

# CYCLE CANADA

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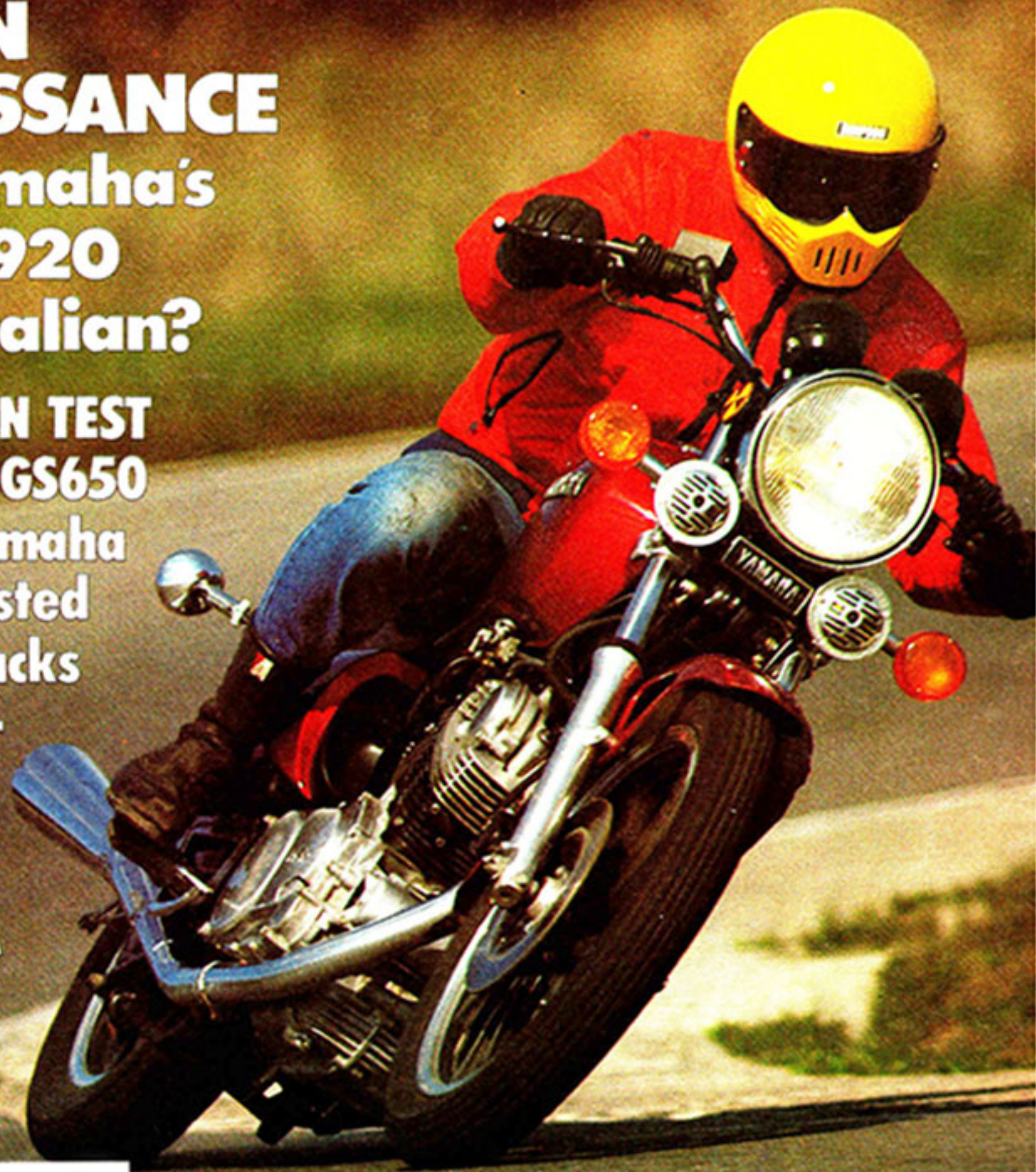
**Touring  
the Keys  
of Florida**

## V-TWIN RENAISSANCE

**Does Yamaha's  
new XV920  
speak Italian?**

**COMPARISON TEST  
New Suzuki GS650  
and 1982 Yamaha  
650 Seca tested  
on three tracks**

**BOOZE TEST  
Drunk in  
the saddle  
CALIFORNIA  
Cruising  
the coast**



**Yamaha XV920**

# AT YAMAHA, IT'S ALREADY 1982.

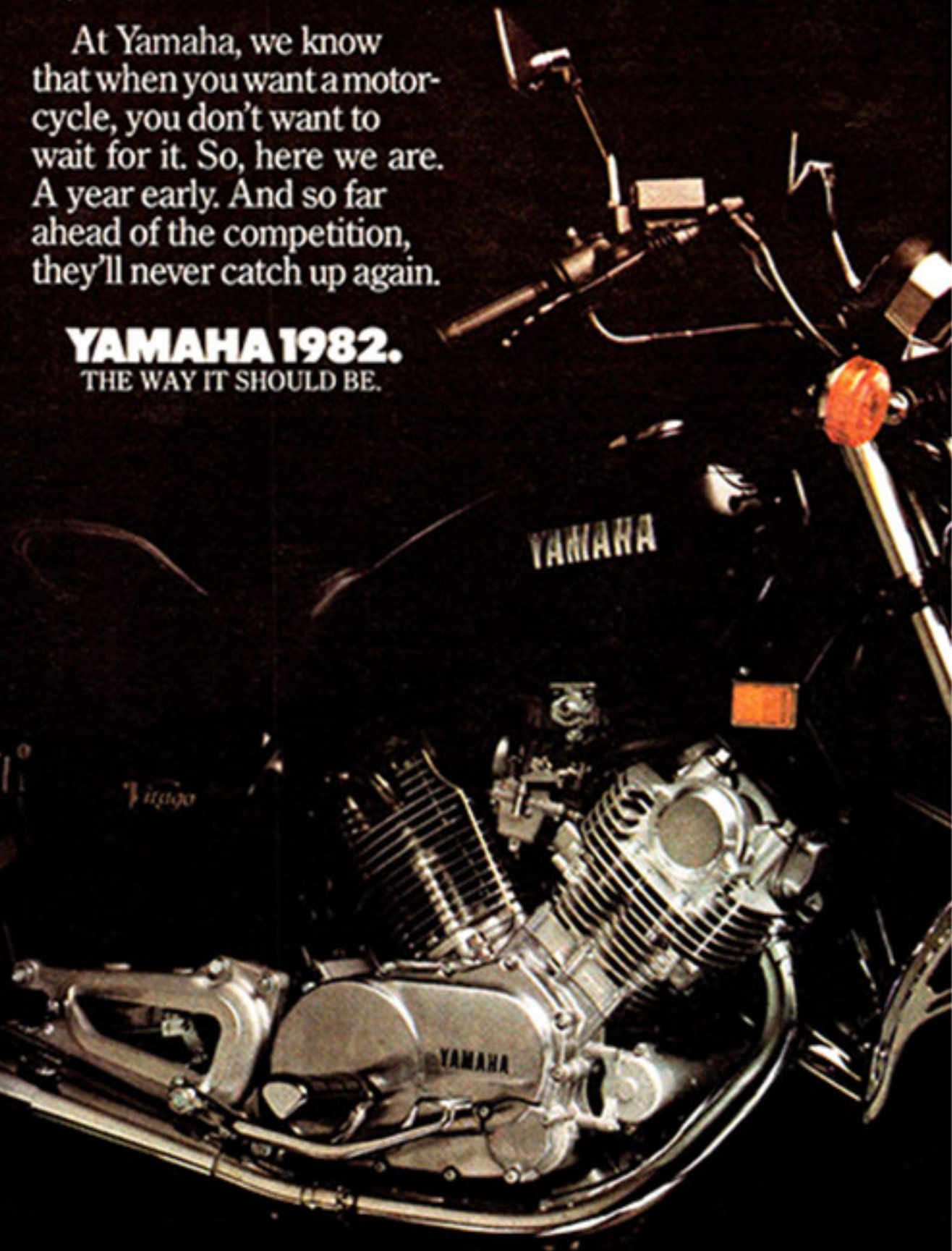
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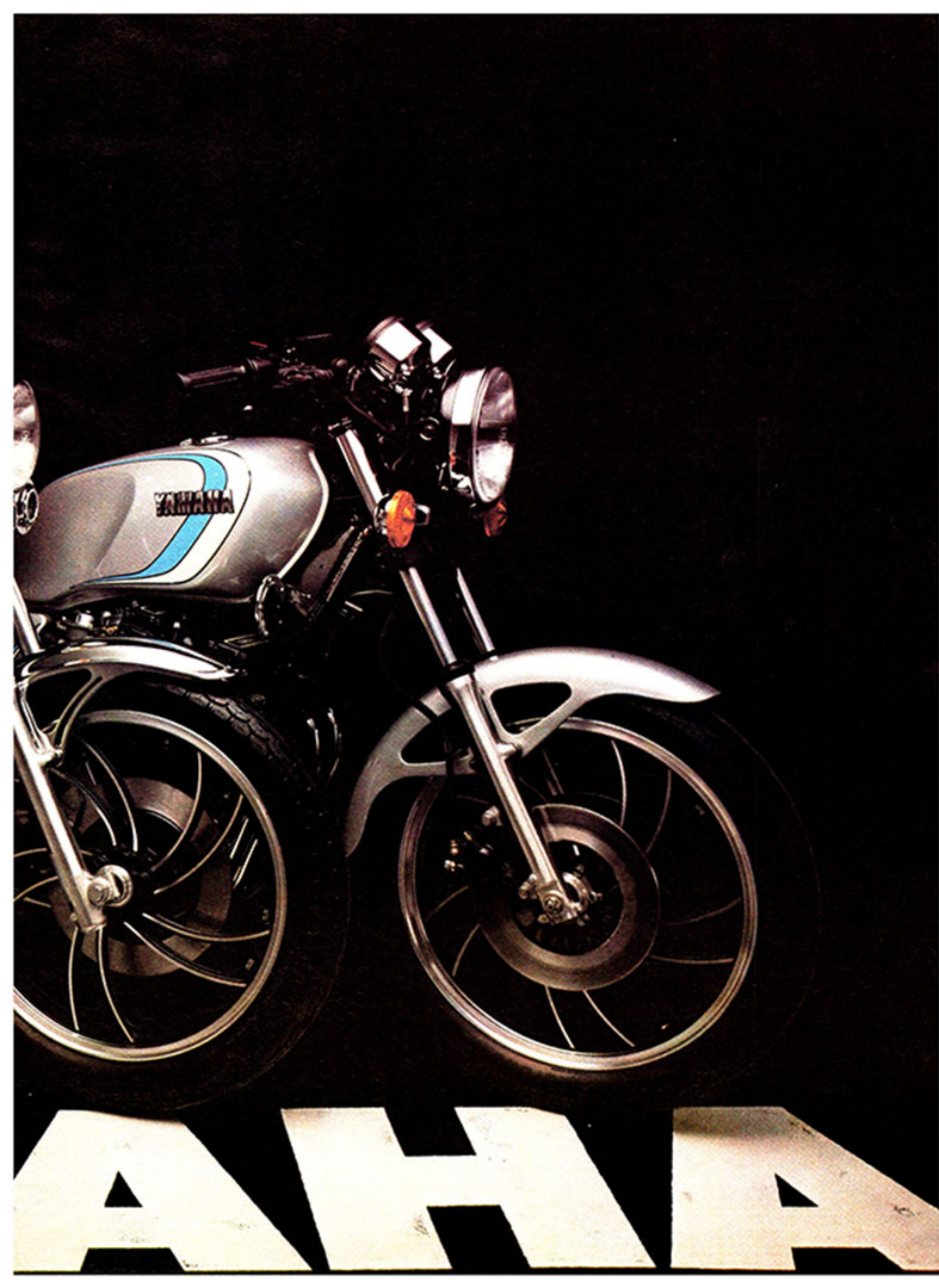
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# YAMAHA



# CYCLE CANADA

JULY 1981

VOL. 11 NO. 7

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# WE'VE GOT THE WINNERS!

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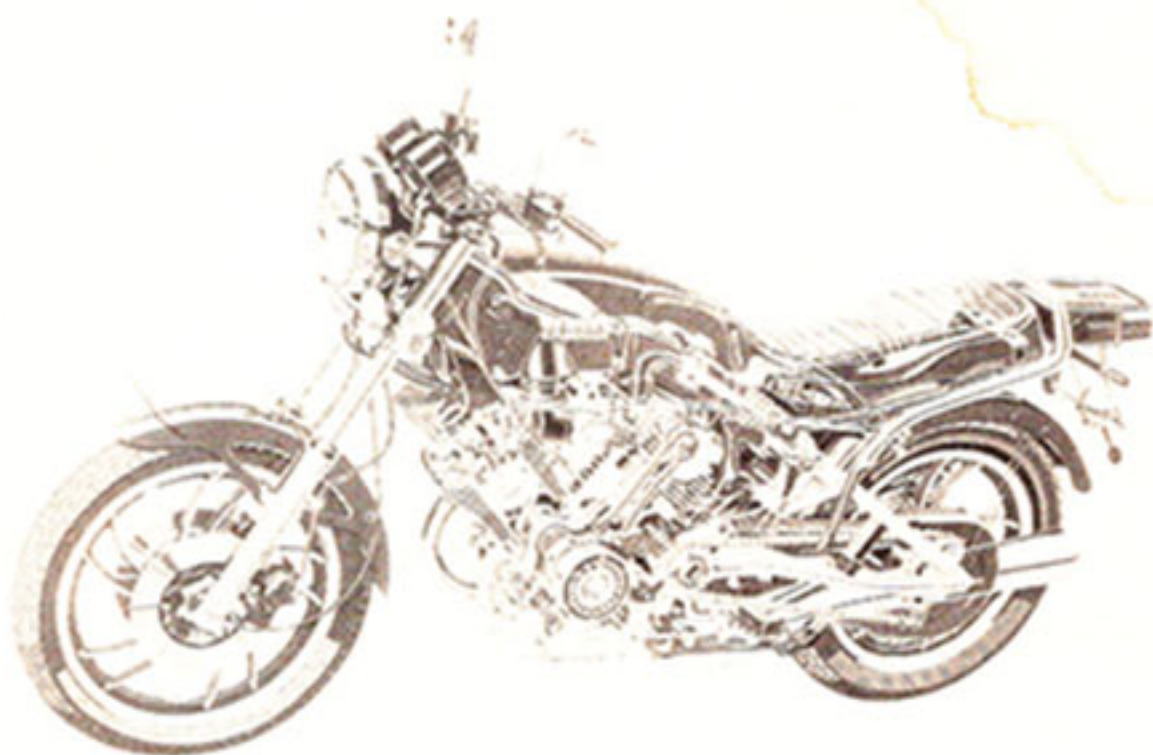
# Yamaha XV920





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# Can-Am®

## WE WILL WIN YOU

Almost always  
you read it  
here first

## Three new bikes highlight Britain's biggest show

BIRMINGHAM — England's biggest motorcycle show, held for the first time in Birmingham, brought out some weird and wonderful new machinery for those who skipped the Easter weekend match races.

Triumph showed a new 750 with an eight-valve head and a radically-styled fairing. The new 750, called the TS8-1, is slated for production by the end of 1981. The fibreglass work is designed by Ian Dyson, and is the most obvious change from the present Bonneville line.

Internal changes are many. The eight-valve engine is claimed to produce about 60 hp, and the bottom end has been strengthened considerably. The frame design is also new. Call AV for anti-vibration, it uses a system similar to that of the old Isolastic Nortons to reduce engine vibration. The engine and transmission unit is held in flexible rubber mounts, which allow the engine to shake but isolate the rider.

Triumph hopes to make inroads into police markets with the new frame, which the factory claims is much more comfortable and vibration-free than earlier designs. Projected price of

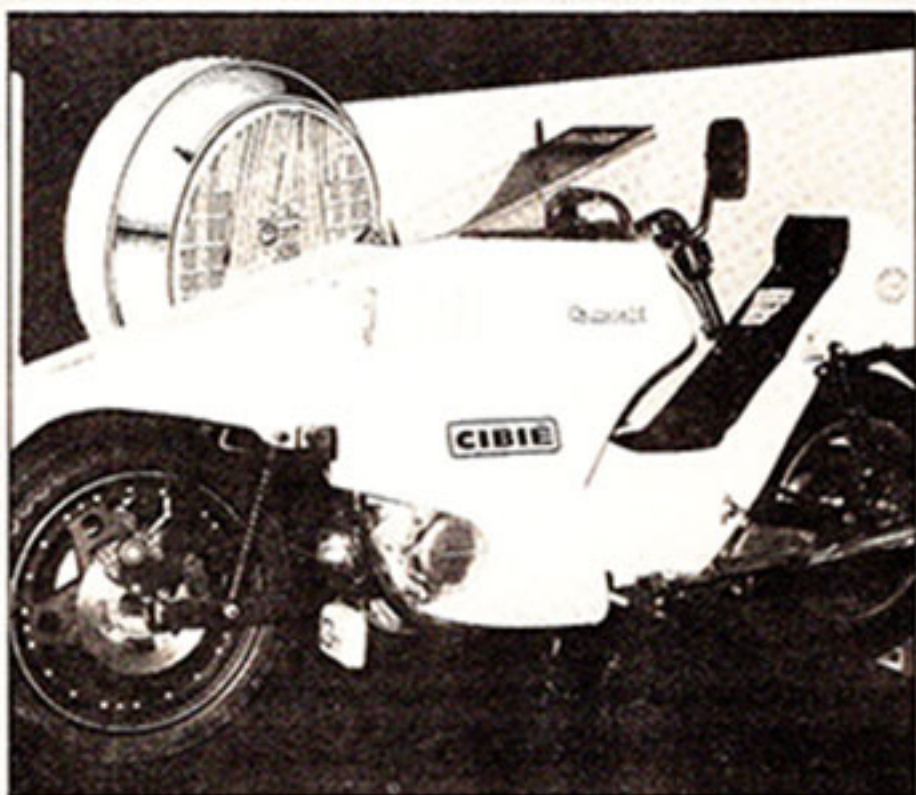
the TS8-1 is £3,000, or about \$7,800.

The most unusual machine at the show was the latest from Malcolm Newell, the designer of the Quasar. Designed, Newell says, for maximum aerodynamic effectiveness, the vehicle uses hub-centre steering, is not enclosed as much as is the original Quasar and is powered by a Kawasaki KZ1300 engine. Newell says he'll build the thing around pretty much any engine using shaft drive.

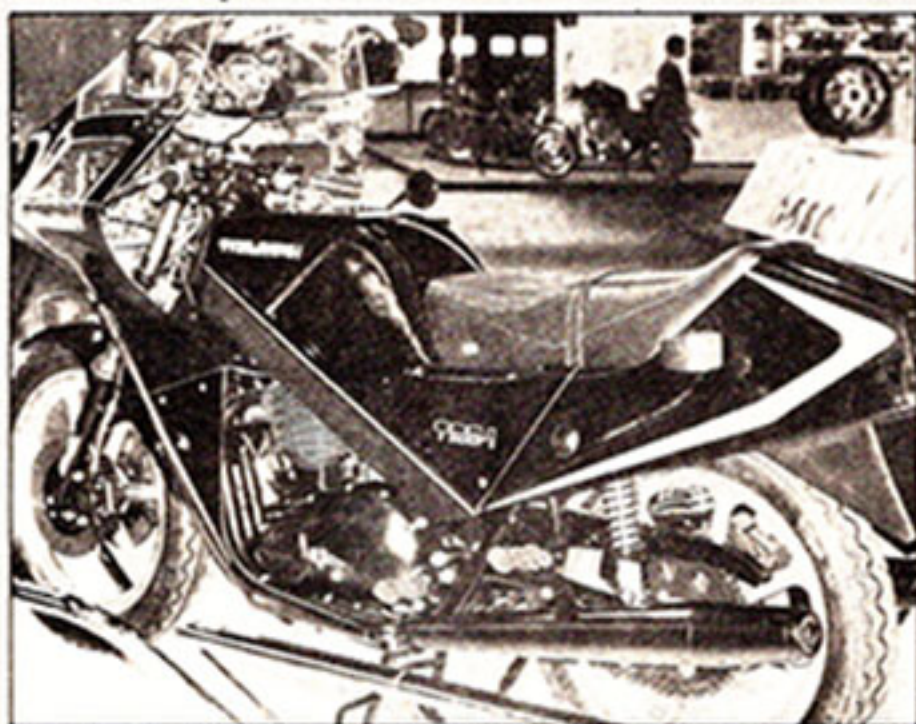
Strictly to be a custom, built-to-order machine, its projected price is £1,750, or about \$4,550.

The latest from Laverda, or rather from the British Laverda distributor Slater Bros., is called the Formula 1200 Mirage. Based on the 1,115 cc Mirage, the Formula 1200 has been hot-rodded in much the same way that the Jota was built up from the standard 1000.

Racing cams, high-compression pistons, a ported head, a one-piece fibreglass body, special Brembo brakes and Astralite built-up wheels are among the major changes from the Mirage. Top speed is claimed to be 240 km/h and price is listed as £3,796, or about \$9,850.



Newest Quasar uses KZ1300 engine, hub-centre steering and lots of bodywork.



New Bonneville has an eight-valve head and anti-vibration frame.

## New NHTSA head more sympathetic to manufacturers

WASHINGTON — Raymond A. Peck, Jr., has replaced Joan Claybrook as administrator of the National Highway Traffic Safety Adminis-

tration. Peck has stated that NHTSA and the Department of Transportation plan to work more closely with the people affected by U.S. transportation policy.

This may mean an easier time for manufacturers, both of original equipment and

aftermarket accessories. Previous NHTSA policies regarding crashworthiness, emissions control and noise level standards have been marked by controversy, as they often seemed set at arbitrary levels without consideration of technical or economic factors.

Two encouraging indicators for motorcycling are that Peck told American Motorcyclist Association officials he plans to take a motorcycle rider training course and that NHTSA's public information director Ed Pinto is a motorcyclist of 10 years' standing.



## Two-stroke ban to be considered

GENEVA—A proposal to ban two-strokes larger than 250 cc from grand prix racing is to be considered at the FIM fall congress.

Some members of the technical committee are trying to come up with ways to encourage four-stroke racing in general, claiming that the two-strokes now being raced bear little if any relationship to production equipment. One solution, they say, is simply to ban the use of two-strokes in premier racing categories.

However, Kawasaki, Suzuki and Yamaha are in the middle of extremely expensive two-stroke racing development programs and aren't likely to be enthusiastic. Honda, which is developing a four-stroke GP bike, has stated in the past that if it is to win with its NR500 it wishes to do so on even terms, not on the basis of having victory legislated.

## Trials school is run by national champ Woloschuk

WOODSTOCK, Ont.—Trials riders are invited to attend a school under the tuition of national champion Wayne Woloschuk. Using a three hour audio-visual presentation, Woloschuk advises trials riders on points of machine preparation, physical training and psychological techniques. He illustrates his lessons with 222 slides.

After the indoor session, the class adjourns outside to a nearby riding site where students can observe and practise Woloschuk's teaching.

Classes were conducted in April and May this year, and the final one will be held June 28. Students must bring their



Canadian trials champ Wayne Woloschuk is hosting a trials school.

own motorcycle and lunch. Entry is pre-registration only and the maximum class size is 18. The school costs \$25 and operates rain or shine.

For further information write to Observed Trials School '81, P.O. Box 152, St. Thomas, Ont., N5P3T7 or telephone (519) 631-3266. Maps to the school are provided on acceptance of entry.

## Alberta courts still embroiled with helmet law

EDMONTON—The Alberta Attorney-General's department has announced that it will again appeal the ruling of Judge Roy Thomas that Alberta's helmet law is unconstitutional.

Thomas's original decision, made Aug. 12, 1980, was overturned by a superior court Dec. 2, 1980, and Thomas was ordered to re-hear the case. He did so, and on April 8, 1981, confirmed his original decision.

The Attorney-General has instructed police to continue to enforce the law, but prosecutions will be stayed until the

## Mamola wins first GP road race, Roberts's bike fails

SALZBURGRING — Randy Mamola on a Suzuki won the first round of the world road racing 500 cc championship in Austria April 28. He was followed to the flag by Suzuki teammates Graeme Crosby and Hiroyuki Kawasaki, the latter a factory test rider competing in Europe for the first time.

The only Yamahas to finish were Barry Sheene and Boet van Dulmen in fourth and fifth places. Sixth went to the lone Kawasaki entry of Kork Ballington. Defending champion Ken Roberts retired with handling problems when his factory Yamaha's monoshock went sour.

Roberts was riding a new bike. The factory has abandoned the in-line four concept in favor of a Suzuki-style disc-valve square four. Roberts crashed the machine hard in practice, but said later that the crash didn't affect him or cause the eventual failure.

The new Yamaha proved as strong as the Suzukis in engine power, but the han-



Kiwi Graeme Crosby is considered a four-stroke specialist, but came second on a two-stroke RG500 Suzuki in the Austrian GP.

dling needs to be sorted out. The factory plans to have a similar bike for Barry Sheene by the third race of the season.

The fourth factory machine, Honda's NR500 four-stroke, finished 13th with Takazumi Katayama aboard. The bike now seems to be as fast in a straight line as any of the two-strokes, and some riders observed that it seemed every bit as quick as the private RG500 Suzukis.

latest appeal of Thomas's decision has been heard.

## Katana Suzuki line expands to five motorcycles

BIRMINGHAM, England —There will be five different Suzuki Katana models in 1982, at least in England. In addition to the 1100s tested in the June issue of Cycle Canada, 650 and 550 models have already been announced for

Europe, with styling somewhat different from the 1100. Suzuki Canada officials were unavailable for comment.

At the Birmingham motorcycle show held Easter weekend, a 750 and 1000 were shown with bodywork identical to the 1100. The fork was also the same, incorporating an anti-dive braking mechanism.

The 1000 has a 16-valve head similar to that of the 1100.

## Modifications to RD350 not as easy as we suggested

TORONTO—In our April test of Yamaha's RD350, we said that cylinders from a TZ road racer would drop right on to the RD's crankcases. That's true, but it turns out to be not quite so simple as that.

Once you put the engine back in the frame, you'll find that the exhaust ports line up nicely with the frame tubes. That means you'll have to do a lot of welding and cutting to change the angle of the ports to miss the tubes, then fabricate special pipes to suit.

It'll probably prove much easier and cheaper to get the same horsepower by the conventional means of carving away at the stock cylinders and installing aftermarket pipes.

## California riders to get some help

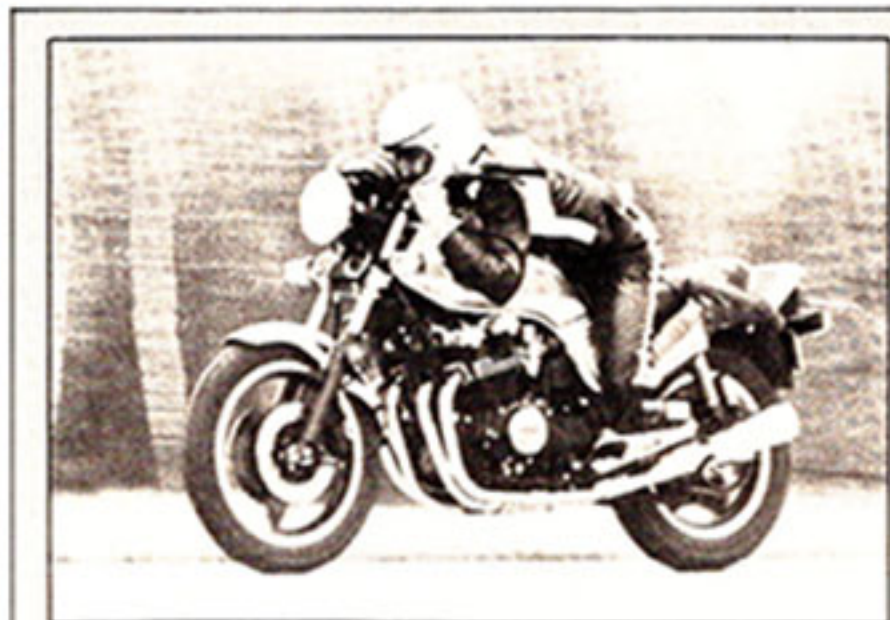
SACRAMENTO, Calif.—Caltrans, California's department of transportation, has decided to recognize the special needs of motorcyclists in future highway policies.

A five-point program will consider problems unique to two-wheelers when designing, repairing or changing highways; modify roads where possible to remove hazards to bikes and mopeds; allow two-wheelers special privileges afforded to other energy-efficient vehicles; participate in programs to inform the general public about motorcycling and motorcyclists; and recognize and cooperate with groups trying to make motorcycle and moped use "easier, more practical or, more importantly, safer."

## Globe-trotting to Japan will be simpler this year

TOKYO—Transcyclist International, a global touring and sports adventure club, is organizing a foreign delivery "Fly and Buy" plan for individuals involved with the club or attending one of its functions.

Transcyclist will arrange



Aerodynamics and horsepower limited the Honda CB900F to a still-impressive 207 km/h at the track.

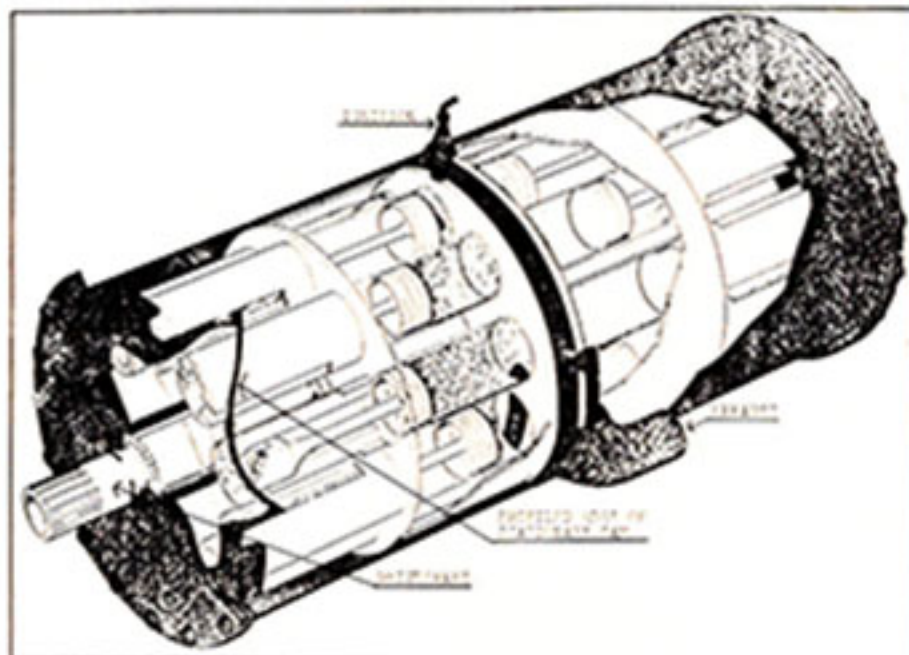
## Honda's newest Super Sport definitely is super fast

BLAINVILLE, Que.—We weren't able to get performance numbers on the Honda CB900F tested in our June issue before press deadline, but we were convinced that the tall-g geared Honda would have a super top speed.

Jean-Pierre Belmonte, editor of our French-language associate publication *Moto Journal*, borrowed a new machine from a friend and went to the Transport Canada track

north of Montreal to find out. The verdict? The bike went 207 km/h (128.6 mph) on Canadian government radar, slower than we expected but still a pretty impressive speed. Belmonte reports that the Honda wouldn't quite pull redline in top gear, which accounts for the disparity from the calculated top speed published in the test.

He added that the Honda felt as solid at top velocity as it did at normal speeds.



Rotating-block engine will be on display at the Ontario Science Centre all summer.

purchase and delivery of motorcycles to various rally sites around the world, in cooperation with the manufacturers. Events are held in several countries each year.

Two rallies in Japan may be of particular interest to Canadians who wish to purchase Japanese machines. Aug. 15-

16 will see a rally called Japan-Blitz, and Nippon-Week will be held Sept. 12-20. Test machines will be available, or purchase can be arranged from any of the big four manufacturers.

Transcyclist requests two months' notice, the date of your projected arrival in Japan

and the type of accommodation you require.

Transcyclist International's address is CPO Box 2064, Tokyo, Japan.

## Brakes and bags are a poor mix

OTTAWA—Owners of 1981 Harley-Davidson FLHs with saddlebags should keep an eye on their rear brake lines.

A recall notice from Transport Canada says that at maximum travel of the swingarm, it is possible for the brake caliper or line to contact the saddlebag. This in turn could damage the line and cause problems with the brake.

## Science centre show features radical engine

TORONTO—The Kristiansen K-Cycle engine featured in the June 1979 issue of *Cycle Canada* will be on display at the Ontario Science Centre from May 16-Sept. 7, 1981.

The unusual engine is a rotating-block design that uses two opposing blocks resembling the cylindrical chambers of a pistol. A common combustion chamber fires a pair of cylinders each time they line up. The pistons ride on a stationary cam so that their up and down motion forces the block to rotate. The drive is taken directly from the spinning block.

The engine is part of an automotive display that focuses on research and development of automobiles. Some famous design exercises will be there, for example the Mercedes diesel that recorded 856.9 km/L, GE and Lucas prototype electric cars and the Goldenrod, a Bonneville streamliner that went 658.668 km/h in 1965.

Displays on computer design and stress analysis, aerodynamics and new materials will also be part of the show.

## Would-be RACERS should read this

SHANNONVILLE, Ont.—An item in the April edition of *Newsfront* regarding the Roadracing Association Can-

*Continued on Page 12.*

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## NEWSFRONT

Continued from Page 10.

ada East group—RACE for short—omitted the address and telephone number of the association.

The address is RACE, c/o Shannonville Motorsport Park, RR 2, Shannonville, Ont., K0K 3A0, (613) 968-4290. Information is also available by telephone on Wednesdays between 9 a.m. and 5 p.m. EDT at (416) 699-1333.

### Wall of death record unbroken

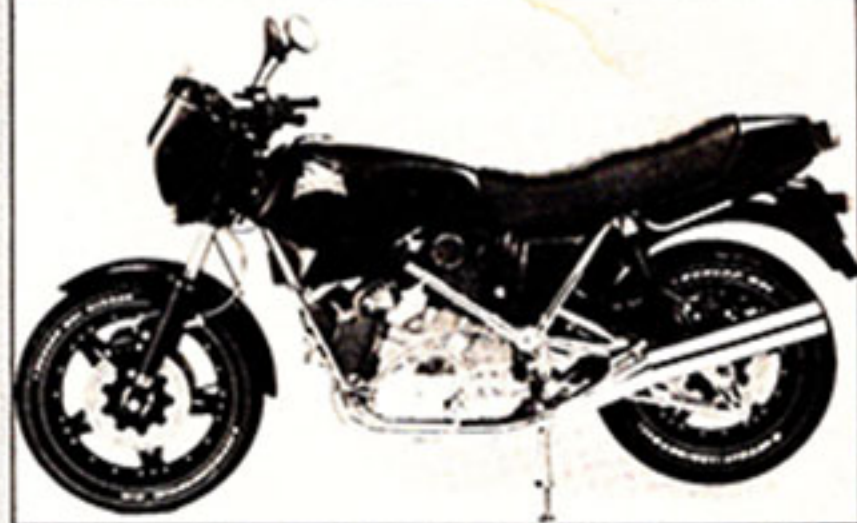
LONDON—The record attempt in motordrome or wall of death riding made by Rodney Houseley as reported

a new version of the European Formula II Pantah racer.

The new chrome-moly frame is Ducati's first venture into the monoshock field. A single Paioli shock controls a triangulated swingarm that mounts on the engine, as does the standard Pantah swingarm. Another departure is the steering head bracing, which is different from previous racing Ducks.

More power has been pulled from the engine, which displaces 597 cc from a bore and stroke of 81 x 58 mm. Valves are still closed desmodromically, and bigger Dell'Orto carbs—up to 40 mm—and a two-into-one exhaust have boosted claimed horsepower to 78 at 10,500 rpm.

A Marzocchi fork handles suspension at the front, and a new type of floating-puck



The Hesketh superbike is scheduled to be on the market by August of this year.

