

CYCLE CANADA

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AUGUST 1981

**Touring
western
ghost towns**

**Supercross
in Montreal
and Toronto**

HEAVY METAL
**Bashing the
boondocks
on BMW's
R80 G/S**

COMPARISON
**The thumper
strikes back:
Honda XR500
against the
Suzuki DR500**

JOY OF SPEED
**Fast class at
road race school**

PRODUCT TESTS
**Bell's new Star
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BMW R80 G/S



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CYCLE CANADA

AUGUST 1981

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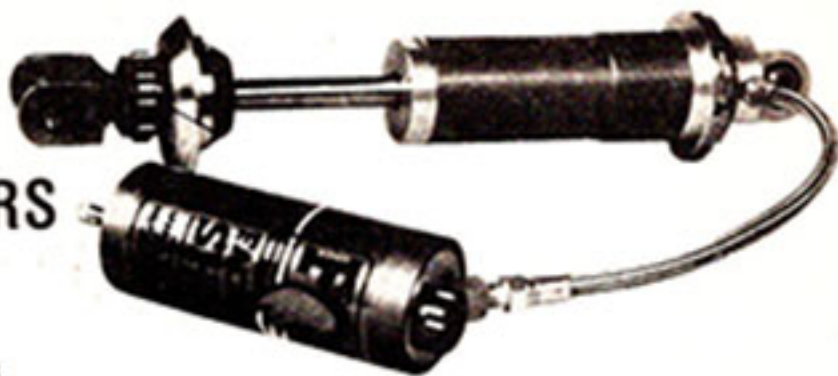
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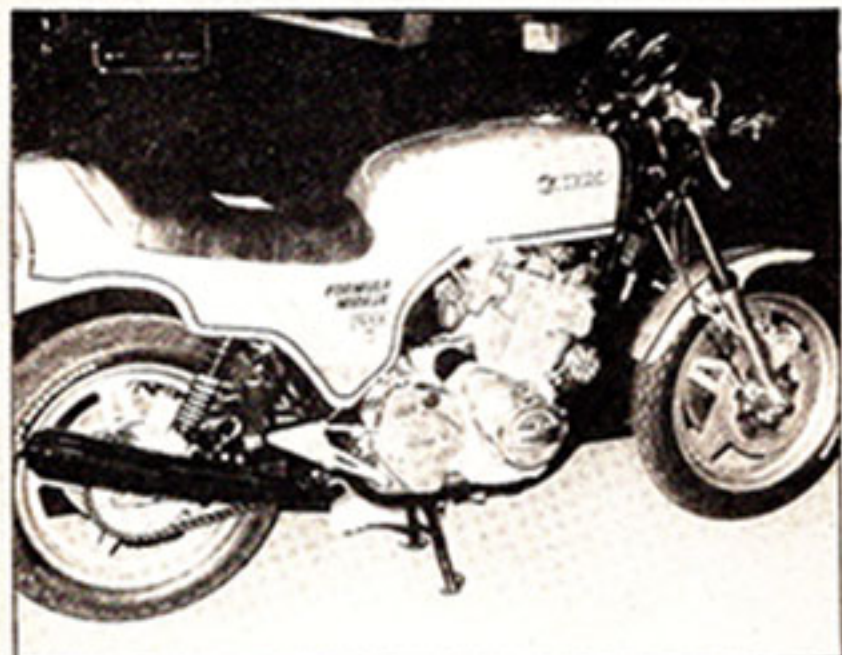
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New Laverda Formula 1200 Mirage is one of the casualties in the Canadian distributor's decision to drop the Laverda and Morini lines in favor of Harley.

Canadian rep for Laverda, Morini turns to Harleys

ROCK FOREST, Que.—Continental Motosport, Canadian agent for Laverda and Morini distributor Slater Brothers (Canada) Ltd., severed its contract with the British-based firm May 12. The shop may still sell the occasional Laverda and will continue to maintain a stock of parts, says Continental president Richard White.

White stresses that he continues to be on good terms with Slater Brothers and that the decision was made by his board of directors. His formerly all-Italian shop currently carries Harley-Davidson and White hinted that he may take on a Japanese brand in future.

The announcement was a surprise to Roger Slater at the company's U.S. headquarters in Kenwood, Calif. "We had no forewarning whatsoever," he said. Dis-

tribution for the two Italian makes will be handled from the U.S. for the time being, but a new agent in Canada might be appointed "at the factory's discretion."

But the days of fast and noisy British-specification Laverdas in Canada are over. Problems with enforcement of vehicle compliance laws in Canada made it too difficult to bring in bikes other than those which meet strict U.S. standards, even though Canadian regulations are less demanding. "If the bikes meet U.S. standards, that's all they want to know," Slater says. "If they don't, there are all kinds of hassles."

So far, he has been waiting more than 16 months for the factory to ship bikes suitably muffled and tested to meet Environmental Protection Agency specifications.

O'Gaffney gone; gallivanting?

NEW YORK—Motorcycle adventurer Ernest O'Gaffney has disappeared again, but no one is worried much this time.

It seems he met a French woman before disappearing with her while in Africa during a motorcycle tour which he said would see him circle the globe via the north and south poles as reported in *Cycle Canada* June 1980.

Sources here say they now doubt reports, published in *Cycle Canada* March 1981, that he suffered heart trouble in Zaire and had been transferred to a hospital in Belgium.

Blue Knights host tulip festival ride

OTTAWA — The Blue Knights Motorcycle Club, Ontario Chapter 2, hosted the first annual Ottawa Spring Festival Motorcycle Ride-In May 15-17. It was the weekend of the annual tulip festival.

The ride got under way at 9:30 Saturday morning with 100 bikes and a police escort touring downtown Ottawa. They stopped at the armed forces air base at Rockcliffe for a demonstration of the U.S.-developed Motorcycle Operator Skill Test (MOST), given by a leader in the field of rider education, Stuart Munro of Transport Canada.

The long distance award went to Jim and Janet Ott of Collingwood, N.S., who had come 1,007 km. One of the longest-travelled Americans was Carl Chandler from Mason, N.H., a member of New Hampshire Chapter 1. He, his wife and nine other members came 730 km to join the ride.

The Ottawa chapter of the



Police cars following you are no problem if you belong to a motorcycle club made up of policemen.

Blue Knights was formed in 1977 and has members from the Ottawa, Nepean, Vanier and Gloucester police forces, as well as from the Ontario Provincial Police and the RCMP. It's a part of a club that now boasts more than 4,500 members; the Blue Knights club was started in 1974 by Sgt. Charles Shuman of the Brewer Police Department in Brewer, Maine, to promote safety and encourage social contacts among riders.

Adopted nephews get a treat from Calgary riders

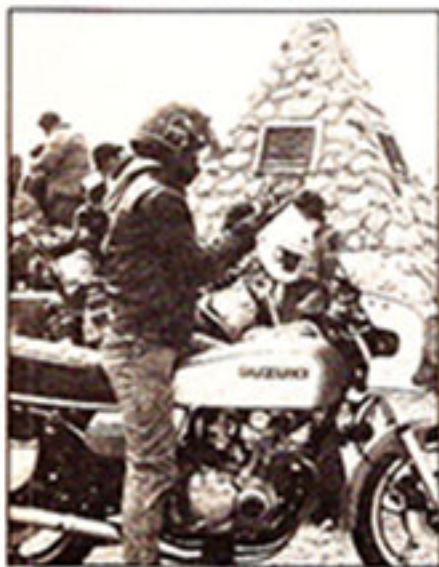
CALGARY—One hundred and seventy entries turned out to support the Forest Lawn Cycle-sponsored Uncles at Large road rally. Proceeds of the affair were to be handed over to the Uncles at Large group and their adopted nephews.

Forest Lawn owner Darrell MacRae organized the ride with the help of local media and sponsorship from several industry sources such as Yamaha, Suzuki, Chris Simpkins, Marquette Marketing and Quaker State, who picked

up the tab for the various prizes.

The ride got under way May 10. Each rider had to follow a series of clues to checks manned by the Uncles and their charges. Riders motored through Calgary's pot holes, then traveled about 50 km through Cochrane and Morley. The return trip looped back to the Bragg Creek area, finishing with a barbeque and dance at the Elkana Ranch.

The weather threatened at times, but everyone finished, and only the media types were heard to mutter about blood circulation and heaters. MacRae is already planning the 1982 jaunt; he says everyone had fun, most of all the kids it was intended for.



Cairn at Morley, Alta., was one of the checkpoints in the Uncles at Large road rally organized by Calgary motorcycle dealer Darrell MacRae.

John Davidson decides to pull out of new H-D

MILWAUKEE, Wisc.—John Davidson, present chairman of the board of Harley-Davidson, has decided not to invest in or serve as an officer with the new, independent H-D company.

Vaughn Beals, chairman of



John Davidson, chairman of the board of Harley-Davidson, has decided to withdraw from the company once it is fully independent of parent AMF.

the board of the new company, said that Davidson had decided for personal reasons to withdraw from the group taking over H-D from its parent company American Machine and Foundry. Davidson plans to continue as president of the golf cart division and will remain with Harley at least until the end of 1981 to aid in the change to new management.

Training program in Nova Scotia getting stronger

HALIFAX—Nova Scotia appears to have the healthiest motorcycle riding training program in the country. There are 142 active instructors; only Quebec with 182 and Ontario with 166 have more. Looking at Ontario's eight million-plus population and Quebec's six million-plus compared to Nova Scotia's 800,000 makes the figures more impressive.

In 1980 1,118 students grad-

Improved thermoplastic should make better helmets

HEERLEN—A chemical research company based in the Netherlands has developed a type of polycarbonate helmet material that is more resistant than normal to attack from gasoline or paint solvent. This could foreshadow greater use of polycarbonate in helmets of the future.

One of the major objections to the use of conventional ABS polycarbonates for helmet shells is that the material is susceptible to deterioration when exposed to gasoline. Polycarbonate helmets can't be painted, either, since the paint solvent has the same effect. Additionally, prolonged exposure to heat and ultraviolet radiation (present in sunlight) can affect the material.

The firm DSM says its new Ronfalin MST 42 is the first thermoplastic material to substantially overcome these problems. It meets all European safety standards, including a new British standard which incorporates a condition about resistance to solvents.

DSM further claims that Ronfalin is more resistant to impact over a wider temperature range than are conventional thermoplastics. More uniform sizes of the polycarbonate particles and a more uniform distribution of the rubber base



Lazer helmet, made in Belgium, is the first to use a new thermo-plastic.

material are claimed to greatly reduce the material's tendency to crack under stress.

