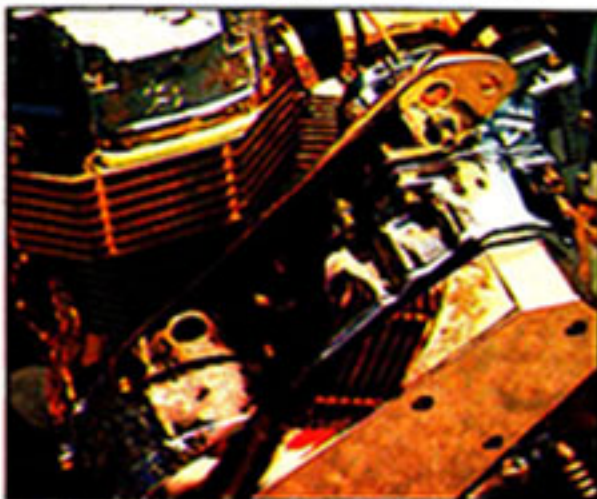
Crotch Rocket (right) has Chevy power. Blipping throttle with centrifugal clutch provides immediate action.



Early Indian was a 1,000 cc moped with overhead inlet valves, side exhausts.



The Boot-a-Pest started life as a Triumph, but ended as an exterminator ad.



Crankshaft-driven supercharger pumps mixture into gold-plated CB750 engine.



This plated, polished, anodized, engraved and chopped wonder is a Triumph.



# REVOLUTIONARY LUBRICATION

*Of times a unique opportunity  
arises, for cyclists of the 80's  
-it's BEL-RAY.*

*The most complete, most asked for,  
most exclusive line of motorcycle  
lubricants available worldwide.*