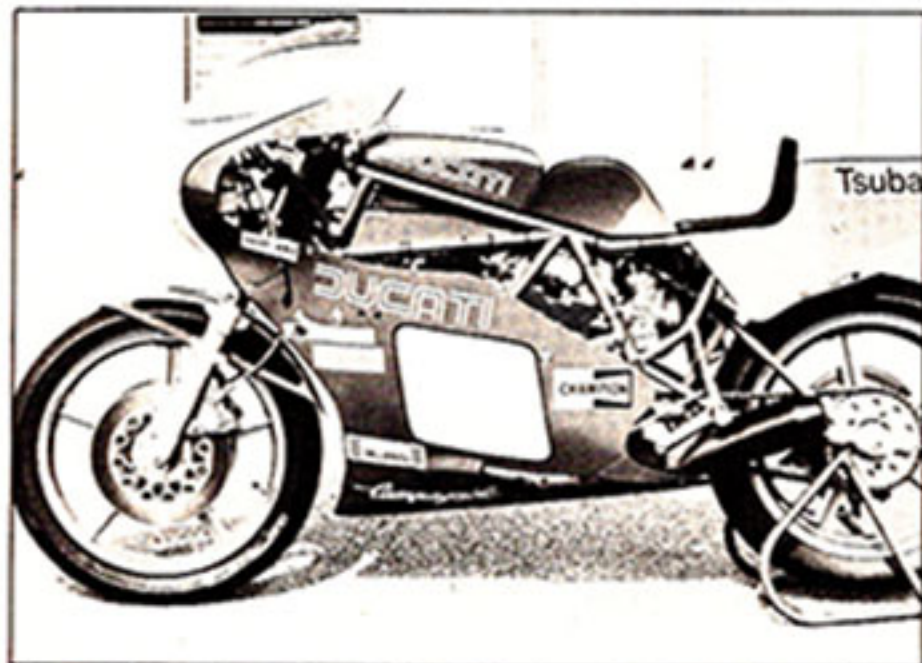
### Lord Hesketh's new baby should be delivered soon

TOWCESTER—The Hesketh, the new English superbike previewed in the June 1980 issue of Cycle Canada, should be on sale by the beginning of August 1981, says the factory. Bankrolled by Lord Alexander Hesketh of Formula One automobile fame, the Hesketh looks Ducati-ish, with a 992 cc V-twin in an open frame that uses the engine as a stressed member of the chassis.

Hesketh plans to produce about 2,000 machines per year. The revised version

shown here uses a larger front wheel than the original—19 inches, up from 18—and has Dunlop rather than Avon rubber fitted. A slightly shorter wheelbase and styling changes to the mini-fairing and instrument nacelle complete the main changes.

The price will be high, an estimated £4,400 Sterling. Well-heeled sporting riders can find out about getting one from Hesketh Motorcycles Ltd., Easton Neston, Towcester, Northamptonshire, NN127HS, England.



Ducati Pantah racer is the firm's first attempt at a monoshock.

in the November 1980 issue of Cycle Canada fell short of the existing record.

The Guinness Book of Records now reports that the record is three hours, 33 minutes and 35 seconds. It was set July 17, 1979 by Hugo Dabert, 40, in Gottingen, West Germany. He rode a Honda CM185 4,567 laps of a 10-metre diameter barrel.

Houseley was aiming at a record set in 1929 by the late Speedy Babbs. He broke that record but fell short of the German mark by 21 minutes.

### Factory Ducati racer goes to a monoshock rear

BOLOGNA—The Italian Ducati factory has announced

Brembo disc brake is fitted. Dry weight is claimed to be 130 kg.

### Drag strip decides to pursue the two-wheel quarter-mile crowd

CAYUGA, Ont.—Dragway Park is providing three classes for motorcycle drag racing for the 1981 season. To be called super bike, pro bike and trophy bike, the classes are split by time between super and pro bike at 12.49 seconds, while trophy bike will be for brackets, or handicap racing between machines of unequal speeds.

Cash awards of \$100 and \$50 will be paid to super bike and \$50 and \$25 to pro bike

winner and runner-up each weekend. A points fund for the summer series will pay positions one through four in each class as season's end.

Dragway Park's address is Cayuga, Ont., N0A 1E0, (416) 772-3347 and 779-3751. The track is located about 50 km south-west of Hamilton.

### Sidecar parts heaven is in Iowa

DUBUQUE, Iowa—Harley-Davidson owners with sidecars who want tilting covers finally have a place to turn.

Wilwert's Harley-Davidson Sales will build covers for metal or fibreglass bodied sidecars. The company also provides windshields and has a store of parts and bracketry for H-D sidecars of all descriptions.

The company's address is 240 East 19th, Dubuque, Iowa, 52001, (319) 557-8040. If you call, ask for Clay.

### Bed, breakfast service expands in the West

WINNIPEG — European-style bed and breakfast accommodation is now available for tourists in Manitoba. A group called Canadian B & B started organizing the service in 1980 with 22 Winnipeg-area homes taking care of 200 guests.

Response has been good, says the company, and the \$15 to \$25 rate, which includes breakfast, is no doubt part of the attraction. B & B is setting up a similar service in places as far from Winnipeg as Thunder Bay and Regina, and may franchise the system across the country if it proves popular enough.

The company's address is B & B, Pontiac Bay, Winnipeg, Man., R3K 0S6 or P.O. Box 5, Petersfield, Man., R0C 2L0.

Newsfront is edited by Larry Tate.

# REACH FOR THE STARS

The 1981 Bell Stars.

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New design and construction with a special streamline shape.

Alloy pivots with 4-position shield mechanism.

Neck roll, ear roll and cheek comfort pads.

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

New interior design and fit system.

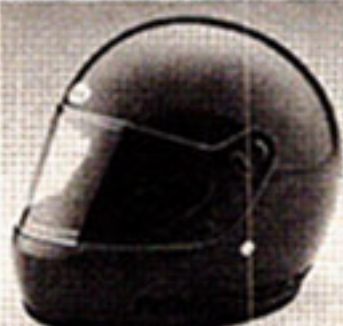
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# Editorial

**Thou shalt  
comply,  
or else**

Even if the law seems like an ass, a motorcycle manufacturer has to build his machines in compliance with a set of sometimes confusing and often conflicting legal requirements for every market in which he hopes to do business.

Take one of this issue's test machines, for example. The Yamaha XJ650 Seca you see in the photographs was the only one in Canada at the time of writing. The factory in far-away Hamamatsu didn't have time to prepare a bike exactly to Canadian specification, and so Yamaha

Motor Canada brought in a model destined for the U.K.

So what? you say. Well, if you follow motorcycling on a global level, you'll realize that several differences apply. We often encounter occasions in which the European model is vastly different, as the Honda CB900F was a totally different beast from the North American CB900 Custom until Honda eventually decided to introduce the Super Sport F model here this year. In lesser cases, the difference will amount to an oil cooler, second front brake disc and stiffer suspension rates for European bikes destined to be ridden harder over tougher roads where speed limits either don't exist or aren't enforced.

And in some cases, the differences are caused only by that bugbear of compliance. Our Seca test bike, for example, has an on-off switch for the headlight, and a passing light switch to alert passees that you intend to blast by even if the main light switch is off.

That's strictly a no-no here. Canadian Motor Vehicle Safety Standards (CMVSS) have prohibited on-off switches for headlights since 1975.

This bike has no side reflectors; the Canadian one will have small reflectors on the side of the headlight. The speedometer and odometer record miles; our model will record kilometres.

But that's just Canada and the U.K. There's Australia, Upper Volta and the other teeming hordes of motorcyclists throughout the world. Each market has its own peculiarities.

The U.S. is, along with West Germany, the most heavily regulated export market for the Japanese. The National Highway Traffic Safety Administration demands a miles per hour speedometer whose scale ends at 85. The gearshift has to be on the left, as now is standard worldwide.

Then there are the exhaust emission

laws of the Environmental Protection Agency, which demand that every street bike destined for the U.S. be tested for compliance with emission standards right at the factory. You can imagine what a headache and expense that procedure involves.

Want more examples? Right on home ground, Yamaha has had to change the

---

**The owner has to mount  
the unspeakable device  
on his sacred machine.**

---

amber lens on the fog-light of the new 750 Seca to a clear lens when selling bikes in two Canadian provinces. New Brunswick and P.E.I. have regulations

which say the Seca's auxiliary light is too high off the ground to be colored amber.

Headaches of compliance aren't exclusively Yamaha's by any means. Every major Canadian distributor has at least one person on staff whose duty it is to ensure that bikes sold here meet the laws which apply here.

An executive from AMF Harley-Davidson International recently told me about some of the nonsensical compliance hassles he has encountered while pursuing the lucrative European market. In West Germany the TÜV, or transport administration, is extremely strict about the design and materials of all vehicles sold there. The rules are such that a new Harley with a sissy bar installed can't be sold by a dealer. The bar has to be unbolted from the factory-assembled machine and given to the customer in a separate kit. The owner then has to assume the awesome responsibility of mounting the unspeakable device on his sacred machine himself.

The best story yet is the one about the Netherlands. Dutch law requires that serial numbers be stamped on the frame in larger characters than are provided by the complex and expensive die used at the Harley-Davidson factory. As a result, the stock numbers have to be ground off the frame by the Dutch importer and the same letters and numbers re-stamped by hand in characters barely a millimetre taller. The kicker comes when the proud Dutch owner rides his new decker over the border. West German cops see the hand-stamped numbers and put him in the slammer on suspicion of having a stolen bike!

Right after we solve the energy crunch and ban war, let's make all vehicle compliance laws the same.

—John Cooper

# New hot lights for hot bikes

There's nothing more important when you're riding at night than to see and be seen.

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making it safer for you too.

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*Yamaha motorcycle courtesy  
Toronto Motor Bike.*



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# Why you read it here first

## MASTHEAD

The lesson is to  
not count on  
miracles

Ever wonder why you are able to read tests of new motorcycles in Cycle Canada before they appear anywhere else?

There are a number of reasons, the first one being that we actually do try harder. Some of us have come to magazines from newspapers, and with us we have brought an instinctive drive for newness.

We'll go to great lengths to be first with a test on a new bike because we know you have come to expect as much from Cycle Canada. We're proud to have developed such a reputation, and we're prouder still whenever we're able to deliver an exclusive.

Because we are not part of the herd of U.S. motomags, we are not involved in and hobbled by the arrangements that are made by the magazines and motorcycle manufacturers for the scheduling of tests. We have no desire, or need, to make deals with manufacturers for exclusives.

Because we always operate above board, our relationship with manufacturers is based on respect. Thus it is easy to retain our independence and to protect our credibility. All of which pays off handsomely for you, the reader.

Take the exclusive test of the Suzuki GS1100S Katana in the last issue for one example.

When we first heard about the bike last fall, we figured it would re-define ultimate sports machine, and as much as we wanted to ride it we wanted to be the first to tell you about it. So, right away we opened a line of communication with Suzuki Canada Ltd., and in the months that followed we never let Suzuki forget how much we wanted the Katana.

As a result, we were the first North American magazine to publish photos and information on the Katana. You may recall the color photo inset on our January cover.

The test itself was a bit more difficult to arrange. Assistant Editor Larry Tate stayed in close touch by telephone with Ryosaku (Rick) Suzuki, assistant to the president at Suzuki Canada, who in turn stayed in contact with the factory via telex. What they had to work out was, in effect, how to get the Katana from the construction finish in Japan to the press start in Toronto in the briefest possible time.

Their plan unfolded with breath-taking

precision:

Day 1 — Katana bearing serial number 1 is completed, run in briefly (the 113 km on the odo corresponds exactly to 19 laps at the Ryuyo test track near the factory) but quickly (the tires were scrubbed right to the edges), crated and shipped out by air;

Day 2 and 3 — Air Canada fumbles the ball in Los Angeles and, for a while, the crate with the Katana in it is lost; Day 4 — The shipment finally arrives in Toronto where Suzuki Canada rushes to get it ready for the road; Day 5 — Cycle Canada picks it up. Glory be!

Day 6 — All color photography and black-and-white detail shots are completed in one long day in the studio; Day 7 — Test riding starts in earnest; Day 11 — High-speed test riding and action photography takes place at Transport Canada's test centre at Ste. Therese, Que.; Day 13 — Quarter-mile tests are run at Dragway Park near Hamilton; Day 14 — Writing and editing of the test is completed late in the day; Day 15 — Design and layout work is completed, and two weeks and one day after the motorcycle was built, only the printer and the postman stand between you and the finished product.

Another example of the way manufacturers respond to Cycle Canada requests for test machinery was provided by Yamaha Motor Canada Ltd. when we asked for the latest RD350 and the new XJ750 Seca.

Because it was winter in Canada, we were scheduled to conduct tests on some other motorcycles in California. Dave Madison, marketing supervisor at Yamaha Canada, had the RD and Seca flown from Japan to Vancouver where they were assembled, broken in and tuned, then loaded into a van and driven down the coast to Los Angeles to be delivered to our motel room door exactly as promised.

We find all of this encouraging, largely because it helps us do the kind of job we really want to do for you.

But it's also encouraging because it shows motorcycle manufacturers generally do care about the Canadian market as an entity separate from the U.S., and they do have faith their products will stand up to independent testing.

—Georgs Kolesnikovs

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# READERS WRITE

## A MEDITATION ON BIKE THIEVES AND JUSTICE

### A brave smile hides the fact he's hurting

I've been working on a few ideas for your new mag, but so far between the fact that the Drones have become the wimps and that some (miscreant) stole my new XT500, I'm about ready to slash my wrists. That's the second one.

At the moment all I have for transportation is my aging mother's '66 Valiant, and it doesn't want to wheelie no matter how far back I sit.

But at least this thief had balls! He rode my bike out of my yard at full tilt after starting it with one kick. And all this at lunch time! I heard it fading away into the distance. So that's crooks 2, me 0. If I ever find out who's doing this, there's gonna be pain! Also, maybe next time I'll buy theft insurance.

So...I'm down, really down. Sorry I couldn't make it out to test ride the ATC250, but my yacht was being refitted and there was trouble on my sugar plantation.

Gawd, my bike is gone.

Oh...sorry, but the sorrow is still fresh. Sure, I try to hide the pain behind my best John Wayne smile. I can take it.

Sob, choke. Why me? I mean, why??? Ghauaa. Arg. I just wanna kill and maim bike thieves. Or is that maim and then kill?

At any rate, I'll get some stuff along to you.

Whine. It's just that the subject of bikes (blubber) make me (bottom lip quivering uncontrollably)...Oh God, I can't go on.

Regards to all.

P.S. Did I mention that my bike got stolen?

Harry Creech  
Victoria

*And that, dear reader, is why you haven't read anything recently from our Vancouver Island contributor and erst-while leader of the Moto Drones.*

### This magazine may be hazardous to your health

Having been introduced to motorcycling last year, I spent the first two months of the season ripping around on my Honda 400, happily convinced it was all the bike

I'd ever need. The last two months I spent giving second looks to everything from Low Riders to CBXs.

Little was I prepared, however, for the curious twist of fate which found me settled in my favorite chair with your February issue, perusing the new models. A phantom beam of sunlight burst through the clouds and nestled on the pages in my lap, instantly conjuring up a blue-tinged aura of summertime.

Suddenly I was sent simultaneously spinning into the maelstrom of longing and sinking into the quagmire of indecision. Agog with visions of V-twins, mono-shocks and fuel injection systems, I found myself driving hundreds of miles to discuss wildly improbable deals with hungry-looking salesmen, and constantly making "revving" noises in public places.

Finally my wife, chagrined into desperate action, got the drop on me with several bungee cords. Wrapping me securely, she proceeded to wave a wad of unpaid bills under my nose and repeat the prime rate in my ear for several hours until my senses returned with an audible pop.

The outcome of this incident is that the Honda stays (with the addition of a few small accessories, the lingering effects of my consumer passion) at least until next year, and the realization that this phenomenon probably afflicts every rider in varying degrees each spring.

In this in fact the case, I have only question: couldn't you have warned me?

Ted Alguire

St. Catharines, Ont.

### Daytona ruling a slap at liquid-cooled beauty

At the Daytona '81 Pro-Am races this March, one American rider, several other Canadian riders and myself were the objects of protest because we rode Yamaha RD350 LCs. The protest was upheld, but we have filed an appeal under Chapter 7, Section A, Subsection 2 of the race rules. It states that in order for bikes to qualify, there must be 200 of them for sale in the U.S. and that the manufacturer must make application for such.

Through the efforts of several Canadian and American dealers, there are 200 such motorcycles for sale to the American public. But since the manufacturer will hardly

make an application to the AMA stating that there are that many for sale and that they are only available in Canada, the protest will probably stand unless the AMA considers other factors. It is unfortunate for a technicality to trip us up, and the protest was made because the RD350 L/C is an achievement in production class racing.

There are some other points worth making about the bikes. There were several older RD350s running that were almost as fast and placed well. For the past two years, the so-called illegal bikes have run at Daytona without incident: in 1980, a Ducati Pantah finished second and in 1979, Canadian-model RD400 Daytona Specials placed first, second and third.

I hope the AMA will look at all the pros and cons before ruling on the appeal. Since Canadian and American road racers are competing more and more and because our countries are so geographically available, it might be a good idea for the AMA and the CMA to revise their rules for the two countries.

D.L. Bishop  
Eganville, Ont.

### Why can't the Japanese slow down and simplify?

I would like to know when one of these Japanese motorcycle companies is going to make a motorcycle that's a little more for the working person—one an average person can work on himself, get a little less speed and better gas mileage. Some of these import cars are getting near the same gas mileage. What street rider should run at 125 mph and do a quarter-mile in 11 seconds down Main Street?

I think a lot of us crave a simple, strong machine and we can't afford a Moto Guzzi or a BMW.

Harry McGuire  
Williams Lake, B.C.

### Remembering bikes past: they sure built them then

I must say I enjoyed your look back at 10 years of publishing. Very nostalgic, to say the least. I have been riding for 46 years and have had over 30 bikes—and enjoyed them all. I now have a BMW 650, a Dnepr and a Honda 250; my wife has a Honda 70 street. We have 17 grandchildren and they

are all quite proud of us.

After reading your article, I was wondering if you too find that although you haven't owned many of the bikes, you still have a feeling of loss when you see bikes like the revolutionary Suzuki rotary, the Norton and so on go down the drain. I look back on some I owned—the BSA 1,000cc twin, the Ariel four, the Panther, the Henderson four, the Indian four—and remember we were so damned proud of those bikes in their day.

E.D. Wood  
Creston, B.C.

### Mike Hailwood proved men can be legendary

I was greatly saddened this morning when I opened my morning paper and read that Mike Hailwood and his daughter had died in a car accident.

I never met the man, nor did I ever see him race, but I shared our sport with him. With his passing goes much of motorcycling's mystique. Here was a man who truly was a legend in his own time.

I remember clearly the excitement the motorcycling world felt when he came out of retirement to race the Isle of Man after many years' absence. When he won a race there, I found proof positive that true legends don't have to fade and die. They can surge on and stand for all to see, testaments of man's will and determination.

Some say legends are overblown myths. I say Mike Hailwood was walking proof that legends can be made of sterner stuff.

While I grieve for his surviving family, I also grieve for our sport, for in some intangible way, it can never be the same again.

Michael Reid  
Pierrefonds, Que.

### His helmet kept his brain from papering a van wall

Regarding a letter in your January mag from Gary Stevenson: either he doesn't want any brains or he hasn't any now. I think that says it all.

Three years ago, I was cruising the main drag when a gorgeous woman distracted me. I hit a van at 25 to 30 mph and was rushed to hospital with a broken collar-

AND TODAY on Sports  
we visit the wild world of  
SIDE CAR RACING



bone, a broken thumb and wrist, broken top teeth, cracked bottom teeth, a cracked jawbone, stitches on my chin and shoulder and a bruised brain.

I recovered fully but my Bell helmet wasn't so lucky. Let me tell you about it.

A friend of mine happened to be at the accident scene and picked up my helmet—or should I say its pieces. Apparently when I hit the van, I flew over my Yamaha DT250 and hit the back doors head first. I put a good-sized dent in the van. My helmet, which was about seven years old, blew into pieces but the foam shell was still intact and wrapped around my head. The doctor said that if I didn't have a helmet on, my brains would now be a van mural instead of being where they are.

I owe my life to my Bell helmet. Probably a lot of other people do too. So you had better use your brain, Mr. Stevenson, instead of making a mural out of it. And if you're going to buy a helmet, I suggest a Bell. For the few extra bucks, you're getting a damn good helmet. I'll stake my brain on it.

Al Doan  
Welland, Ont.

### The road test did it—he wants his Yammie

I have been a subscriber to your magazine for five years and its quality is getting

better with age. Must be like wine, electric guitars and Vincents.

For a few months I have been burning my head trying to decide whether to buy a 750 four or the 1981 RD350H. When I read your impressive April test on the RD, I made up my mind fast. I want the Yamaha real bad.

Danny Smith  
St. Bruno, Que.

### Soap and water tire lube may mean a fast blow-out

The suggestion in your April '81 Technics that soap and water as a tire mounting lube will do in a pinch should be reconsidered. Soap and water may do more than lubricate.

We used this method several years ago on my Kawasaki 400 and a friend's Honda 750. On both bikes, the tire gradually slipped on the rim and stretched the tube at the valve stem until it blew real fast.

What I remember most was the bike's rear end trying to pass its front at 100 km/h. Buddy and wife have their own memories of a rainy night on the highway.

B. Peters,  
Rocky Rapids, Alta.

The author replies:

Air pressure is what keeps tires from moving around the rims; if the pressure is too low they will creep, whether mounted with soap and water or not. Security bolts ("rim locks") can prevent this movement, and they're often used on dirt bikes where pressures are much lower.

Soap and water are very commonly used, even for mounting racing slicks on TZ750 Yamahas whose tractive loads are much higher than street bikes'. Although air pressure is meant to hold road tires on their rims, moto mechanics who check pressures are often amazed by how few are even close. As mentioned in Technics, the best pressure gauge is the one that actually gets used; it's much safer than waiting until the pressure is so low that the valve has begun to tilt.

Dwight Teague

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.

# The limits of helmet performance

## TECHNICS

Helmets work, but there are limits to what they can do for you

By Jim Newman

The following information is abstracted from *Motorcycle Helmets—Their Limits of Performance*, a paper presented at the International Motorcycle Safety Conference May 18-23, 1980.

"Safety" devices of all kinds come with no guarantees or promises. Various standards only provide assurances that the devices meet minimal performance levels. Helmets in particular cannot always prevent head injury. The laws of physics and the peculiarities of the human system will decide the eventual outcome of any head impact.

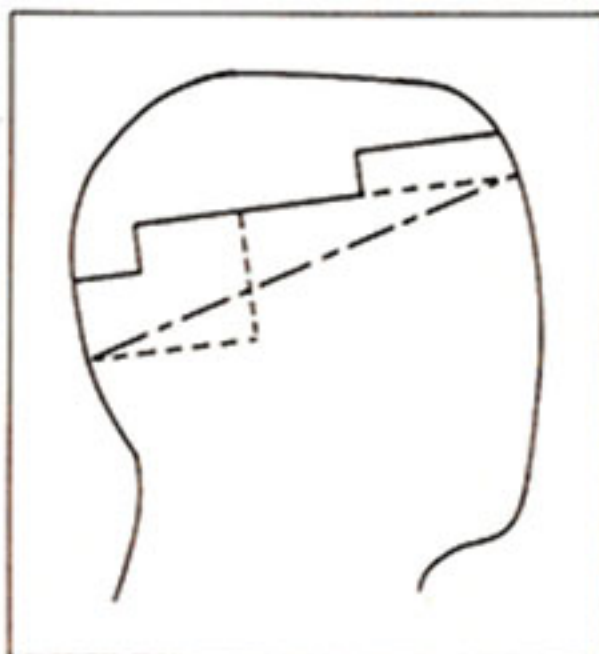
It is perhaps reasonable to expect that impact protection is afforded by a helmet over the entire region of the head that it covers. This is a fallacy. The actual extent to which impact protection must be provided in accordance with various standards is illustrated in Figure 1.

Coverage by the helmet does not by itself assure protection to the wearer except in the zone specified by the standard to which the helmet is designed. This is especially important when one considers that nearly half of all the blows delivered to the heads of accident-involved motorcyclists are outside the test zone.

Most helmet standards examine impact attenuation capacity by the falling-headform method. The helmet is fitted to an anthropometric headform and the assembly is then raised to a predetermined height...then allowed to free-fall on to a pre-determined impact surface.

It is important to observe that even the most stringent impact velocity requirement is less than 18 mph (29 km/h) and may be as low as 11.6 mph (18.6 km/h) for the current DOT FMVSS 218...Hence, even if within the protective zone, a direct impact with a rigid object at speeds in excess of, say, 20 mph, will likely be beyond the capability of contemporary design.

*Jim Newman is a noted expert on helmet performance. He is director of engineering at Biokinetics and Associates Ltd., a research group in Ottawa, and is a director of the Snell Memorial Foundation, which recommends helmet performance standards.*



Solid line indicates helmet test area for DOT standard. Dashed is Snell and diagonal is proposed new CSA D230.

All standards presume that when a helmet wearer strikes his head the effective mass participating in the impact is that of the helmeted head alone. For blows directed to the front, sides or rear of the helmet this is usually a reasonable approximation, as the neck merely acts as a linkage to the rest of the body, thereby "disengaging" the more massive parts of the body from the head.

If, however, the blow is directed in such a fashion as to have a component directed along the principal axis of the body (i.e. from the top of the helmet) upper body mass will participate in the collision, thereby raising the impact energy far in excess of that which would be ascribed to the head alone.

Soft surfaces present an interesting problem for helmet designers and manufacturers in that it is virtually impossible, within the accepted state-of-the-art, to protect (both) against this type of blow and against that of a "hard" object. Since impact is more frequent with the latter than with the former, motorcycle helmets are designed to deal primarily with the latter.

The helmet accomplishes its primary function of impact energy attenuation through its own partial destruction. Damage to the helmet shell and liner can only occur if the helmet assembly is "weaker" than the object striking it. In the absence of this condition, the "soft" surface will

deform and spread the resulting load over a large area of the head...the net force on the helmet (and the wearer's head) can become inordinately high.

At the other extreme...a "sharp" hard object will result in very little of the helmet being used. If there is more energy available in the blow than that part of the helmet is able to absorb, the remaining energy will be transferred to the wearer's head. The force which is developed is confined to a very small area, thereby producing inordinately high local pressures and quite possibly a skull fracture.

The criteria by which helmets are judged address only a single direct blow to the head. There are, however, at least two other areas which do reflect helmet performance limitations: that of rotationally induced head injury and that of multiple head impacts.

The former may occur when the blow to the head is of a glancing nature such as might occur when falling off a motorcycle onto a roadway at high speed. This type of blow is analogous to the hook and uppercut in boxing and can produce shear stresses at the brain/skull interface. If these shear stresses are of sufficient magnitude, permanent brain damage can result.

Current helmet standards are predicated on the "one-blow" theory. In a high-speed crash, it is clearly possible that the operator's helmeted head may be subjected to multiple blows. Effects of this can again be deduced from the sport of boxing, where a participant succumbs to rapidly repeated pummeling rather than to a single blow. A series of sub-injurious blows can result in an injurious situation.

### SUMMARY

(Helmets) are currently incapable of effectively dealing with a wide variety of very real impact circumstances and this should be recognized. Current helmets do not necessarily provide protection: a) beyond a small region on the head, b) at impact speeds greater than 20 mph..., c) against impacts with very soft or very hard sharp surfaces, d) against rotational loading or e) against repeated impacts.

Generally helmets work! There is no device in the world of motorcycling which is more effective in preventing or mitigating serious head injury in a crash. But helmets offer no guarantees. □

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# Go to Key West, go directly to Key West

## ON THE ROAD

The time after Speed Week turned out the best of his Daytona holiday

By Jim Colbert

I'd have to say Daytona was the least exciting part of my Florida vacation. Hardly anybody showed up this year. It was my third time down, and I kept expecting the waves of riders to flood the streets the way they do every year during Speed Week. But it never happened.

Imagine what this meant for the poor hotel and motel owners, many of whom bump up their rates 100 per cent for the week. For the first time since the Argos won the Grey Cup there were vacancy signs as far down Atlantic Avenue as you could see, even on the night before the 200 miler.

I'm happy to report, however, that the campground owners did a whopping business, mainly by doubling and tripling-up tents on each site while charging everyone the full regular price. This created much togetherness during this festive occasion.

The Harley riders didn't mind this one bit. In fact, they felt so bad about the generally poor turnout they tried to cheer everyone up by substituting in noise what they lacked in numbers, 24 hours a day. Now as much as I love the thunder of Milwaukee machinery, it did make sleeping a titch difficult for the rest of us.

Like the time one Harley guy was particularly lonesome and wanted everyone in the Sheriff's Campground — a \$2-a-night overflow area for those of us who couldn't find vacancies elsewhere — to join him in greeting the 4:17 a.m. sun. "Come and play with me," his right hand urged via his shorty megaphones, but not even the Sheriff would play. The wise Sheriff knew why so many bikers shunned Daytona this year—it had something to do with those 100 per cent rate increases plus the rigid law enforcement of previous years—and what the Chamber of Commerce would do to him if he further jeopardized their future revenues.

I had trucked my Honda CX500 all the way from Toronto with road racer Martin Schubert and his friend Fudge, and we weren't about to let a few extra decibels ruin the first leg of our Florida sojourn. So

*Jim Colbert is a former associate editor of Cycle Canada.*



The author (centre) met up with Gary and Greg, natives of Florida fleeing from the cold weather at the north end of their state.

we adopted a sure means of inducing shut-eye amid the roar of V-twins (Hint: it's made from hops and barley).

There are about 200 campgrounds in Florida. A real gem is Tomoka State Park, 10 minutes north of Daytona and shrouded by some of the finest greenery in the state. At \$5.50 a night it's no more expensive than neighboring parks, but the sites are larger and picnic tables and barbecues are standard equipment.

I wish I had known about Tomoka sooner. It was blissfully quiet for the three nights I stayed, and I never woke up in the morning to discover I was sharing my space with the cast from *Animal House*.

Daytona ended the way it usually ends. The real bikers ride away. And as much as I had enjoyed watching Cooley and Crosby tango, punctuated by an enjoyable side trip to Kennedy Space Center, I wasn't sorry to leave the Speed Week Zoo. I was headed for The Keys.

Scot right past Crawl Key, friends had told me. Take the short cut through Long Key and go to Key West, go directly to Key West.

Just 145 km north of Cuba, this tiny lump of coral is the southernmost point in the continental U.S., and a haven for pirates, pimps and smugglers. I guess I was expecting it to be a further amalgam of the billion chain restaurants and motels freckling Florida, but was surprised to discover that Key West actually has a downtown. And character, of sorts: one part Toronto's Yorkville, one part Tahiti and a dash of Disney World, all with McDonald's hamburger sauce (the franchises are there if you want them).

I'm free of any compulsion towards Big Macs, but at this point I was struck by one of my frequent ice cream attacks. The solution was the nearest of KW's many ice cream parlors, where I was promptly served by a short-haired chap with a soft

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Spring break time in March at Key West proved that the southernmost point of the U.S. mainland has more to offer than ice cream parlors.

voice and an earring in his left ear. "A chocolate banana split," I requested as I plopped my two \$1 bills down on the counter, and was presented with a towering mound of calories.

"Not bad," I belched to myself 10 minutes later, tossing the empty dish into a trash can.

My next — urgh — move was to head down to the local Honda dealer to check out the price of a lower fork leg. I hadn't been in the Key West Seaside Park's office for more than a minute, paying for my \$10.50 campsite, when a teenaged van driver strutted over to gobble that he'd just backed into my bike.

If that wasn't annoying enough, two days later the Highway Patrol was threatening to fine me for failing to report the accident immediately. "This in't Ontay-reeoh," drawled the man in the boy scout hat and the sunglasses when I explained that up here we don't tell the cops about

such minor fender-benders.

Anyway, the weather was warm — 24 is average for March — and sunny. I ended up spending a lot of time with two other bikers who, like me, were intent on escaping the fury of winter. They had come all the way from Pensacola, a town on the Florida Panhandle in the north where it has been known to snow.

Real down home guys, these two. "No," I told Greg, "Australia is not part of Canada, and Greenland belongs to Denmark."

Geographers or not, they proved good company as we roamed from bar to bar in search of females who weren't 17 and on March break. But about all we found was Steve Gervais and his girlfriend, both recovering from Daytona. We talked about road racing over some beer, chowder and Key Lime pie at Rick's, a cafe across the street from Sloppy Joe's, where Ernest Hemingway used to hang out.

Three days in Key West proved suffi-

cient. We enjoyed a \$5 glass bottom boat ride, saw Cousin Cousine in French, had world-class chocolate shakes for \$1.50 at Mrs. Biddle's Candy Store and drank at least \$20 worth of beer apiece. Which in Key West, means about a dozen.

No doubt about it, Key West is hell on your wallet. The cheapest hotel in town is the Red Rooster, a bargain at \$35 a night if you appreciate proprietor Bob's attempts to fix you up with a guest of the opposite sex. Although I didn't stay there myself, word spreads fast in a town of 30,000.

And by God, I actually bumped into John from New Jersey, sitting on the end of a pier with a bunch of freaks smoking dope. The two of us were supposed to have ridden down from Daytona together, but got separated. I wished him a mellow experience in the Keys and said so long.

Our next stop was Tampa — Gary and Greg asked me to ride up with them — and Busch Gardens, a massive PR project built by Anheuser-Busch Breweries. My riding buddies had already visited this carnival-cum-zoo several times, and I soon found out why. Beer is free, and while I toured a plastic Congo and watched parrots humiliate humans at poker, Gary and Greg proved many times over that the three-beer limit can be beaten. Fortunately they weren't evicted until just before the 6:00 p.m. closing time.

In Tampa, we were made right at home by an old friend of theirs, Billy. In three days of Jimmy Buffett records ad nauseam we were treated to the best in Florida hospitality from Billy and his friendly neighbors. And the worst in Florida cuisine; namely, all-you-can-eat seafood at a place in Clearwater where they marinate the shrimp in Castrol R and fry it in 90-weight gear oil.

This was exceptional. Florida restaurants are usually quite acceptable in quality and generous in portion size. Where else but at Sambo's can you get two eggs and four good pancakes for 99¢?