A Belgian manufacturer, Cross, is marketing a helmet made from Ronfalin under the name Lazer. It isn't yet available in Canada, but meets U.S. DOT safety standards and is being marketed south of the border. Some leading British manufacturers—Kangol, Stadium and Thetford Mouldings—have also switched over to the Ronfalin material.

The consumer should have a greater variety of helmet designs and colors to choose from in future, and the helmets may even become cheaper. Production runs now can be made in one color of plastic, then the helmets painted—it isn't necessary to make a separate run for each color of helmet.

uated from the program. This figure was up 17 per cent from 1979, and the goal is to get 2,000 students per year through the program. About 4,000 new riders per year are

registered, of which half are motorcycle riders only, the rest also driving cars. The program is aimed primarily at the rider-only group.

Continued on Page 10.

Fourth Toronto toy ride set for September 12

TORONTO—The Toronto chapter of the Blue Knights Law Enforcement Motorcycle Club will host its fourth annual Toy Ride Saturday, Sept. 12, 1981.

Entry fee for the ride is a new or unused toy of any type. The toys are donated to the Salvation Army each year for distribution to needy children at Christmas. The ride will start at 1 p.m. at the Metropolitan Toronto Police Association Building at 180 Yorkland Blvd. (near the 401-Don Valley Parkway junction) and finish at the Toronto harbor.

Riders can register the day of the ride starting at 10 a.m. or can write to Blue Knights M.C., P.O. Box 582, Postal Station O, Toronto, Ont., M4A 2P4.

KTM ups the ante in the ultimate enduro bike war

LUDLOW—From England comes word of a new KTM enduro bike for those who need the biggest, toughest, fastest and nastiest. This one's a 495, and it's liquid-cooled.

Rated at 53 hp at 6,900 rpm, the prototype uses Marzocchi forks and Ohlins shocks. Maximum speed is claimed to be in the region of 170 km/h, certainly more than fast enough for your average tight woods section.

Standard GS1100 has more ponies than we thought

TORONTO—In the test of the Suzuki GS1100S Katana published in the June issue, we stated that the 1981 standard GS1100 was rated at 99.5 hp and 8.69 kg-m of torque, both numbers being slightly lower than the 1980 figures.

Suzuki now says that those numbers refer to the ratings for the German market, and they were provided to us inadvertently in the rush to get information on the Katana into our hands.



Providing a toy for the Salvation Army to distribute at Christmas is the fee to enter Toronto's fourth annual toy ride.

Probationary period set for new Ontario drivers

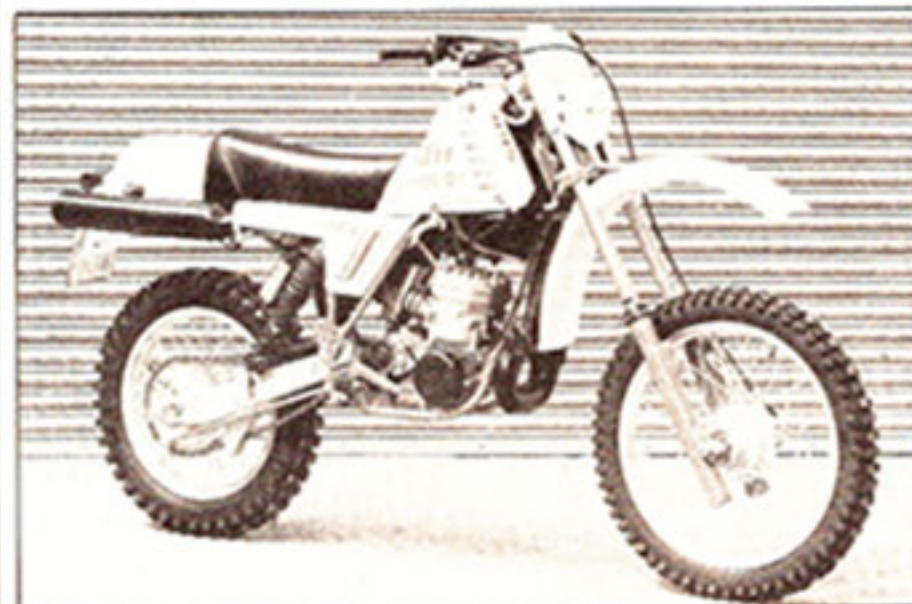
TORONTO—New drivers in Ontario will not get permanent licences in future until they go through a two-year probationary period. The new program, which started June 1, also prohibits new drivers from holding a school bus or instructor's licence.

If the probationary drivers accumulate six demerit points in a one-year period, their licences will be suspended for 30 days. The regular demerit system in Ontario calls for a 30-day suspension if the driver collects 15 points over two

years.

Minor traffic offences are worth three points each, so two speeding tickets could do in the new driver. After 30 days, the point total again drops to zero, but the driver will remain on probation until he serves two one-year periods free of suspension.

Riders or drivers moving to Ontario from another province will be excluded from the system if they have held valid driver's licences in another province for two of the previous three years.



KTM's biggest enduro bike produces 53 hp in prototype form.

In fact, the 1981 GS1100 is rated at 105 hp and 9.34 kg-m of torque.

Camping downtown possible in the nation's capital

OTTAWA—Once again, Camp LeBreton in the heart of downtown Ottawa will be open to camping visitors. The site is located 10 minutes' walk from Parliament Hill and most of the other major tourist attractions and public build-

ings of the nation's capital.

It's open June 17 to Sept. 8, 1981, tents only are allowed and preference for space is given to cyclists and hikers. Those travelling by other means will be accommodated as space permits.

The charge is \$1.50 per person per day, with a maximum stay of three days allowed. Free parking and 24-hour security are provided. Information is available from the National Capital Commission, Leisure and Culture, 161

Laurier Ave. W., Ottawa, Ont., K1P 6J6, (613) 235-2829 or 996-5784.

Peugeot ready to introduce new line of bikes?

PARIS—Peugeot is known on this side of the Atlantic for its cars and bicycles, but in the French home market the firm also manufactures a range of mopeds.

The company is considering expanding its two-wheel line by building 250 and 400 cc fuel-injected, liquid-cooled twins. Introduction date is said to be early in 1982.

How-to book just the thing if you take it all along

ATLANTA—A report on the planning and organization of two cross-America tours is being sold by a Georgia-based touring rider. The story of his two trips, totalling more than 20,000 km, offers hints on everything from route planning to mosquito repellent.

Preparation and advance planning are the two things the book stresses. Hints on riding comfort, packing convenience and a multitude of other touring problems are included.

Those who like to travel light won't find the book too useful; the author is of the kitchen sink persuasion of travelling and carries everything short of a shotgun. Load capacity, packing space and luggage volume are prime concerns of the book.

Still, many of the hints are worthwhile, particularly for the novice touring rider. Interested riders can find out more by sending \$5 U.S. to The Voyages, P.O. Box 88456, Atlanta, Georgia, 30338.

French GP rider dies after crash

BELGRADE—Michel Rougerie of France died May 31 from injuries suffered in a crash the same day at the Yugoslavian GP road race. Rougerie, competing in the 350 cc class, collided with countryman Roger Sibille, who escaped with minor injuries.

Newsfront is edited by Larry Tate.

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Editorial

**These are
the bad
old days**

We have some pretty advanced motorcycles these days, but in some ways I'm reminded of the days of Samuel Taylor Coleridge. The 19th century heroic balladeer wrote his *Rime of the Ancient Mariner* about a sailor condemned to carry the albatross he'd shot suspended around his neck. Motorcycling's a little like that.

We're not fettered with large birds, most of us, but we do often feel the weight of a different kind of albatross we call The Image of the Sport. Whatever

it is, it lives with us daily. We swear that it's changed, that the bad old image is gone. Every puffy story about family motorcycling in the lifestyle pages of the newspapers breathlessly attests to that.

Horsefeathers, of course. If it were true, we wouldn't have to rush around insisting the old image is dead. Only when we have stopped denying that it exists will it cease to exist.

Whatever the image is, it's compounded of every B-grade movie and TV show about moto-meanies, every newspaper headline about two-wheel crime/perversion/death rates/noise/hemorrhoids/you-name-it. It's like a vegetarian pizza—you're not sure what it's made of, but you know it's not the real thing.

Yet it persists in riders' minds because it persists in everyone else's mind. The idea that there is some terrible misconception about us out there which makes us all seen as drooling fiends creates a crippling atmosphere of apology. Gang wars? we laugh nervously. Oh yes, well, that was 30 years ago. Only in the movies. Someone you know got aced on his scooter by a car that went through a red light? Oh yes, isn't it a shame, but there's this old lady I know who has been riding 50 years without a scratch.

We do like approval. I guess that's why we act defensive when someone unfurls the bad ol' Image like a red flag and says Boo! Reminds me of the cartoon about the guy at the party who walks around with a lampshade on his head saying "Approval, approval, approval..."

We really don't mind carrying that bad-ass profile at times when it's not inconvenient. The chrome and leather number can impress the hell out of strangers you meet;

its repulsion/attraction for women has also been noted. It's probably only the thought that you might be followed by a group of your buddies armed with Indian primary chains that keeps half the air-conditioned burghers from running you off the road with their Sevilles.

There has been a lot of trading on image since the Low Rider/Specials market

came of age. You too can shed your nerd image and become a weekend warrior for only \$3,499. Reminds me of the mountain men who once a year trade

their three-piece suits for fringed buckskin and congregate to gnaw pemmican and blast away on black-powder rifles. Sort of a Disneyland without deodorant.

It's only when we're confronted by The Image in the minds of policemen, girlfriends' parents, insurance agents, magistrates or one's peers in the boardroom that it becomes a touchy subject. Then we trot out all those lines about things not being what they used to be. Motorcycles aren't dangerous, no; look at all those people taking training courses. They're not noisy, no; it's just those kids who ride their motocrossers to school. There aren't any greaseballs out there, hell no; that was me on my Sturgis. Sturgis? Oh, that's just a place where a bunch of fun-loving riders get together each year to beat and vomit on each other.

You can try to have it both ways at the risk of schizophrenia, but why not get comfortable with the fact that motorcycling is unlikely to be as well received as, say, motherhood? Motherhood's a hard act to follow, although the zero population growth people may tackle it for us. Better that motorcycling be a profane icon than none at all.