*Motorcycles differ from automobiles  
yet each deserve the very best.*

*For two wheelers*

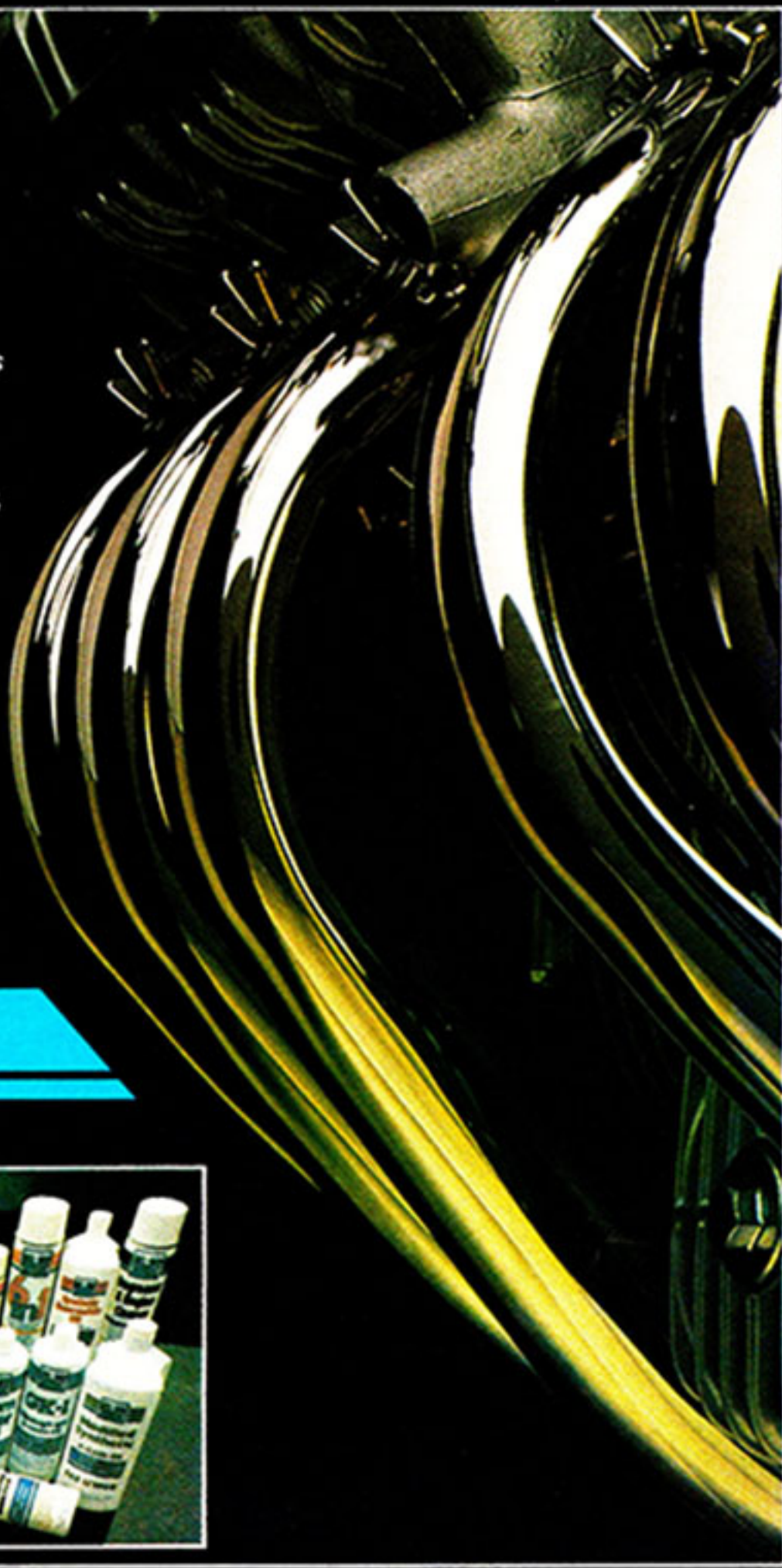
*-it's BEL-RAY.*

*Race proven, increased horsepower,  
reduced fuel consumption;  
the ultimate in protection.*

*Revolutionary lubrication for  
revolutionary technology.*

## **BEL-RAY**

*quietly revolutionizing onward.*





# Big boys play in the sand, too

## DID YOU KNOW?

World's most famous road race started out on the beach

Did you know that until 1961 the Daytona 200 was run on the beach at Daytona, not on the famed tri-oval banked track you're familiar with?

And did you further know that the first two races in the annual tradition that became the Daytona 200 weren't run at Daytona?

It all started in 1935, when the Southeastern Motorcycle Dealers Association decided to stage a 200 mile, knock-down, winner-take-all event to prove the superiority of either Harley-Davidson or Indian. That first race was held in Jacksonville, Fla., just up the road from Daytona Beach. It was won by Rody Rodenburg on an Indian.

In 1936 the race was staged in Savannah, Ga., where Iron Man Ed Kretz gave Indian its second win. He repeated in 1937 when the race was first staged in Daytona. The track was a long, narrow oval, sand



Picture from the 1959 race shows the south turn, heading back on to Daytona Beach.

one way and paved road the other.

Don't get the idea that racing on the sand was anything like a slow motocross. Even in 1935 Kretz averaged 73.34 mph (118 km/h) and by 1960, the last year on the sand and pavement, Brad Andres aver-

aged 98.06 mph (158 km/h) on a Harley-Davidson, a speed that wasn't matched on the paved road course until 1967. That year Gary Nixon took a Triumph to the win at an average speed of 98.227 mph (158 km/h).

PHOTOGRAPHY COURTESY OF AMERICAN MOTORCYCLIST ASSOCIATION

## FEEDBACK CYCLE CANADA WANTS TO HEAR FROM YOU

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

what they liked and disliked in this issue.

Please complete the form and mail to Editorial Director, Brave Beaver Press-

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

Thank you.

### CIRCLE YOUR ANSWERS PLEASE

#### 1. Which tests did you read?

- Honda CB900F
- Honda XR200R
- Suzuki GS1100S

#### 2. What did you think of our Daytona coverage?

- Liked it very much
- Read only parts of it
- Found it comprehensive
- Found it superficial
- Not enough on the racing
- Too much racing, not enough on local color
- Coverage was just right

#### 3. What did you think of our road rally rating?

- Interesting
- Useful
- Didn't appreciate it
- Didn't read it

#### 4. On what topic would you like to see a Cycle Canada special edition?

- Touring
- Motocross and dirt riding
- Customs and street riding
- New products and product tests

#### 5. What did you like most about this issue?

---

---

---

---

#### 6. Which regular features did you read in this issue?

Contents	Newsfront	Editorial	Masthead
Readers Write	Technics	On The Road	Canada West
Cyclesport	By Mike Duff	Motocross Canada	Did You Know?
CMA	Who Won What	Calendar	Motomarket
New Products	Product Tests	Showcase	Short Strokes
Motopinion	Coming Soon	Ads in general	



## YAMAHA Sales & Service

- XR/TT500 Performance Parts
- Megacycle Cars
- Venolia Pistons
- Carillo rods
- Competition Exhausts

# Nielsen's

#4 Industry St. S.  
Aurora, Ont. L4G 1X7  
(416) 727-3661

All you need to know about  
exhaust systems is the name:

## Bassani

Manufacturing

From the welds to the finish to the fit,  
it's quality,  
it's BASSANI.  
Exhaust systems for street and dirt.