On my way back to Toronto I spent a few days with relatives in Washington in hopes zeroish late-March weather would improve. It didn't, and the icicles dangling from my Plexifairing as I cruised the slush of the Pennsylvania Alleghenys reminded me to never again expect acceptable riding weather in the North at least until Mid-April. Cmon, sun... □



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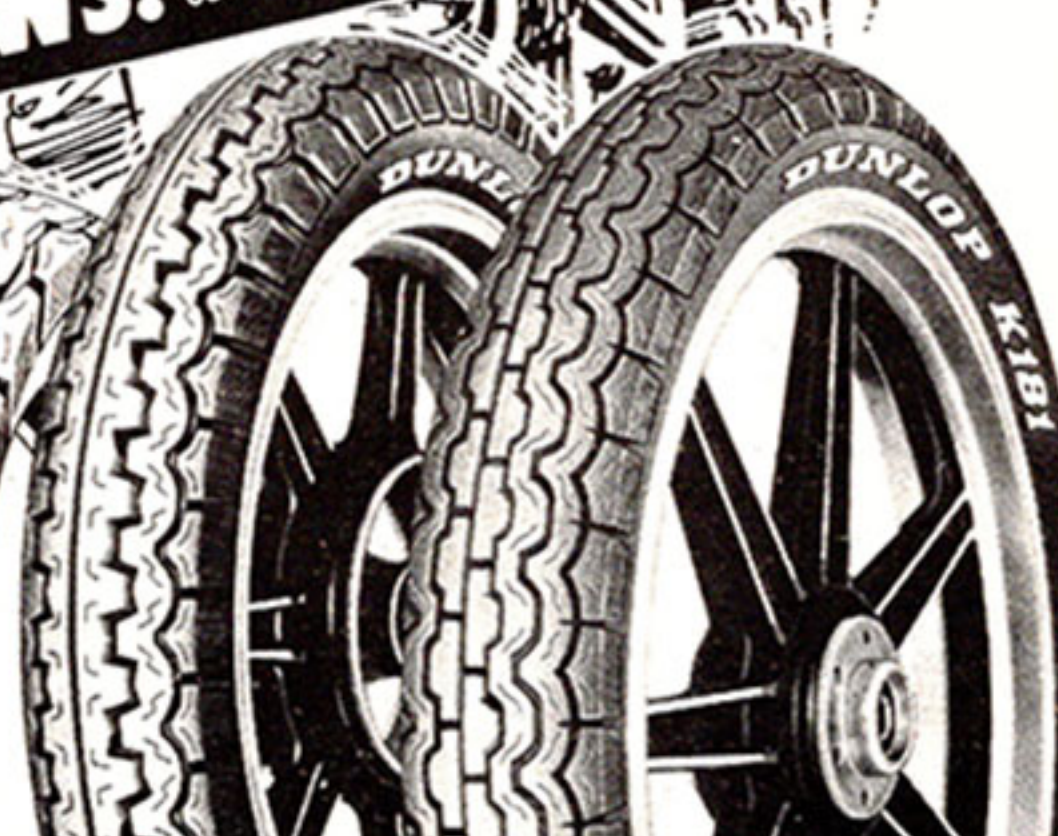
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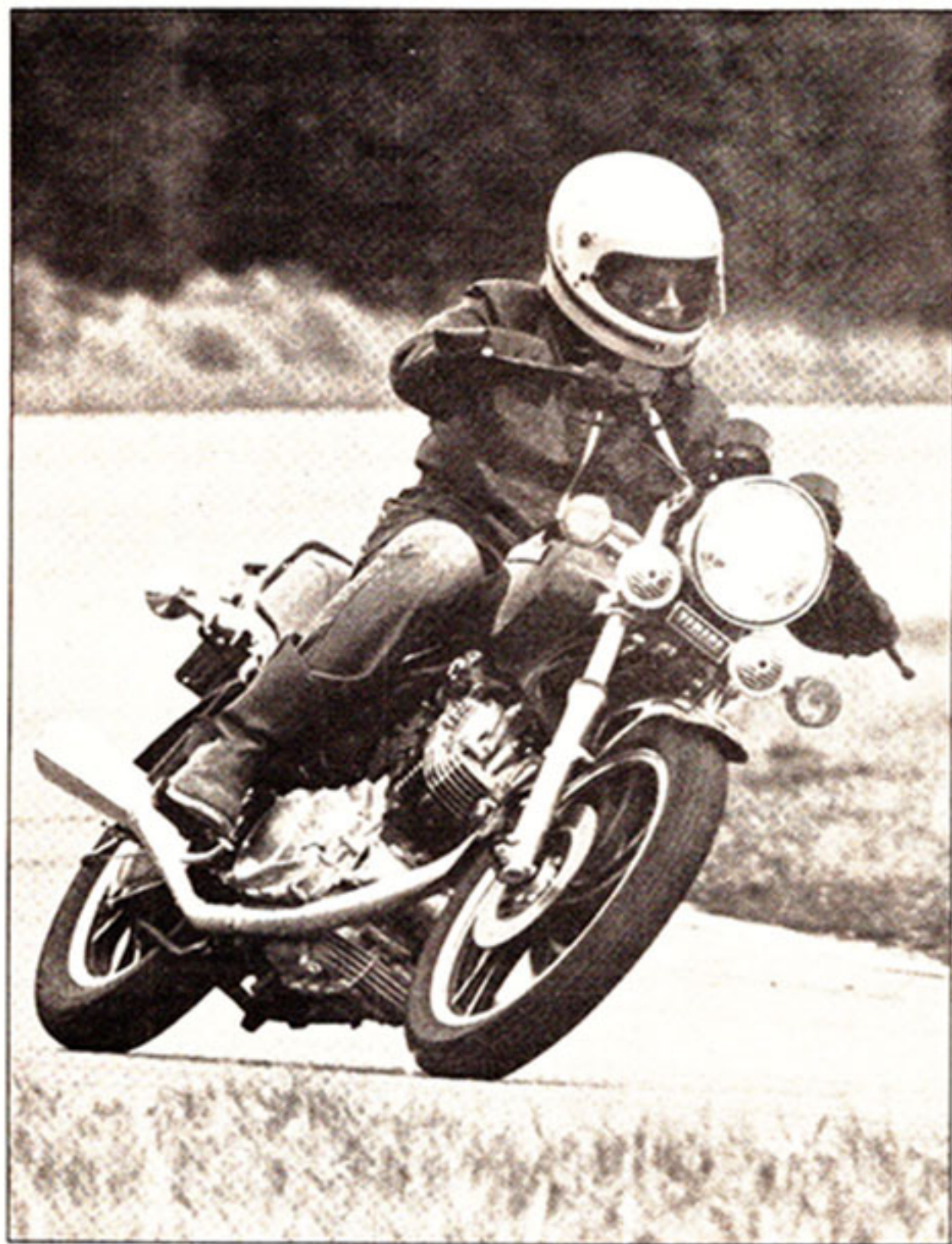
Keep your Duke, restore your Vin.  
This one's a paper tiger.

**B**ehold the Renaissance bike. In a year of interesting motorcycles, Yamaha's new XV920 must qualify as the most unusual, innovative and eagerly awaited machine of the season. It introduces, or more correctly, revives a greater number of technical and esthetic features than any other bike in recent history.

From its enormous quartz-halogen headlight to its dangling rear reflector the XV920 is a feast of extraordinary devices. On paper. Unfortunately, the overall impression is that it is more a rolling test bed of new ideas than a cohesive, satisfactory motorcycle. Put briefly, it's disappointing.

Seldom do all our test riders agree on everything, or even anything, but expressions of disappointment were unanimous. Comments of "if only..."





## XV920

were as common as unfavorable comparisons to the other, smaller V-twin in Yamaha's line—the XV750 Virago. What the Virago does so harmoniously, the 920 struggles to emulate. It's almost as if Yamaha set out to prove we didn't really want a bike that combines all the features we've been asking for: V-twin engine of modern design, monoshock rear suspension, backbone frame, enclosed rear drive chain and a European profile. Or had we simply expected too much?

The Virago created no such illusions, since its curb-cruiser looks served notice that it is no Japanese Ducati. The 920, however, with 23 per cent more displacement and uptown packaging promised something else. On paper, of course, it looks for all the world like an update of the legendary Vincent, the primordial superbike which boasted similar specifications three decades ago. If nothing else, the XV920 proves that a European road-burner is the result of more than a paint-

by-numbers approach of assembling specifications.

The XV920—which, unlike the Virago, goes by no more picturesque name—shares the majority of its elements with the 750. Its cylinders are positioned at the same 75-degree angle and the same 69.2 mm stroke is used in both. Bore dimensions are increased to a whopping 92 mm from the Virago's 83 mm. Displacement is exactly 920 cc. An even larger 981 cc version is sold in Europe and is known as the TR-1.

An extra brake disc adorns the 920's spiral-spoke cast front wheel, but the real difference from the Virago is in its neatly enclosed chain drive to the rear wheel in place of the 750's shaft. Apart from pure buzz value, the advantage of the chain is its higher efficiency in transmitting power and elimination of the tendency for the rear of the bike to jack up on acceleration. A slight saving in weight might also be expected, but in fact the 920 is 12 kg heavier than the 750.

A chain drive is more commonly associated with sporting bikes than is a shaft,

Good ground clearance and a tunable chassis help the XV920 swoop through smooth curves like a thoroughbred.

but the enclosure eliminates the barbaric conditions under which a motorcycle chain normally operates. Industrial applications of chain drive invariably use total enclosure and full-time lubrication of roller chains, as well as more conservative power ratings, and the chains last for thousands of hours.

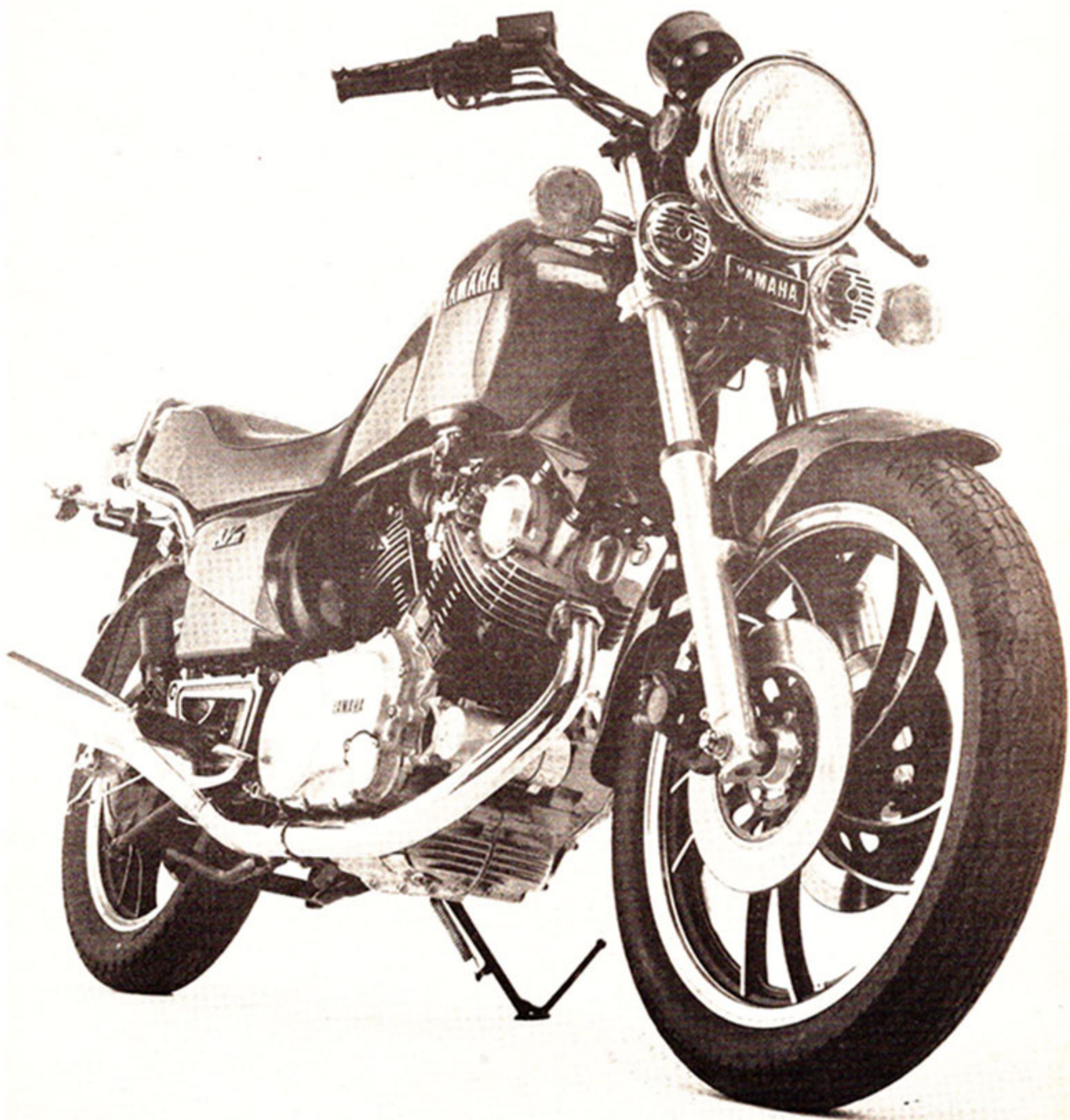
For a motorcycle, the Yamaha system approaches the ideal. The sprockets at both engine and rear wheel are surrounded by aluminum cases which are connected by stout, synthetic rubber tubes. A bellows arrangement at the forward end of each tube provides flexibility, yet keeps lubricant in and water and dirt out, just as is done on various East-European enduro bikes.

To prevent the chain from sawing away at the inside of the tubes, a ridge of rubber is moulded in parallel to the run of the chain and proportioned so that the rollers will bear against it and keep the links from eating through the walls. A kilo of lithium grease provides lubrication, melting as it warms up and thickening again as it cools. The chain is a hefty No. 630, without the O-rings used to seal contemporary exposed chains.

The chain has an expected life of 50,000 km. Detractors point out that a shaft should outlast the bike, but then the 920's chain will be cheaper to replace than an O-ring type. And with all that grease and rubber to damp noise, the final drive of the 920 is at least as quiet as the Virago's.

However, engine noise is much more pronounced. It comes mainly from the primary drive, making a noticeable scream whenever the engine is accelerated or decelerated. Ducati engines are noisy too, but they generate a more harmonious whir from a myriad of locations rather than a single-source howl.

Emphasizing the difference between the spirited Italian and the Yamaha is the more leisurely, plodding feel of the XV920. Those enormous 92 mm pistons simply are not in a hurry to alter the velocity of the weighty crankshaft. The result is an engine which is a treat to keep the bike rolling in traffic, but which dozes off when you expect to use it most. Top-end power is increased to 67 hp at 7,000 rpm from 59 hp at 7,000 for the Virago. Torque, of course, jumps considerably, to 7.8 kg-m at 5,000 rpm from 6.4 kg-m at 6,000. However, the engine doesn't encourage activity in the higher regimes as it tends to run out



# XV920

of breath and vibration increases dramatically.

The Virago is notably smooth, but the 920 is relatively smooth only between 2,000 and 4,500 rpm. Within that range, it is highly satisfactory for touring, commuting and the gamut of low-intensity motorcycling activities. Below 2,000 it shakes the way an R100 BMW will at similar speeds; above 4,500 rpm, vibration pulses through the grips, persuading you that extended high-speed touring isn't going to be enjoyable. It's unfortunate, because more sporting V-twins lure you into high-speed travel with seductive ease.

Also cluttering the sporting image is a large amount of backlash in the drive train. It's clunk city whenever you change from throttle to brakes, or vice versa.

The 920's forte is clearly in covering ground at a moderate pace. At 100 km/h the engine is turning well under 4,000 rpm and there is still a margin for moving up to illegal speeds before you need to change the tachometer to a seismograph. The XV booms along the highway with only faint pulsations coming through to the rider and the heavily muffled exhaust lost to the wind. The familiar V-twin rumble is scarcely to be heard.

What makes the XV920 particularly useful for touring under varying conditions is the tunability of its suspension front and rear. Both ends have air pressure supplementing spring compression for easy adjustability of suspension rate. A few strokes of a hand pump can make it as stiff as you want.

The rear monoshock can accept up to 4.0 kg/cm<sup>2</sup> or 57 psi and can be pressurized by a gas station tire hose. However, the fork legs have a tiny volume and should be inflated from a more controllable source like a hand pump. The maximum fork pressure is 2.5 kg/cm<sup>2</sup> which the owner's manual incorrectly converts to 56 psi; the actual limit is 36 psi. A pressure gauge is not standard equipment with the bike, although we think it should be.

You would normally only adjust air pressure in the rear—in the event of carrying a passenger, for example. The filler valve is conveniently located just behind the right side cover, immediately next to the six-position adjuster knob for the nitrogen-charged damper. Once you've chosen a damper setting, changes in temperature which affect oil viscosity are automatically compensated by corresponding expansion or contraction of the damping rod, thus adjusting orifice size to provide a consistent damping rate.

Depending on how you adjust the various settings, the 920 will soak up jolts easily or it will track through smooth sweepers like a thoroughbred. However, you do have to make a choice. Even if you opt for tautness, you still won't mistake

the Yamaha for a European machine if there are any dips or ripples in the corner, or if you expect that on-rails feeling through a chosen line.

The ponderous engine matches the ponderous chassis. The bike hunts and wanders in other than smooth constant-radius corners, needing constant attention to keep it on line. Flipping it back and forth through a series of ess-bends is an exercise in effort and concentration. To its credit, the 920 handles the task well but it's plainly in unfamiliar territory. Abetting the long 1,540 mm wheelbase in creating the slow steering is the front fork's 126 mm trail; comparative figures for the nimble 750 Seca are 1,445 mm wheelbase and 114 mm trail.

Ground clearance, thanks to the slim engine, is ample for every normal riding activity. Only when we had the 920 at the race track during the comparison test of the 650s in this issue did any limitations become evident. The usual spark-testing provided pavement contact at the footpegs and centre stand, but only at bank angles well beyond the normal. And of course, clearance needn't diminish with passenger and luggage loads because of the quick air adjustment to the monoshock.

Tires are Bridgestones identical to those which proved so good when we tested the 750 Seca in California. In colder and wetter Canadian conditions the 920 scared the starch out of riders several times. Engine torque would cause the rear tire to break loose easily on acceleration—when merging onto a highway, for example—if the pavement were wet. The sensitive rear brake would easily lock the wheel on wet pavement or squeal the tire on dry. And one end or the other would slide out if pressed.

The double-disc front brake is unusually good in wet weather or dry. It stops the bike predictably every time and the discs don't warp as do some Honda discs we've experienced. On the other hand, a single disc would probably suffice for the 920's weight, speed capability and potential market. The double discs add weight and don't reduce lever pressure appreciably.

If the XV920 isn't a sports bike but has a big V-twin engine and costs \$4,299, it must be a touring bike, right? Well, sort of. Except that the seating position isn't terribly comfortable and it gets lousy gas mileage.

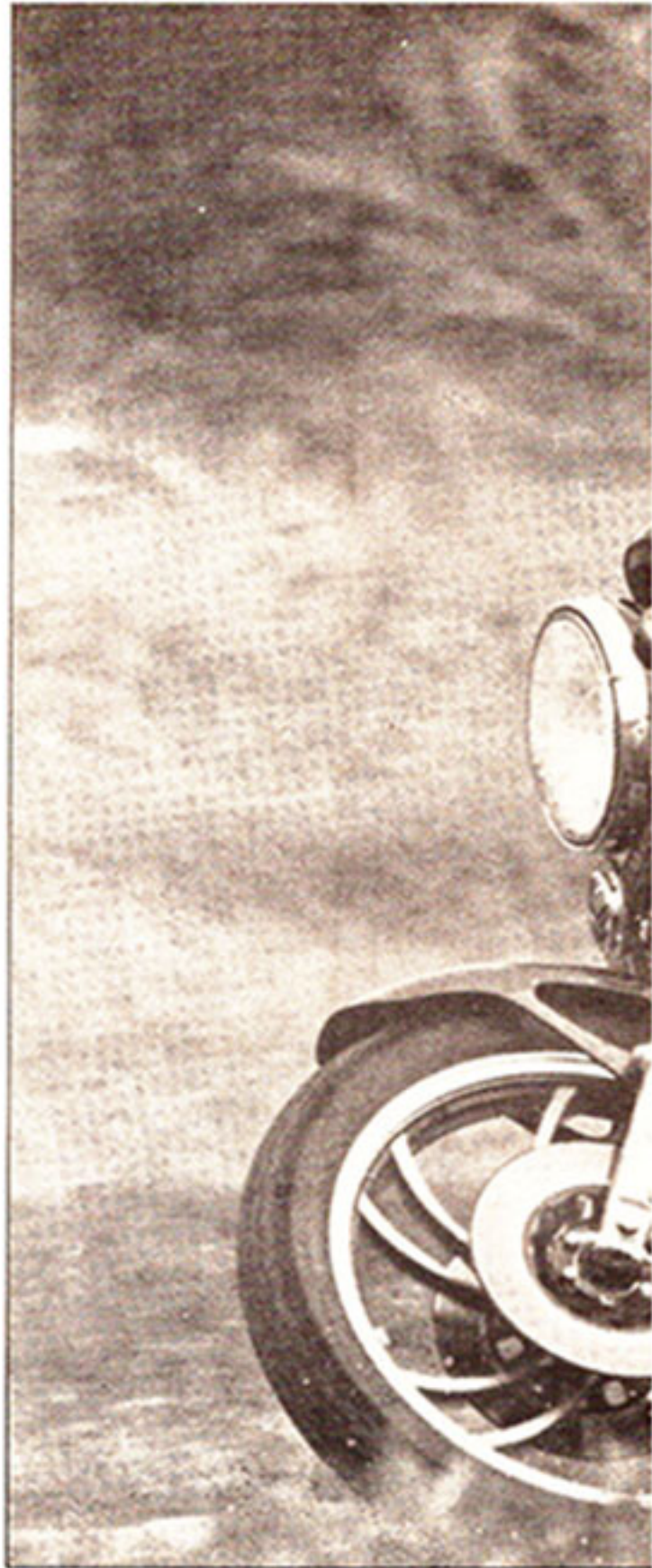
Tall and short riders both complained about the scooped-out seat. There is no room to squirm around and it forces anyone of average height to bend his knees excessively to reach the high-mounted footpegs. It's useful to be able to put both feet flat on the ground, but you spend more time with your feet on the pegs. Also, the high handlebar only works at highway speeds if you're sitting behind a fairing.

While not every customer for a 920

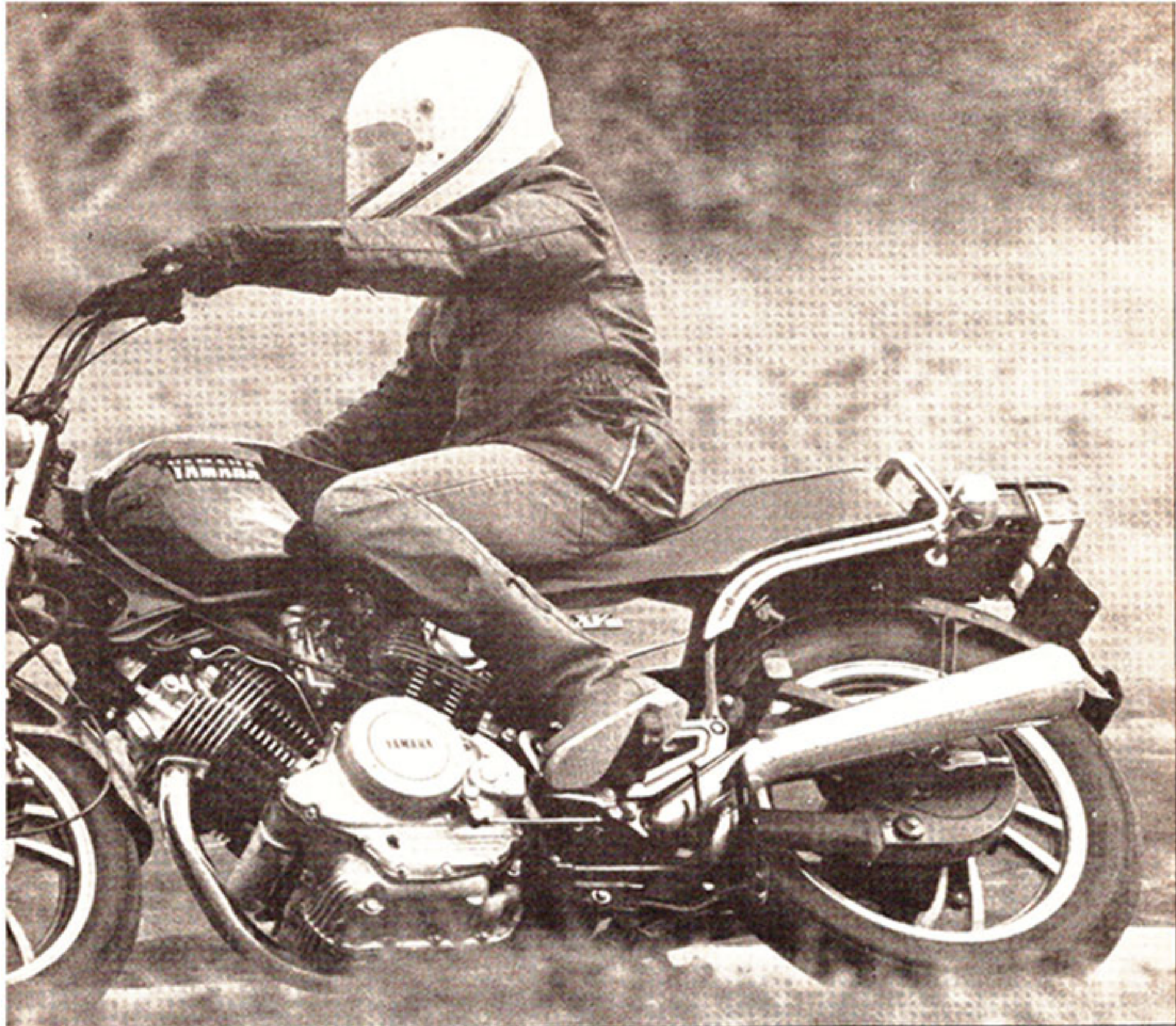
cares about sub-13 quarter-mile times, and its weird appearance is debatable, the fact that this big twin averages only 13.7 km/L (38 mpg) is appalling. We seldom flogged it hard, either, but when we did its mileage dropped to 9.3 km/L (26 mpg) on the race track.

The fuel tank looks huge but in fact, owing to the big tunnel underneath to accommodate the monoshock, holds 19 litres—an average amount. By comparison, the Kawasaki KZ1000J has a 21.4 litre tank and drinks at an average of 19.2 km/L (54 mpg). The Yamaha's average cruising range before you need reserve is only about 220 km, or just over two hours at highway speed. That doesn't sound like long-haul touring. In fact, it's not a great deal better than the peanut-tank Virago's range.

The 920 also consumed two litres of oil during our 2,500 km test. A half-litre disappeared on track day alone. The engine smoked profusely on start-up from cold, but ran cleanly as it warmed up. There is a window for checking oil level in the side of the vertically split crankcase and an oil







**Modern V-twin engine, enclosed rear chain and a sophisticated monoshock rear suspension would seem to be exactly what we have been asking for. But something was lost in translation, and Yamaha's innovative XV920 has no European accent.**

pressure warning light as well.

As usual there is no kickstarter, but the engine turns over and starts readily even in the cold at the urging of the 20 amp-hour battery. The handlebar-mounted choke lever is convenient, and the engine warms up rapidly.

Before engaging first gear, you'd better stop the engine, put it in gear, and turn it over again with the clutch in. Otherwise, there will be a tremendous lurch as the sticking clutch plates come free. After the initial free-up, clutch release is fine until the engine cools off again.

Shifting was otherwise pretty good, even without the clutch, so long as you don't try to rush proceedings. There is a linkage between the gearbox and the rearset pedal with provision for adjusting pedal position. Once we had the pedal in the right position, missed shifts almost disappeared.

Likewise, the rear brake pedal can't be

too high or you have to lift your foot off the peg. It's easily adjustable as to height, and the front brake lever has Yamaha's usual screw-and-nut adjustment to accommodate different-sized hands.

The self-cancelling turn signals, standard on nearly all Yamahas, didn't please everyone. Not all riders want to wait for the device to turn the signals off. If you move the switch in a hurry you have to deliberately avoid pushing the button in toward the handlebar or the signal won't operate.

The tachometer is easily readable, although an engine which is redlined at 7,000 rpm doesn't really need a tach scale which goes up to 10,000. The speedo is crowded with both metric and Imperial numbers, and reads to 220 km/h.

Lenses for the warning lights are raised above the black plastic face of the instrument panel and by the end of the test were fractured from vibration. Or something.

On paper, a chain-drive V-twin sounds like a straightforward motorcycle with the simplicity of design and function which characterizes bikes like Harley-Davidson and Triumph. As you might expect from a Japanese machine, the Yamaha isn't in the same mould.

A case in point is the monoshock rear suspension. While it offers advantages in general robustness and one-point adjustment, it takes up valuable space at the centre of the motorcycle. Components which normally occupy a central position have to take pot luck elsewhere. The fuse panel, for example, is located on the lower fork triple clamp and the voltage regulator is stashed between the legs of the centrestand.

It takes a lot of muscle to kick over a big twin—battery muscle in the Yamaha's case. The big juicer in the 920 is displaced by the monoshock out to the right side and was left exposed on early prototypes. The production bike has a deep-dish side cover over the battery with built-in air scoop to direct cooling flow toward the shrouded rear outlet of the hind cylinder.

While the cover looks bulbous, at least the battery is easy to reach.

Access to the air and oil filters is below the average of contemporary fours. Again, the monoshock and spine frame complicate positioning of the air cleaner. Five Phillips and two socket-head screws have to be removed to change it. The oil filter is set in a tunnel in the big, finned crankcase.

At least there are no desmodromics to fiddle with, a la Ducati. Setting the 920's valves is no more difficult than doing a pair of XT500s, except that access to the rear exhaust valve is far more restricted than on a single.

With shimless valve adjustments and



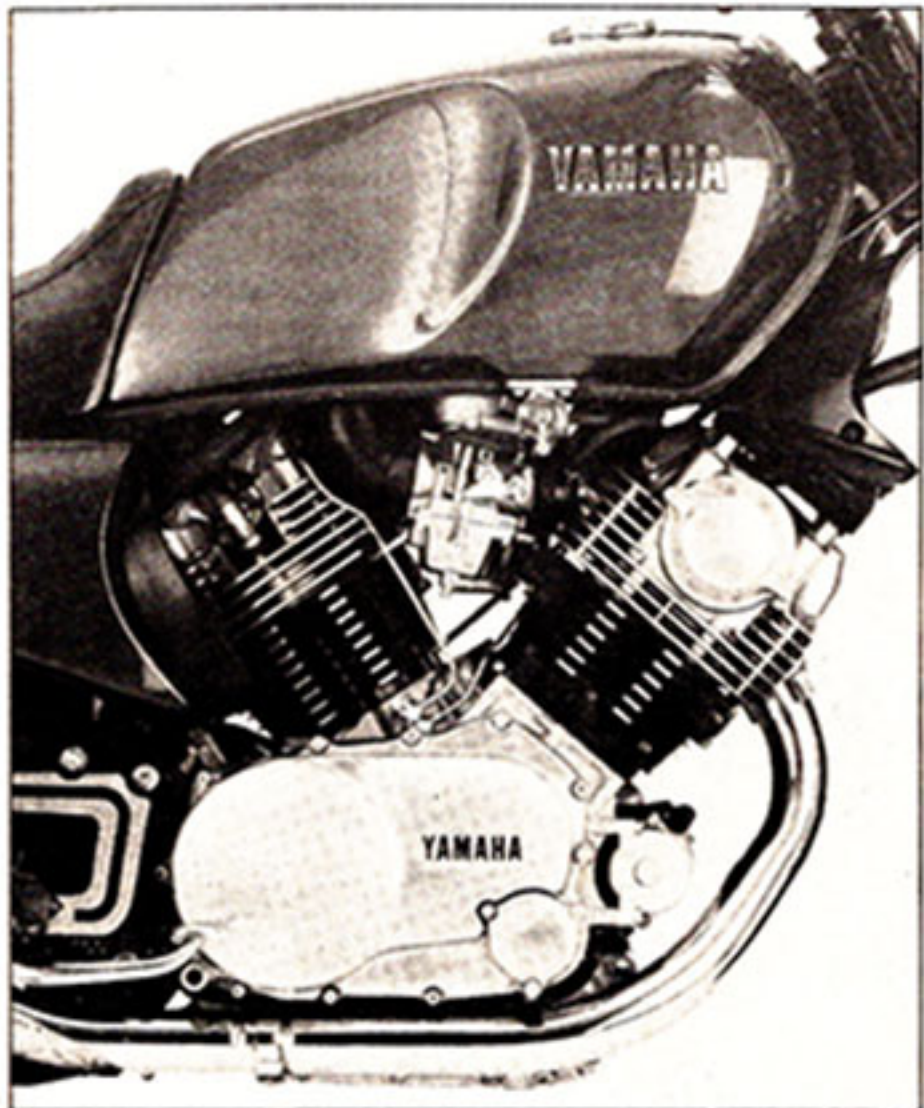
pointless electronic ignition, the 920 offers easy maintenance by the owner. The enclosed chain is another headache gone. Rear wheel removal is easy, with the chain enclosure remaining undisturbed

on the bike. We'd almost call it a quick-detach wheel, except that the rear fender has to be removed. Vincent, we recall, offered front or rear wheel removal in 10 seconds without tools.

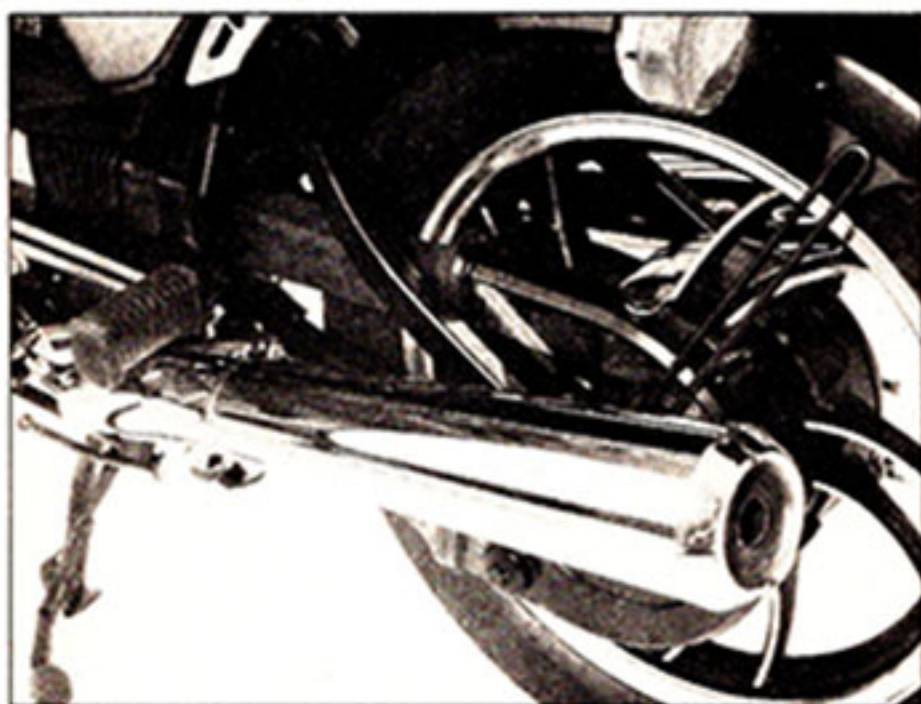
The owner's manual offers some help with basic information but has no index or table of contents, and subjects are difficult to find. Typical of the degeneration of nearly all owner's manuals, the 920's handbook contains no information as to valve adjustments and recommends that a dealer be entrusted with removing the rear wheel. A flow chart is provided for getting the bike started. Because of concern about avoiding liability to consumer action, the manual is riddled with cau-



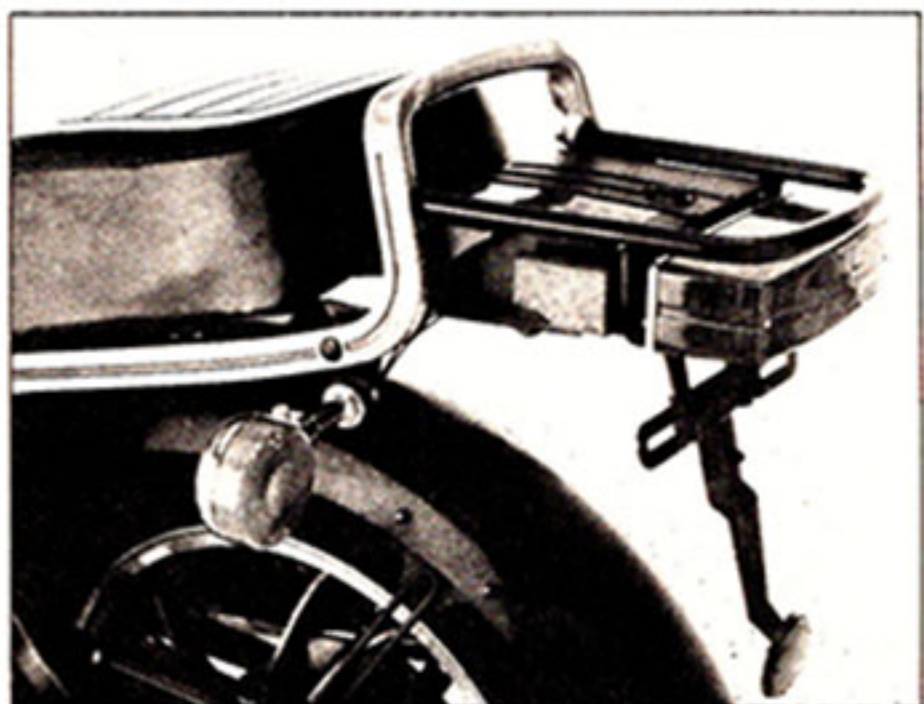
Enormous 200 mm headlight dominates the frontal aspect of the XV920. Fuel tank looks large but holds only 19 litres.



The 75-degree, 920 cc engine develops 67 hp at 7,000 rpm. Its fuel consumption varied between mediocre and terrible.



Neat chain enclosure is one of the XV920's best features. Sealed-in grease lube extends chain life to 50,000 km.



Rear view isn't so pretty. Sandwich box behind the seat holds a short security chain. Fender mounts to swingarm.

tions and warnings which make the reader presume he's considered to be an idiot.