Of his ancient mariner, Coleridge wrote:
*Ah! well-a-day! what evil looks
Had I from old and young!
Instead of the cross, the Albatross
About my neck was hung.*

The old salt eventually chucked the bird, but lived under a curse from then on. I'm not convinced we need to work so hard at doing the same for our own albatross, The Image.

What's the fun of motorcycling if everybody's doing it?


— John Cooper

**We swear that it's
changed, that the
bad old image is gone.**

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Test photo secrets exposed

MASTHEAD

Photographers need to be quick on their feet

Motorcycle photography of the sort you see on the cover doesn't come easily. You need to co-ordinate a superb rider with a daring photographer if you want them, or the bike, to come back unscathed.

For the BMW assignment we chose Mike Harnden, the sixth-ranked motocross racer in Canada, and Nigel Scott, whose last assignment for Cycle Canada was a portrait of Marilyn Bastedo, the Canadian Motorcycle Association's general manager.

The plan, for which the code name was BMX, was for Harnden to launch the 167-kg R80 G/S and sail it over Scott's left shoulder, all the while looking as if it were mere child's play. Scott's job was to shoot several frames while Harnden was in flight, all of them well in focus, and then duck out of harm's way. And all of this was to be repeated until we had 72 frames exposed.

The trouble was that Harnden couldn't see where Scott was kneeling until after take-off, and Scott's view of the fast-approaching Harnden and BM was distorted by his long lens. And so it came to be that Art Director John Bullock had a few anxious moments before rider and photographer settled into a routine:

"There were a couple of times when Mike just about landed on Nigel when Nigel realized almost too late that he was about to get pranged. But then they got perfectly synchronized, with Nigel diving to one side just as the big BM brushed by with a few inches to spare."

Lest you get the impression that we risk our necks in the pursuit of cover and test



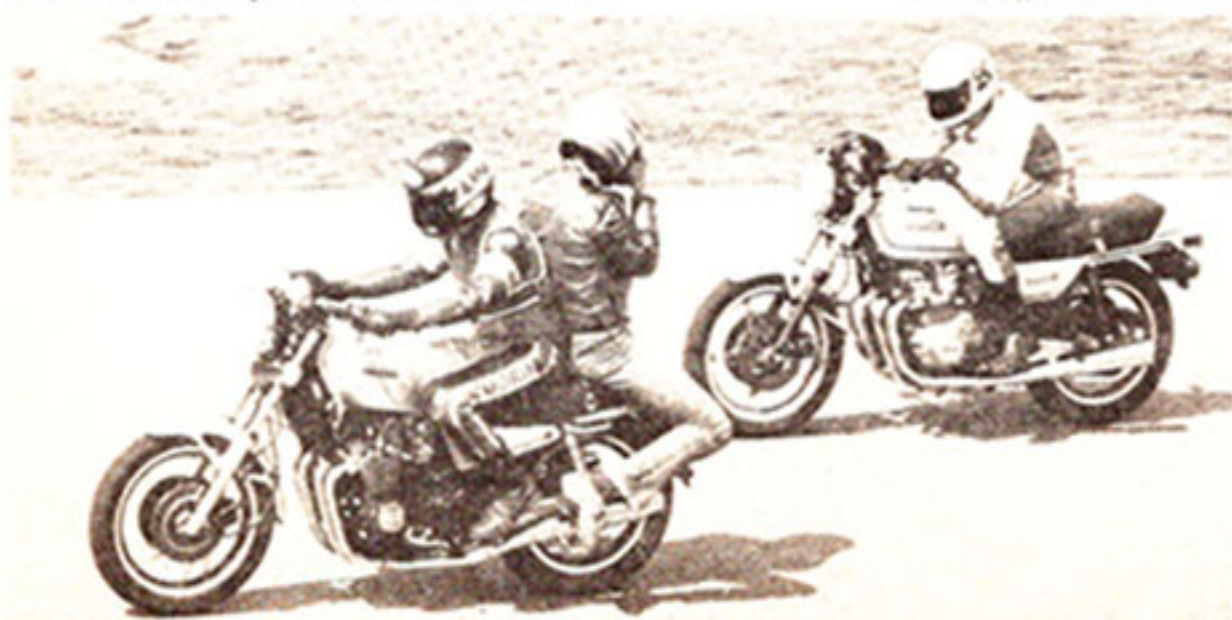
Tight squeeze in the elevator for a photo-studio-bound Honda Silver Wing.

photos, let it be said we will scrub an idea if it seems overly risky or illegal.

Sometimes, the trickiest part of test photography takes place in a studio. Or, as the photo shows, getting a bike like the Honda Silver Wing into the freight elevator to get it up to John Wild's studio. Certainly, the tall ladder Wild uses to obtain overhead photos is so old and flimsy that our art director refuses to climb it to check the framing of shots.

For Bill Petro, the dean of our contributing photographers, no assignment is too tricky, no angle too tough, but that's another story.

—Georgs Kolesnikovs



Rearward-facing Bill Petro at work during our 650 track comparo.

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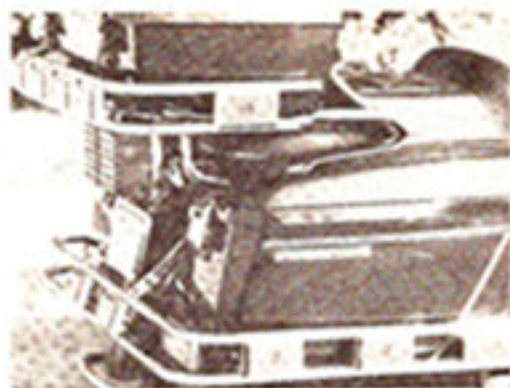


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READERS WRITE

LONE WOLF WAVES GOODBYE TO HIS SOLITUDE

Strength in numbers: in praise of CMA

I've always seen myself as independent, perhaps even a loner. That may be why I ride a motorcycle. It's also why I've never joined the Canadian Motorcycle Association.

The CMA always struck me as a club for those who make a full-scale hobby of riding: the tourers, rallyists, racers and fans. Since I prefer to barnstorm the back roads alone, I've never felt much affinity with that sort of organization. But three 1981 issues of *Cycle Canada* have carried items that have made me rethink my personal stand on joining the CMA.

Item: A B.C. rider who objects to mandatory helmet laws takes the CMA to task for siding "with those who move against rights [of individuals who reject helmet use]".

Item: An Ontario racing enthusiast blasts the CMA for failing to sanction adequate sidecar competition.

Item: CMA general manager Marilyn Bastedo offers a generous and objective identification of problems in the organization and predicts its demise unless the problems are rectified.

Item: Ontario director Jim Kelly writes excellent columns in all three issues, convincing me his riding pleasures parallel mine. I've never met the man, but his concerns for riding and the CMA suggest that I'd like him.

Three years of reading American motorcycle magazines have shown me that while Americans don't fully accept all of the AMA's objectives or stands on issues, they do support it. They don't expect the AMA to be all things to all riders, but they do appear to understand and appreciate its efforts on their behalf. I don't get the same message about Canadian riders and the CMA.

Canada follows U.S. leadership in many areas of law, attitude and behavior, and regulations governing vehicle use for transport and recreation form one of these areas.

Recent output from various American writers, government agencies (including police) and the general public suggests that pleasure use of motorcycles may soon be curtailed in the U.S., and that major performance limits be placed on

cycle manufacturers. The U.S. is entering a period of greater political conservatism, and the AMA faces very heavy riding to deal with it.

Canadians cannot afford to let the AMA lobby for them. We desperately need our own association to keep up with proposed laws and restrictions, and to lobby on our behalf at the provincial and national levels. Only a strong CMA can elicit the support of Canadian riders in taking action against political attempts to limit our riding.

Enough divisive forces exist within our Confederation. Let's unite at least one small but nation-wide segment of our population.

Robert Donnelly
Hamilton

Kudos and complaints from Japanese-weary

One gets the impression that you are all gung-ho on Japanese machines.

Oh, I know it's the only thing to test, you have to sound enthusiastic. But that article on the Seca 750 ... excellent writing, although I went through three J-cloths wiping your editorial drool off the pages before I could read it!

The Manx vs. Honda article was excellent. (I'm using that word too much.) Too bad you couldn't put in more, but I realize you have your space limitations. The article by Kev Cameron was well done and Carl Bastedo's article was superb. Having the right attitude is important in many phases of life, but he captured the essence of the message so well and connected it with a wrist pin to competition.

Jim Garrett
Hamilton

Victim of mail order offers others warning

Two years ago, you ran an ad in your magazine for Tracy Manufacturing Inc., which sold fairings, custom gas tanks and seats. I'd like to warn readers not to do business with this company.

In August of 1979, I ordered a Tracy TransAm fairing for my Yamaha XS1100. After a two-month wait, I wrote them inquiring about my order. They wrote back to say they had received my money order and that they soon hoped to

send the fairing. After another month, I wrote again but got no reply. On two occasions, I phoned and they offered lame excuses: they had either mailed it or were just in the process of doing so. I finally asked for a return of my money order, but to no avail.

I also contacted the Ottawa Journal's consumer line twice before the paper folded. The first time they phoned Tracy, they were told a fire in the plant had interrupted production and that the fairing would be sent in the near future. I received nothing, so they wrote, but got no answer. Both times they published my letter in the Journal.

I gave up on ever getting my money back. I bought a Voodoo fairing last year and like it very much.

The incident has made me very cautious about ordering anything from the States, since there doesn't seem to be anything Canadians can do legally either to obtain the goods we pay for, or to get a refund.

Bart Raaphorst Jr.
Renfrew, Ont.

Cycle Canada tried to contact Tracy both by mail and by telephone, with no success. The company is now operating from a new address in Carpinteria, Calif.—Ed.

Disgruntled reader pleads for more touring info

I've got some comments about your magazine and the way it looks at bikes. They apply primarily to your May 1981 issue.

First, there's next to nothing on touring, and what little there is is poorly done. Second, you wasted five pages on a parts list when a brief dollar breakdown would have done as well.

Next, you rave about the XJ750. Question: Who fixes the thing when it breaks down in Tofino, B.C., or some such place? Assuming you get lucky and find a dealer, how much will he charge to unscramble that electrician's nightmare? Will you have to wait days or weeks for parts? How much power is unsafe when you run into bad weather? What are these and other bikes with asinine styling like to live with for hours on end?

Oh yes, fuel mileage. Have you checked the figures for the VW Rabbit diesel or

So you've Already PAID for the CBX
But you want to Mortgage your
house to pay for the Valve JOB...