Distributor:

**T & P Marketing**

43 Eddystone Ave.  
Downsview, Ont.  
(416) 745-5867

We ship coast to coast  
Mail order service  
Dealer inquiries invited

## BRITISH Parts Parts Parts

If your dealer doesn't have the part  
you need, write or call and we'll send  
it fast C.O.D.

**Cheetah Cycle Sales Ltd.**  
Previously known as Norton Triumph Canada Ltd.  
(FOR PARTS ONLY)  
9104-118 Ave. Edmonton, Alta.  
(403) 474-4247

## Barry Benson Motors Ltd.

We sell Honda Motorcycles  
and Honda power products.  
Complete sales, service,  
parts

**WE SELL SATISFACTION**

1113 La Salle Boulevard  
Sudbury, Ont. P3A 1Y3  
(705) 566-1152

## Motorcycle Insurance

*"Our specialty"*

**SY RUBEN INSURANCE LTD.**  
1081 Bloor St. West,  
Toronto, Ont., M6H 1M5  
Telephone (416) 239-8103



Available in 8 oz., 16 oz.,  
32 oz. and 128 oz. sizes.

## GOLD MEDAL INVENTION INCREASES ENGINE PERFORMANCE

Microlon TFE Resin Metal Treatment has  
been awarded the coveted and prestigious  
gold medal at the 7th International Exhibition of  
Inventions in Geneva, Switzerland—the only  
product of its kind to achieve such distinction.

Microlon is a unique, dry lubricant which  
dramatically reduces friction in internal-  
combustion engines—and reduced friction  
translates directly to:

- Lower gas and oil consumption.*
- Greater engine efficiency and better performance.*
- Reduced wear.*
- Reduced maintenance costs.*

Tried, tested and proven, Microlon has even  
been certified by the U.S. Federal Aviation  
Administration for use in aircraft engines.

*One treatment is all that is required—to save  
gas, increase engine performance and protect  
a valuable automotive investment.*

Microlon is now available in Canada. For  
your closest Microlon dealer or wholesale  
information contact without delay:

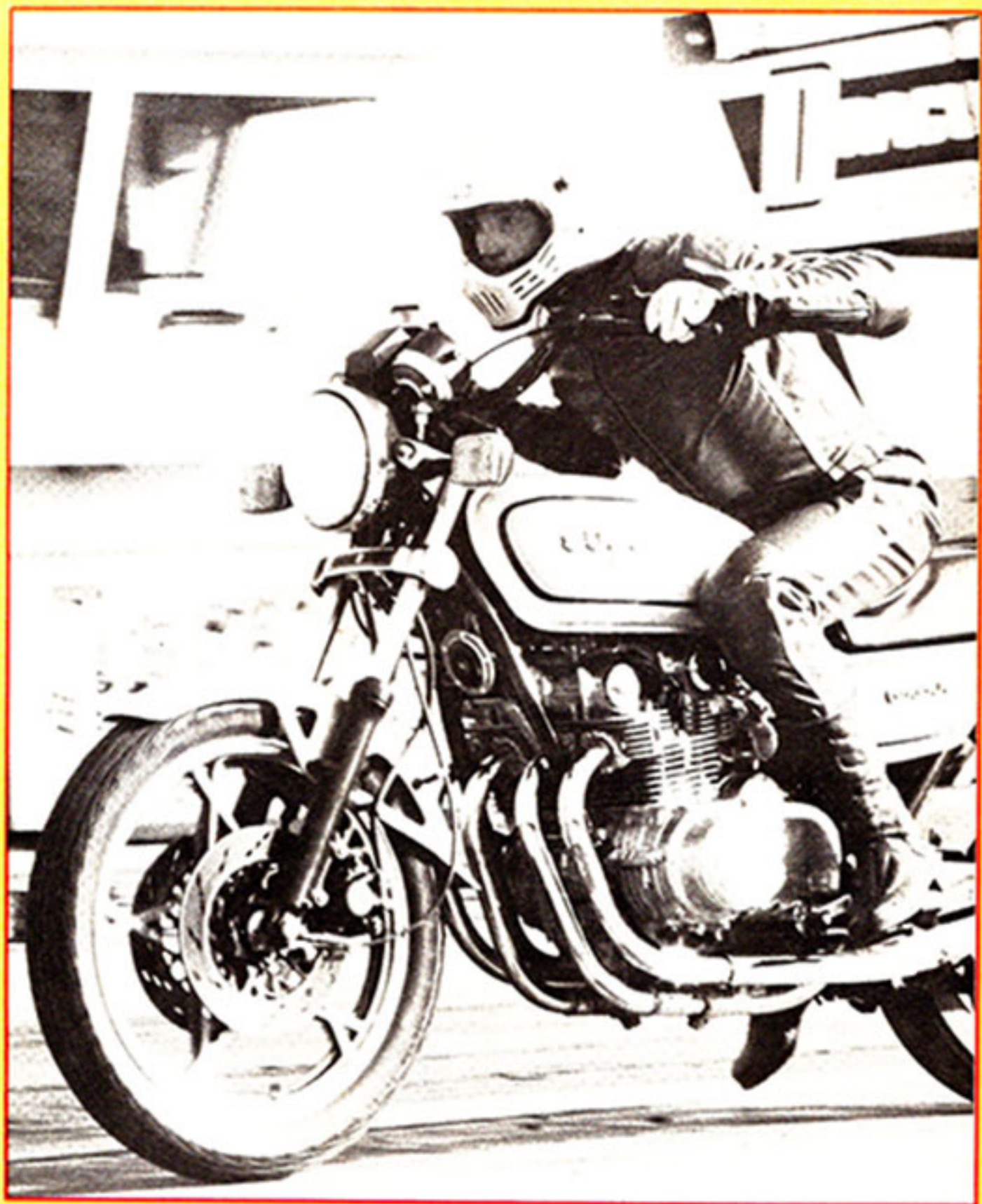
**WESTERN CANADA**  
Microlon Canada Limited  
149 Riverside Drive  
North Vancouver, B.C.  
V7H 1T6  
(604) 929-7944