Tools are stored in a plastic tray which defies all but graduate tool-packers to get them back so that the tray can be refitted to its slots in the base of the locking, flip-up seat. The black plastic box behind the seat has a locking lid and contains a short security chain which can help immobilize the bike against theft. The chain box, its bracketry and the rest of the rear-end hardware prompted one staffer to ask if the missing tail covering could be obtained in time for the photography sessions. There is no such piece, and the rear end is the most ungainly aspect of the



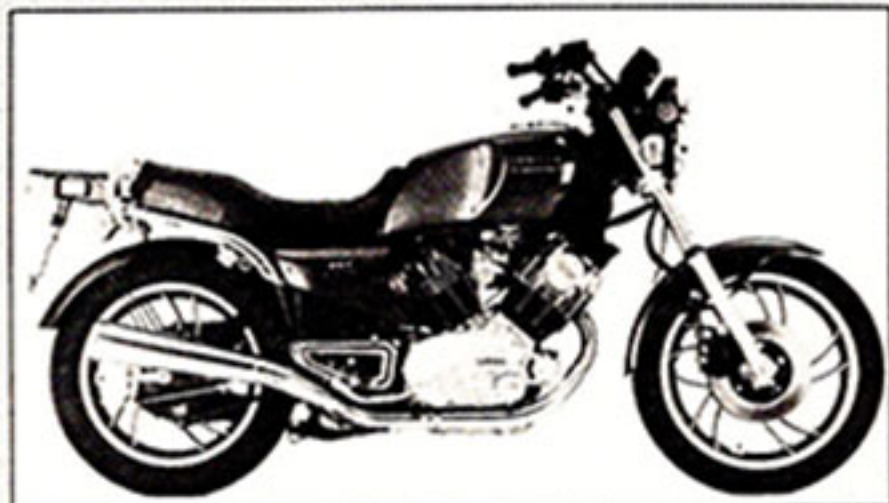
motorcycle.

When the prototype XV920 was shown to dealers last fall there were howls of protest over the rear styling treatment. Everyone was led to expect that changes

would be made before production started, but that was not the case. The 920 has as many styling tricks as a 1958 Buick, including a rear reflector which hangs down a long stalk and looks like an after-thought, the swingarm-mounted rear fender, the riot of straight lines, curves and colors on the side covers and the strange ersatz scoop on the mount where the front head attaches to the frame.

We shall look with interest to see if the world is ready for this neo-Vincent Renaissance motorcycle. And perhaps tame our expectations in future. The XV920 remains an interesting, even unique, machine which offers a great deal of potential. On paper. □

## SPECIFICATIONS Yamaha XV920



MODEL ..... 1981 Yamaha XV920RH  
TEST DISTANCE.....2,559 km  
PRICE ..... \$4,299

### ENGINE

TYPE ... Four-stroke V-twin with 75-degree cylinder angle, chain-driven SOHC and two valves per cylinder  
DISPLACEMENT..... 920 cc  
BORE AND STROKE ..... 92.0 x 69.2 mm  
COMPRESSION RATIO..... 8.3:1  
HORSEPOWER ..... 67 at 7,000 rpm  
TORQUE ..... 7.8 kg-m at 5,000 rpm  
CARBURETION.....Two Hitachi HSC40  
STARTER ..... Electric only  
OIL CAPACITY ..... 3.6 litres, wet sump

### ELECTRICAL

IGNITION TYPE ..... Transistorized breakerless  
GENERATOR OUTPUT.....224 watts at 5,000 rpm  
BATTERY CAPACITY ..... 12 volts, 20 amp-hours  
HEADLIGHT ..... 60/55 watts

### TRANSMISSION

TYPE ..... Five-speed constant-mesh, wet clutch  
PRIMARY DRIVE ..... Gear, 1.660:1  
INTERNAL RATIOS .... (1) 2.353, (2) 1.667, (3) 1.286,  
(4) 1.032, (5) 0.909  
FINAL DRIVE ..... No. 630 enclosed chain, 3.166:1

### CALCULATED DATA

WEIGHT/POWER RATIO ..... 3.34 kg/hp  
SPECIFIC OUTPUT ..... 73 hp/L  
PISTON SPEED AT REDLINE ..... 16.1 m/sec  
at 7,000 rpm

RPM AT 100 KM/H ..... 3,960  
MAXIMUM SPEEDS IN GEARS ... (1) 68.3, (2) 96.4,  
(3) 125.0, (4) 155.7, (5) 176.8 km/h

### PERFORMANCE

QUARTER MILE ..... 13.13 seconds at 166.1 km/h

### FUEL

CAPACITY ..... 19 litres total  
RESERVE CAPACITY ..... 3.2 litres  
CONSUMPTION ..... 13.7 km/L (7.3 L/100 km)  
RANGE ..... Total 260 km, reserve 44 km

### CHASSIS

WHEELBASE ..... 1,540 mm  
RAKE/TRAIL ..... 28.5 degrees/126 mm  
SUSPENSION ..... Telescopic front fork with air assist, 37 mm diameter fork tubes and 150 mm travel; rear cantilever swingarm with single air-assisted spring/damper, six-way remote damping adjustment, 105 mm travel

BRAKES..... Double front discs 270 mm diameter, single rear drum

TIRES ..... Bridgestone tubeless, 3.25H19 L303 front and 120/90 H18 S716 rear

DRY WEIGHT..... 224 kg  
LOAD CAPACITY ..... 232 kg  
HANDLEBAR WIDTH ..... 750 mm  
SEAT HEIGHT ..... 725 mm (with 61 kg rider)  
GROUND CLEARANCE..... 130 mm (with 61 kg rider)

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



**CYCLE  
CANADA**

COMPARISON TEST

**SUZUKI GS650 vs YAMAHA XJ650 SECA**

Nineteen eighty-one has been a banner year for sporting motorcyclists. After a long period of providing first nothing but custom-styled machines, then nothing but customs and tourers, the major manufacturers seem to have finally realized that there is a sizeable market for bikes designed for the sporting rider, the person who likes to ride fast and have his bike work with him while he's doing it.



**HEAVEN IS A GOOD  
SPORTING 650**

**T**he new crop ranges from the mid-sized—the 550 Yamaha Seca and Kawasaki GPz—to the immense—Kawasaki's GPz1100 and Honda's CB900F. What they have in common is ample horsepower, modest weight, brakes and chassis ranging from good to excellent and a sporting riding position that gets the rider down and into the bike. What some of them still lack to some degree is an innate sense of balance, of integrity, of being completely in harmony with themselves and with the rider.

Two new 650s have that quality, and it makes them a joy to ride. Even better, they both have plenty of power, minimal fat, fine chassis and brakes and decent riding positions. They may well be the smart sporting rider's best bet of the year.

While both bikes are new to Canada this year, the surprise entry of the pair has been available in Europe since the 1980 model year. Yamaha has decided to sell the lovely XJ650 so-called Eurobike here. The machine shares its engine with the 650 Maxim that Cycle Canada tested in the May 1980 issue, and the transmission and shaft drive unit are shared with the Maxim and the 750 Seca we tested in the May 1981 issue.

Resemblance to the chopperesque Maxim stops with the powerplant. The XJ650 Seca, as it will be called here, fairly screams European grand touring in its behavior and appearance. The low bar, rear-sets, flat seat and sleek looks couldn't be more different from the Maxim, boulevardier extraordinaire that it is.

The other machine, the Suzuki GS650, is new for 1981. It comes in three versions: the E-suffix test model which has chain drive, and two shaft-drive versions, called G and GL. The G is intended as the touring bike and the GL is the Low Slinger custom model. While it is new, it isn't the shocker that the Seca is. There have been rumors for several months that Suzuki had something coming in the 650 class, perhaps an updated 550, so when the bike appeared looking very much like an updated 550 there was no great surprise.

Running your eye down the specification list finds an amazing number of similarities. Both machines are double overhead camshaft fours using two valves per cylinder and shims for valve clearance adjustment. Both make 64 claimed hp at 9,000 rpm, and both are redlined at 9,500. The Yamaha makes slightly more torque, with 5.5 kg-m compared to 5.2 for the Suzuki, both at 7,500 rpm.

They have the same wheelbase, at 1,435 mm. The trail is the same, at 115 mm, but the Yamaha has slightly less rake with 27.5 degrees compared to the Suzuki's 28.2. The Suzuki is slightly taller and has a

bit more static ground clearance. Although the Suzuki's pegs are comfortably rearset, it comes with a high, swept-back bar best suited to use behind fairings. After a few days of riding, we swapped it for a low-rise narrower bar that brought the riding position much more in line with that of the Yamaha (details can be found in a product test on page 96).

The two bikes begged for comparison, and since they're both being touted by the manufacturers as sport bikes, a performance shoot-out seemed in order. We went to a drag strip, to Transport Canada's test oval for top speed runs and to Shannonville Motorsport Park with road racers George Morin and Lang Hindle. We think we've discovered just about everything there is to know about how these bikes perform short of crash testing them.

That's half the story. The other half is how the bikes work, what they're like to live with and to ride in normal commuting and touring use. For that we went through our normal testing procedure of using the bikes on a day to day basis on every kind of road from four-lane divided highways to crowded big-city alleys and rough, gravelled country roads.

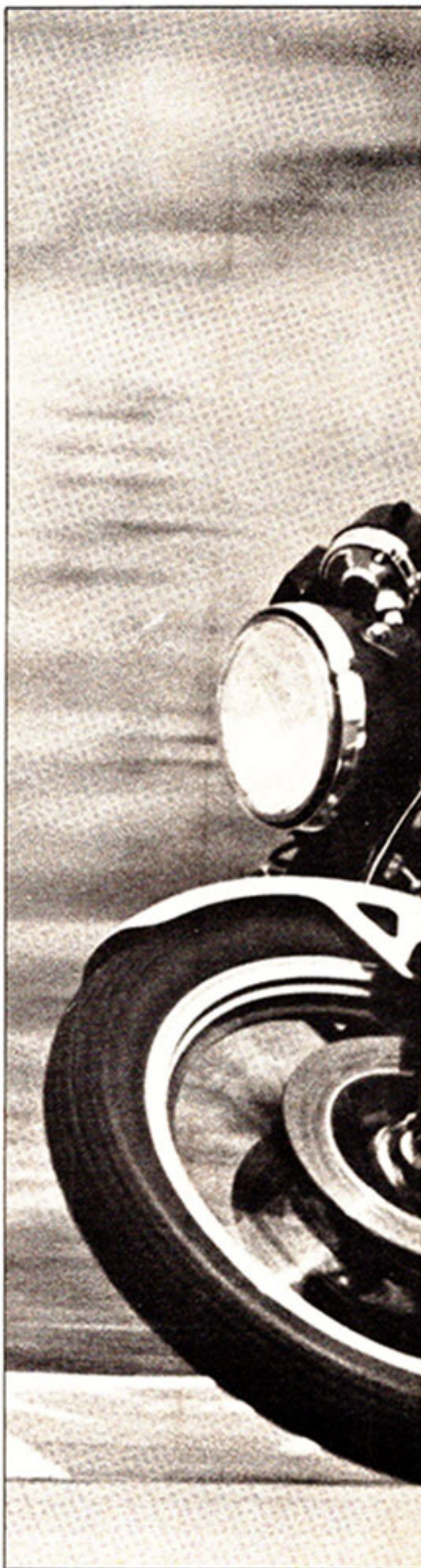
We ended up with definite conclusions about both machines, but if you're looking for an ultimate winner you won't find it here. In large part it's because neither of these bikes is a loser. They're both so good that any of our testers would happily keep either one. Read on and find out why.

Everyone who rode the two bikes side by side immediately had a conclusion about how they'd perform. The Suzuki would win the drag race, the Yamaha would have a higher top speed and the Suzuki would clean up at the race track. The Suzuki just felt crisper and stronger. And for once, first impressions were right. Mostly.

At the drag strip the bikes ran just the way we expected. The Suzuki dropped into the 12s on its first run and stayed there, running effortlessly in the 12.8 to 12.9 range. That is extremely quick for a 650. Gearing seemed right on; the bike left the line as though it had been catapulted.

The Yamaha was hard work. It wanted to run low 13s, and only two runs dropped into the 12-second bracket. The taller gearing meant that the rider had to use a lot of clutch slip to get rolling; compared to the Suzuki it lost a lot of time off the line, but made it up at the top end.

Final results had the GS650 on top with a best run of 12.733 seconds at 170.7 km/h. The Seca was a blink behind with a 12.889 at 170.2 km/h. The nearly identical terminal speeds compared to the difference in the times accurately reflect where the bikes come on strong—the Suzuki down



At the track, the Suzuki feels crisp, strong and precise; a delight to push to its limit.



# 650 HEAVEN

low and the Yamaha up high.

If the Yamaha comes on stronger at the top end, we reasoned, then it must have a higher ultimate speed, so we headed for Montreal and Transport Canada's track and radar gun. Once again, first impressions were correct.

The Yamaha wailed through the radar trap at 199 km/h (123.6 mph if you're not sure how fast that is). The Suzuki trailed at 191 (118.7 mph) to prove our point. Both machines are geared very close to the ideal in terms of using all the available engine power. The Yamaha's theoretical top speed is 203.8 km/h and the Suzuki's 193.2, which means the engineers were realistic in choosing gear ratios.

The final portion of the performance testing took place at Shannonville. It's a 1.76 km piece of flat, twisting pavement that puts a premium on mid-range acceleration, hard braking and ground clearance. It seemed obvious that the Suzuki would walk away from the tall-g geared, more softly sprung, lower Yamaha. Wrong.

We asked Canadian road race champion George Morin and Ontario superbike champion Lang Hindle to ride the bikes. They know Shannonville, they ride production-based bikes and they're both very good at getting the most out of a motorcycle whether the bike wants to cooperate or not.

The fastest lap time for the Suzuki was 58.41 seconds, while the fastest for the Yamaha was 58.36. Hindle went slightly faster on the Suzuki, while Morin was a bit quicker on the Yamaha. Averaging the 20 timed laps—10 with each rider—gave the Yamaha a time of 58.93 and the Suzuki 58.98. So the Yamaha, which everyone thought felt slower, was faster. Not by much, but still faster.

It was a surprise to everyone. Despite the similarity in specification, the two machines feel very different on the track. The Suzuki gives the feeling of being lighter, a bit more nimble, more willing to turn into a corner, easier to move around and change lines. It definitely has stronger brakes, and seems to accelerate harder in the mid-range.

The Yamaha feels solid. In high-speed sweepers and at top speed it's steadier than the Suzuki. It feels as though it's tracking through a corner on a rail, while the Suzuki is a bit nervous, as though it would be just as happy moving around to try a different line. The Seca's shocks start going away after six or seven hard laps, though, while the Suzuki's lasted longer.

The softer suspension of the Yamaha caused the bike to bob around a little more than did the GS, but it looked worse to

bystanders than it felt to the rider. Even moving around on the suspension, it never felt as though it wanted to get off its line.

So why was it faster? There's a little more torque, so if the engine is really on the boil the Yamaha might pull harder than the Suzuki. It has more ground clearance when banked over; despite the lower static ground clearance, every item that might drag is tucked up so high hardly anything ever touches. The Suzuki is already very good here; the Yamaha is exceptional.

It's easy to lose perspective when you talk about track times. The Yamaha was ultimately a bit faster, true, but five one-hundredths of a second isn't much. Changing tires alone would transform each bike. For comparison, the lap record at Shannonville for a 750 production bike is 55.27, three seconds faster than the times we got. That's for a stock Honda CB750F with sticky race-compound tires. For all intents and purposes, our results show that the two bikes are almost a perfect match-up.

The Suzuki comes off the line a bit harder, the Yamaha has a higher top end, and they'll both go around corners like you wouldn't believe. They'll get to their destination at about the same time.

Riding on the street isn't much like riding on the track, but the personalities of the two bikes don't change. The Suzuki feels quick, impatient; it explodes through holes in traffic, wails up on-ramps with a racer-like moan from the engine, darts into corners and stops right now when the brakes are applied. The Yamaha is more relaxed; it turns lower rpm for a given road speed, slices easily through traffic, arcs gently and accurately through corners.

The two things that made the Yamaha more popular than the Suzuki for street riding were the gearing and the seating position. Both bikes have good seats, both have similar levels of vibration and with the lower bar fitted to the Suzuki, both have reasonable seating positions for riding on the highway. But the Yamaha is just a bit better.

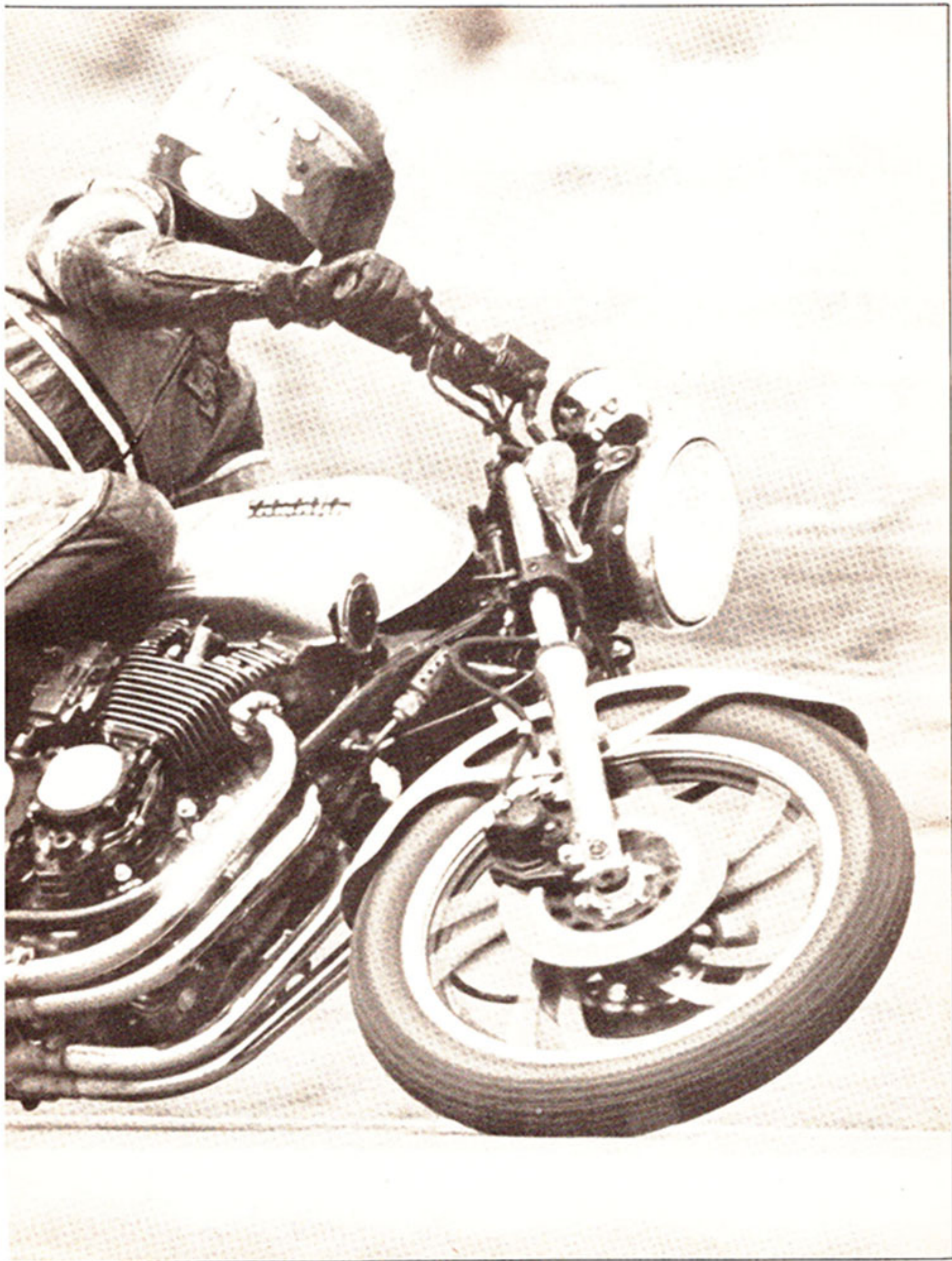
The suspension is a little more supple, for a start. That's surprising; the Suzuki has slightly more rear wheel travel, 100 mm vs 93, and uses fancy new shock absorbers while the Yamaha's are plain Janes without trick features. The Seca has a five-position preload setting, and that's it.

The Suzuki has five preload settings, as well, and that looks like the extent of its adjustability. But there are two stages of damping force built into the shock. On mild bumps when little of the shock's travel is used, the softer system is in effect. As more of the shock travel is



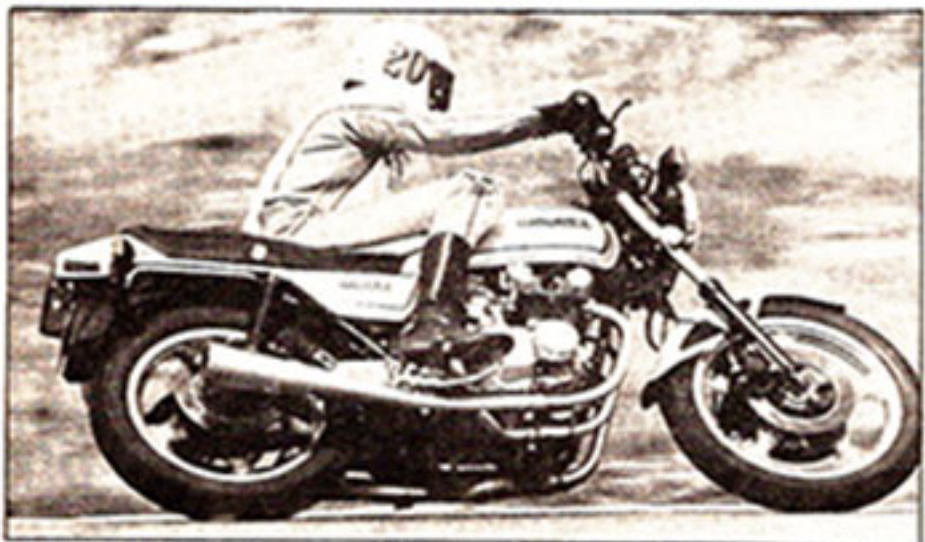
The Yamaha's high-speed stability makes it a treat to ride in fast, sweeping corners.



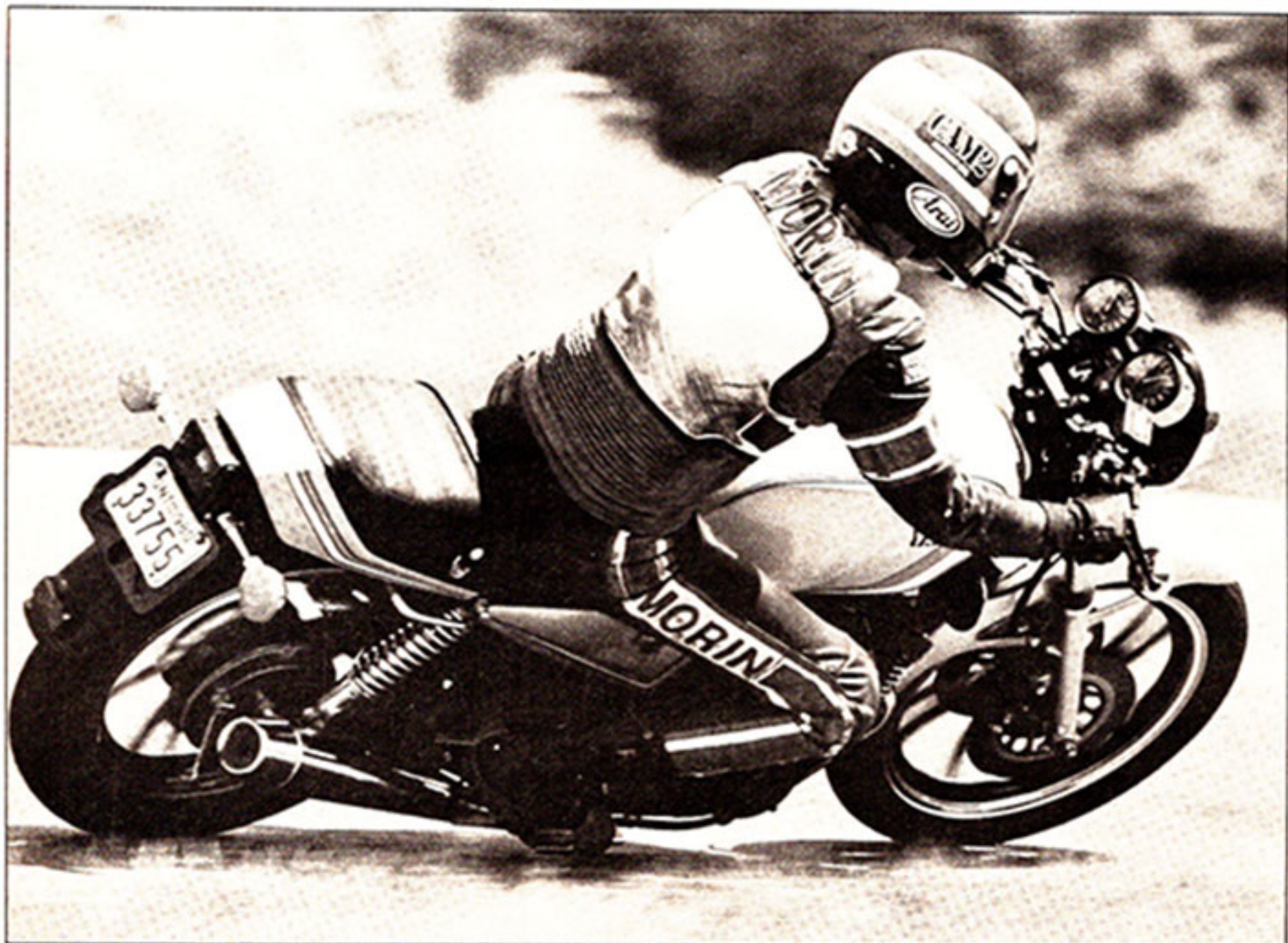




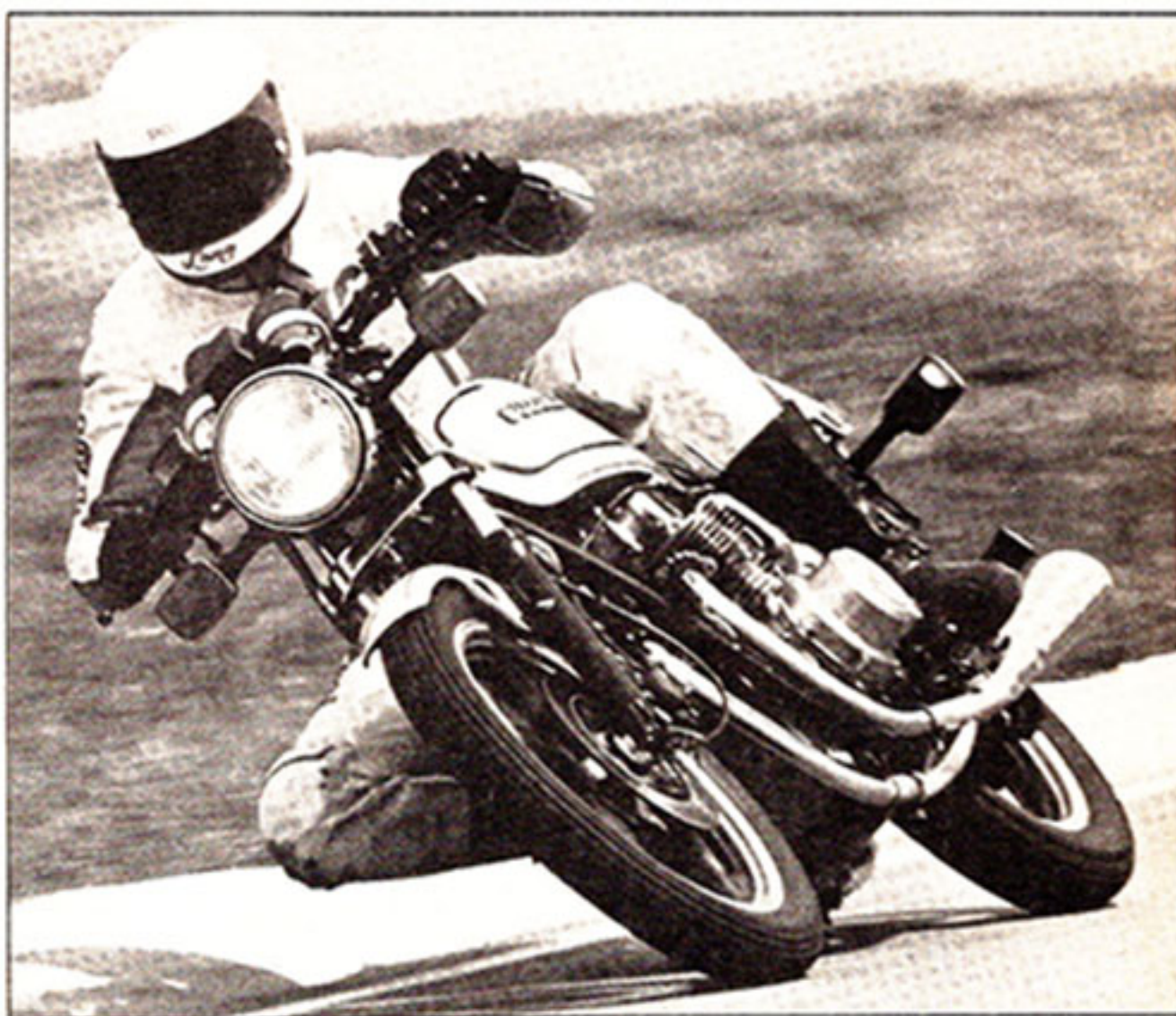
Despite slightly less static ground clearance, the Seca grounded nothing but the ends of the footpegs at the track.



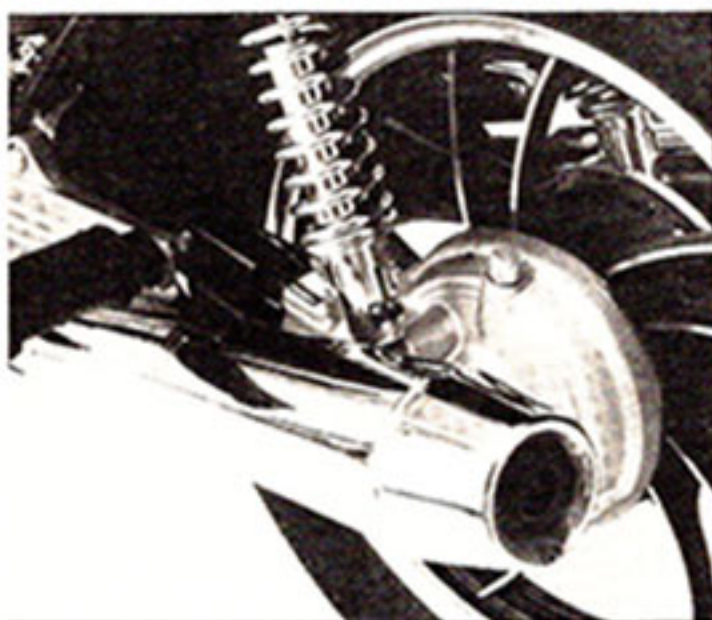
The Suzuki's footpegs and header pipe junctions dragged, but the tires didn't seem to be upset by such shenanigans.



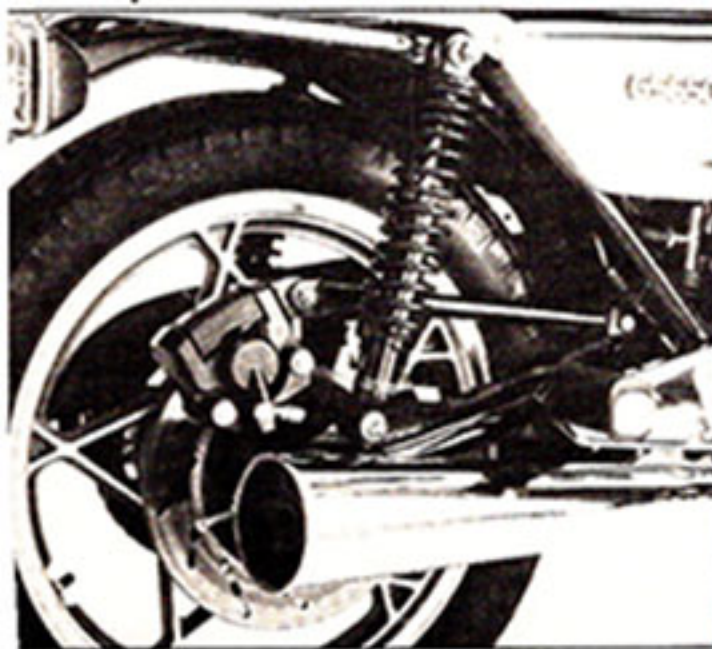
Despite the softer, more relaxed feel of the Yamaha Seca, George Morin set fastest time of the race track session with it.



Both racers found the Suzuki a little quicker to respond to steering inputs.



Seca proves that Yamaha has tamed the problems associated with shaft drives.



Suzuki's dual-range shocks adjust damping according to force of movement.

## 650 HEAVEN

used—for example, if the bike hits a big road bump or is thrown down hard into a corner—the secondary circuit takes over. It's stiffer and is intended to add control to the bike in extreme situations.

They work fine and don't seem to fade as quickly as the Yamaha units do. But for stockers the Yamaha's provide adequate control, to our minds, and definitely provide a softer ride.

The other comfort factor, the seating position, made several riders start screaming that every bike on the road should be just like the Seca. The narrow, low bar is perfectly angled to accept hands and wrists without requiring strange bends, the body is angled slightly forward to balance the wind at speed and the weight of the rider is split between hands, backside and feet on the rear-set pegs. We think it's ideal, and think further that anyone who rode the bike at any speed above 60 km/h would agree instantly. It makes a big difference on a long trip.

The slightly higher gearing of the Yamaha makes it feel more relaxed at a given road speed. At 100 km/h the Suzuki is turning 4,917 rpm and the Yamaha 4,642. Three hundred revs may not sound like a lot, but it's enough to make the engine run just a bit quieter, a bit smoother. You can feel it.

Both engines are marvels of smoothness and power to start with. Rated at an identical 64 hp, both bikes will pull from

around 4,000 rpm with the action coming on strong about 6,500. The Suzuki feels a bit more willing, but we attribute that to the gearing. The powerplants are almost interchangeable.

Both engines are more fuel-efficient than our consumption figures would indicate. The numbers we have include the days at the various tracks and a lot of high-rpm back road cruising. We expect that 18 to 20 km/L would be within the reach of most owners rather than the mid-15s we got.

The Suzuki has an interesting new combustion chamber. Called twin-dome combustion, it consists of two hemispheres machined into the head around each valve pocket and a large squish band overhanging the cylinder bore. These features are intended to promote swirl of the gas charge in the cylinder to encourage better combustion, which in turn should create more power and better fuel efficiency. Specific power figures indicate that the Suzuki isn't stressed quite as highly as is the Yamaha for its identical power output, but then it's 20 cc bigger.

The Yamaha's transmission works better than the Suzuki's. Everyone found the Suzuki box a little stiff and awkward at times; neutral often proved elusive and missed shifts were a common complaint. The Yamaha, by comparison, was a gem of unobtrusive servility. The clutches on both machines are top-notch. Neither complained during or after all the track testing, and both were easy to modulate.

As on the track, the Suzuki's brakes are outstanding on the street. The Yamaha

# Not All Spark Plugs Are Created Equal

## Champion's Thermocouple Plug Tells Why.

You've spent a lot of time choosing a bike that's right for your kind of riding.