GM's new J car? How many bikes deliver poorer figures? Why do so many large bikes have to slow to a crawl in the rain? Too much power, or are they top heavy?

There are few bikes left you don't need a degree to repair, bikes that are understressed and that deliver usable power over a wide area. Who needs the gimmicks?

The success of Rider magazine shows that there are a lot of us who travel the highways and back roads of this continent. Sales figures show that the largest market is the 400 to 650 cc class. Don't ignore us or put us down.

It's sad when the big three have such control over a publication that you can't or won't attack stupid excess for the folly it really is.

P.R. Ambeau
Vancouver

Empire may be gone but British bikes live

I would just like to comment on how excellent your magazine is for all bike types — a far cry from the English journals of 1948, when I first started riding.

At that time in B.C., the Harley 45 reigned supreme, as British bikes and parts were hard to come by. But the British bikes will always bring back fond memories, being built by enthusiasts for enthusiasts.

D.J. Munn
Victoria

More on mechanic schools from Western Canada

In regard to your editorial in the May 1981 edition, you state that you know of no full-time motorcycle mechanics course in Canada, outside of the apprenticeship program.

The Pacific Vocational Institute in Maple Ridge (approximately 60 kilometres east of Vancouver) has been operating such a course for the past two-and-a-half years.

Motorcycling mechanics in British Columbia are not affiliated with the Ministry of Labour regarding training, and the program here is certified through our institute only. Most students who enroll have little or no experience at a dealership, but for those who have, it has



proved an asset.

Those interested in our course can contact the undersigned at Pacific Vocational Institute, Maple Ridge Campus, Box 3000, Maple Ridge, B.C., V2X 8L3, (604) 462-7131 ext. 72.

Tom Nelson
Motorcycle Mechanics Instructor
Pacific Vocational Institute
Maple Ridge, B.C.

With reference to your Cycle Canada editorial of May 1981, please be advised that there is a full-time motorcycle mechanic course being offered at Fairview College.

Fairview College, located about 500 km northwest of Edmonton, is offering a one-year pre-employment training program aimed specifically at those people wishing to enter the trade. Class sizes are small and "hands on" training is emphasized in our well-equipped motorcycle shop.

The response to this program has been very strong and demand for our graduates has far outweighed the supply.

Those interested in the program should direct their inquiries to: Registrar, Fairview College, Box 3000, Fairview, Alta., T0H 1L0.

One last comment on your remarks about seasonal layoffs. It would seem that motorcycle dealers today generally have sufficient work to keep most of their service staff busy on a year-round basis. However, it is sometimes necessary to lay off some technicians in the slack season. As in any trade, the least valuable employees will be the first to go. It is therefore advantageous to those who

wish to become motorcycle mechanics to get all the training they can, and to strive continually to improve the speed and quality of their work.

The best mechanics in the trade today enjoy respect, high wages and excellent job security.

Bruce Barclay
Motorcycle Mechanics Instructor
Fairview College
Fairview, Alta.

Tests draw gripes from Japanese-overload folks

Your magazine has now tested three open-class motocross bikes, all Japanese. I feel your testing, or lack of it, falls short of factual reporting.

The Kawasaki 420, Yamaha 465 and Honda 450 have been tested. Several American magazines have tested open-class motocrossers, and the Husky 430 and Maico 490 were rated "best". The Kawasaki 420 and the Honda 450 were rated "worst".

Your write-up on the Honda 450 is a joke. How about accurate reporting of several machines instead of lip service to Japanese companies?

Try to test in more depth and check other peoples' results.

Ken Silver
Copper Cliff, Ont.

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.

Fine-tuning a qualified Qualifier

TECHNICS

Further injections of money make a 400 Can-Am better

By Harlow Rankin

Digging back to the final tabloid issue of Cycle Canada of December 1980, you will remember that I undertook a blow-by-blow description of the set-up of my trusty Can-Am Qualifier. Since the initial set-up, I've thrashed and crashed, but mostly bashed the 400 Orange Crate a lot of miles.

So far, nothing has fallen off and the wheels are still round. But there are a few more changes, made mostly out of necessity and possibly because I'm too damn fussy. The final mods were worth the effort and the dollars.

The front brake has long been a SORE point for many people with Can-Ams. The list of problems is a long one, including brake shoes, backing plates, cable routing, and a lack of stopping power.

The hot thing here is a new wheel. A KTM wheel and its paraphernalia bolts right into the Marzocchis with no fuss. Not everyone has the finances for, much less the access to, this goody. I partially solved the problem in another way by reversing the stock wheel.

This is no easy chore. The boss on the backing plate must be re-located exactly opposite its normal position. Instead of bolting into this boss as per the stock set-up, I brought a bolt through the rear of the plate via drill and tap, screwed the boss onto it and finally welded the boss back onto the plate. This bit of trickery seems to be as strong as the stock unit, if not more so. Time will tell.

The torque arm and the brake arm must also be re-shaped for the left side, the torque arm by re-bending and the brake arm by cutting and re-welding. Last, but not least, a new cable must be fabricated, since the stock item now will be a tad short. I used an extra from an XR200 Honda.

The last piece is the coil return spring, also a Honda XR200 extra. The spring is important, as it gives some feel to the whole braking action.

With all of the adjustments complete, the brake action now is much better than stock. Stopping power remains the

Harlow Rankin is Cycle Canada's Alberta correspondent.



Diamond section aluminum swingarm (left) is a factory option that extends the wheelbase, improving handling and minimizing wheelies. Brake modification (right) improves feel greatly, but doesn't do much for ultimate stopping power.

SAME! This modification is not recommended for the average back alley bushwacker. The correct tools and an expert welder are required. A big thanks goes out to Ed Tudor at Duraprime Products-Calgary, welder extraordinaire.

At the other end of my cutline Cadillac, I installed the factory aluminum swingarm. This item is much stronger than stock and is the same length as the MX6 arm, an inch longer than the stock Qualifier arm. Thus, high-speed handling and wheelie control is greatly improved.

The stock arm showed signs of self-destructing in various places. The aluminum job is a diamond section and should be fairly rugged. Since the new arm is longer, some other changes are required on the Qualifier.

The chain must be longer by a few links, and the MX6 torque arm and brake cable must be used. Don't get excited yet, we haven't even spent \$200. Can-Am pieces are at least reasonable. Because the leverage ratio has now changed, new Ohlin springs (read heavier) may be needed. Ohlin springs are expensive!

Installation of the new swingarm is a basic nut-and-bolt type installation, but care should be taken. Use of the incorrect shims on the pivot bolt will make the bike handle like a camel. The cam adjusters for

the chain should be replaced with aluminum jobs and the torque arm must be modified to clear the swingarm.

With the aluminum swingarm installed you'll now be able to impress your friends, but you'll be left holding the bag, or bike. The diamond section fabrication does not provide for the mounting of a side-stand. Obviously, the bolt-on centre stand kit is the route to go here. It will not last long if you're into bashing rocks and logs, but it is handy when removing the wheels.

I also treated myself to a set of piggy-back Ohlins. After removing the remote reservoirs for fettling with the carb numerous times, the new Ohlin bodies didn't seem like an extravagance. Now servicing the carb is nearly a snap; maybe I can figure out something for all that frame tubing?

Finally, the exhaust system was changed to an MX6 pipe and an Answer Products silencer. The pipe was added for quicker throttle response and the spun aluminum silencer in favor of a little weight saving. This combination will NOT win awards for quietness. But the power can now be definitely eye-opening!

The bike should be finished by now, but there is always room for improvement. Maybe I'll investigate a Lectron carb. □

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Robbers, smugglers and murderers

ON THE ROAD

A trip through Central and South America provides a real education

By Ken Graham

I've taken a BSA 500 single to Alaska and been across Canada on an old Honda 450. However, for my Dawson Creek, B.C., to South America venture, the Vespa 200 seemed as suited as could be: shaft drive, CDI and a spare wheel. Besides which, I sell Dneprs and Vespas.

I custom-built luggage racks to take the abuses of the trip and with the simple addition of a clear handlebar fairing the bike was ready to roll, one-year unlimited mileage warranty and all.

Eventually I travelled through 15 countries, one civil war and one border war; through desert and over the Andes on a road at five kilometres altitude through mud, mist and snow. Robbers, smugglers and murderers, I saw them all. The Vespa survived with only one spark plug failure — under warranty. Mind you, I wore out two rear tires, replaced spark plugs and broke a couple of hand levers in falls.

October 22, 1980, I awoke, had a good pancake breakfast and left as the sun began to rise. It was cold; my water bag froze solid as a rock. The snow was wafting down as I rode through the mountains to the coast. In Vancouver I got vaccinated against yellow fever and typhoid, and purchased pills for malarial protection. Then it was south along the Oregon coast on beautiful, twisting roads. Even in California the campsites were practically empty, and I had no trouble getting excellent sites among the giant redwoods.

In San Francisco I rediscovered youth hostels; something of a misnomer, since they are for travellers of any age. This one was only two blocks from Fisherman's Wharf, not bad for \$5 a night. In the hostels I visited I eventually met and exchanged addresses with friends from South America, Australia and Europe.

I spent two weeks in the San Francisco area, and had the worst fall of the trip when I fell from a roof while helping friends shingle.

Then off to Baja, where I entered the free-for-all of Mexican traffic at Tijuana and started four months of looking for

Ken Graham is a motorcycle dealer, mechanic and metal fabricator living in Dawson Creek, B.C.



One of the sights passed by the continent-girdling Vespa was this tree in Mexico, claimed to be the world's largest in volume.

almost non-existent road signs. Gas stations aren't always along the highway, either, and it's not unusual for them to run out of gas for a few days at a time. Best have enough gas to look for a second station.

Mexico City was exciting driving to say the least, excitement of a type I prefer to avoid. It also has a very fancy hostel, the 1972 Olympic athlete's village. I stopped long enough to see the Aztec pyramids and other artifacts.

One morning I stopped at one of the many wrecks in the ditches. I saw a movement in the cab and stopped some passing traffic. The driver was quite startled by his sudden audience as, wrench in hand, he had been damaging the steering to make it look as though mechanical failure caused the accident. I slipped through the people back to my bike and continued.

The Guatemala frontier was somewhat unnerving. Every time I pulled into a checkpoint the soldiers insisted on shaking my hand. All buses coming off the side roads had three soldiers on top with machine guns.

Another problem in Guatemala was the five-minute marriage proposal. Honest, no hanky-panky involved; just a problem of a poor society looking for ways out. By their standards all foreigners are rich.