**EASTERN CANADA**  
Microlon Canada (Ont.) Limited  
Unit 17-6033 Shawson Drive  
Mississauga  
Ontario  
(416) 671-0966



Coming soon in

# CYCLE CANADA



Suzuki's quick new GS650 goes against the clocks and against another new 650 which must remain secret until the next issue.

• **Suzuki GS650:** Let's have a new bike like the 550 but with a little more pep, Suzuki said. We'll make it in chain- and shaft-drive versions and do a chopper model as well. If it ends up with terrific brakes and goes like stink, so much the better. We'll call it a GS650. And give it to Cycle Canada for a comparison track test with a secret new 650 next issue.

• **Yamaha XV920:** The Virago goes to Europe. The custom look is one thing, but the new 920 cc V-twin is another. Yamaha used the same principle of a modern overhead cam 75-degree V-twin but incorporated larger displacement, a sporting, European appearance and chain drive enclosed in a sealed, lubricated compartment. Watch for a full road test.

• **California:** If your vacation plans are still open and you've thought of touring the coast of California some time, watch for a feature story which should help you make up your mind. Our man on the scene tells and shows you what scenic splendors you should look for on Highway 1 between Los Angeles and San Francisco.





© 1980, AMF Harley-Davidson

## RUN TO THE SUN.

*The 1981 Harley-Davidson Roadster. On I-75 to Florida.*



You could be heading for Daytona—or just out for an afternoon. But half the reason for riding anywhere is to see and be seen. After all, you're not riding just a motorcycle. This is a Harley-Davidson.® More than a machine. The 1981 Harley-Davidson Roadster™ comes direct to you from the Low Rider® tradition of custom styling. And sends the imports running back to the drawing board for more work.

Roadster custom styling features new pullback buckhorn handlebars, a large 3.3 gallon tank and a two-piece stepped seat with sissy bar, backrest and stash pouch. There are extended front forks and your choice of laced or 9-spoke cast wheels. Add staggered shorty duals and a new ribbed primary chain cover, and the custom look is complete.

This year's Roadster shines in new two-tone metallic silver with black pinstriping. Or choose gleaming black with red pinstriping. There are new Harley tank graphics, too.

The way this bike moves is just as impressive as its styling. You ride with the power of our 1000cc V-Twin engine beneath you. Nothing compares to the sound and sensation of this Harley-Davidson on the road.

Whatever sun you're running to, Roadster puts you miles ahead of routine, run of the mill motorcycles. It opens the door to the true spirit of custom biking. After all, Roadster is a Harley-Davidson. That's why it's more than a machine.

Distributed exclusively in Canada by  
**FRED DEELEY IMPORTS LIMITED,**  
 Richmond, B.C. and Weston, Ontario.  
 We support the C.M.A. and the M.M.I.C.



# CLASSY GASSY SASSY

We're about to change your idea of city riding. With the Kawasaki KZ 440 LTD.

It's a sporty, stylish LTD street bike that's light and easy to handle.

The new KZ 440 LTD has all the move and groove you'd ever want from a city bike. And it won't let you down on the open road.

This trim twin has increased power, efficiency and reliability without increased weight.

It's simple. Nimble. And quick.

Kawasaki has always known what riding the street was all about. And the KZ 440 LTD proves it all over again.

It's classy, gassy and sassy.

Get on and give it a ride. You'll find it's a great new idea for city riding.

# Kawasaki

Let the good times roll.