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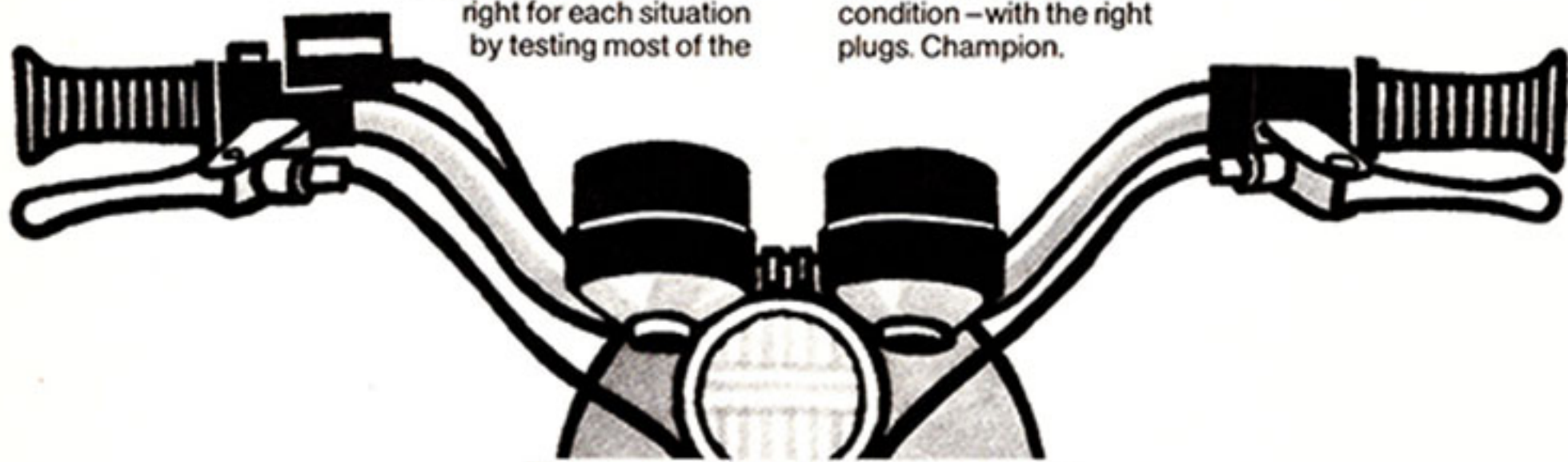


circumstances a bike is likely to run up against. With the help of a highly refined temperature-sensing device known as a thermocouple plug, Champion precisely measures the firing tip temperatures of spark plugs under a wide variety of challenging conditions.

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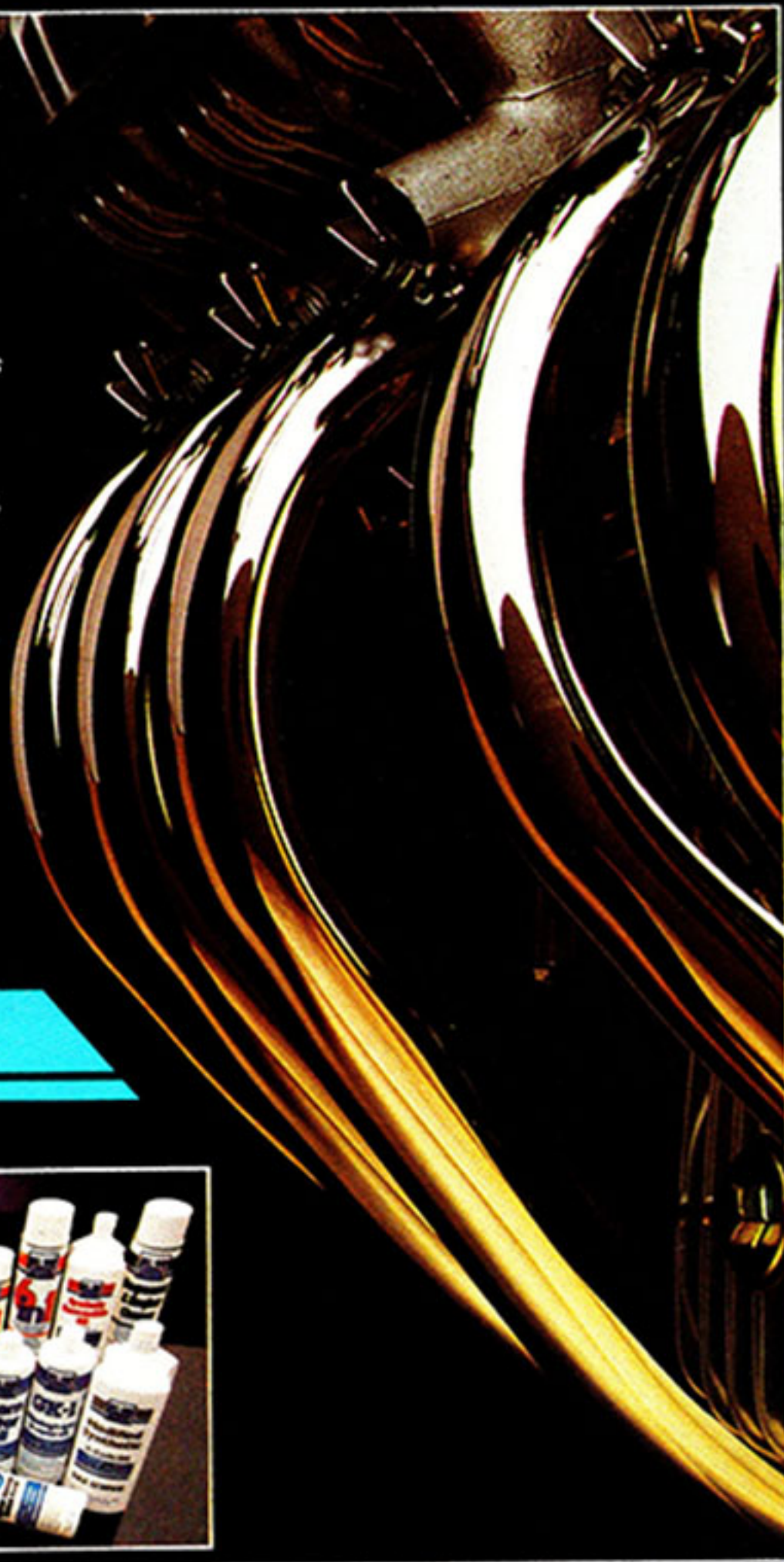
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*quietly revolutionizing onward.*



# SPECIFICATIONS

## Suzuki GS650



MODEL .....1981 Suzuki GS650EX  
 TEST DISTANCE.....3,363 km  
 PRICE .....\$3,299

### ENGINE

TYPE ...Four-cylinder four-stroke with chain-driven DOHC, two valves per cylinder  
 DISPLACEMENT..... 673 cc  
 BORE AND STROKE ..... 62 x 55.8 mm  
 COMPRESSION RATIO..... 9.4:1  
 HORSEPOWER ..... 64 at 9,000 rpm (claimed)  
 TORQUE ..... 5.2 kg-m at 7,500 rpm (claimed)  
 CARBURETION ..... Four Mikuni BS32SS  
 STARTER ..... Electric only  
 OIL CAPACITY ..... 2.4 litres, wet sump

### ELECTRICAL

IGNITION TYPE ..... Transistorized  
 GENERATOR OUTPUT..... N.A.  
 BATTERY CAPACITY ..... 12 volts, 12 amp-hours  
 HEADLIGHT ..... 60/55 watts

### TRANSMISSION

TYPE .....Five-speed constant mesh, wet clutch  
 PRIMARY DRIVE ..... Gear, 1.977:1  
 INTERNAL RATIOS ....(1) 2.750, (2) 1.872, (3) 1.368,  
 (4) 1.142, (5) 1.000  
 FINAL DRIVE..... No. 530 chain, 3,000:1

### CALCULATED DATA

WEIGHT/POWER RATIO ..... 3.17 kg/hp  
 SPECIFIC OUTPUT ..... 95 hp/L  
 PISTON SPEED AT REDLINE ..... 17.6 m/sec  
 at 9,500 rpm

RPM AT 100 KM/H ..... 4,917  
 MAXIMUM SPEEDS IN GEARS .. (1) 70.3, (2) 103.2,  
 (3) 141.2, (4) 169.1, (5) 193.2 km/h

### PERFORMANCE

OBSERVED TOP SPEED ..... 191 km/h  
 QUARTER MILE ..... 12.73 seconds at 170.7 km/h

### FUEL

CAPACITY ..... 16 litres including reserve  
 RESERVE CAPACITY ..... 4.5 litres  
 CONSUMPTION ..... 15.7 km/L (6.36 L/100 km)  
 RANGE ..... Total 251 km, reserve 70.6 km

### CHASSIS

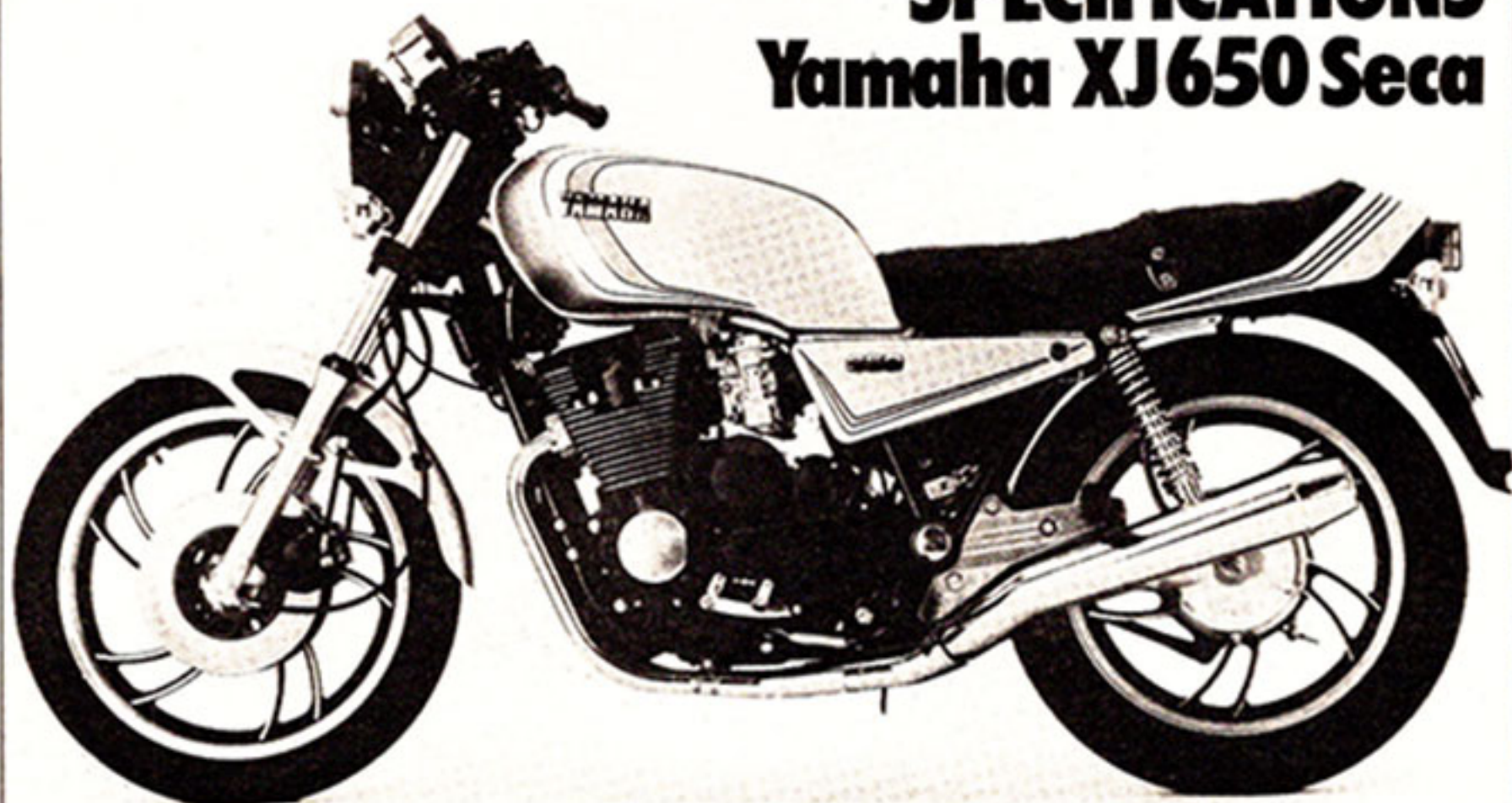
WHEELBASE ..... 1,435 mm  
 RAKE/TRAIL ..... 28.2 degrees/115 mm  
 SUSPENSION .... Telescopic front fork with 36 mm diameter tubes and 150 mm travel, rear swingarm with 100 mm travel using dual spring/dampers with automatic two-stage damping and five preload adjustments  
 BRAKES..... Double front slotted discs 270 mm diameter, single rear slotted disc 280 mm diameter  
 TIRES ..... Dunlop, F8 3.25H19 front and K127 3.75H18 rear

DRY WEIGHT..... 203 kg  
 LOAD CAPACITY ..... 217 kg  
 HANDLEBAR WIDTH .. 715 mm as tested, 740 stock  
 SEAT HEIGHT ..... 790 mm (with 60 kg rider)  
 GROUND CLEARANCE... 175 mm (with 60 kg rider)

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

# SPECIFICATIONS

## Yamaha XJ650 Seca



MODEL ..... 1982 Yamaha XJ650 Seca  
 TEST DISTANCE.....2,622 km  
 PRICE..... approximately \$3,600

### ENGINE

TYPE ... Four-cylinder four-stroke with chain-driven DOHC, two valves per cylinder  
 DISPLACEMENT..... 653 cc  
 BORE AND STROKE ..... 63 x 52.4 mm  
 COMPRESSION RATIO..... 9.5:1  
 HORSEPOWER ..... 64 at 9,000 rpm (claimed)  
 TORQUE ..... 5.5 kg-m at 7,500 rpm (claimed)  
 CARBURETION ..... Four Hitachi HSC32  
 STARTER ..... Electric only  
 OIL CAPACITY ..... 3.5 litres

### ELECTRICAL

IGNITION TYPE ..... Transistorized breakerless  
 GENERATOR OUTPUT..... N.A.  
 BATTERY CAPACITY ..... 12 volts, 12 amp-hours  
 HEADLIGHT ..... 60/55 watts

### TRANSMISSION

TYPE ..... Five-speed constant mesh, wet clutch  
 PRIMARY DRIVE ..... Gear, 1.672:1  
 INTERNAL RATIOS .... (1) 2.187, (2) 1.500, (3) 1.153  
 (4) 0.933 (5) 0.812  
 FINAL DRIVE ..... Shaft, 4.1795:1

### CALCULATED DATA

WEIGHT/POWER RATIO ..... 3.37 kg/hp  
 SPECIFIC OUTPUT ..... 98 hp/L  
 PISTON SPEED AT REDLINE ..... 16.6 m/sec  
 at 9,500 rpm

RPM AT 100 KM/H ..... 4,642  
 MAXIMUM SPEEDS IN GEARS .. (1) 75.7, (2) 110.3,  
 (3) 143.5, (4) 177.4, (5) 203.8 km/h

### PERFORMANCE

OBSERVED TOP SPEED ..... 199 km/h  
 QUARTER MILE ..... 12.89 seconds at 170.2 km/h

### FUEL

CAPACITY ..... 19.5 litres including reserve  
 RESERVE CAPACITY ..... 3.8 litres  
 CONSUMPTION ..... 15.1 km/L (6.62 L/100 km)  
 RANGE ..... Total 294 km, reserve 57.4 km

### CHASSIS

WHEELBASE ..... 1,435 mm  
 RAKE/TRAIL ..... 27.5 degrees/115 mm  
 SUSPENSION .... Telescopic front fork with 36 mm tubes and 150 mm travel, rear swingarm with 93 mm travel using dual conventional spring/dampers adjustable five ways for preload

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

TIRES ..... Bridgestone Mag Mopus, 3.25H19 L303 front, 120/90-18 65H S714 rear

DRY WEIGHT..... 206 kg

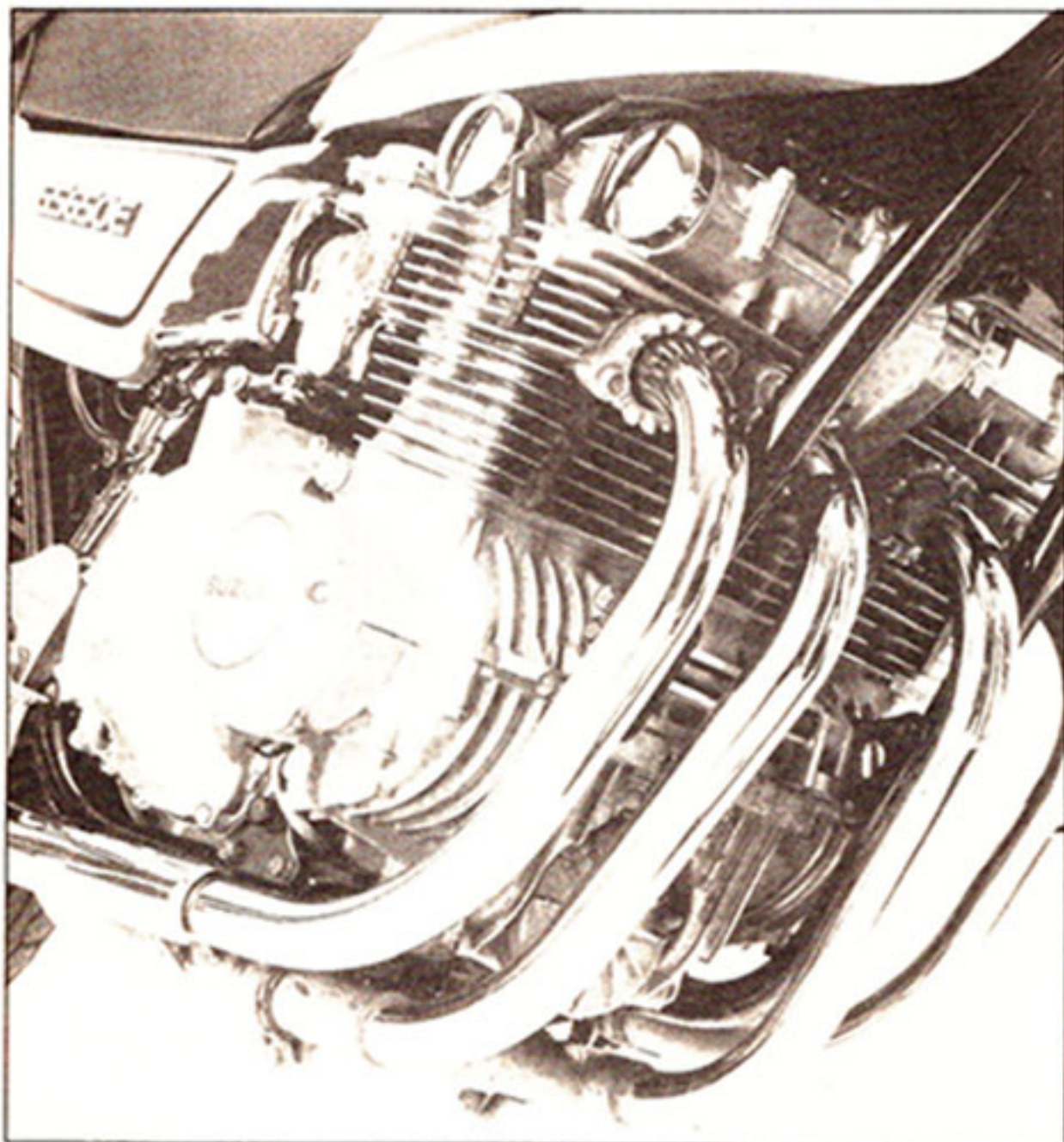
LOAD CAPACITY ..... 227 kg

HANDLEBAR WIDTH ..... 680 mm

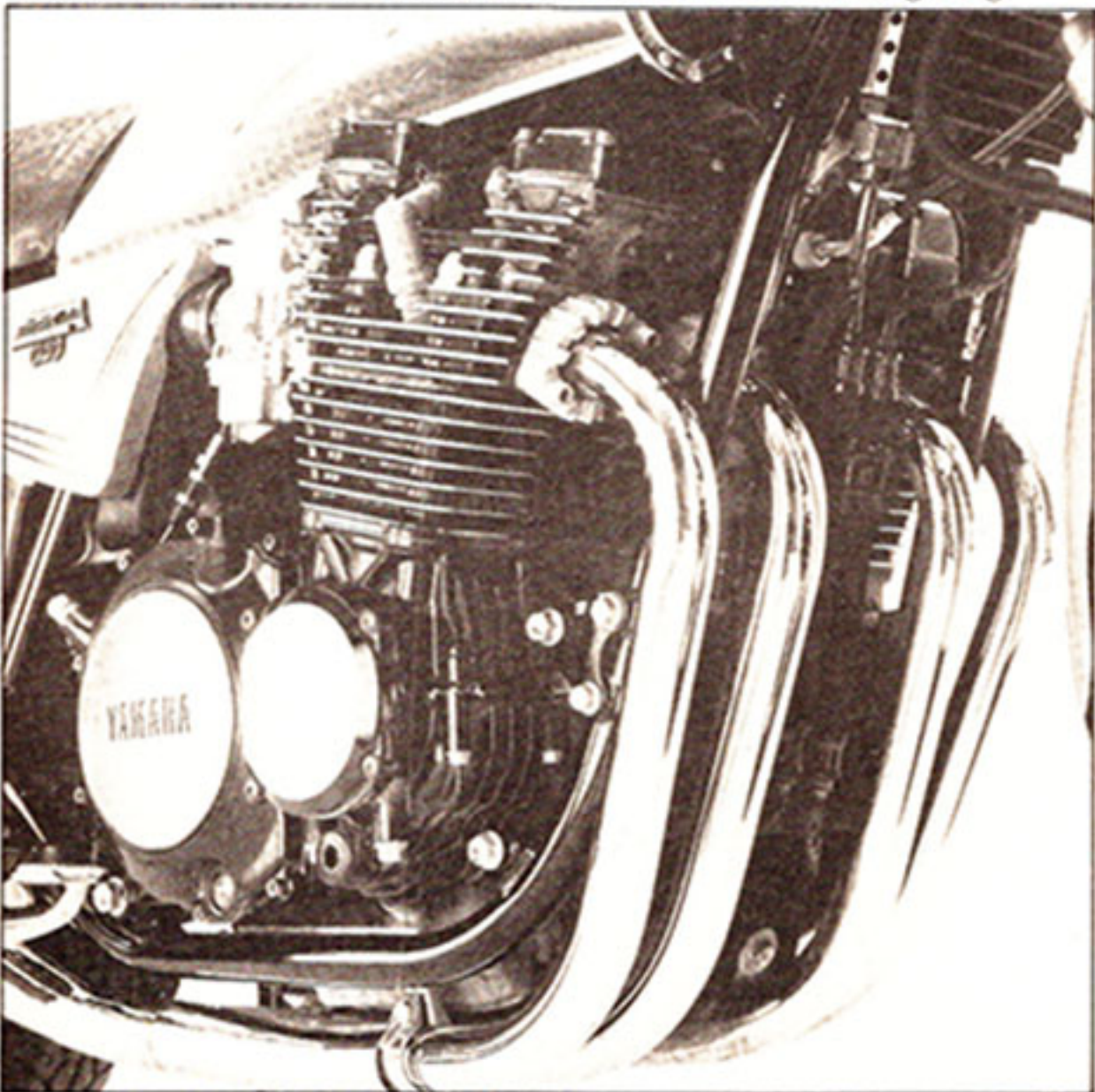
SEAT HEIGHT ..... 760 mm (with 60 kg rider)

GROUND CLEARANCE... 145 mm (with 60 kg rider)

Distributed by Yamaha Motor Canada Ltd., 490 Gordon Baker Road, Willowdale, Ont., M2H 2B4, (416) 498-1911.



The Suzuki engine feels busier than the Yamaha's because of its lower gearing.



From 20 cc less displacement the Yamaha makes the same horsepower.

## 650 HEAVEN

brakes are pretty good, but the GS has as good a set of stoppers as any other multi we've tried this year. Only the RD350 will stop harder in our experience of 1981s. Not only strong, they're easy to control. The rear disc never tries to lock up and you can keep the front tire howling on the edge of traction without fear of overdoing it. The brakes are a delight to use.

Controls on both bikes worked well. There were the usual complaints about the Yamaha's self-cancelling signals being hard to use manually; some like them and some don't. There was unanimous disapproval of the Suzuki's starter interlock, which requires that you pull the clutch before the starter will work. It's a pain at the best of times, and a genuine aggravation when you have to fiddle with the touchy choke at the same time. The Yamaha, by the way, uses the same excellent handlebar-mounted choke fitted to several of the company's other new machines.

Most riders preferred the looks of the Yamaha, although both are clean, crisp designs that should wear well. The Seca's black engine contributes to a tough, compact appearance and the bike's shapes work together into a graceful sweep from front to rear.

Nothing wrong with the Suzuki, but it's indistinguishable from many other multis on the road. Riders noticed the Yamaha immediately. Both bikes were finished in silver with neat blue pinstriping, so it wasn't the paint job that did it.

As is usual with most machines these days, we had no reliability problems with either bike. The Suzuki did blow one fuse, but there was a spare in the box and whatever the problem was, it never recurred. The Suzuki also began blowing a bit of oil mist from the head gasket after the session at Shannonville, but it was minor and seemed to stop once the bike was used at more normal levels of riding.

Tires on both bikes weren't bad for original equipment rubber, at least in the dry. In the wet, both the Suzuki's Dunlops and the Yamaha's Mag Mopus Bridgestones were downright spooky. One rider said he wouldn't change either set unless he went racing; another said he'd dump both sets right away; most found them adequate. In the dry, the tires on both bikes hang on with solid bits of the chassis and exhaust system dragging.

The Dunlops on the Suzuki felt just a bit better in ultimate performance. They could be persuaded to slide on the race track without scaring the rider into looking for a soft place to land, while the Bridgestones tended to let go more suddenly and completely.

One big difference between the two bikes is the final drive, of course. The Yamaha uses the same shaft drive assembly, even to the same gearing, that the 750 Seca has. The Suzuki, by contrast, has a





Takasago 530 O-ring chain installed. We didn't notice any jacking effect from the Seca's driveshaft, even at the race track. Like its bigger brother, it seems to have the phenomenon well under control. You'd expect the Yamaha to be quite a bit heavier because of the drive shaft and assorted gears, but it only weighs three kilos more than the Suzuki.

The difference to the owner, then, lies mainly in the fact that the Yamaha will never need a new chain, never need to be lubed and will never need to have lubricant cleaned off the rear end. We doubt that the owner will ever notice any practical difference in riding, other than the feel caused by the drive ratios.

The shaft drive convenience, the somewhat more supple ride, the superior stability and better seating position of the Yamaha made it the general favorite with most of our test riders. Even the one most adamantly in favor of the Suzuki's brand of damn-the-torpedoes attitude toward performance finally admitted that the Yamaha was simply more comfortable,

## NO LOSERS

Both bikes can tour or scratch with the best, but the Suzuki feels better on racer road, the Yamaha more at home on the open road.

without giving anything away in performance capabilities.

Does that make it the winner of our comparison? It won two out of the three performance categories—albeit just barely in one case—and for general street running around it was favored by

everyone. It makes the Yamaha the winner if you're interested in grand touring as opposed to flat-out, throttle-to-the-stops sporting riding. It's sort of like preferring a Mercedes 450SL sports car to a Porsche; they'll do much the same thing, but with a different attitude.

The Suzuki, on the other hand, is the overwhelming favorite if you want to go fast first of all, and incidentally use the bike for everything else from touring to commuting. It feels crisper, more nimble; the gearing makes the engine respond more quickly and immediately; the machine seems to anticipate what the rider wants to do. It's definitely more Porsche-like than Mercedes-like.

So you pay your money and take your choice. We're not copping out on picking a winner. As we said, most of us would buy the Yamaha 650 Seca if we were in the market. But that reflects our personal preferences rather than any innate superiority of the machine in an overall sense. Any of us would be perfectly happy to live with either machine. □



# BOOZE AND BIKES

## DRINK AND BE WARY

Few words have as many synonyms as the word "drunk." One reference book lists 209. But whether you are bibacious, obfuscated, feeling no pain or simply crapulent, the law takes a dim view of your being whoozled while operating a motor vehicle.

Small wonder. The evidence is overwhelming that you're more likely to be involved in an accident if you've had a nip or two. Governments love producing statistics; a Canadian study shows that a youth of 16 or 17 who has imbibed one bottle of beer before driving a car is 165 times more likely to kill someone or be killed than is another who is cold sober. Alcohol is involved in about 40 per cent of fatal motorcycle accidents in the U.S., according to the Motorcycle Safety Foundation.

If only more road users would take the facts seriously. But they don't. Many will say that it's a matter of judgment and that no one is better equipped to say whether a person is fit to drive than the person himself. Our own test proved that it's not so. The more besotted each volunteer became, the more he declared his sobriety.

It's also a social matter. There is an unwritten rule that attributes a certain mystique to those who can tinkle John Barleycorn and show no effect. In the realm of machismo, holding one's liquor ranks just behind tattoos.

Alcohol is a drug which, contrary to popular belief, acts as a depressant rather than a stimulant.

Once swallowed, it goes into action even before it enters the

**S**ometimes a biker's worst enemy is himself. Especially when he's had a few snorts too many, or someone else on the road has. We discovered how demon drink got its name.

By Jean-Pierre Belmonte

intestines. It passes through the walls of the stomach, contaminating the blood and slowing down the action of the brain. Its concentration in the blood reaches a peak about 20 minutes after being ingested.

The body eliminates alcohol through three organs: liver, kidneys and lungs. The liver bears the brunt of the booze, handling about 90 per cent of the task of removing it from the blood stream. However, it can't be hurried. It plugs away at a steady rate, eliminating about two milligrams of alcohol per 100 millilitres of blood per hour. If you hit the sauce at a greater rate, sooner or later you're going to get bombed.

No amount of folklore tricks will hurry the liver's cleansing action along. Hot, black coffee, cold showers, fresh air or a glimpse of the cops will not do anything to detoxicate your system. Only time or a blood transfusion will.

Naturally a larger person has a larger blood volume and develops a lower concentration of alcohol for a given intake than a smaller person. Someone of 68 kg (150 lb) would reach a blood/alcohol count of 2 mg/100 ml (.02) after one drink, and his body would take about an hour to reduce it back to zero.

One drink in official terminology corresponds to 17 ml (.6 ounces) of pure alcohol, 43 ml (1.5 ounces) of strong liquor, 142 ml (5 ounces) of wine with 12 per cent alcohol content or 340 ml (12 ounces) of beer at 12 per cent.

Although the liver handles the majority of the work of

#### EVERY BOOZE TEST

collects its share of drunks. It was easy to find plenty of willing subjects. Our fact-finding party came complete with photographer, bouncers, bartender, police constable and rowdy riders. Join the breathalyser boys as they take it to the limit.



# We gave

---



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

\*See Owner's Manual for full details.

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Suzuki 1981  The Performer.

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# BOOZE TEST

flushing the hooch out of your system, enough is expelled through the lungs to be easily measured. It allows a quick method of determining exactly what the blood/alcohol content (BAC) is at that moment. The instrument for performing the analysis is called a breathalyser.

Specialists say that a person with a BAC of 0.05 is affected, between 0.05 and 0.09 is impaired and more than 0.1 is truly hammered. At 0.4 he should be unconscious and at 0.6 he stands a good chance of heart failure.

Although it's easy to measure BAC thanks to the breathalyser, there is no universal agreement on the level at which a person shouldn't be allowed to operate a vehicle. In Canada it's 0.08. In some countries where road safety is more of an issue the level is 0.05; by contrast, in the U.S.S.R., home of vodka and Ladas, the level is an incredible 0.2.

So what do all the figures mean? To what extent are we affected when we go past 0.08? Are we still fit to ride a motorcycle? That's why we set out to do this test.

After interviewing several specialists, viewing films and reading reports, we decided the test should be kept as simple as possible. Alcohol has a way of complicating things, so it seemed smart to start off simple.

First off, we rejected the idea of using a street bike on a paved track. Too easy for someone to get hurt that way. Instead, we settled on a 360 Husqvarna enduro bike and an off-road circuit consisting largely of fine sand.

From a long list of volunteers, we chose four victims: Claude Leonard and Pierre Rene de Cotret from the editorial staff of *Moto Journal*; Robert Langlois, production supervisor for *Moto Journal*; and Paul Roy, Montreal journalist and relatively inexperienced biker compared to the three others.

We told each rider to circle the track as fast as he could on a timed lap without risking his neck. Then he had to perform a skill test by stopping a watch calibrated to hundredths of a second as close as possible to a given figure. After that, he had to perform some mental arithmetic and finally answer questions posed by a scorekeeper. Each rider made a total of four runs.

Three hours earlier, each rider had eaten a big lunch with no alcoholic beverages. He started the test cold sober, went through the cycle and then drank two ounces of scotch. Fifteen minutes later, he presented himself to the starting line again and 20 minutes later at the breathal-



Official breathalyser and accredited operator gave us precise measurements.

## VIEW FROM THE BAR

### Robert Langlois

23 years  
64.5 kg (142 lb)

Until the second glass, no problem. Everything was rolling right along. Ten minutes after the second glass, my concentration started to go. Without a doubt. It was really noticeable at the start of the circuit, say the first 50 feet, but the rest of the lap went alright. I had no impression of going any faster than I had the first two times around.

A few minutes after the third glass, I could feel my concentration was shot. On my fourth lap I was thrown off balance several times, probably because of my poor riding position—something which hadn't bothered me on earlier laps.

For sure I wouldn't have ridden home on a bike after that.

### Claude Leonard

27 years  
72 kg (159 lb)

What struck me most in the results was how easily we went over 0.08. Two lousy glasses. I didn't feel any worse than if I'd eaten two Big Macs. However, for the first 30 feet on the bike it was obvious I didn't have all my concentration. But it came right back and there was no problem after that.

At 0.12, then I started feeling good. I wouldn't have hesitated to ride home on a bike. But one thing is for sure, there's no way I was so drunk that anyone could make me ride with Rene de Cotret or Roy.

### Pierre Rene de Cotret

25 years  
70 kg (155 lb)

A sympathetic cop, music playing in the truck, nice weather and I was drunk. What a great afternoon.

But I wasn't as drunk as Leonard who absolutely wanted to do wheelies all over the place. I was in such good shape that every time Leonard went out I had to explain where the clutch was before he left. That's why he didn't fall off.

After seven ounces, I was definitely riding more gently even though my lap time was similar. I had almost my usual presence of mind, which is saying a lot under the circumstances, but wasn't riding nearly as well, if you know what I mean.

Anyway, it was a fun way to learn not to trust scotch and myself.

### Paul Roy

33 years  
66 kg (145 lb)

"Twenty seconds to go. Have you got much still to drink?" "A couple of gallons...I dunno, an ounce, maybe."

My throat was ready to handle this seventh and final ounce with great enthusiasm, but my liver, slightly lower down, had some reservations, which is quite understandable.

"Okay," I said, "just a little effort in the name of science...glug. Bring on the bike!"

It was my first time riding in sand and I was feeling a tiny bit inhibited, you might say. But I started feeling a little better after two ounces, pretty good after five ounces, and when the seventh ounce finally met up with my red corpuscles I switched to automatic pilot and fell asleep.

Although one time when I was flying (at least I thought I was flying) from dune to dune on my last lap, I was sure I felt the hand of God holding me upright. If He'd let go for an instant I'd have dived into the sand like a tiny bird.

Jean-Pierre Belmonte is editor of the French-language motorcycle magazine in Quebec, *Moto Journal*. He supervised the test and, as is his nature, stayed sober.

## REMEMBER WHEN?



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Our thanks to **SHOEI** helmets.



# BOOZE TEST

yser. The 20-minute point produces the highest BAC.

The breathalyser was supplied through the co-operation of the Quebec Provincial Police who also supplied an accredited operator to administer the tests. The results he supplied would be acceptable in court.

Before his third ride, each rider bent the elbow on three ounces of scotch within a four-minute period. He completed the test cycle again, then knocked back another two ounces before his fourth and final outing.

The first stage went without a hitch. Leonard put his motocross experience to good use by posting fastest time of well under a minute. He was followed by Rene de Cotret at just under a minute and Langlois at just over. For his part, Roy discovered the joys of dirt riding as he posted a score of a minute and a half.

After the first drink, the BAC for everyone was equal. The needle on the breathalyser stayed below 0.02. Langlois and Roy went faster. All four were in a good mood but gave no signs of intoxication.

The climate changed after the second drink, when the riders' composure dissolved into raucous humor. They were noticeably more laid-back; the meter reading was over the legal limit. All except Leonard went faster soused than they had sober. Rene de Cotret threw caution to the winds as he approached the finish line. Instead of stopping at the appointed place, he wound the Husky's throttle to the stop and broadsided through the compound containing the vans, police car, observers, tables and chairs. For some reason, his drinking companions seemed to find it pretty funny.