Guatemala fast became my favorite country to visit in winter, with its low prices, colorfully dressed natives and smouldering volcanoes.

Deciding the news people were sensationalizing the happenings in El Salvador and wanting to make up time, I determined to take the coastal route through that country. After all, I had had no trouble in Guatemala, which was also reputed to be risky.

That night I ended up less than 50 km from the city of San Salvador. I stayed as the only foreign guest in a rather nice surf-side hotel. The next morning I saw a couple of tourists admiring the view from the road, big bodyguard types from a James Bond movie complete with shoulder harnesses and guns.

When I got the bike out of my room and started off, I shouldn't have been surprised to see a body beside the road. Already the locals were digging a grave. I got through El Salvador that day and have come to respect news reports a bit more.

The rest of Central America went quite swiftly, with a stop at the famous Road Knights motorcycle club at the American armed forces base in Panama's Canal Zone. The best way to South America from there is by air, and the fastest way, theoretically, is to get your bike on a COPA flight to Medellin, Colombia. Assuming you are on the same jet and have a Carnet you can have your bike the same day in Medellin. □

The South American part of Ken Graham's Vespa odyssey will be carried in the September edition of *On The Road*.

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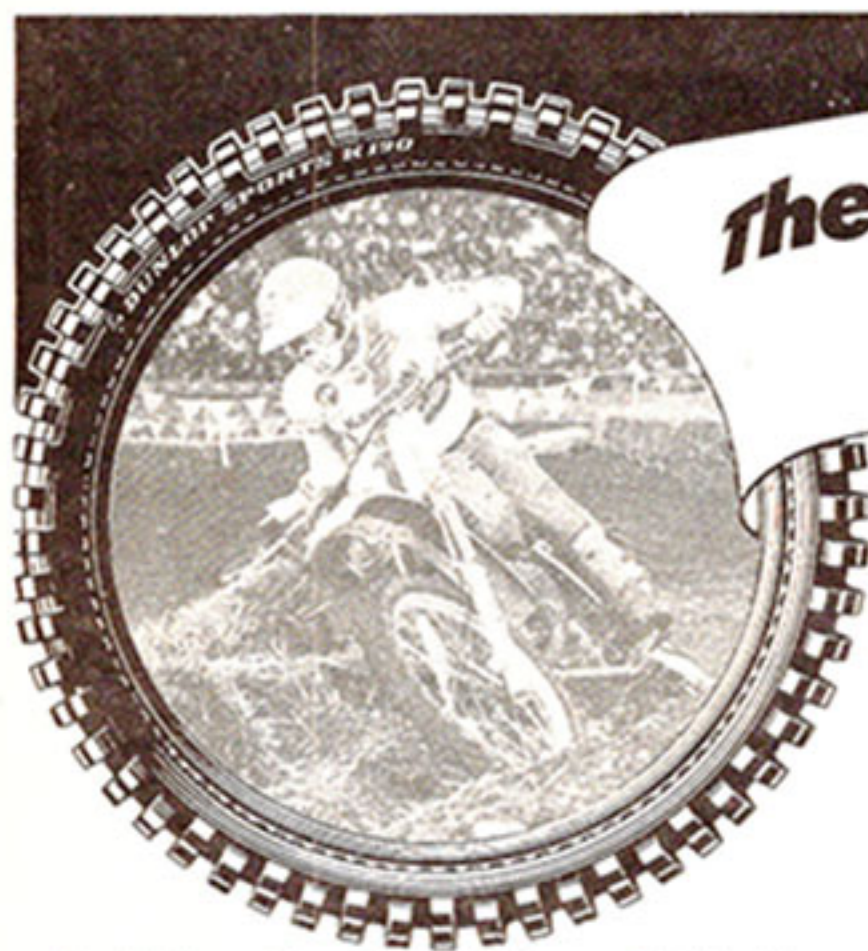
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Ross Pederson, Canada's No. 1 Motocross Rider, in action.

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Congratulations to Mark Barnett, who rammed his Dunlops past the checkered flag first in Montreal and second in Toronto, showing the consistent style that makes him a top international star.

Johnny O'Mara scored a breath-taking upset over Barnett at the Toronto Supercross after 20 laps of high-pressure dicing, both riders on Dunlop tires.

Congratulations to Ross Pederson, Canada's No. 1 motocrosser. Riding a stock Kawasaki on Dunlops front and rear, Ross went up against the top U.S. factory-supported riders and came home third in Toronto, top Canadian overall.

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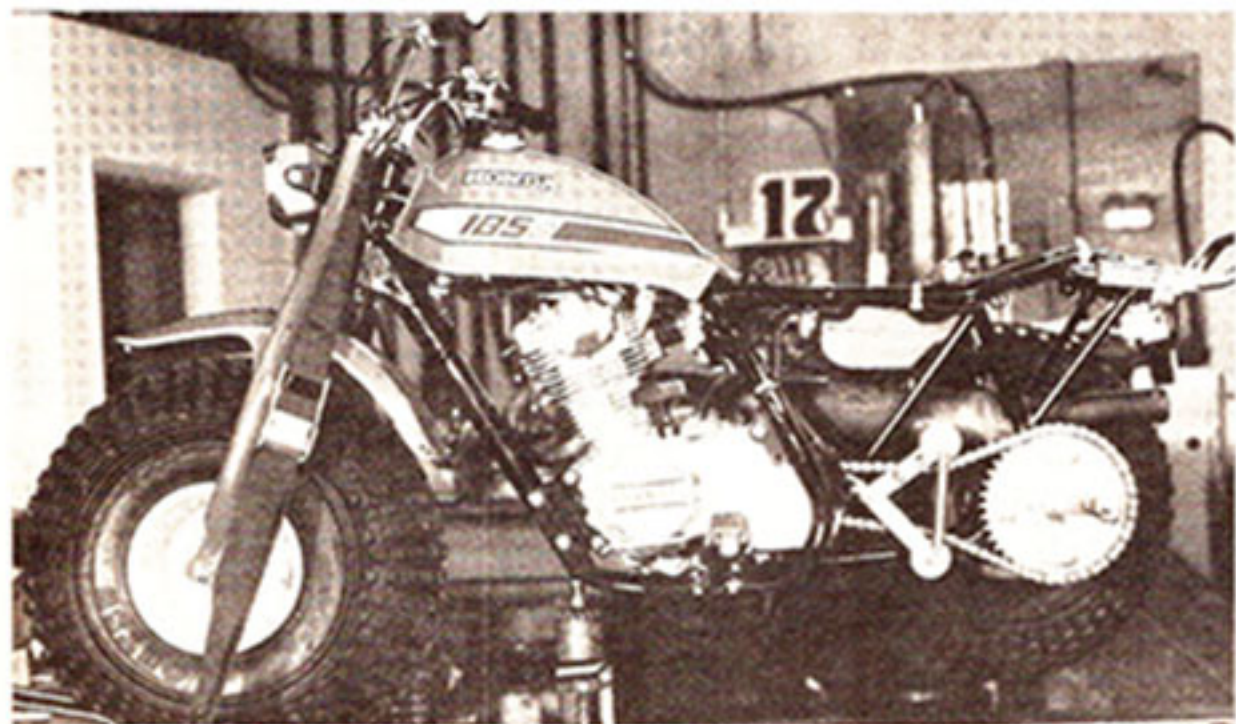
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Better shifting, lower noise and better retention of chain lube are claimed. Available for Honda XRs and Xls, some trikes and some Harleys. Info P.O. Box 24506, San Jose, Calif., (408) 378-1993.



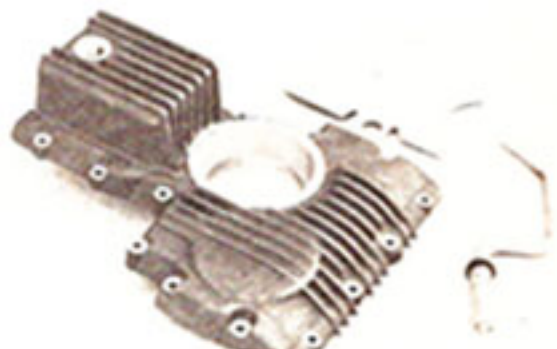
European style and quality are the characteristics touted for Hein Gericke leathers from Germany. Movement designed into sleeves, leather-covered Spandex stretch panels and unusually supple leather are all aimed at making these more comfortable than usual to wear. Available in a number of styles. Men's jacket shown about \$260; women's about \$224. From Marquette Marketing.



Better breathing for your Kawasaki KZ750 is only \$13.70 away. K&N claims that its new oiled-foam filter provides greater filtration area and more effective, longer-lasting filtering action than the stock unit while fitting in the stock air box. As with other K&Ns, the filter can be cleaned and re-used. Distributed by Design Cycle, Louis Quilicot, Nican Trading (price is from Nican), Simplex Cycle, Techno Sports and Trans Can Imports.



A new feature of Haynes's latest service books is a large color pull-out maintenance and adjustment guide. Lubricants, service intervals, etc., are all clearly specified. In addition, you get the normal Haynes tear-down and rebuild information, illustrated by photographs at each step. This book for the Suzuki GS850 series lists for \$10.95 from Torvan Motorsports; other distributors are Boyes & Rosser, Ian Kennedy, Kaiser, Louis Quilicot and Simplex Cycle.



If you like racing your big Kawasaki but don't like what hard acceleration can do to top end oil pressure, feast your eyes on R.C.'s deep-sump oil pan. It replaces the stock pan and pickup, increasing oil volume by one-half quart and providing a larger and more constant flow of oil from sump to pump. A filter is built in, the stock bolt pattern is used and only minor work is needed to adapt the new oil pipe to the pump. Suggested retail \$200 from Adams Performance Products.



Yoko motocross gear from Finland now is available in Canada. Shoulder and chest protector shown is lightweight, comes in team designs and colors as well as in Yoko's own. Light foam base has ventilated plastic protective guards attached. Harness clips around back and waist to ensure it stays where it should. Suggested retail \$61.95, distributed by Kari Products.

SOURCES

Adams Performance Products Ltd., 8702-118 Ave., Edmonton, Alta., T5B 0Y1, (403) 471-4496.
 Boyes & Rosser Ltd., P.O. Box 846, New Westminster, B.C., V3L 4Z8, (604) 522-4626.
 Concilia Motorcycle Engineering, P.O. Box 24506, San Jose, Calif., (408) 278-2993.
 Design Cycle, 948 Elgin Ave., Winnipeg, Man., R3K 1B4, (204) 786-1623.
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PRODUCT TESTS

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Newest from Bell has all the traditional features of the Star

The latest from Bell is the long-awaited replacement for the original Bell Star, the helmet that started the full-face fashion and remained the industry standard for many years. Still on the market after many minor updates, the Star and later Star II and III carried on traditional Bell virtues of good fit, quality materials and finish and the ability to meet the toughest safety standards.