After the third drink, totalling seven ounces of scotch in an hour and fifteen



Sand track tested co-ordination and judgment without hazard of pavement.

minutes, all four were visibly loaded. Langlois and Leonard cranked the needle on the breathalyser over to 0.12 while Roy was just behind at 0.115 and Rene de Cotret led at 0.135. Even then, their ability on the track failed to confirm their state of berottedness indicated on the meter. But when they stepped off the motorcycle it was a totally different matter.

Langlois continually spoke in the pluperfect subjunctive tense, an archaic form of French used in Quebec only by octogenarian lawyers, while telling everyone how happy he was to be there. He was the only one of the four to categorically state that he was too pie-eyed to ride his bike home even if we had let him.

Roy was slurring his words and had the most difficulty imaginable simply to climb off the bike after his ride. He explained while repeating each phrase

three times how much more valuable the test would be if only he'd had more to drink.

Rene de Cotret accused the timekeepers of doing a lousy job and making mistakes.

Leonard's mood changed rapidly. When he was serious he spoke loudly and articulately badly, trying to convince us that they had to keep drinking and keep riding, even after we explained to him that the test was over. When he was feeling good, his jokes became more and more outrageous. Once he even went into the police car looking for the keys. Later he insisted that he was in good enough shape to drive home in his van. One of our bouncers drove him home instead.

So what's the conclusion? One inescapable conclusion is that the more a person tries to convince you he's not drunk the less you should believe him. That's without doubt the best proof that he's three sheets to the wind.

We were surprised how readily our subjects went past a BAC of 0.08. All it took was two drinks. We were also surprised that three of the four riders went faster when they were over the 0.08 limit than when they were cold sober.

Another test trick that didn't work was to subtract from 100 down to zero by threes. Everybody passed, no matter how gassed. The stopwatch test wasn't an accurate indicator, either. The only significant variation was due to a misinterpretation of instructions. Leonard thought he was supposed to stop at six seconds instead of five, making his total error 2.01 seconds instead of 0.27.

It's only by a breathalyser or in his behavior that you can tell a drunk. His movements, voice inflection and articulation are different. He might say he's feeling the booze but will rarely admit that he's not in shape to drive. He may even say that, knowing he's had a few, he's more alert and will be a more careful driver than someone sober. Don't believe him. □

## RESULTS

Rider	Consumption (Time)	Breathalyser (Time)	Lap time	Stopwatch test				
				Target	1st try	2nd try	Time	Variation
Robert	0	No reading	1:07.56 (13:03)	8 sec.	8:21	8:23	(13:05)	.44
Langlois	2 oz. (13:30)	.020 (13:51)	1:06.15 (13:45)	7 sec.	7:04	7:21	(13:55)	.25
	3 oz. (14:05)	.110 (14:24)	1:05.47 (14:20)	6 sec.	6:05	6:31	(14:29)	.36
	2 oz. (14:45)	.120 (15:04)	1:08.69 (15:00)	5 sec.	5:22	5:17	(15:10)	.39
	0	No reading	0:56.58 (13:07)	8 sec.	7:97	7:81	(13:10)	.22
Pierre Rene de Cotret	2 oz. (13:40)	.020 (14:02)	0:58.40 (13:55)	7 sec.	6:98	6:95	(14:05)	.07
	3 oz. (14:15)	.100 (14:34)	0:56.19 (14:30)	6 sec.	6:21	5:82	(14:40)	.39
	2 oz. (14:55)	.135 (15:14)	0:58.33 (15:10)	5 sec.	6:02	5:26	(15:22)	1.28
	0	No reading	1:33.02 (13:09)	8 sec.	7:92	8:07	(13:20)	.15
Paul Roy	2 oz. (13:50)	.020 (14:09)	1:30.77 (14:05)	7 sec.	7:11	6:62	(14:17)	.49
	3 oz. (14:25)	.105 (14:44)	1:31.93 (14:40)	6 sec.	5:91	5:99	(14:50)	.10
	2 oz. (15:05)	.115 (15:26)	1:30.15 (15:20)	5 sec.	5:08	4:34	(15:30)	.74
	0	No reading	0:45.45 (13:20)	8 sec.	8:00	8:07	(13:25)	.07
Claude Leonard	2 oz. (14:00)	.025 (14:15)	0:46.79 (14:15)	7 sec.	7:05	7:09	(14:25)	.14
	3 oz. (14:35)	.105 (14:54)	0:46.68 (14:50)	6 sec.	6:00	5:92	(15:00)	.08
	2 oz. (15:15)	.120 (15:33)	0:46.36 (15:30)	5 sec.	5:87	6:14	(15:37)	2.01
	0	No reading	0:45.45 (13:20)	8 sec.	8:00	8:07	(13:25)	.07

# IT'S A LITTLE GAS

Who said economy has to be boring?  
Not 13.5 million Cub owners.

**W**ant to own a piece of history? Want to make bicyclists and moped pushers green with envy? Want to ride a bike that gives the oil sheiks bad dreams? Buy a Honda C70 Passport.

The year was 1958. Men rode mighty Triumphs or Harley-Davidsons, Ford appeared with the ill-fated Edsel and a little-known Japanese manufacturer, Honda, introduced the Super Cub C100. Only two were exported to the United States that year but in the transportation-hungry markets of Asia and Europe 24,000 Super Cubs were sold. On August 1, 1958 the company launched the new product in Tokyo. Sales for the day totalled \$140,000.

The design has been little changed over the years. Our test C70 is practically identical in appearance to the original Super Cub.

The Passport is utterly simple to ride; anyone can learn in minutes. All it takes is the ability to balance the machine and some co-ordination of the throttle and gear shifter. There is no clutch to terrify the beginner. Just use your heel to click the rocker pedal back into first gear. The C70 has neutral at the bottom of the three-speed shift pattern for ease of location.

A centrifugal clutch allows the machine to idle while in gear. A simple twist of the throttle raises engine speed and gently engages the clutch with nary a jerk. Once moving, first gear is wound out quickly, and by pressing back on the heel portion of the shifter you disengage the clutch and select second. Letting the shifter return to its original position sends the drive back to the 2.50 x 17 rear tire. Third is located in the same manner, and soon the rider is bubbling along at the less-than-terrifying top speed of 70 km/h.

Suspension is in keeping with the rest of the bike, that is, adequate. It does a good job of isolating the rider from every bump and rut in the road. The leading link forks have a sort of monkey motion as the front rises and falls under braking and accelera-



tion, but it isn't noticed for long.

The rear suspension is conventional with a pressed steel swingarm held by two non-adjustable shock absorbers. Damping is minimal. With all the effort put into making the bike as reliable and maintenance-free as possible, it was natural that Honda installed a full-enclosure chain guard. Even today, few other street bikes have that sensible feature.

Longevity, not performance, was the engine design goal. The C70 could be made to go faster than 70 km/h but in parts of the world where any motorized vehicle is a

well, every time.

The Honda C70 and its ancestors have been the backbone of private motorized transportation in scores of less-developed countries. By the end of 1980 total production of the Super Cub had surpassed 13.5 million, the largest production run ever for a motorcycle.

The Passport's ancestors were the basis of all those advertisements about meeting the nicest people on a Honda. Well, its traditional virtues endure, and the C70 is back from the Third World to tempt us again. It's still neat, 20 years on. □

## SPECIFICATIONS

MODEL . . . . .	1980 Honda C70 Passport	TORQUE . . . . .	0.66 kg-m at 5,500 rpm (claimed)
PRICE . . . . .	\$899	CARBURETION . . . . .	One Keihin 14 mm piston valve
ENGINE TYPE . . . . .	Single-cylinder four-stroke, three- speed semi-automatic transmission, electric and kick starting	IGNITION . . . . .	Flywheel magneto
DISPLACEMENT . . . . .	72 cc	SUSPENSION . . . . .	Leading-link front and twin-shock swingarm rear
BORE AND STROKE . . . . .	47 x 41.4 mm	TIRES . . . . .	Inoue 2.25 x 17 front, Inoue 2.50 x 17 rear
HORSEPOWER . . . . .	5.7 at 7,000 rpm (claimed)	WEIGHT . . . . .	83.5 kg
		FUEL CAPACITY . . . . .	4 litres

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# CRUISING THE COAST

There's this road that Canadians talk about, those who have been there, and dream about, those who haven't.

It wriggles down the coast of California, overloading the senses of the lucky riders who traverse the range of Highway 1. If you have thought about going there, we can help you make up your mind. If you have been there, read on and fondly remember.

**By J.J. Scot**

**C**alifornia's coast road starts around Pelican Bay at the Oregon state line, bending and twisting through Giant Sequoia redwoods pre-dating Christ. It rambles for 1,500 km before reaching the Mexican border at Tijuana.

Besides riding motorcycles along its span over the years, I've backpacked the portion around Big Sur, gull's-eyed it from aircraft, and skindived parts of it from Trinidad Head to Baja. A couple of my summers were spent sailing up and down between Santa Barbara and San Francisco for a seal's-eye view. Through all of it my favorite was, and still is, riding a motorcycle on Highway No. 1.

For my money, riding between "The City" (called Queen of the Cow Counties in the old days) and

Highway 1 garlands the precipitous California coastline like a string of pearls on a plunging décolletage. The author says the long day's ride between San Francisco and Morro Bay is the best portion of the 1,500 km biker's dreamland.





## Driftwood shack gives occasional shelter to Highway 1 travellers.

Morro Bay is best because it's warmer and drier than the north end, less congested than the south. And mucho scenery.

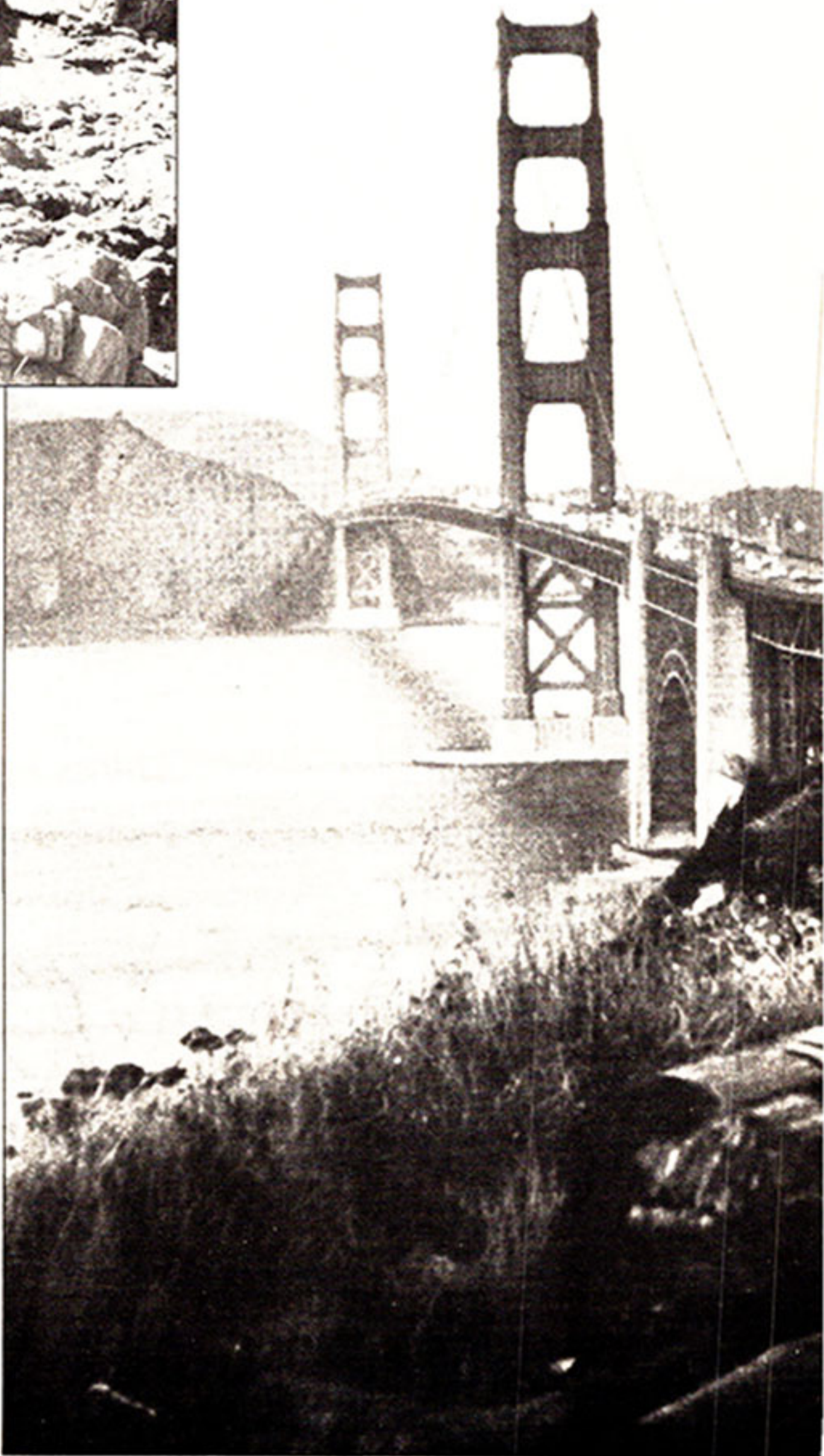
There's not much in the way of camping near the Golden Gate (when you call it Frisco, smile!), but I like to lay over somewhere nearby the night before in order to get a crack of dawn start. It's a good one-day ride, but I prefer to loaf along and make a couple of days out of it; either way works, according to what mood you feel.

Coffee puts me in focus about the time I pass Devil's Slide, notorious for frequent slides and washouts. "Punkin' City" is an easily earned nickname for the many Half Moon Bay farms not growing artichokes; every year or so they grow the world's largest pumpkin. Halloween for local kids means going into the fields and hefting pumpkins to find the right makings for a Jack o' Lantern and fresh pie.

Other times of the year, early dawn breaking on the surf or late-night beams flashing from the Coast Guard light station at Pigeon Point give eerie landmarks to land-bound travellers. Seeking overnight shelter, fishermen frequently anchor in the cove protected by Ano Nuevo Island, a state-protected reserve.

For me the chance to grab a bite to eat at Gazos Creek comes along at the right time — of their seafood. I favor the shrimp/crab louie. People at the little cafe knock themselves out to rival any wharf's chef.

*Jungle Jim Scot describes himself as the kind of guy who likes to ride his Gold Wing to New Orleans for dinner. It means an early start, since he lives in Sunnyvale, Calif.*



Santa Cruz (Holy Cross Mission) and Watsonville are handy for taking care of business such as refueling or breakdowns or whatever. Getting away from the crowds, No. 1 picks up its flavor again just outside of Mision San Carlos Borromeo del Carmelo. In the mission, nuns provide tours of preserved examples of early California from the padre's view. Entombed in stone at Carmel Mission are the remains of Padre Junipero Serra, Roman Catholic trailblazer for Spain's rulers. A candle and prayer to St. Christopher, patron of travelers, is said to help even non-believers who also need good luck.

Outside town, the road sweeps up from the beach past pines and out on to the headlands to skirt a lovers' rendezvous, famous Highlands Inn. When lucky with time on my hands I park my putt off-road and out of sight, and then take a leisurely stroll across the weedy headlands south of Point Lobos Marine Reserve. There's a place where a trail goes down; I can reach the ocean to smell and taste and feel the seawater. Sometimes I've spent the night in a ramshackle driftwood shack built by some unknown Samaritan. Firewood stacks itself to dry on the beach only yards away.

Other times I've shut down barely off the road's shoulder to get a night's rest far above high tide. The surf's sound, scarcely audible, would lull me to sleep. More than once, while I dreamed into the flames my campfire flickered to a single glowing eye, finally dying to gray ashes. The last sounds I sleepily heard were deer moving through the manzanita and the mournful, lonely baying of coyotes singing to the moon. A warming sun welcomed me to a new day and made for a leisurely rise before going back on the road.

Scars left from fire and flood prove the will of Allah to be vastly stronger than man's roads and take a cautious rider's attention back to the ground. A good time to take a break from travelling too fast, too hard over curving blacktop; time to rest from dodging windblown behemoths careening over the painted line. Hot shots in fast cars zip past, racing themselves at each turn.

Wildflowers guide me quietly away from the roadway. Time to stretch and walk; find a stream with waterfall and pool. Ah, yes... Time for cool, wild sweetwater to splash over this city-clogged skin.

Drying off in warm sunshine is a delicious overture to the sensuality of getting back on the road and swinging easily from curve to curve. The breeze freshens senses. Rocky sentinels stand up from the sea as I ride the roadway close

above littoral life, near the shoreline and pounding surf.

Flattening out and gentling near Piedras Blancas Point, Highway 1 separates seascape from meadows and the rolling foothills backing Hearst Castle. After years of paper shuffle by bureaucrats and the Hearst Corporation, this opulent luxury estate is now operated by the State. At one time it was the only such recreation facility showing a profit from paid attendance. Now big business, most of the castle's tours are sold by reservation through Ticketron. Calling the State Parks and Recreation people at (805) 927-4621 is a sure way to get the right info on the tours.

Carved out of the same old Spanish land grant as Hunter Liggett Military Reservation, Hearst's pleasure ranch was dubbed "La Cuesta Encantada", the Enchanted Hill. Although the castle is laden with room after room of priceless objets d'art and treasures from foreign lands, the ranch itself was merely one of several colossal playgrounds built by the famous publisher son of Phoebe and the silver mine czar.

Here William Randolph Hearst entertained, among others, his mistress and never-quite-made-big-box-office actress, Marion Davies. Books in plenitude describe the gala weekends and intrigue of the master of the house.

Nowadays motels and food places in Cambria and Cayucos cater to the tourists stopping overnight to enjoy state-run tours of yesteryear's original Playboy mansion. Fronting the cove nearby, San Simeon boasts a post office and a general store that usually operates seven days a week.

At the height of Hearst's power, San Simeon's warehouses bulged with all manner of valuable goods collected from around the world. Today at the renovated pier, a boat's broken crown, its wheelhouse, floats idly back and forth like a skeletal reminder of the awesome power of Neptunus Rex; imprudent fools lie unseen down among the sea moss waving to and fro in Davy Jones' locker. Poor mooring, ignored storm warning, rotten planking, collision, kismet...?

Further on the road turns inland to San Luis Obispo. But, for now, in silhouette at sunset, giant Morro Rock joins a motionless sailboat's rigging. As the golden ball of fire settles into the Pacific, dawn begins in the Orient; I seek sanctuary for myself and my bike.

Time for food and a warm, dry bed to rest. And maybe to dream a little, remember the cool, sweet seabreeze caressing my face and hands as I swept from curve to curve. □

Golden Gate Bridge in San Francisco marks the starting point for the long day's journey down the California coastline.



PHOTOGRAPHY BY JI SCOTT AND PAUL WIN BARTIMACE BANK OF CANADA

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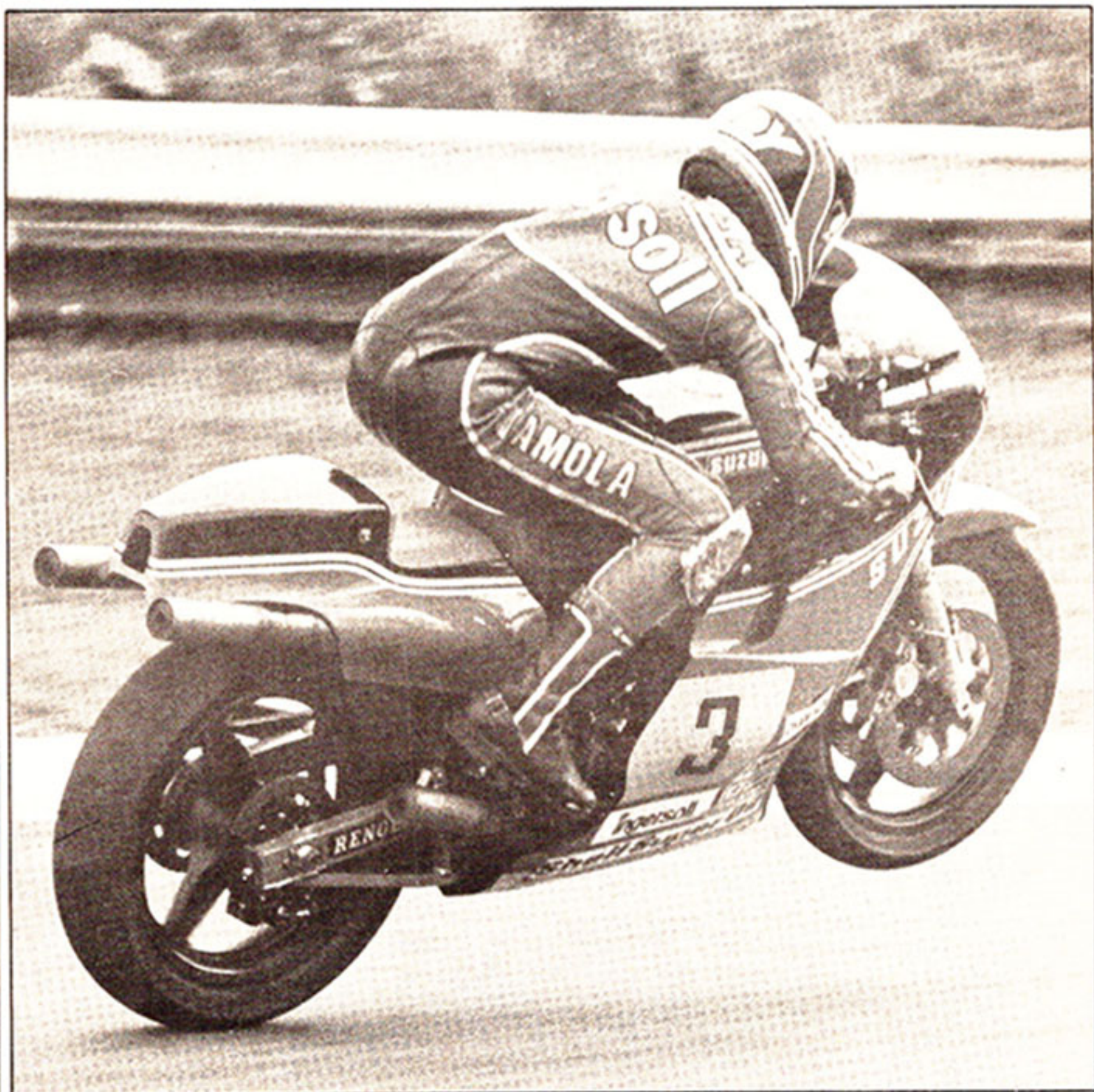
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# CYCLESPORT



Randy Mamola won the second race at the Mallory Park round of the 1981 Trans-Atlantic Trophy Series.

<b>British win Trans-Atlantic</b>	<b>66</b>	<b>Canadians hit U.S. dirt</b>	<b>72</b>
American Randy Mamola was the fastest but had bad luck		Peter Grant and Jon Cornwell aim for AMA points	
<b>Malherbe romps to double win</b>	<b>70</b>	<b>Award to encourage juniors</b>	<b>72</b>
A rocky, dusty track with steep hills led to many hard crashes		Lister wins Don Hickey Memorial	
<b>Lucchinelli wins Imola</b>	<b>70</b>	<b>Beauvais twins beat Mercier</b>	<b>66</b>
Will Suzuki take 500 world title?		But promoter Mercier reaps some profits	

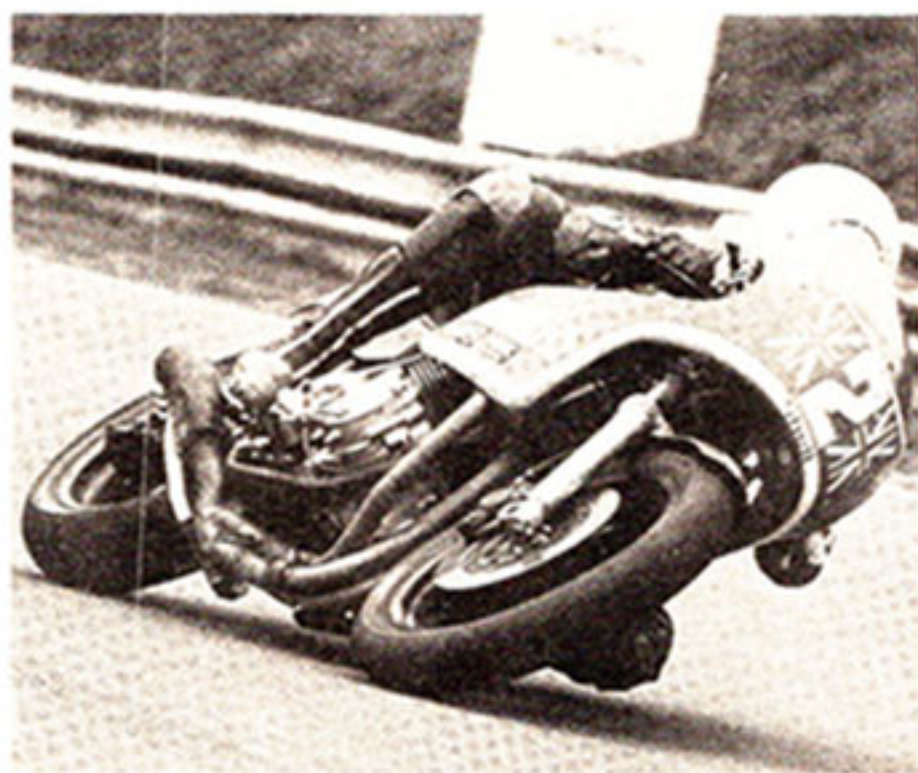
## British win Trans-Atlantic

American Randy Mamola was the fastest but had bad luck

OULTON PARK—Host nation for the Easter match races, Britain won the Marlboro Trans-Atlantic Trophy with a score of 466 points to the U.S. team's total of 345.

The first round at Brands Hatch was dominated by hot American contender for the 1981 world 500 cc championship Randy Mamola, who won both races with his Suzuki RG500 M1 on which he won the Belgian Grand Prix last year. England's Barry Sheene was close to Mamola in the early stages of the first race through the 4.2 km of Kentish countryside but was soon left behind.

Mamola was followed across the finish line by Richard Schlachter and captain Dale Singleton for a 1-2-3 American finish. In the second race, Freddie Spencer, whose borrowed 500 Suzuki had demanded a new crankshaft before the first race finally had the bike going. He made only five laps before trouble struck again. Sheene dropped out when his right handlebar broke. A tangle between the



Honda-mounted Briton Ron Haslam scored the first four-stroke win since 1973.

front wheel of American newcomer to the series, Dan Chivington, and the rear wheel of Roger Marshall's Moriwaki Kawasaki left Chivington sliding unhurt up the road. The 750 Yamaha was a wreck. Overall the British were leading by seven points to the Americans 132.

At the second round at Mallory Park Ron Haslam swept to the wind on his Formula One Honda for the first four-stroke victory since 1973. Briton John Newbold was second, followed by Richard Schlachter. Spencer filled in fourth after missing chances of scoring in the first round. In

the second race of the Mallory round Randy Mamola was expected to be a sure winner till mere seconds after the start when his front brake lever fell off and was caught in the sleeve of Suzuki teammate John Newbold.

In the second Mallory race Haslam was pumped for the win when he had his seat damaged in the third-lap hairpin turn by what he called American strong-arm tactics. Mamola took an easy win ahead of Spencer who had his best finish of the series followed by Sheene. Wes Cooley, 1981 Daytona superbike winner, went only four laps before the chain left the sprockets of his Yamaha 750. At the end of the second round the score was 241 for the U.S.A. and 302 for Britain.

The third and final round at Oulton Park was a disaster for the Americans. Mamola and Schlachter crashed while avoiding an early-braking John Long. Sheene took the win after early leader Marshall on the Moriwaki Kawasaki had his engine tighten up and Spencer seized his Suzuki. Sheene's win was his first in the Trans-Atlantic since Mallory in 1979. Dave Potter was second, followed by Singleton.

In the second race of the day and the final for the series, Potter took a British win after grabbing the lead from Singleton with only two laps to go. Spencer, who finally had his bike running right for the first time, zipped Singleton for second place and finished a mere second behind Potter. With top Americans Mamola and Schlachter out of the final following their crash earlier in the day, the Britons cruised home for the overall win of 121 points over the Americans with 345.

### INDIVIDUAL SCORES

1—John Newbold, U.K. (Suz); 2—Dave Potter, U.K. (Yam); 3—Dale Singleton, U.S.A. (Yam); 4—Keith Hareven, U.K. (Suz); 5—Richard Schlachter, U.S.A. (Yam); 6—Barry Sheene, U.K. (Yam); 7—Randy Mamola, U.S.A. (Suz); 8—Roger Marshall, U.K. (Kaw); 9—Graham Wood, U.K. (Kaw); 10—Freddie Spencer, U.S.A. (Suz); 11—Steve Henshaw, U.K. (Yam); 12—Ron Haslam, U.K. (Hon); 13—Nicki Richichi, U.S.A. (Yam); 14—Joey Dunlop, U.K. (Hon); 15—John Long, U.S.A. (Yam); 16—Jimmy Adams, U.S.A. (Yam); 17—Wes Cooley, U.S.A. (Yam); 18—Dan Chivington, U.S.A. (Yam).

## Beauvais twins beat Michel Mercier

But promoter Mercier reaps some profit

By Marc Lachapelle

THETFORD MINES, Que.—Skate blades gave way to studded tires on April 18 in the local hockey arena where Michel Mercier hosted his annual post-season indoor ice race.

He expected to net \$3,000 after expenses, as the arena was filled with more than 1,800 people. However, his racing did not have the same happy outcome. In front of his fans, Mercier could only manage third in the 10-lap final. The flying Beauvais twins from Val d'Or, Que., had come to the lion's den to twist the finishing order of the open expert national championship class around.

In Thetford Mines they put



Ronald and Donald Beauvais (centre) share victory with Michel Mercier.

on a runaway act in the final, grabbing first and second from the first corner. Mercier wrestled his Can Am 250 through the pack to third but could not pass the Honda 500-mounted brothers.

The competition was open to machines of any displacement and was the final of the

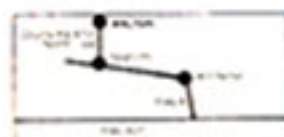
regional two-event ice racing championship. The title went to Richard Thiverge from Thetford Mines who placed fourth in this event and second in the first round on April 11 in neighboring Disraeli, Que. Mercier was second overall, followed by Roger Bibeau from Ville Vanier, Que.

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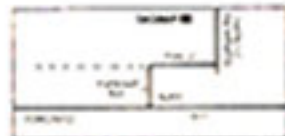
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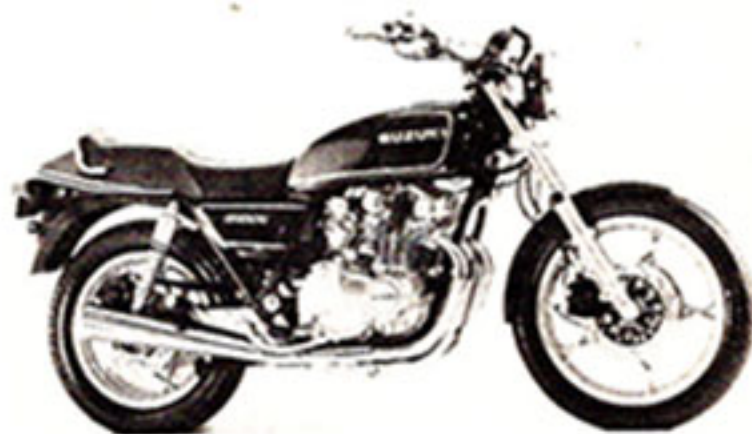


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# On being the paragon.

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

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

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

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



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

dual-purpose machine.

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

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

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

While other marques were indulging in excesses of complex design,

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

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

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

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

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



Bavarian Motor Works, Munich, West Germany

## Malherbe romps to double win

A rocky, dusty track with steep hills led to many hard crashes

SITTENDORF, Austria—Andre Malherbe, the reigning world 500 cc motocross champion, swept through the competition to win both motos of the opening round of the 1981 championship April 5.

The 1,750 metre-long Austrian course is reputedly one of the most difficult in the world. It combines very steep slopes, roller coaster downhill, rocks and thick dust. In both motos there was not as much racing as is expected in world class competition; riders' positions were largely determined by crashes or mechanical problems.

The 24-year-old Belgian, riding the Roger DeCoster-prepared factory Honda RC500M, had almost no serious challenges in both motos. His closest rival was French Suzuki rider Jean-Jacques Bruno, who finished second in both motos. Malherbe's team-mate Graham Noyce, the 1979 world 500 cc champion, failed to finish the first race when he was sidelined with a bent gearshaft after crashing into a rock.

Belgian Andre Vromans finished third in the first moto but continuing problems with the works Yamahas dropped him out of the running in the second. Team-mate Hakan Carlqvist failed to finish either moto with mechanical problems.

Last year's runner-up to Malherbe, Brad Lackey, had a terrible outing on his factory Suzuki. Lackey crashed in both races, once going over the handlebars on the steepest hill of the track.

Dutch rider Gerrit Wolsink gathered his first four points in the world championship with his first ride on a factory Honda. He earned all his points in the first moto.

Malherbe's wins came after five weeks without training or testing. He had broken his wrist in a testing session early in the year and only had the plaster removed four days before the event. "My condition is not very good yet, but it

is good enough to beat the others," said the defending champion before the event.

Malherbe, who began his motocross career at the age of 11, should know about wrist injuries. In 1975 he was a top contender for the world 125 cc championship, having won the superceded FIM European championship the previous year. But 'Dede', as he is known to his Belgian fans, fell in the Polish round and broke his wrist. This kept him out of four GP rounds and torpedoed his chances for the title. He wasn't about to let that happen again.

### WORLD STANDINGS

1—Andre Malherbe, Belgium (Hon); 2—Jean-Jacques Bruno, France (Suz); 3—Andre Vromans, Belgium (Yam); 4—Jaak van Velthoven, Luxembourg (KTM); 5—Herbert Schmitz, West Germany (Mai).



With a look of delight, Malherbe punctuated his supremacy in the opening round of the world 500 motocross series.

## Lucchinelli wins Imola

Will Suzuki take 500 world title?

IMOLA, Italy—Local hero Marco Lucchinelli captured a double victory over world 500 cc road racing champion Kenny Roberts of the U.S. April 5. The factory Suzuki rider won both 160-km legs of the AGV-Bayer Imola 200 over Yamaha-mounted Roberts.

In the first race Roberts took the lead and held a five second gap over Suzuki rider Wil Hartog of the Netherlands by the fifth lap. Lucchinelli, recovering from a poor start, was rapidly catching the leader. By the ninth lap 'Looky' Lucchinelli had passed Roberts and was opening a gap, much to the delight of the partisan crowd of about 40,000 who were showing the effects of too much hot sun and wine.

Hartog, like Lucchinelli, was using a new ultra-wide Michelin rear slick and 16-inch front tire, but he had a trick up his sleeve. He had fitted his 500 Suzuki with a larger fuel tank to enable him to run the 32 laps without a gas stop. On the 25th lap, however, Hartog was pitched down the tarmac when the footpeg and



Gregg Hansford crashed the factory Kawasaki on lap three of the first race.

gear lever mounting bolt sheared. The accident eliminated any chance he had for a top finishing position.

Two more Dutchmen created excitement late in the race. Boet van Dulmen on a Yamaha and Jack Middelburg riding a Suzuki were in a heated battle for third when the two collided in the pits after trying to force two motorcycles into the space of one. Van Dulmen lost out to Middelburg and Middelburg forged ahead to capture third.

Dale Singleton, the American 1981 Daytona 200 winner, finished seventh on his 750 Yamaha behind Franco Un-

cini of Italy on a Suzuki 500 and Michel Frutschi of Switzerland on a Yamaha 500. Fastest qualifier Gregg Hansford of Australia, on a factory Kawasaki, crashed at over 160 km/h on the third lap of race one. The bike was totalled.

In the second race, Singleton held the lead on the opening lap but was quickly overtaken on the five kilometre circuit by Lucchinelli and Roberts who kept swapping the lead. Middelburg was running in third when, for the second time in the meet, he blew a cylinder headgasket on his Yamaha.

Lucchinelli stopped for gas after Roberts, who by the last two laps had cut the lead of the Italian to less than two seconds. But the fiery Suzuki rider poured on the gas to take the win by over 10 seconds. Van Dulmen was third, and his countryman Willem Zoet finished fourth for his best-ever international result.

Near the finish Frutschi and Suzuki-mounted Stu Avant of U.K. went by the slowing Singleton, who again finished in seventh spot.

### RESULTS

1—Marco Lucchinelli, Italy (Suz); 2—Kenny Roberts, U.S.A. (Yam); 3—Boet van Dulmen, Netherlands (Yam); 4—Michel Frutschi, Switzerland (Yam); 5—Dale Singleton, U.S.A. (Yam).

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## Canadians hit U.S. dirt

Peter Grant and Jon Cornwell aim for AMA points

Canada's national dirt track champion, Peter Grant of Woodbridge, Ont., and rookie AMA expert from Georgetown, Ont., Jon Cornwell, have joined forces to carry the Canadian flag in the Winston Pro Series.

Last-minute mechanical problems prevented both riders from making the first of the California races, the Ascot TT, but they arrived in time for the Sacramento mile. Grant managed to qualify as first alternate for the semi-final but when the call came, his bike failed to start, owing to two bent valves. Cornwell, exultant at the prospect of riding a mile track on a competitive machine was disappointed when he lost a gamble on a marginal clutch.

Reporting by phone from California, Cornwell said "Riding the mile is fantastic, I love it. There's nothing else like it."

Grant's XR750 has been supplied by Fred Deeley Imports, the Canadian Harley-Davidson distributor. Cornwell, after good performances at Daytona, has been sponsored again by the EGF Racing Team and will be riding the Winston Pro Races on the unique monoshock Harley built and tuned by Doug Sehl.

Both riders expect to be back in Canada in time to ride the Norm Carr memorial race



in Belleville, Ont., and will follow that up with U.S. eastern regional championship races in York, Pa., and Harrington, Del. Next is Louisville, Ky., for another shot at mile racing.

Both riders are sponsored by Bel-Ray Canada and Champion spark plugs and both

plan to contest the Canadian national championship. While at short tracks and Canadian half miles, Cornwell

will be riding a new Panther-framed 250 Yamaha supplied by Inglis Cycle Centre in London, Ont. Grant will be campaigning the Panther-framed 250 cc Harley-Davidson that helped him dominate the light-weight class in 1980.

Cornwell, who is also sponsored by Microlon, Arai helmets and Tsubaki chain, will once again be riding a 500 cc Yamaha tuned by Brian Olsen at short tracks and TTs.

Cornwell's goals for the season are "Canadian national champion, AMA rookie of the year, and to learn as much as I can." Granted the unexpected opportunity to compete at the highest level of dirt track racing, he is aware that as a rookie expert he has less experience than most of the U.S. riders. Cornwell knows he's bitten off a large chunk: "It's not going to be easy."

The EGF Racing Team, masterminded by Erhart Frohlich of Cummings Truck & Trailers, brings together some of Canada's best dirt-track talent. Semi-retired Canadian and AMA expert Paul Eggleton is acting as team manager and former Canadian national champion and AMA national rider Doug Sehl is tuning. The group's aim is to see Canadian riders earning AMA national points. As Cornwell says: "We'll never get any better unless we go where the competition is."

Cyclesport is edited by Damian James.

plan to contest the Canadian national championship.

While at short tracks and Canadian half miles, Cornwell

## Award to encourage juniors

Lister wins Don Hickey Memorial

The annual award to the overall champion in the Ontario junior lightweight production road racing class was made to Andrew Lister for his performance in 1980. The award, called the Don Hickey Memorial Award, is named after a young road racer who died in an accident while competing in the 1978 24-hour endurance race at Nelson Ledges, Ohio. Hickey was from Mississauga, Ont.

The award came about through the combined efforts of fellow racers and organiz-

ers. They hope that the award will be an incentive to the struggling junior rider.

Dan Rudka, from Oshawa, Ont., is the spokesman for the group. On the necessity of encouraging junior races he says "We have to keep their interest and help them because they are the riders that eventually fill the expert ranks. Without them road racing would die quickly."

The memorial was first presented to Robert Price in 1978, followed by Kevin Murray in 1979.



Andrew Lister, who also races a Yamaha TZ250, was the Ontario 1980 410 junior production champion on an RD400.





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## Power push: the returns diminish

You balance speed  
and performance  
with durability

# By Mike Duff

The more power extracted from any given size engine, the more critical becomes the fine tuning of the engine in question. Every detail of engine preparation becomes crucial to the total operation of the propulsion device.

In 1965, the Yamaha Motor Company of Japan designed and built a complex little 125 two-stroke twin road racing machine of incredible power output. In its first European performance, the Isle of Man TT, Phil Read not only won the race but scooped a race record in the process. Two weeks later, in its second appearance, the 125 Yamaha again beat all opposition—this time at the Dutch Grand Prix.

But these victories were only won, literally, by yards. On the Island, Read's engine ran as a fine precision watch until three miles from the finish, as did my third-place-finishing Yamaha. Both Read and I struggled home on one cylinder. In Holland, Read had pulled out a 20-second lead by the penultimate lap when his engine again stopped functioning on one cylinder and eventually seized before the finish. Mine continued to run and I pulled off the win, but later inspection showed my engine had been on the verge of self-destruction and that it wouldn't have completed another lap.

Most road riders labor under the misconception that more power is the answer in their quest for a better, more usable bike.

"I'd like the head ported and polished, and if I bring the engine over, can you degree the special cam I'm putting in?" It's not an uncommon run of conversation.

Polishing, porting and cams require engine revs before the delicate work performed by the tuning expert will have any effect on engine performance, and generally these operations rob performance from the bottom end, or low-rev range, of the engine. In racing, this loss of bottom-end power is of little consequence, as racing engines seldom see fewer than 4,000 rpm.

But the street rider, greedy as he is for more performance, does not want to sacrifice this low-range power for something that comes only when he pulls back two gears and applies a handful of throttle to the overly-thirsty carburetors.

There is no substitute for cubic centimetres. Which is to say that the easiest, and often least expensive, way to increase performance is to increase the size of the engine.

Most four-stroke street bikes on the market today can be fitted with a big-bore kit to increase engine size from 750 cc to

810 or 836 cc, from 900 to 1,000 or 650 to 750. With little or no change to inlet or exhaust ports or camshaft design, little change is necessary to carburetion, and a rider's machine seldom changes in characteristics other than with a general increase in bottom and mid-range power. And that's where most riders desire the increase in performance, and where it's most useful for road-riding conditions.

Of course, even this method of increasing the overall power is not without its shortcomings. A boost in power always pushes down harder on the crankshaft, puts more force on pistons and rings, turns gears with more force and spins wheels at greater rates of acceleration. All this increases wear and reduces durability. Most performance improvement additions are a trade-off, but the big-bore route is by far the least complicated.

With the cost of new machinery soaring, more and more riders are keeping their "old junkers" for another year and opting to fix them up.

"While it's apart for new rings and a valve job, what do you think about cleaning up the ports a little?"

My answer: don't consider it. Not unless you plan to go racing, and even then expect to lose bottom-end power just about proportional to the increase at the top end. Most manufacturers design their bikes for certain durability, and if the customer tampers with the delicate balance between competitive performance and longevity, longevity suffers and in many cases creates more problems than those solved. Need more power? Buy a bigger bike. If finances don't permit, consider a big-bore kit.

Manufacturers keep abreast of the competition. To retain any degree of durability, a given engine design can only be pushed so far before the loss of reliability becomes critical—as in the case of the little Yamaha 125. It was quick, but if the rider doesn't go the distance, the fastest machine in the world is useless. The same is true for any competition bike or street machine: there's a balance of durability, reliability and overall performance. Tip the balance and there's an unquestionable state of diminishing returns.

For the most fun and enjoyment from your bike, probably the wisest choice is to leave it as the manufacturer originally intended. Spend your money on a fairing, saddlebags, paint job or opposite-gender pillion passenger. And try cleaning and polishing the outside of your bike: ever notice how well it seems to run when it's clean and shiny? □

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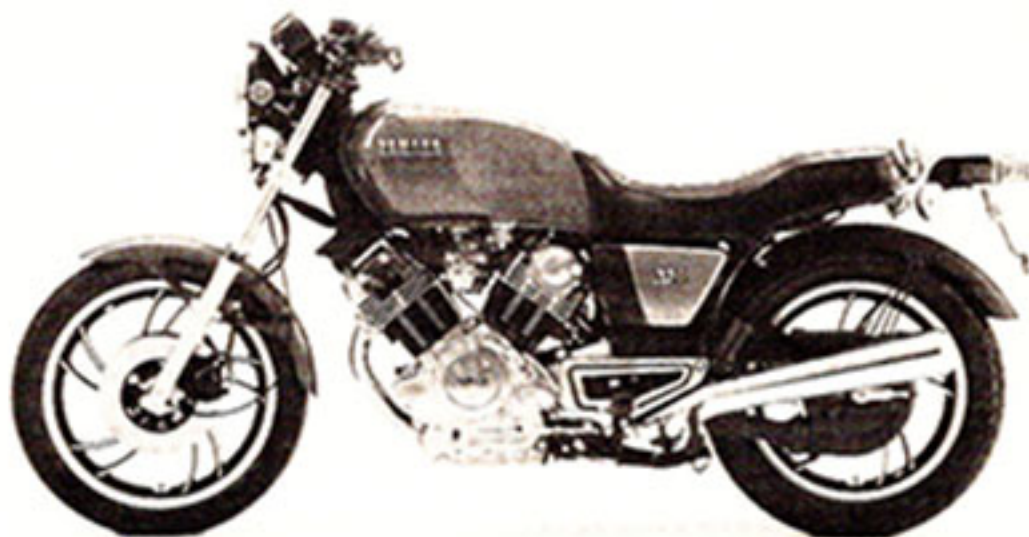


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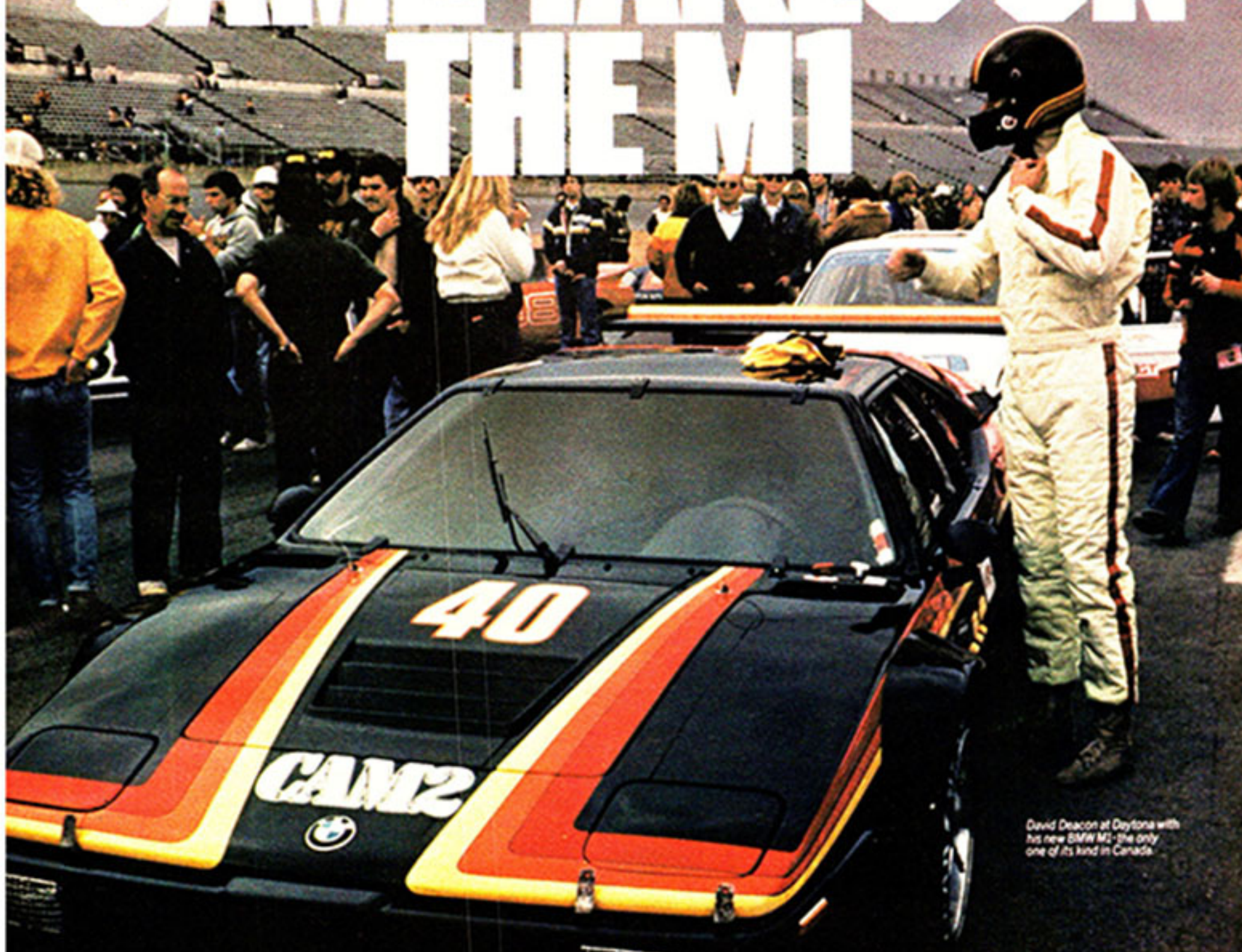
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# CAM2 TAKES ON THE M1



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

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## 1981 ENDURANCE RACES

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JUNE 29	CANADIAN ENDURANCE CHAMPIONSHIP	EDMONTON, ALTA.
JULY 12	NATIONS GLEN 8 HOURS	NATIONS GLEN, NY.
AUGUST 14	WISPORT 1000 KM	WISPORT PARK, ONT.
AUGUST 23	ROAD AMERICA 500	ELKHART LAKE, MI.
AUGUST 30	IND-CHD 500	LEXINGTON, OHIO
SEPT 13	CANADIAN ENDURANCE CHAMPIONSHIP	WISPORT PARK, ONT.

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## RACING BLOOD



# Exercise your rights, and lefts

## MOTOCROSS CANADA

Getting ready for the race should involve a little body tuning

By Damian James

No motocrosser worth his boots would start a race with a cold engine but often will not give his body the same chance he gave his bike.

Motocross has been ranked as the second most physically demanding sport in the world, behind soccer. Motocross differs from soccer and most other sports in that the rider has to respond immediately and fully to the continual demands of his machine. A soccer player can hold back some force when kicking, for example, if he feels he could damage a leg muscle. A distance runner will take an easy pace at the start to give his body a chance to reach peak flexibility before going to the max.

A motocrosser cannot afford an easy start to the race if he hopes to finish anywhere near the top. His body has to be in condition to absorb the pounding and strain from the start. It is senseless for a racer to carefully prepare his motorcycle and equipment for maximum performance and then go into a race without having that vital one 'manpower' operating at maximum efficiency.

Ever notice that some riders will smoke the competition repeatedly even though they are riding inferior machinery, or that some riders are always 'up' mentally and physically while others wobble around like beached whales? Much of it is due to physical readiness.

Starting a race 'cold' is a common cause of muscle pain and stiffness. Muscle tissue which is in a relaxed state after a period of inactivity will trigger its defence mechanism against injury when faced with a demand for rapid, strenuous movement. The muscle reacts to being stretched past its comfortable limit by contracting—not an ideal state to be in when hitting the whoops with the throttle pegged in top gear.

Warm-ups and cool-downs are an integral part of any serious athlete's schedule. Stretching exercises are the most common, for good reason. Slow, graduated stretching will increase the flexibility of the muscle tissue which in turn allows quick, painless movement both in extension and contraction.

The greater the flexibility of your mus-



Stretching exercises will increase muscle flexibility and help prevent injury.

cles and your body, the greater the ability to withstand sudden impacts and recover from crashes. Note how common are first-turn pileups. They aren't caused just by the amount of traffic but also by pilots whose brains are lagging behind the action. They didn't react quickly enough.

A motocrosser is often described as being only as good as his legs. An out-of-shape racer's legs will give out before his arms do. A short, easy jog on the morning of the race will not only loosen up muscles but also speed up the flow of blood through the whole body.

Increased blood flow is extremely beneficial. Blood is important not only as a source of oxygen for the muscles. It also provides nutrients and is the centre of the body's circulatory cooling system by which internal heat is transferred to the surface of the skin to be dissipated to the air.

Motocross, like marathon running, is classified as an aerobic sport, meaning that energy output does not exceed oxy-

gen intake. It requires sustained endurance rather than brief, exhaustive activity. Distance running increases lung capacity as well as the body's ability to circulate blood. Some top marathon runners have hearts which are 25 per cent larger than normal. If you don't realize it yet, running is especially good training for motocross.

While waiting around at the starting area for the race, simple stretching exercises like touching toes, and bending the upper body in various directions will do much to prevent muscle injury. After the race, do the same thing. Your body will appreciate it and your performance will improve.

There are many good books on physical training and a few on motocross preparation. Borrow them from your library or buy them to learn how to get the most out of the most valuable asset you can have: your body. Careful thought and exercise can carry you closer to the winner's circle than a cylinder-full of porting tricks. □

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# WHO WON WHAT

## ROAD RACE SEASON STARTS AT SHANNONVILLE WITH RACE/CASTROL SERIES

### Road race Shannonville, Ont. May 3

<b>125 cc AMATEUR GP</b>		
1—Barry Mitchell	Toronto	Hon
2—Irene Chapman	Toronto	Yam
3—Kevin Hamilton	Stouffville, Ont.	Hon
<b>250 cc AMATEUR GP</b>		
1—Gilles LeFebvre		Yam
2—Tom Rennie	Markham, Ont.	Yam
3—Jon Morris	Barrie, Ont.	Yam
<b>555 cc AMATEUR GP</b>		
1—Tom Rennie	Markham, Ont.	Yam
2—Peter Milewski	West Hill, Ont.	Yam
3—Jon Morris	Barrie, Ont.	Yam
<b>555 cc AMATEUR PRODUCTION</b>		
1—James Pietsch	Taxistock, Ont.	Yam
2—John Barr	Uxbridge, Ont.	Kaw
3—Steve Gallorath	Toronto	Yam
<b>750 cc AMATEUR PRODUCTION</b>		
1—James Pietsch	Taxistock, Ont.	Yam
2—Ron Damaren	Guelph, Ont.	Hon
3—Chris Bannister-Brown	Thornhill, Ont.	Hon
<b>AMATEUR SUPERBIKE</b>		
1—Ron Damaren	Guelph, Ont.	Hon
2—Peter Maguire	Ottawa	Kaw
3—Edouard Chasse	Ottawa	Suz
<b>125 cc PRO GP</b>		
1—Alan Lalonde	Montreal	Hon
2—Brian Irwin	Toronto	Hon
3—Jean-Yves Ferland	Montreal, Que.	Hon
<b>250 cc PRO GP</b>		
1—Clive Ng-A-Kien	Scarborough, Ont.	Yam
2—Gary Collins	Barrie, Ont.	Yam
3—Steve Simmons	Toronto	Yam
<b>FORMULA 1 PRO</b>		
1—Rueben McMurter	London, Ont.	Kaw
2—Colin Gibb	Guelph, Ont.	Kaw
3—Clive Ng-A-Kien	Scarborough, Ont.	Yam
<b>555 cc PRO PRODUCTION</b>		
1—Rueben McMurter	London, Ont.	Kaw
2—Martin Schulert	Toronto	Yam
3—Paul MacMillan	Downsview, Ont.	Hon
<b>750 cc PRO PRODUCTION</b>		
1—Martin Schulert	Toronto	Yam
2—Paul MacMillan	Downsview, Ont.	Hon
3—Rob Whelan	Toronto	Kaw
<b>PRO SUPERBIKE</b>		
1—Rueben McMurter	London, Ont.	Kaw
2—Colin Gibb	Guelph, Ont.	Kaw
3—George Morin	Mississauga, Ont.	Kaw
<b>VINTAGE</b>		
1—Gary McCann	Brantford, Ont.	Vel
2—Tom Fiddis	Toronto	Hon
3—Ken Hodge	Georgetown, Ont.	Nor

### Enduro Simcoe, Ont. April 26

<b>200 cc JUNIOR</b>		
1—Les Ott		Suz
2—J. Kleinzervertik		Yam
3—Allan DeLoon		Yam
<b>300 cc JUNIOR</b>		
1—Kevin Rigby		C-A
2—Phillip Torek		C-A
3—Roy Gibson		C-A
<b>OPEN JUNIOR</b>		
1—Brian West		Hus
2—Leo Bierman		Yam
3—Michael Murphy		Yam
<b>200 cc SENIOR</b>		
1—Frank Pionto		C-A
2—Bruce Eccles		Kaw
3—Rob Kendall		Kaw
<b>300 cc SENIOR</b>		
1—Bob Large		C-A
2—Brian Hadley		Suz
3—Randy Koester		C-A



Colin Gibb was second in professional superbike at Shannonville, Ont., May 3.

<b>OPEN SENIOR</b>		
1—Rodney Michalko		C-A
2—Joe Kove		C-A
3—Garth Burns		Yam
<b>200 EXPERT</b>		
1—Bob Turnbull		C-A
2—Frank Sutton		C-A
3—James Stevens		Yam
<b>300 cc EXPERT</b>		
1—Blair Sharpless		C-A
2—Paul Mosony		C-A
3—Werner Lackal		C-A
<b>OPEN EXPERT</b>		
1—Ross Lettner		C-A
2—Craig Home		C-A
3—Bill Wilson		Hus
<b>PREMIER AWARD</b>		
Blair Sharpless		C-A

### Motocross Williamsford, Ont. April 19

<b>SMALL-WHEEL SCHOOLBOY 'B' CLASS</b>		
1—Steve Chayer		Kaw
2—Tim Rayner	Campbellville, Ont.	Yam
3—Darvin Ming	Pickering, Ont.	Suz
<b>SMALL-WHEEL SCHOOLBOY 'A' CLASS</b>		
1—John Sharp	Guelph, Ont.	Yam
2—Randy Marriage	Clinton, Ont.	Kaw
3—Duayne Soper	Aylmer, Ont.	Yam
<b>LARGE-WHEEL SCHOOLBOY</b>		
1—Doug Hallett	Oshawa, Ont.	Yam
2—Stephen Luyck	Dorchester, Ont.	Suz
3—Darren Kyrwan	Narnia, Ont.	Suz
<b>125 cc JUNIOR</b>		
1—Jukka Nivola	Richmond Hill, Ont.	Yam
2—Pat Sharp	Guelph, Ont.	Yam
3—Robbie McCullough	Killbride, Ont.	Yam
<b>250 cc JUNIOR</b>		
1—David Farrington	Grimby, Ont.	Suz
2—Brian Sehopf	Cambridge, Ont.	Yam
3—Rick Wilson	Bellmountain, Ont.	Hon
<b>OPEN JUNIOR</b>		
1—Rick Rodgers	London, Ont.	Yam
2—Keith Gallorath	Windsor, Ont.	Mai
3—Jim Acheson	Revelok, Ont.	Mai

### Motocross Calgary April 12

<b>60 cc MINI SCHOOLBOY</b>		
1—Randy Barnett	Olds, Alta.	Yam
2—Jason Carney	Calgary	Yam
3—Daryl Powers	Calgary	Suz
<b>SMALL-WHEEL SCHOOLBOY 'B' CLASS</b>		
1—Brad Smith	Calgary	Kaw
2—Rod Wickenbriser	Medicine Hat, Alta.	Hon
3—Shawn Hesse	Sherwood Park, Alta.	Yam

<b>SMALL-WHEEL SCHOOLBOY 'A' CLASS</b>		
1—Steve Visser	Raymond, Alta.	Yam
2—Marty Vowels	Calgary	Hon
3—Dean Welsh	Calgary	Hon
<b>LARGE-WHEEL SCHOOLBOY</b>		
1—Jamie Palmer	Calgary	Suz
2—Kevin Heft	Calgary	Suz
3—Steven Lee	Raymond, Alta.	Suz
<b>125 cc JUNIOR</b>		
1—Kevin Irving	Olds, Alta.	Yam
2—Ralph Molyneux	Lethbridge, Alta.	Yam
3—Brian Richter	Ft. St. John, B.C.	Hon
<b>250 cc OPEN JUNIOR</b>		
1—Brian Richter	Ft. St. John, B.C.	Hon
2—Dave Brawley	Edmonton	Yam
3—Doug Gunn	Medicine Hat, Alta.	Hon
<b>125 cc SENIOR</b>		
1—Scott Charlton	Calgary	Yam
2—Randy McIvor	Calgary	Yam
3—Kevin McMillan	Olds, Alta.	Yam
<b>250 cc OPEN SENIOR</b>		
1—Craig Woods	Cochrane, Alta.	Yam
2—Scott Charlton	Calgary	Yam
3—Neil DeGraff	Calgary	Yam
<b>125 cc EXPERT</b>		
1—Zoli Berenyi Jr.	Edmonton	Yam
2—Stan Curington	Edmonton	Yam
3—Jim Gibson	Calgary	Yam
<b>250 cc OPEN EXPERT</b>		
1—Zoli Berenyi Jr.	Edmonton	Yam
2—Jim Gibson	Edmonton	Yam
3—Stan Curington	Edmonton	Yam
<b>OLDTIMERS</b>		
1—Rex Turple	Red Deer, Alta.	C-A
2—Archie Romaine	Calgary	Mai
3—Harold Weisgerber	Edmonton	Hus

### Motocross Raymond, Alta. April 5

<b>60 cc MINI</b>		
1—Douglas Schow	Lethbridge, Alta.	Yam
2—Randy Barnett	Olds, Alta.	Yam
<b>80 cc 'A' CLASS</b>		
1—Steve Visser	Raymond, Alta.	Hon
2—Marty Vowels	Calgary	Yam
3—Dean Welsh	Calgary	Hon
<b>80 cc 'B' CLASS</b>		
1—Rod Wickenbriser	Medicine Hat, Alta.	Hon
2—Brad Smith	Calgary	Kaw
3—Todd Bullock	Medicine Hat, Alta.	Kaw
<b>LARGE-WHEEL SCHOOLBOY</b>		
1—Jamie Palmer	Calgary	Suz
2—David Gosper	Medicine Hat, Alta.	Yam
3—Kevin Heft	Calgary	Suz
<b>125 cc JUNIOR</b>		
1—Doug Gunn	Medicine Hat, Alta.	Yam
2—Kevin Irving	Olds, Alta.	Yam
3—Ralph Molyneux	Lethbridge, Alta.	Yam
<b>OPEN JUNIOR</b>		
1—Doug Gunn	Medicine Hat, Alta.	Hon
2—Bill Fraser	Sparrowood, B.C.	Suz
3—Jerry Nilsson	Cochrane, Alta.	Hus
<b>125 cc SENIOR</b>		
1—Darren Skoverson	Medicine Hat, Alta.	Yam
2—Scott Charlton	Calgary	Yam
3—Russell Thomas	Lethbridge, Alta.	Hon
<b>OPEN SENIOR</b>		
1—Rob Mayzes	Brogg Creek, Alta.	Mai
2—Darrell McDonald	Calgary	Hus
3—Russell Thomas	Lethbridge, Alta.	Hon
<b>125 cc EXPERT</b>		
1—Zoli Berenyi Jr.	Edmonton	Yam
2—Stan Curington	Edmonton	Yam
3—Gerry Nelson	Wrentham, Alta.	Hon
<b>VETERANS</b>		
1—Steen Hansen	Edmonton	Hus
2—Dennis Holland	Stony Plain, Alta.	Yam
3—Harold Weisgerber	Edmonton	Hus



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# CANADA WEST

## CALGARIAN ROSS PEDERSON BREAKS INTO TOP RANKS OF AMA SUPERCROSS

### Ross Pederson now running with top U.S. racers in AMA supercross series

PONTIAC, Mich.—Ross Pederson of Calgary, riding a Kawasaki, has scored the best Canadian placing in the AMA supercross series. Pederson placed 15th in the Saturday night final held April 25 in the Silverdome ahead of top-rated U.S. riders like Warren Reid and David Bailey, also Kawasaki-mounted.

Pederson won his semi-final from Yamaha factory rider Rick Burgett who placed second. Only the top two qualified for the final.

The final was won by Bob Hannah, the 'Hurricane', who lost steam when he injured his leg in a water skiing accident two years ago. This was Hannah's first win since the accident. Kent Howerton was third on a factory Suzuki followed by Mike Bell and Mike Barnett. Barnett, who holds the points lead for the supercross

series, was involved in a first-turn crash and dropped to the back of the pack. He came through the 25-man field after making a remarkable charge to take fourth place.

In the Sunday evening final April 26, Pederson placed a great 12th ahead of top U.S. riders like Gary Semics, Johnny O'Mara, 'Rocket' Rex Staten, and Can-Am factory rider Jim Holley. Pederson just managed to make the final by grabbing second spot in the first semi-final behind Jeff Ward.

Pederson, who rode for Yamaha last year, was given full sponsorship from Canadian Kawasaki Motors Limited for 1981. Kawasaki pays him a salary, pays his expenses, provides his motorcycles, gives him appearance money and provides funds for a mechanic.



Pederson's 12th and 15th in finals is best finish yet for a Canadian.

### Vandals raze Agassiz motocross track after first B.C. championship race

AGASSIZ, B.C.—Vandals destroyed one of British Columbia's most popular motocross tracks in a crazed epilogue to the opening round of the B.C. motocross championship series.

After the initial round of the B.C. championships was over and the trophy presentation almost concluded some four-wheel-drive vehicle owners carrying motorcycles demanded to use the track. Race promoter Lawrence St. Pierre told them the track was closed for the day but that they could return on Saturday or Sunday to ride. Uttering threats, they left.

When St. Pierre returned to the track on Sunday morning he found the facilities had been obliterated. Snow fences and buildings were levelled. Plans for two more races this year were cancelled as a result.

In the opening event on Good Friday, April 17, about 280 riders provided spectators with tight racing action.

Rob Manning of Washington went home with the win in the 125 cc expert class and runner-up spot in the 250 cc class. Terry Hoffoss of Surrey, B.C., 1980 125 cc Canadian champion, won the 250 cc races overall but was edged out by Man-

ning in his specialty, the 125 cc class.

Manning took the overall in the 125 cc class by winning the second moto. Hoffoss was never able to seriously challenge Manning in the second moto, despite having beaten him in the first. The two riders tied with 27 points but Manning was awarded the overall victory by virtue of his win in the second race. It was the first time this year that Hoffoss did not win a 125 cc race he contested. But he did win the 250 cc class for the first time this season in the most important event to date.

Hoffoss scored a third and a second in the 250 cc class which was good enough for the overall.

Levy's lead in the first 250 cc moto looked too large to overcome but Hoffoss put on a charge that moved him up to second position and was within striking range when he fell. He remounted in fourth behind Levy, Heinonen and Manning.

Manning soon blasted past Heinonen and went on to take the lead from Levy before most spectators realized he was even challenging. A fall then cost him first place and a chance at the overall win. Levy won, Heinonen was second and Hoffoss

was third. Manning remounted in time to grab fourth.

Hoffoss took the holeshot in the second but was passed by Krogh on the first lap. Krogh had finished ninth in the first moto. Levy crashed early in the race and ended up in eighth behind Heinonen. Hoffoss pushed past Krogh late in the race to take over the lead for a short while till Krogh regained it. At the end, Hoffoss had second place and the overall win secure. Manning crossed the line in third and that finish with a fourth in the first moto gave him the second place overall. Krogh was third.

In the open expert class Krogh was off the line last but charged through the pack to try for the lead from Heinonen who had grabbed the holeshot. Heinonen hung on though, shutting off every move Krogh made for the lead and won the first moto.

In the second moto Krogh took the lead with a holeshot and was gone while Heinonen struggled to a fourth place finish and second overall. Krogh was the overall winner of the open expert class.

Brent Worrall, last year's small-wheel schoolboy champion, was overall winner in the 125 cc senior race after taking a second and a first in the two motos. Second overall was Steve Hayward with a first and a third. Hayward swept both motos of the 250 cc senior class to win

overall ahead of Michael Downey who grabbed two fourths.

Mike Harrison won the open senior class overall with a win and a second ahead of Norm Twa who grabbed a third and a win in the second moto.

### Guide will make Vancouver Island tour a pleasure

VANCOUVER—Riders interested in touring Vancouver Island and the B.C. mainland can obtain accurate and useful information from British Columbia Forest Products Limited, 1050 West Pender Street, Vancouver, B.C., V6E 2X3.

The company publishes maps and guides covering forestry and logging areas in B.C. One of the aims is to provide awareness of the huge vehicles working in the woods. The roads actively used for logging purposes are travelled by massive, extra-wide trucks weighing up to 50 tonnes. They naturally don't stop too quickly.

A BCFP map sent us by reader Ed Rogers of Squamish, B.C. is entitled "Visitor Guide—Renfrew, Cowichan, Nitinat." The guide contains excellent tips on hiking and camping as well as distress and blasting signals and a bundle of other information that anyone entering the area would be well advised to know.

### Airport road races banned, Calgary riders trackless

CALGARY—Road racers from Alberta's largest city will have to go elsewhere this year. The DeWinton Airport, located about 32 kilometres south of Calgary, has been closed to motorcycle competition.

The airport was to be the location of two road races this season but now is closed owing to a change in aircraft regulations. The airport is licensed with Transport Canada as a landing site and is included in a listing of airstrips provided to pilots. It must be available for use by aircraft at any time, making the track often referred to as "Rocky Raceway" off-limits to bikes.

Scratchers do not have to worry about flying objects at Alberta's other road course, the Edmonton International Speedway.

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# CMA

## CANADIAN MOTORCYCLING SPORT AS SEEN BY CMA

### Hare scramble entries boom as expansion mulled

By Jim Kelly

The Hare Scrambles at Burlington saw some 70 entries take off on the three-mile course for the two-hour-and-thirty-minute event. Very exciting finish as ISDT-veteran Frank Sutton edged expert MX rider Al Jaggard by a few bike lengths at the end of the ride. Some very bad mudholes and the length of the event counted enduro riders as the top five finishers in the open expert class. ISDT vets in the top five included Sutton, Sharpless and Kennedy, while James Stevens led the 200 expert class home. Cars and spectators lined both sides of the area's service road and it was a tolerant Halton police force that refrained from handing out tickets.

Plans are being considered for expansion of the event next year if the logistical problems can be overcome. Entry jumped from 20 in 1980 to 70 this year, and I can see this becoming a huge event which might demand a different facility to run. (Note: MMIC reps failed to enter the event.)

On a tougher note, young Pat Bastedo led the event until a "left on the bike wrench" caused a mechanical crash and DNF. Needless to say, the "mechanic" involved shall go unnamed...he's already been called enough names to last a lifetime.

And now, another month's observations on the two-wheeled world.

#### NEW AT DAYTONA

Two exciting events have been added to the Daytona Speedfest: the Memorial Stadium TT and the stadium-type trial at the speedway. Both are really worth seeing. One obstacle at the trial—a round metal ball about five or six feet high—caused many crashes but was actually ridden clean. Tuff!

First contribution to the '81 ISDE effort has been received from the Timberline Riders, organizers of the Frostbite Enduro. Thanks, guys. 'Tis welcome.

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

### Canadian national championship dates

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
		Aug. 15-16	Gimli, Man.
Road racing		Aug. 22-23	Edmonton
Dirt track—Half mile		July 12	Leamington, Ont.
	Short track	19	Wheatley, Ont.
	Short track	25	Welland, Ont.
	Short track	Aug. 1	Calgary
	Half mile	2	Olds, Alta.
Enduro		Sept. 19/20	Haliburton, Ont.
Rally—Niagara National Rally		July 16-19	Welland, Ont.
Motocross—senior		TBA	
Motocross—oldtimers		Oct. 4	Aldergrove, B.C.
Trials—jr/senior championship		Aug. 30	Calgary
Trials—expert rounds		Aug. 30	Calgary
		Oct. 18	Sudbury, Ont.
		Oct. 25	Waterdown, Ont.
Motocross—500 cc GP		June 27-28	St. Gabriel de Brandon, Que.

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

Supporter buttons are now available in the new style or with the beaver mascot. Send a coupla bucks along to help the guys in Italy.

Interesting to read amidst all the furor on upcoming turbo-charged bikes why Cycle's Gordon Jennings feels it's not the way to go, especially not on mid-sized bikes. Generally, he feels engines will be overstressed, with resulting poor durability.