They also carried on other traditions: they were heavy, the visor and shell opening created much noisy air turbulence and the padding carried almost all of the helmet's weight on the crown of the head. Newer models from other companies, while not necessarily stronger or safer, were much more comfortable and convenient to wear.

Bell's answer, once again called simply the Star in recognition of what Bell says is a completely new design, introduces several new features that will likely show up on other helmets before long.

The helmet abounds with nice touches. The finish is superb; none better anywhere. Our test helmet's fibreglass shell was painted semi-metallic silver with blue graphics and looked stunning. The interior is lined with terrycloth for better absorption and dissipation of sweat. The visor pivots are aluminum, and thread into aluminum inserts rather than the fibreglass shell itself. The visor has four ratcheted positions, and when fully open does not touch the painted surface of the helmet. The D-rings on the retention strap have a small nylon tab to simplify opening; instead of fumbling with the rings just pull the tab. Very nice.

The fit is better than on older Bells, with support fitting around more of the head than in the past. Padding around the bottom reduces wind turbulence and noise, while the semi-recessed visor does the same thing up front. The helmet is very quiet, better than most, yet there's still enough live air inside the helmet that misting problems are minimal.

But, There are three things that were universally disliked by those who used the helmet. The visor does away with the traditional dome fasteners; instead, it



The finish and quality of the new Bell Star are unsurpassed, and it's comfortable. But it's heavy and the new visor isn't good enough.

fastens by means of holes in the visor slipping over studs in the helmet. It's quick and easy to close and lock into place, but not so to open. You can't do it with one hand; you must grasp the visor on both sides to pull it out, then up. Almost impossible with heavy gloves or mittens, and not recommended when it's raining and a truck's playing footsie with your front wheel and you can't see.

Also, after only a few days both pivot pins unscrewed themselves and wear on the plastic ratchet mechanism was evident. We think the visor needs a thorough rethink.

Most riders also found the eye cutout oddly placed, higher than usual. It means you can't use the top edge of the cutout as a shade when riding into the sun, and also means you must turn your head farther than usual to do a shoulder check in traffic.

The third thing is that it's still heavy. At

1,785 grams on the Cycle Canada scales it's 10 grams heavier than one staffer's Star II and 360 grams more than the same person's Simpson Model 30. We think too much weight is bad, and everyone but Bell seems to be able to get their top-line helmet in the 1,400 to 1,500 gram range.

However, when it counts, the Bell still works. For the first time, we did the ultimate product test on a helmet when a staffer went into the hay bales and pavement at Mosport and came up without so much as a headache. The helmet survived with a minor scratch in the surface.

The Bell Star is in every way a traditional Bell. We think you can't buy better protection or finish, but the comfort and convenience of the helmet are excelled by several other manufacturers.

Suggested list is \$199.95. Distributed by Marquette Marketing Corp., P.O. Box 3450, Don Mills, Ont., M3T 2C9. (416) 495-9650.

Aero is a delight to mount and to use

The staffer with the most experience mounting and riding behind full fairings was assigned to install the Pacifico Aero on our Suzuki GS650 test bike. Muttering about wasted days, misaligned holes, missing bolts and incorrect wiring diagrams, he rebelliously complied.

Little more than two hours later he was back in the office. He was still annoyed, but this time because he'd found nothing to complain about. In several years of installing various Calafia, Pacifico, Vetter and other frame-mounted fairings he'd never seen one as easy as the Aero.

Everything fit like it was supposed to, there were actually extra nuts and bolts for those occasions when you bounced one into the nearest sewer drain, the wiring harness had a clear and correct color-coded diagram and the instructions had no errors anywhere. Amazing.

In use, the Aero is equally impressive. It isn't as big as many fairings — the Windjammer and Pacifico's own larger units as an example — but provides coverage very near their equal. There's considerably more live air around the outside of the rider's arms and shoulders than you'd get with a Jammer, but it's not a heavy blast. In rain, coverage proved better than expected with even hands keeping fairly dry. It's much better than other "down-sized" frame-mount fairings.

The appearance of the Aero is odd, sort of a truncated soup bowl effect. There aren't any silly styling tricks, though, and the shape is a refreshing change from the many Windjammer copies. The body mounts low, tricking the eye into thinking there really isn't a big mass hanging off the front of the bike. That's also a nice change from many of the bigger fairings; you can still feel you're on a bike instead of peering through a barn door.

The air behind the screen is reasonably calm. Pacifico has built in two permanently-open vents at the base of the windscreen. They channel air up the inside of the windshield and greatly reduce the forward rush of air that develops at speed as a vacuum tries to form behind the screen, a phenomenon which Pacifico coyly calls the Vetter effect. The Aero is noticeably less affected than any



The Pacifico Aero offers nearly full-size fairing protection and storage space with less bulk and lower cost. We think it's a good deal.

other big fairing we've tried.

Storage compartments are roomy and lock on both sides. The wiring harness is neater than many, but you should still exercise some care when packing the left side tightly. If you overpack, there's also a danger of snagging the locks on either side in a closed position, so be warned.

A nice touch is the provision of a headlight angle adjustment knob inside the fairing body. If you add weight to the bike, a few turns of the knob returns the headlight angle to the right place. That's an excellent safety feature.

The fairing and mounting kit are exceptionally free of buzzes and rattles. It sounds extremely noisy to ride behind — one rider compared it to sitting in a doghouse with a vacuum cleaner on — but that's the fairing body reflecting the engine noise that's usually lost in the wind. Every big fairing made does the same thing, and the Aero is no worse than the average.

A rider who'd never been behind a big fairing before was impressed, and added a

note that he thought having the fairing made the bike and rider appear to others as a more sedate, responsible type of person, someone who isn't hassled by the minions of the law. Of course, you don't have to ride any slower ...

Considering the medium size of the Aero, the excellent mounting system, the quality of the materials used and the solid way it fits and works, we think that Pacifico has built one of the very best frame-mount fairings around. And for the (relatively) bargain basement price that starts from Di-Jer at \$577.75 suggested retail — a Windjammer is nearly \$175 more — we think it's a good deal, too.

Distributed by 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; Di-Jer International Ltd., P.O. Box 906, Sarnia, Ont., N7T 7J1, (519) 336-4201; Di-Jer Canada Ltee, CP 122, St. Eustache, Que., J7R 4K5, (514) 473-3575; and Techno Sports, 5-3000 rue Watt, Ste. Foy, Que., G1X 3Y8, (418) 653-9203. □



A rider wearing a black helmet and leather jacket is riding a BMW R80 G/S motorcycle through a forest. The motorcycle is the central focus, with its headlight glowing and front suspension visible. The background is a blurred green forest, suggesting motion. The text 'CYCLE CANADA TEST' is in the top left, and 'BMW R80 G/S' is in the top right.

**CYCLE
CANADA**

TEST

BMW R80 G/S

HEAVY METAL THUNDER

Boondock bashing was never better than on a \$6,425 trail bike.

BMW's new R80 G/S is a remarkable device, without doubt the best motorcycle in the 800 cc dual-purpose class. However, even if the class included more than this unique machine, the sparkling Gelande/Strasse would be a formidable contender.

It's more than just the largest, strangest, heaviest, most expensive and most powerful on/off road bike on the market. It's also the most talked-about BMW since the R100RS. In concert with the turbocharged, streamlined and ultra-zoot prototype shown in Cologne last year, it's an indication of things on the

BMW R80 G/S

move at Bayerische Motoren Werke. With new management in place and a new determination to maintain a foothold in a specialized niche in motorcycling, the company is seeking ways to render the traditional flat twin attractive to an increasing circle of enthusiasts.

The R80 G/S is one of the ways, but the company doesn't expect to flood the market with \$6,425 dual-purpose machinery. However, it does hope you'll take notice. To that end it sponsored a fleet of three considerably modified Gelände/Strasses in the ultimate desert race spanning 10,000 km between Paris, France and Dakar, West Africa. All three finished, placing first, fourth and seventh. Only 24 of the other 97 starters finished.

BMW's off-road experience goes much farther back than that. For years the blue and white emblem has graced the tanks of ISDT entrants in the 750 class. The only things heavier and stronger than the BMWs were the riders. And never to be forgotten are the colossal R75 battlewagons of the Second World War. Perhaps the ultimate military motorcycles, they were finally eclipsed by the ubiquitous Jeep.

None of which means the R80 G/S is well suited to Mr. or Ms. Average. Its weight is too much of a handicap in tough conditions, although it will go almost everywhere if you are determined enough. On the other hand, as a street machine it's superb. The bike is extraordinarily light and the effect of its ample torque is magnified by the comparatively low gearing.

A balance has to be struck between the conflicting demands of highway and trail usage, and every dual-purpose bike tips the scale one way or the other. Time was when the average street/trail motorcycle was oriented somewhat less than 50 per cent toward the dirt. With the demand for better off-road performance, proportions shifted toward the dirty side of 50/50.

The R80 G/S reverses the trend. It can't be said to be more than about 75 per cent street and 25 per cent dirt. But then how many other touring motors and frames have any ability whatsoever on the trails? The G/S is unique.

Its dry weight is 167 kg, or about 368 lb, increasing to 186 kg when full of essential fluids. That's dynamite for an 800cc street bike, but decidedly porcine for the trails. Even the chunky thumpers tested elsewhere in this issue are a good 35 kg lighter.

If you heed the BMW's implicit warning that it's not meant to burn up the bush, you'll find its suspension pretty good. Wheel movement on BMW street bikes has always been in excess of anyone else's; while the G/S is not in the forefront of off-road suspension, its 200 mm and 170 mm travel front and rear is ample for a

motorcycle which also has to suit highway use.

Likewise, the 185 mm ground clearance is markedly better than you'd find in a purely road-going machine, though trials riders would not be impressed.

The bike's chief limitations to a 75/25 role are tires, weight and those big cylinder pots sticking out the side. No way can you thrust a leg out on a corner as you'd do on any normal enduro bike; there is a cylinder and carburetor in the way and forgetting them can be painful for the shins.