#### SECRET REAR?

How exciting was the Daytona supercross this year? Did we see a different rear suspension on Broc Glover's Yamaha, or are all of my informants wrong? None of the current Daytona write-ups mention it, tho' my informants swear it was an untriangulated swing arm on Glover's bike.

Will Bob Kelly temporarily "unretire" to handle Toronto's supercross event? 'Twould be nice!

The Alligator enduro in Florida was a great event. Rain left some puddles big and some mud deep. A lot of trail and a

little road, coupled with a 24 mph average, did the ol' fella in, but it was a great run. Thank God I didn't see the huge snake that slipped by John Broadhead's front wheel on a trail. Hoo!

Took my brand new XR Pro-Link to Florida with no miles on it, just the way it came out of the crate. Luv it! Will tell you of future mods in next issue.

#### ONTARIO BANQUET

Good Ontario region banquet in Kitchener, with certificates and awards presented. Too bad there was a poor turnout at the next day's dirt track seminar with Peter Grant and Paul Eggleton. They did a fine job and had some expert advice, especially for beginners.

#### AND A BOUQUET...

Finally, a bouquet goes to Warren Thaxter, who came up with the idea of a draw to help with the ISDE fund at the region banquet. He personally sold the draw tickets and netted \$140. Not content with that effort, he donated his Hi Point prize of \$100 to the same fund. Wow. □

## Think it might be interesting to try a riding course?

If you are just learning to ride a motorcycle, or have a friend who is getting started, consider a rider training course. You receive tuition from trained instructors in an internationally acclaimed program and motorcycles are provided. Training is available in nearly 100 Canadian cities, towns and smaller centres. Last year there were 6,823 graduates of the program operated under the auspices of the Canada Safety Council.

You can obtain information about courses in your area by calling or writing one of the provincial safety agencies listed below.

You can also inquire at motorcycle dealerships in your area or look in the motorcycle section of newspaper classified ads for listings of both CSC and privately operated rider schools.

Advanced training is available from agencies marked with an asterisk (\*) and from Fanshawe College in London, Ont. An off-road course is offered by the Ottawa-Carleton Safety Council.

### Local school info:

British Columbia Safety Council \*, 200 - 3316 Kingway, Vancouver, B.C., V5R 3K7, (604) 946-1161.

Alberta Safety Council, 10526 Jasper Avenue, Ste. 201, Edmonton, Alta., T5J 1Z7, (403) 428-7555.

Saskatchewan Safety Council, 348 Victoria Avenue, Regina, Sask., S4N 0P6, (306) 527-3197.

Manitoba Safety Council, 202-213 Notre Dame Avenue, Winnipeg, Man., R3B 1N3, (204) 949-1085.

Ontario Safety League, \*, 82 Peter Street, 3rd Floor, Toronto, Ont., M5V 2G5, (416) 362-1606.

Ottawa-Carleton Safety Council, \* 190 Somerset Street, Ste. 206, Ottawa, Ont. K2P 0J4, (613) 236-1513.

Driver Education Branch, Department of Transport, M.V.B., 880 Ste Foy Road, Room 470, Quebec, Que., G1S 2K8, (418) 643-2090.

Quebec Safety League, 6785 St. Jacques St. W., Montreal, Que., H4B 1V3, (514) 482-9110.

New Brunswick Safety Council Inc., 364 York Street, Fredericton, N.B., E3B 3P7, (506) 454-3555.

Highway Safety & Field Programmes Div., Registry of Motor Vehicles, 6001 Yonge Street, P.O. Box 2433, Halifax, N.S., B3J 3E7, (902) 424-4250.

P.E.I. Safety Council, P.O. Box 965, Charlottetown, P.E.I., C1A 7M4.

Newfoundland Motorcycle Training Program, P.O. Box 784, Station "C", St. John's, Nfld., A1C 3L7, (709) 364-8160.

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# CALENDAR

## RIDERS GET LIT UP FOR AFTER DARK ENDURO JUNE 13

### June

**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 Harwood 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.

**TRIAL**, Ioco, B.C. CPTA Tonka Trial. Information Don Clark (604) 936-7746 or Graham Jackson (604) 596-0757.

**21—POKER RUN**, Victoria. Information Roger Boothroyd (604) 477-6387.

**21—MOTOCROSS**, Aldergrove, B.C. Outdoor Supercross Special, expert invitational. 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.



Drag racers will be gunning for green at Cayuga Match Race Madness, June 14.

Half-mile race. Information (416) 522-5705.

**21—MOTOCROSS**, Lunenburg, 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.

**26-29—RALLY**, Saint John, N.B. Information (506) 368-4368.

**26—TT SCRAMBLES**, Hinsdale, Ill. AMA/Winston Pro Series event. Information (614) 891-2425.

**27-28—MOTOCROSS**, St Gabriel de Brandon, Que., International FIM-sanctioned grand prix (not part of world championship). Information (416) 522-5705.

**27—ROAD RACE**, Assen, The Netherlands. Eighth event of 14 world championship races, all classes.

**28—TRIAL**, Victoria. 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.

**28—DIRT TRACK**, Knoxville, Tenn. AMA/Winston Pro Series half mile event. Information (614) 891-2425.

### July

**3-5—RALLY**, Ottawa. Rider-Team Challenge organized by the Ottawa Valley Touring Club. Information 36 Eleanor Drive, #7, Nepean, Ont., K2E 5Z7, (613) 225-2987.

**4—SHORT TRACK/SPEEDWAY**, Welland, Ont. Information (416) 734-4349.

**4-5—MOTOCROSS**, Coaticook, Que. Quebec championship event, trophies and purse. Information (819) 477-6123.

**4-5—ROAD RACE**, Atlantic Motorsport Park, Shubenacadie, N.S. Fourth round of 10 of the Castrol Challenge Series. Sanctioned by RACE. Information Wednesdays only, 10 a.m. to 5 p.m., (416) 699-1333.

**4-6—RALLY**, Billtown, N.S. 11th Annual Bluenose Rally. Information Norma Sweet, Box 1225, Wolfville, N.S. B0P 1X0.

**4—DIRT TRACK**, Topeka, Kan. AMA/Winston Pro Series half mile. Information (614) 891-2425.

**5—MOTOCROSS**, Kamloops, B.C. Round five of the B.C. championship series. Information (604) 931-7811.

**5—TRIAL**, Alta Lake, B.C. CPTA Alta Lake Trial. Information Don Clark (604) 936-7746 or Graham Jackson (604) 596-0757.

**5—ROAD RACE**, Calgary. Provincial point sprint race. Information (403) 428-1550.

**5—MOTOCROSS**, Edmonton. Alberta championship 125 cc round. Information (403) 285-4644.

**5—MOTOCROSS**, Melfort, Sask. Provincial championship event. Information (416) 522-5705.

**5—MOTOCROSS**, Austin, Man. Information (416) 522-5705.

**5—RALLY**, Welland, Ont. International

Round Robin Road Rally, Ride against Cancer. Organized by Welland County Motorcycle Club. Information (416) 734-4349.

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

**5—MOTOCROSS**, Aylmer, Ont. Information (416) 522-5705.

**5—DRAG RACE**, Cayuga, Ont. Canadian Challenge event. Information (416) 772-3347 days or (416) 779-3751 nights.

**5—ROAD RACE**, Spa-Francorchamps, Belgium. Ninth event of 14 world championship races, 50, 250, 500 cc, and sidecars.

**5—MOTOCROSS**, Fraunfeld, Switzerland. Eighth of 12 events for 125 cc world championship.

**5—MOTOCROSS**, Beuern, West Germany. Ninth of 12 events for 250 cc world championship.

**5—MOTOCROSS**, Farleigh Castle, U.K. Eighth of 12 events for 500 cc world championship.

**10-12—RALLY**, Port Moody, B.C. 51st Annual Caribou Trails. Organized by the Greater Vancouver Motorcycle Club. Information Karen or Dave, 7:00 a.m. to 6:00 p.m., Monday to Saturday, (604) 942-6344.

**10—DIRT TRACK**, Calgary. Information (403) 285-4644.

**11—POKER RUN**, Vancouver. Midnight Poker Run. Information (604) 524-3113 or 299-4895.

**11—SHORT TRACK/SPEEDWAY**, Welland, Ont. Information (416) 734-4349.

**11-12—ROAD RACE**, Mosport, Ont. Fifth round of 10 of the Castrol Challenge Series. Sanctioned by RACE/WERA. Information Wednesdays only, 10 a.m. to 5 p.m., (416) 699-1333.

**11-12—MOTOCROSS**, Vallee-Jonction, Que. Quebec championship event with trophies and purse. Information (819) 477-6123.

**11-12—ROAD RACE**, Nelson Ledges, Ohio. Sprint races. Information Don or Jean Bartram, (216) 993-7361.

**12—MOTOCROSS**, Aldergrove, B.C. Final round of B.C. championship series, round one of Lower Mainland series. Information (604) 931-7811.

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

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

**12—MOTOCROSS**, Minto, Man. Provincial championship event. Information (800) 665-8994.

**12—DIRT TRACK**, Leamington, Ont. National half-mile round. Information (416) 522-5705.

**12—MOTOCROSS**, Varna, Ont. Information (416) 522-5705.

**12—SHORT TRACK/SPEEDWAY**, Welland, Ont. Annual bikini contest at half time. Information (416) 734-4349.

**12—ROAD RACE**, Imola, Italy. Tenth of 14 world championship events, 50, 125, 250, and 500 cc.

**16-19—RALLY**, Welland, Ont. Niagara national rally, hosted by Welland County Motorcycle Club. Information (416) 734-9735, Ken or Marilyn Kremer.

**17-20—RALLY**, Annapolis Royal, N.S. Riverside Rally. Information (506) 386-4368.

**18-19—ROAD RACE**, Edmonton. Klondike Days sprint races. Provincial point event. Information (403) 428-1550.

**18—SHORT TRACK/SPEEDWAY**, Welland, Ont. Information (416) 734-4349.

**18-19—MOTOCROSS**, Notre Dame de Salette, Que. Quebec championship event with trophies and purse. Information (819) 477-6123.

**19—MOTOCROSS**, Mission, B.C. Round two of Lower Mainland series. Information (604) 931-7811.

**19—DIRT TRACK**, Mt. Waddington, B.C. Information (604) 931-7811.

**19—CROSS COUNTRY/ENDURO**, Kamloops, B.C. Gold Rush Hare and Hounds. Information (604) 931-7811.

**19—PAPER CHASE**, Victoria. Information (604) 477-6387.

**19—MOTOCROSS**, River Vista, Alta. Open class provincial championship event. Information (403) 285-4644.

**19—DIRT TRACK**, Olds, Alta. Provincial championship half mile event. Information (403) 285-4644.

**19—MOTOCROSS**, Lloydminster, Sask. Information (416) 522-5705.

**19—MOTOCROSS**, Swan River, Man. Information (416) 522-5705.

**19—MOTOCROSS**, Orangeville, Ont. Information (416) 522-5705.

**19—SHORT TRACK/SPEEDWAY**, Wheatley, Ont. National round. Information (416) 522-5705.

**19—ROAD RACE**, Monterey, Calif. AMA/Winston Pro Series event. Informa-

tion (614) 891-2425.

**19—MOTOCROSS**, Mid-Ohio, U.S. Ninth of 12 events for the world 125 cc championship.

**19—MOTOCROSS**, Lichtenvoorde, The Netherlands. Ninth of 12 events for the world 500 cc championship.

**21—MOTOCROSS**, Moose Jaw, Sask. Information (800) 665-8994.

**24—DIRT TRACK**, Calgary. Provincial point quarter mile event. Information (403) 285-4644.

**25-26—SHORT TRACK/SPEEDWAY**, Welland, Ont. National round. Information (416) 522-5705.

**25-26—ROAD RACE**, Shannonville, Ont. Sixth round of 10 of the Castrol Challenge Series. Sanctioned by RACE. Information Wednesdays only, 10 a.m. to 5 p.m., (416) 699-1333.

**25-26—MOTOCROSS**, St. Gabriel de Brandon, Que. Quebec championship round with trophies and purse. Information (819) 477-6123.

**25—DIRT TRACK**, DuQuoin, Ill. AMA/Winston Pro Series mile event. Information (614) 891-2425.

**26—MOTOCROSS**, Revelstoke, B.C. Information (604) 931-7811.

**26—MOTOCROSS**, Ft. McMurray, Alta. Information (403) 285-4644.

**26—TRIAL**, Calgary. Montesa Cup. Information (403) 285-4644.

**26—CROSS COUNTRY**, Elkford, Alta. Provincial championship event. Information (403) 285-4644.

**26—MOTOCROSS**, Regina, Sask. Information (416) 522-5705.

**26—MOTOCROSS**, Brandon, Man. Information (416) 522-5705.

**26—ENDURO**, Aylmer, Ont. Golden Leaf Enduro. Information (416) 522-5705.

**26—POKER RUN**, Niagara, Ont. Organized by Blue Knights Motorcycle Club. Information (416) 227-1292.

**26—MOTOCROSS**, Varna, Ont. Information (416) 522-5705.

**26—MOTOCROSS**, Unadilla Valley, N.Y. Tenth of 12 events for the 250 cc world championship.

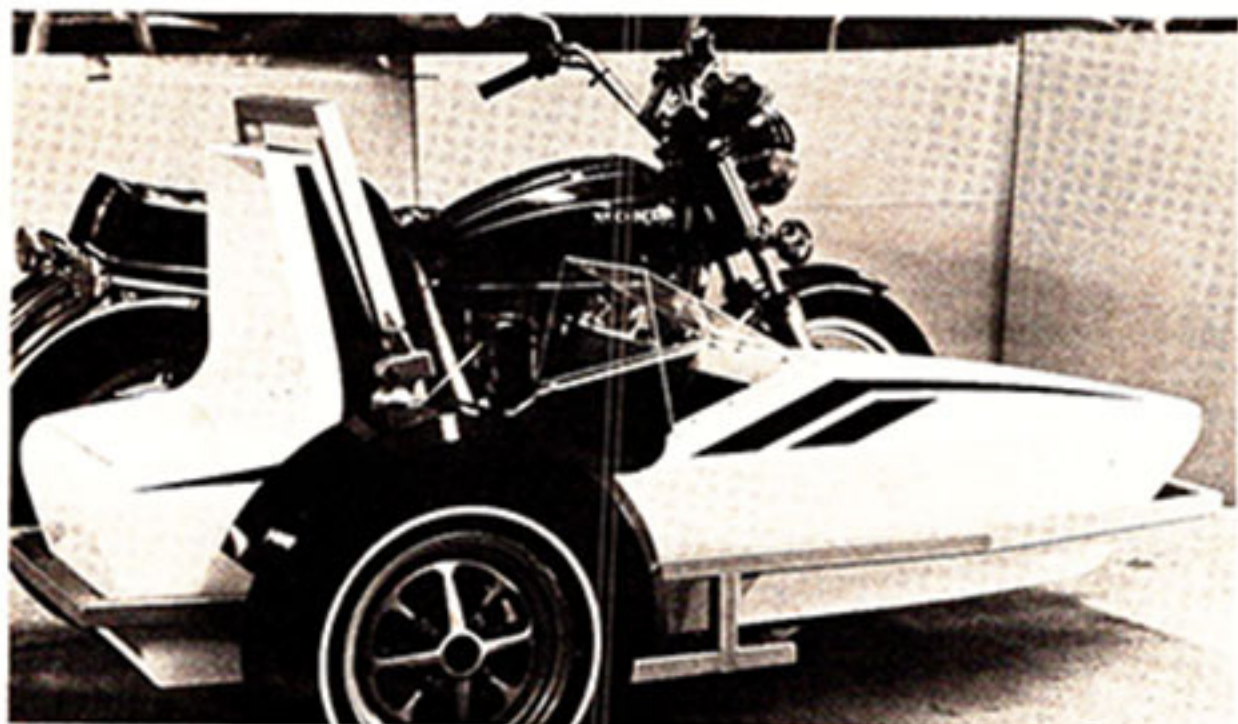
**26—MOTOCROSS**, Sverepec, Czechoslovakia. Tenth of 12 events for the 500 cc world championship.

**31-Aug. 3rd—RALLY** Cape Breton, N.S. Caper Rally. Information (506) 386-4368.

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

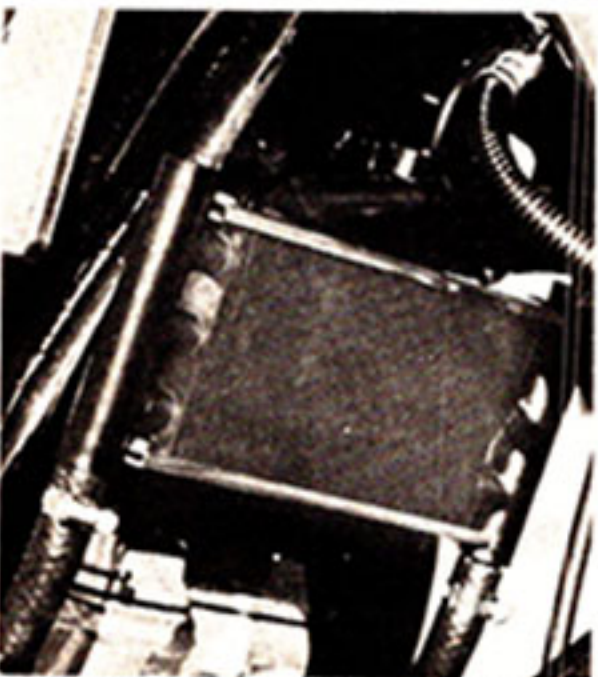
# NEW PRODUCTS

NEW CANADIAN SIDECAR USES ALUMINUM BODY, HAS A LOCKABLE TRUNK



Made in Canada, this new sidecar uses a tubular steel frame and a body made of either aluminum or fibreglass. The passenger sits upright and has a headrest and roll bar for comfort and safety. A 13-inch wheel is claimed to aid handling and com-

fort. Standard features include a lockable trunk, tilt-forward windshield for easy entry, a fully carpeted interior and Heim joint couplings for ease and quickness of attachment. About \$2,000 from Bonnechere Metal Products Ltd.



The Yamaha Seca 750 and Maxim 650 have a common heritage of high performance. They pack a lot of power per cc, and if you want to keep the engine heat down you might want to look at Derale's new oil cooler. Constructed of copper tubing and aluminum fins, the cooler has a temperature control valve and comes with a lifetime guarantee. Suggested retail \$129.15 from Chris Simpkins; also available from A.L. Distributing, Action Accessories, Design Cycle and Moto Mania.



Goldfire and Goldrunner, says PJ1, will keep your two-stroke firing and running longer, stronger and cleaner. Goldfire is a premix and Goldrunner is for injectors. Both are synthetic oils claimed to reduce carbon build-up and increase engine protection. Available from Chris Simpkins and Di-Jer, about \$5.25 for 16 oz. of Goldfire and \$8.50 for 32 oz. of Goldrunner.



Available only sporadically before, the Sonic Intercom from England finally has a Canadian importer. The system uses a small battery pack which fits into a pocket and miniaturized earphones and microphones that fit into any helmet and attach by means of Velcro pads. For open face helmets, a boom microphone is available. Individual volume controls for each helmet ensure easy communication between rider and passenger. Available from Sonic Intercoms Canada for \$249.50.



You'd like saddlebags but can't stand having brackets attached to your bike? Don't want ugly fibreglass bags ruining the lines of your bike when you're not touring? Chase-Harper has the answer for you, a set of throw-over soft bags. Constructed of tough, water-resistant Cor-dura nylon, the bags have a combined capacity of 55 litres. Each bag has five compartments to make stowage easier. Velcro and quick-release buckles make attachment easy without setting heavy straps across the seat. Carrying handles, rain covers, nylon zippers and quadruple stitching at stress points are other features. Price should be available by June from Steen Hansen Motorcycles.



It had to happen, and here it is—a staggered dual exhaust system for the Yamaha Virago. For that final touch of custom to make your Virago the boulevardier it always wanted to be, what more could you ask? Available for a mere \$160 from Simplex Cycle.



Need help for your British bike? Domi Racer Distributors, Inc., offers parts, tools and accessories for European motorcycles, including all British bikes. The 1981 catalogue costs \$5 U.S.

#### SOURCES

- Action Accessories Ltd., 77 Enterprise Dr., London, Ont., N6N 1A3, (519) 681-0990.  
 A.L. Distributing Ltd., 1119 Main St. E., Hamilton, Ont., L8M 1N8, (416) 545-5137.  
 Bonnechere Metal Products Ltd., RR 2, Fawnville, Ont., K0J 1T0, (613) 626-2809.  
 Chris Simpkins Sales, 2931 Viking Way, Richmond, B.C., V6V 1Y1, (604) 278-6221 and 1003 D. 55 Ave. N.E., Calgary, Alta., T2E 6W1, (403) 275-9264.  
 Design Cycle, 948 Elgin Ave., Winnipeg, Man., R3E 1H4, (204) 766-3623.  
 Di-Jer Canada Ltd., CP 122, St. Fautache, Que., J7R 4K5, (514) 473-3575.  
 Di-Jer International Ltd., P.O. Box 906, Sarnia, Ont., N7T7J9, (519) 336-4291.  
 Domi Racer Distributors Inc., 5218 Wooster Rd., Cincinnati, Ohio, 43226, U.S.A., (513) 871-3678.  
 Moto Mania International Inc., 4505 Thilassult St., St. Hubert, Que., J3Y 7N1, (514) 656-1737.  
 Simplex Cycle Ltd., 408 Ross Ave., Winnipeg, Man., R3A 6L8, (204) 944-8277.  
 Sonic Interecoms Canada, 1584 West 13th, Vancouver, B.C., V6J 2C4, (604) 731-5994.  
 Steen Hansen Motorcycles Ltd., 9529-63 Ave., Edmonton, Alta., T6E 0G2, (403) 435-4423.

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.



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# MICHELIN

# PRODUCT TESTS

## BOTTOMLESS LEATHER CHAPS A STYLISH, USEFUL COMPROMISE

### Chaps are stronger than jeans, cooler than leather pants

If you don't like to wear leather pants because they're too hot and too awkward to climb in and out of when you're stopping during a ride, and don't like fabric or nylon riding pants because they don't provide enough protection, Bristol has an interesting compromise for you.

Instead of pants, Bristol is making leather chaps, something like the ones cowboys always wear during round-ups in old western movies. You wear them like pants: they cover your legs and belt around your waist, but the pant legs aren't joined. Your buttocks are uncovered, as is your crotch. A zipper and two snaps open the outside of each leg to further ease donning the apparel.

Whether you find the open-crotch style reminiscent of western movies or sex shops, you'll find that indeed, the chaps are very easy to put on or remove. The closest thing to them that we've seen is skiing warm-up pants. The way to put them on is to fasten the broad belt, which is attached to each leg over about a quarter of its circumference, then zip up the metal zippers on each leg and close the two dome fasteners to tighten the cuffs around your ankles.

The chaps are unlined, but do an effective job of keeping wind off your legs. They do nothing for your crotch or behind, of course. The openings prevent them from getting too hot in warm weather, and also allow easy access to the rear pockets of the pants you're wearing underneath. Even front pockets aren't too hard to get to.

Like any compromise, the faults of the Bristol chaps are directly related to their strengths. The cool, flow-through design means that your crotch gets wet in a heavy rain, although your legs are protected. They don't offer the crash protection of a complete set of leather pants, either, which you'll notice if you get off.

Still, the compromise is a good one. In normal day-to-day riding, the chaps are comfortable and useful. In anything but heavy rain they'll do a lot to keep you dry, in a fall your legs are protected

**Bristol's leather chaps are a good compromise for the rider who doesn't want the inconvenience of wearing a full set of leathers.**

much more than they would be if you only wore jeans, they're light and cool enough to wear that you won't feel you can't be bothered and they'll keep you looking better for the time you stop riding and head into that elegant restaurant.

They aren't useful for any sort of competition riding except possibly trials, but in day-to-day commuting or during a tour they fill a gap between the rider who

wants full leather and the one who prefers not to bother. They're light, compact (for easy carrying and storage) and provide good protection.

Bristol leathers are available at many dealers. If you can't find one near you, write Bristol for information: Bristol Leather and Sportswear Manufacturing Ltd., 6600 St. Urbain St., Montreal, Que., H2S 3G8. The chaps retail for about \$115.





## A good name doesn't guarantee quality

Although they look pretty beat, these Hallman Pro GP gloves didn't really see that much action. They started falling apart about the third time they were used and made their owner sorry he'd paid for them. He kept them as spares and resorted to his old \$12 cheapos, which feel like cardboard but haven't fallen apart and don't make him feel like he's been ripped off every time he wears them.

The GPs looked good, and the leather is still soft, the elastic cuff stayed snug without being too tight and the fit was extremely comfortable. But perhaps because of using cheap nylon and cheap stitches, they started coming apart at the seams. The left glove went almost at once, looking as though it blew up from the inside.

The gloves are still wearable, but they offer little protection so there's not much point. The owner says they've made dandy broomball gloves, though. He wore them all winter and they didn't get any worse, while offering decent protection and allowing good control. His team still lost in the semi-finals.

For a suggested list price of \$38, though, they're too expensive for broomball and not durable enough for motocross.

## Triangle bar makes bike easier to ride

Changing a handlebar is one of the simplest things you can do to make your bike fit you better. Loosen a few nuts and bolts, remove the old bar and slide in the new one. Unless you have trouble ungluing the left grip, it shouldn't take much more than 30 minutes. A squirt of solvent inside the grip will help release it.

The GS650 Suzuki tested in this issue cried out for a lower, narrower bar, particularly when we started riding it with the Yamaha 650 Seca which came with one. The bar that comes with the Suzuki is high and swept back, in classic Suzuki fashion; just right for sitting behind a fairing or rolling around town, but hardly suited for bare-bike touring or



Motocross gloves have a rough life, but should last better than these.



A new handlebar can transform the personality of your motorcycle.

scratching around a race track.

We fitted a Canadian-made Triangle bar and found the personality of the bike much changed. The narrow 730 mm bar with its low rise of 25 mm leans the rider forward, moving some weight to the front end and reducing wind resistance. The position is much more comfortable for going quickly or for long distances, yet doesn't transfer so much weight forward that it's hard on the rider's wrists.

Everything fit, but there was quite a sharp bend in the brake hose, which is easily relieved by loosening and rotat-

ing the banjo fitting at the master cylinder. Be careful not to get air into the system or you'll have to bleed it. A slightly higher-rise bar such as the stock one on the 650 Seca, which has about a 50 mm rise, would remove the problem.

More comfort and control, and to our eyes better looks. A pretty good deal for \$19. Our experience with Triangle equipment is that the chrome finish holds up well and the product is competitively priced. Triangle makes bars in almost any imaginable shape and size; available at many dealers. □

# Snell sticker indicates a good helmet

## DID YOU KNOW?

### Independent laboratory sets standards for helmets

...that the most stringent set of helmet safety standards used today date back to an automobile racer's death in 1957? In that year William Peter Snell died of head injuries in a racing accident when his helmet failed.

A friend of Snell's who also raced, Dr. George Snively, saw a need for research to produce better helmets. He was instrumental in setting up the Snell Memorial Foundation to further this purpose. Funding was obtained from private donations, and that's still true today. U.S. government grants are also part of the Foundation's income today, and some money is obtained from helmet manufacturers in the form of fees to let them display stickers indicating Snell approval of their helmets.

To protect your head, helmets must do two things: prevent penetration of the helmet shell by a foreign object and absorb the force of blows directed against

the head. Other factors must be considered as well—is the chin strap strong enough to keep the helmet on your head? is one—but the ability of a helmet to resist penetration and minimize the force reaching the skull are the real measures of how well it works.

In the Technics article in this issue, Dr. Jim Newman discusses the limits of helmet performance. The standards set by Snell or by other bodies are intended not to guarantee safety to a helmet wearer, but to give him some indication of the relative quality of the helmet.

Dr. Snively says that the Foundation's standards are constantly evolving in response to improvements in technology and knowledge; that they are intended to be the best possible criteria by which to judge a helmet within the parameters of manufacturing ability, maximum protection and cost—a thousand dollar helmet may be better than one costing \$200, but

there won't be many in use.

The Foundation has developed a reputation over the years as the authoritative voice on helmet quality and safety. Most racing organizations, for example, insist that racers wear Snell '75-approved helmets.

Other stickers that you commonly see on a helmet include Z90.1, a standard set by American National Standards Institute, DOT, set by the U.S. Department of Transportation and CSA D230, set by the Canadian Standards Association. The standards are not directly comparable, but many experts believe the sequence above—Snell, Z90, DOT, CSA—accurately ranks helmet standards in the order of their test of protective ability.

Whatever standards your helmet meets, though, you're undoubtedly better off wearing it than not. The cheapest plastic junker is infinitely better than nothing if you're pitched off your bike. □

## 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?

- Comparison test of Suzuki GS650 and Yamaha XJ650
- Honda C70 Cub
- Yamaha XV920

#### 2. What did you think of the California touring feature?

- Interesting reading
- Somewhat useful
- Not worth reading

#### 3. Which describes you best?

- You own at least one motorcycle
- You do not own any motorcycles
- You are planning to buy a bike

#### 4. Which of the following would you like to read?

- Poetry and fiction on a motorcycling theme
- An in-depth profile of Kenny Roberts
- A loving look at Triumph motorcycles
- How-to stories written for beginning riders

#### 5. What did you like most about this issue?

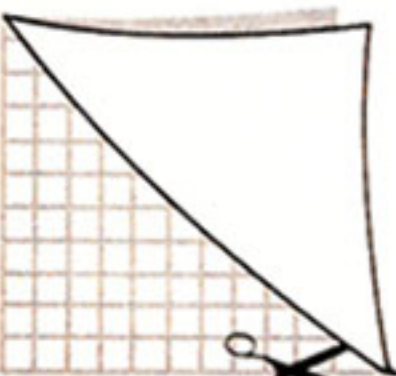
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#### 6. Which regular features did you read in this issue?

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|--|---|
| <input type="checkbox"/> Contents      | <input type="checkbox"/> On The Road      |
| <input type="checkbox"/> Readers Write | <input type="checkbox"/> Motocross Canada |
| <input type="checkbox"/> Cyclesport    | <input type="checkbox"/> Calendar         |
| <input type="checkbox"/> CMA           | <input type="checkbox"/> Showcase         |
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| <input type="checkbox"/> Motopinion    | <input type="checkbox"/> Masthead         |
| <input type="checkbox"/> Newsfront     | <input type="checkbox"/> Canada West      |
| <input type="checkbox"/> Technics      | <input type="checkbox"/> Did You Know?    |
| <input type="checkbox"/> By Mike Duff  | <input type="checkbox"/> Motomarket       |
| <input type="checkbox"/> Who Won What  |   |
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Coming soon in

# CYCLE CANADA



The Canadian supercross series will be covered in the next issue of Cycle Canada.

• **Honda Silver Wing Interstate:** First came the Gold Wing, which revolutionized touring. Then came the fuel crisis, soaring inflation and expensive insurance. Enter the half-size Wing, the GL500. Is it the new way to go?

• **One litre, two pots:** Clear the trails for a confrontation between today's two biggest four-stroke dirt singles — Honda XR500 and Suzuki DR500. Soon as we get them started. All together now: one-two-three-kick; one-two-three-kick; one-two...

• **Back to school:** Road racing school, that is. Searching ever farther for folly, one of Cycle Canada's own staffers will tell you what it's like to attend his first road racing school on the first road racing bike he's ridden.

# Hurricane: The last BSA blast

## SHOWCASE

Vetter designed it and the people loved it but bad management killed it

Often referred to as the Vetter Hurricane, the Triumph X75 marked a turning point in the history of the British motorcycle industry.

The U.S. distributor of BSA called on a relatively unknown designer named Craig Vetter to develop a motorcycle that would appeal to the American market. Working from the original 1969 BSA Rocket Three, Vetter redesigned almost everything from the cylinder head and carb location to the exhaust system and fenders.

By September 1969, the prototype with its beautiful, brightly colored, integrated seat/tank unit was complete. However,

just as production of the bike was about to start, the whole structure of BSA began to disintegrate and the company's future was in doubt. As a result, the project was shelved.

In October, a prototype was shown to BSA and Triumph officials. After two months of stalling, Vetter was asked to redesign the tank emblem to read Triumph, instead of BSA. By this time, BSA had closed down.

So it was that the Hurricane, designed by Vetter to save BSA from certain death, emerged a Triumph in BSA clothing. In reality, the 1973 Triumph X75 Hurricane was the last BSA production machine,

complete with BSA engine.

But for all the enthusiastic reviews in the press, little ever came of it. Only 1,171 units were built by the combined BSA/Triumph Works between June 1972 and January 1973.

The showroom-condition Hurricane pictured here was restored and is owned by Rick Brown of Victoria. The paint work is his own design. Brown has a second Hurricane in like condition in the original orange and yellow colors.

A truly magnificent machine.

**The Vetter Hurricane has an ageless appeal of beauty and performance.**



PHOTOGRAPHY BY DAVE HANCKSON

# Bardahl Rides Again...



## And Again...And Again

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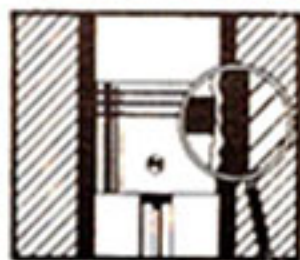
cling to hot metal surfaces. Result—a dramatic reduction in friction and wear on internal parts and a remarkable increase in engine life.

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

BARDAHL 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.

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

# RIDING THE SMOOTH ROAD TO RUIDOSO.



Aspencade! The name is like a magnet that brings you back each Indian Summer to rally in the mountains of New Mexico. But the experience has to mean more when you return on a new 1981 Harley-Davidson® Tour Glide™.



The 1981 Harley-Davidson Tour Glide Classic. Aspencade, Ruidoso, New Mexico.

By any standard, Tour Glide offers unique riding smoothness.



Elastomer Tri-Mount System

The engine, transmission and rear swing arm are isolated from the frame with automotive-type

elastomer mounts and aircraft-type ball joint stabilizers.

There's virtually no vibration at cruising speeds.

Tour Glide handling is just as remarkable. You'll feel the exceptional front end balance and handling in town as well as on the open road. Tour Glide's innovative frame and front-end geometry, together with an amazing 35° lean angle, let you run through winding roads like you were riding a sport bike.

Your ride is nearly maintenance

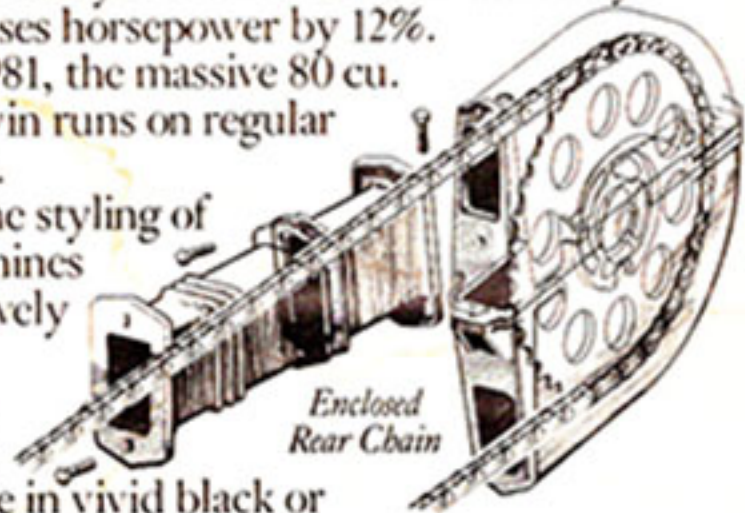
free, because the rear chain is enclosed in an oil bath that more than doubles normal chain life.

There's a 5-speed transmission for

greater efficiency. A new crossover exhaust system increases horsepower by 12%. And for 1981, the massive 80 cu. inch V-Twin runs on regular leaded gas.

The styling of these machines is distinctively Harley-Davidson. Select a Tour Glide in vivid black or new metallic blue. Matching saddlebags are standard. Or step up to a Tour Glide Classic, with matching Tour Pak® and backrest.

It comes in a



Enclosed Rear Chain

FLI Tour Glide Computer-Modeled Chassis Configuration



dramatic new black and charcoal metallic with red pinstriping. Both bikes feature new winged

wheel graphics on the tank. And there are dozens of accessories to dress up your new machine.

Returning to Ruidoso is a tradition. But wherever you rally, the ride, the companionship and the good times are just that much better when your motorcycle is a Harley-Davidson. Because Harley-Davidson is 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.