Fifty horsepower and a colossal amount of torque multiplied several times through the gear train do wonders at moving the BMW effortlessly through the woods, but changing direction or reducing speed quickly can be a matter of some concern. The exhaust note is so slight and so low-pitched that you can easily be deceived as to how fast you and the Beemer are moving.

The stock Metzeler tires, rated as they are to 180 km/h, are remarkable. No other off-road tire has such a speed rating. They place a great deal of rubber on the pavement, are quiet and are smooth enough for touring. They should last quite well. But extra rubber on the road means fewer gaps between the knobs to provide traction in mud, sand or grass. There is no clearer conflict between dirt and pavement use.

In mud, the bike slides left and right and resists forward motion. Soft sand sends the front wheel searching for a horizontal position. Luckily the cylinders and optional crash bars limit falls and make the bike easier to pick up.

Obviously the G/S with its stock tires isn't meant for such terrain. The Paris-Dakar bikes sported huge 5.00 x 17 knob-bies, not exactly the ticket for a gentleman's rambler sporting a licence plate.

It's as a rolling home for a motorcycle nomad that the R80 seems best suited. He who wanders the byways by day and camps in the canyons and woods at night could ask for no better conveyance. In the northern reaches of Canada, in Mexico or the Rocky Mountains — anywhere there is adventure to be found and distances to be covered — the BMW would be a sturdy and comfortable companion. Enduros don't enter the equation.

The motorcycle's air of imperturbable reliability is no illusion. The power plant is in its second decade of production, and the concept of the BMW boxer twin has more than a half-century behind it. There are some innovative touches, the most significant being the asymmetrical rear suspension, but nothing radical or unsound.

BMW claims that the monolever swing-arm with its single damper strut saves



You thought the R80 G/S was really a dirt bike? Yet it copes better than you might reasonably expect.



Sliding comes naturally to the R80 thanks to low centre of gravity, tons of torque and light but adequate flywheel.

BMW R80 G/S

two kg. Large-diameter tubing ensures that the one-sided arm is in fact 50 per cent stiffer in torsional rigidity than a road-going BMW's. The drive shaft passes through the tube and into the hub casting which in turn holds the wheel.

Of course access to the wheel is incomparable; you can change a flat without removing the wheel if you want, or pull the wheel off in a minute with the aid of the equally incomparable tool kit. As you'd expect from a BMW, there is a tire pump, patch kit and a first-class set of tools locked under the seat. There is even the traditional monogrammed BMW cloth to wipe your hands when you've finished.

Just ahead of the rear wheel, the black exhaust pipes join in a collector/resonator box before climbing into the muffler. The exhaust exits just to the left of the taillight. A centrestand is standard equipment; the sidestand on the test bike is part of the S93 nerf bar package.

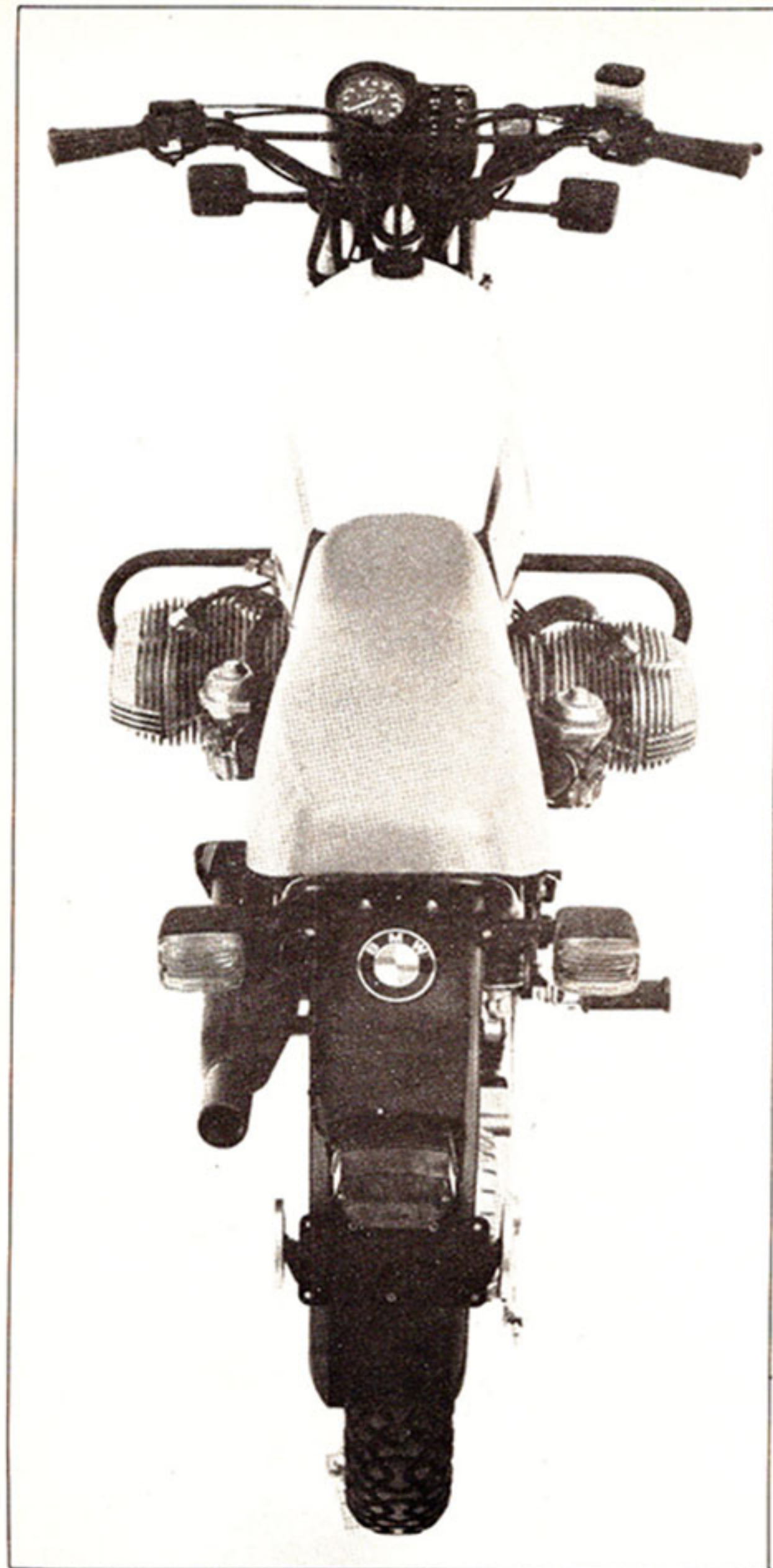
The perforated stainless steel disc front brake is an innovation for trail machinery. It's also totally appropriate on a 167 kg bike capable of close to 170 km/h. Like its R100 stablemates this year, the R80 has a redesigned front fork with an Italian-made Brembo caliper clamping the disc. Brake pads are an asbestos-free semi-metallic compound claimed to develop 40 per cent better wet braking.

The rear brake is a rod-operated drum. We found it feeds back too much suspension movement to the pedal in the rough; a cable-operated brake might be better.

The 798 cc engine is slightly detuned from its former state in the R80 standard model which is no longer offered. It develops 50 hp at 6,500 rpm, a decrease of 5 hp owing largely to the lower compression ratio of 8.2:1. Peak torque is a hefty 5.7 kg-m or 41 lb-ft at 5,000 rpm.

Internal gear ratios in the five-speed transmission are identical to those of every other model in the BMW line. However, the final drive ratio is 3.36:1, a larger reduction than most. The R100s are geared 3.00:1 except for the R100CS which has a tall 2.91:1 ratio.

The R80's sprightly mid-range performance is therefore no surprise — hearty torque, liberally multiplied through the gears and restrained by a weight which is less than that of many 400 cc commuter bikes is bound to produce results. In a top-gear roll-on it will thrash many hot 750s. However, it does start to run out of breath once speeds pass the distinctly illegal 150 km/h mark. Of course any other



Jutting cylinders, protected by optional crash bars, prevent footing on corners. The geared-down R80 is an amiable trail explorer and a very light, quick street bike.



trail bike would be long dead by then.

High-speed stability isn't impressive. The bike will weave to a mild extent at speeds where you are risking a ticket. Crouching down or pulling back on the handlebar restores order.

Vibration at touring speeds isn't bothersome. Below 3,000 rpm you get the usual BMW shaking, but milder than on an R100. Once past the 3,000 mark the G/S is smoother than a great many fours. But what is disappointing is to have so much power low down where vibration frustrates its use.

Part of the R80's pulsations may be attributed to a four kg reduction in rotating mass of the engine this year. In the wake of a series of shifting fixes over the years, it's the biggest single improvement in operation of the engine-speed gearbox we've experienced. Gear-changing is mar-

velously smooth compared to years past. Those stepping off a Kawasaki wouldn't be impressed, but at the same time they will raise none of the dreadful clunks which once distinguished the BMW novice.

There is still enough flywheel effect and torque to start the bike moving in fifth gear without excessive clutch slipping if the mood strikes you.

Throttle response is much improved. Coupled with a 30 per cent reduction in clutch lever effort, it makes downshifts a pleasure.

Torque reaction is also less noticeable on this newest of BMWs, again thanks to the lighter flywheel. Neophytes still notice the transverse reaction, and also the rise of the rear of the bike on acceleration. Something the BMW faithful get used to.

Another change of an engineering rather than a marketing nature is a switch to lighter cylinders. They have no liners; instead, the bore surface is nickel-coated and impregnated with silicon carbide inclusions for high wear resistance. Break-in is faster, oil consumption is reduced and the heat conductivity is claimed to be three times that of cast iron. Weight saving is nearly three kg.

The crankcase has been beefed up, oil passages are improved and the sump is larger. Also larger is air filtration area, while the new filter design reduces intake noise. The long-serving points ignition system has been retired in favor of a new breakerless electronic design claimed to reduce fuel consumption as well as eliminate adjustments.

Side covers and fenders are plastic, as is the headlight cowl which holds the speed-

VIEW FROM THE SADDLE



Who can take a \$6,425 dirt bike seriously? I can, but not for its merits over lumpy terrain. The virtue of the R80 G/S is not that it's a superbly engineered memorial to the street scramblers of the 1960s, but that it's a breath of fresh air which gets bikers thinking BMW again.

BMW's technical thoroughness, reliability and so on have been accepted for so many decades that the road models have little left to impress us with. Here is something totally different. I may not see another G/S in action ever again, but the impression it made on me and anyone else who has heard about it is indelible. Mission accomplished, methinks.

BMW hardly expects it to set any sales records, or establish any trends. But can you imagine what would happen if it did? A Yamaha IT1100, or a Kawasaki KZ1300 Enduro? Stand back.

—John Cooper

I was always a bit curious as to why BMW riders were so loyal, so sure of their bike's ability to take them to the ends of the earth. Now, after my initial affair with one of the marque, I think I know why.

I had nothing to do, and all day to do it in and that, it seems, is the secret to discovering what the R80 G/S is all about. It is not a cross-country racer despite the Paris-to-Dakar victory of the heavily modified version. The monoshocked Beemer is for the gentleman explorer, someone who will answer the call of a seductively winding dirt road.

The workmanship put into the machine is apparent and undeniable. It feels as if it would run all day and all night, a good feeling to have when you're 1,000 kilometres from home and going farther.

It is nice, but \$6,425 worth of nice?

Strictly speaking, no. For the average motorcycle enthusiast the BMW's price puts it far out of reach.

If you can spend that much money without wincing, then the Wundermaschine is a great motorcycle to have for cruising down the highway, trundling along country roads or getting over that hill just to see what's on the other side.

—Damian James

Having done a trip into the backroads of Mexico on an XR500, I thought, wow, that G/S really is my kind of bike. I already loved Beemers and was glad this one could be taken everywhere.

On my first ride, I was really disappointed. The tires slipped like crazy in the mud. I was stuck five minutes on a fallen tree before I could get the bike rolling again. I couldn't do any wheelies on the grass because of the tires. The thing was so heavy I was dead tired.

It is just that I had overestimated the trail riding capacities of the BMW. I knew it was not an enduro bike but we treated it that way. But then I took it on some less demanding trails and some open gravel road. Great! The bike can be slid easily at high speeds just by blipping the throttle. I could have kept sliding for hours.

Except in slippery rocks or mud or deep sand, it can perform pretty well off road and very well on open dirt roads. Very versatile. And when you hit the pavement, it behaves like the lightest 800 cc road bike available. Sporty handling and great torque; it's a good high-speed tourer.

Being a travel lover as much as a sliding lover, I liked the G/S. When I get older and wealthier it might well be my bike.

—Pierre Rene de Cotret

My first thoughts on seeing the pictures of the R80 G/S were Wow!, Far out!, and similar expressions of amazed delight.

Now that I've ridden it, I have to wonder why the company bothered. Oh, it's nice enough — it's a BMW through and through, with a neat motor and not much weight and all the rest of it. It even has a nice transmission that shifts properly, the first BM I've ridden that did so.

But as a dirt bike, or even a backwoods gravel road bike? Forget it. Knock off 50 kilos and one cylinder and I'll think about it again.

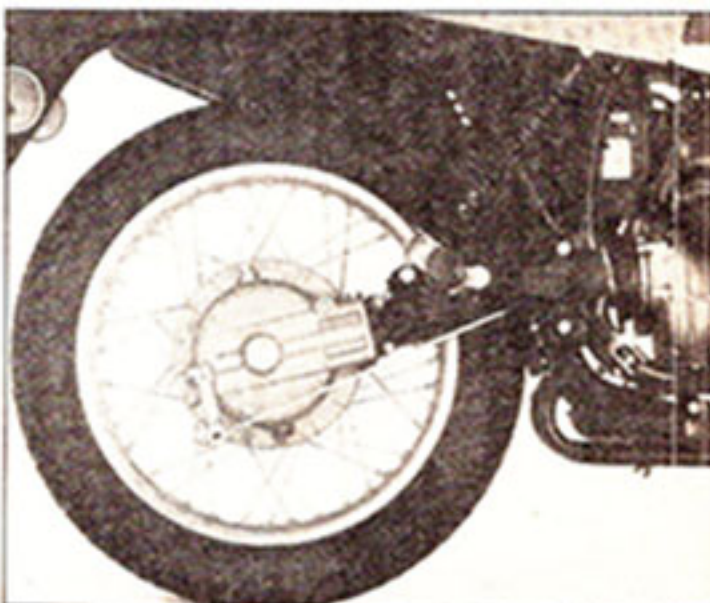
My last thoughts after riding the R80 G/S are that if they put low bars and K81s on the thing it'd be a great street bike.

—Larry Tate

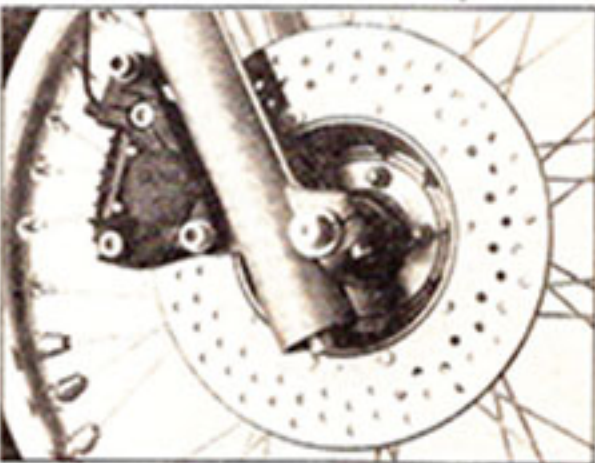
ometer and indicator lights. The seat base is steel and locks to the frame. The ignition key also fits the seat and steering lock. The steel seat pan chewed its way through the red vinyl covering after a vigorous day in the dirt.

The headlight is 140 mm in diameter and uses a quartz-halogen bulb. It's surprisingly effective for its size. You can even go night trail riding if you are not in a hurry. You'll probably find the high beam indicator too bright for comfort on an unlighted road. The speedo needle is a little unsteady; the dial is prominently redlined at 170 km/h.

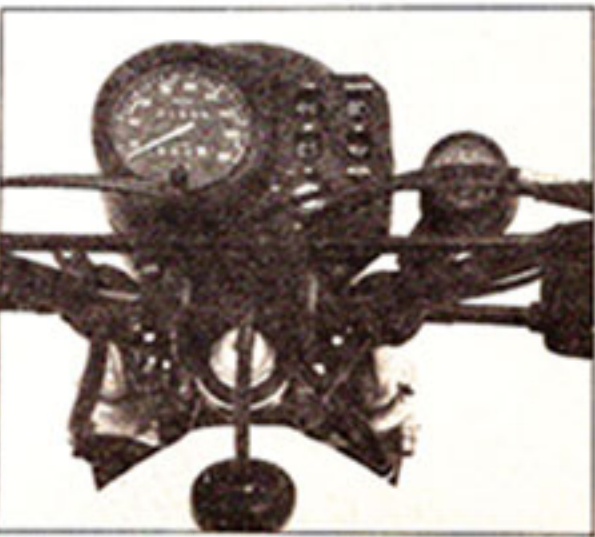
Apart from the seat, the R80 had no serious problems during 2,000 km of test riding. The rear hub breather lost a bit of oil during our photography jumping, and the fuel filler cap generally wept a small dribble of gas. That was it.



Monolever swingarm gives 170 mm travel and the ultimate in access to the wheel.



Italian-made Brembo caliper is a change which suits the R80's 170 km/h speed.



Instrumentation is ample for street use. Optional tachometer is hidden at right.

The fuel consumption of 14.2 km/L is less than we'd expected, but reflects the wide range of rigorous testing the bike underwent. That included some fast cruising, trail bashing, plonking around a motocross track and enjoying the great feet-up slides possible at 100 km/h on gravel roads. The G/S is a slider par excellence.

Our worst mileage was 10km/L and our best was 18 km/L, or about 50mpg — close to what a more conservative road rider could expect. Regular fuel is all it needs.

The BMW is one dirt bike which won't be worn out after two seasons. The rider may be, but the motorcycle should see the high side of 50,000 km with only the most minor attention. Engine life should be a great deal more than that. The G/S has an air of robustness, sound engineering and careful manufacture which almost guar-



antees high resale value and therefore low operating cost overall. The initial fee is high, but BMWs traditionally deliver good value.

What is unique about this particular BMW is its versatility. It will nip down to the hardware store, take you hunting or circle the globe with only the most minor

adaptation. A luggage rack and right-side pannier are available for \$259. The kick-start pedal is standard on the G/S, optional on all other 1981s.

The R80 G/S should have enormous snob appeal. After all, there is no other \$6,425 trail bike on the market, and only 25 or so will be imported into Canada this year. Your neighbor's not likely to have one.

But it's also an arrogantly versatile and practical motorcycle. It would be a shame if its virtues were to go unrecognized in the furor over its price and appearance. It may be too down-to-earth for the high rollers who buy BMWs and too sophisticated and costly for the on/off road riders who don't.

The bike deserves recognition. In a world of lookalike, workalike motorcycles, there is also the R80 G/S. □

SPECIFICATIONS BMW R80 G/S

MODEL 1981 BMW R80 G/S
TEST DISTANCE 2,091 km
PRICE \$6,425

ENGINE

TYPE Two-cylinder opposed OHV four-stroke, two valves per cylinder
DISPLACEMENT 798 cc
BORE AND STROKE 84.8 x 70.6 mm
COMPRESSION RATIO 8.2:1
HORSEPOWER 50 at 6,500 rpm (claimed)
TORQUE 5.7 kg-m at 5,000 rpm (claimed)
CARBURETION Two Bing 32 mm CV
STARTER Electric and kick
OIL CAPACITY 2.25 litres

ELECTRICAL

IGNITION TYPE Pointless electronic
GENERATOR OUTPUT 280 watts
BATTERY CAPACITY 12 volts, 9 amp-hours
HEADLIGHT 60/55 watts

TRANSMISSION

TYPE Five-speed constant-mesh, dry clutch
PRIMARY DRIVE Direct, 1.0:1
INTERNAL RATIOS (1) 4.4, (2) 2.86,
(3) 2.07, (4) 1.67, (5) 1.5
FINAL DRIVE 3.36:1

CALCULATED DATA

WEIGHT/POWER RATIO 3.34 kg/hp



SPECIFIC OUTPUT 62.6 hp/L
PISTON SPEED AT REDLINE 16.5 m/sec
at 7,000 rpm

RPM AT 100 KM/H 4,141
MAXIMUM SPEEDS IN GEARS (1) 57.6,
(2) 88.7, (3) 122.5, (4) 151.8, (5) 169.1 km/h

FUEL

CAPACITY 19.5 litres including reserve
RESERVE CAPACITY 2 litres
CONSUMPTION 14.2 km/L (7.0L/100 km)
RANGE 277 km

CHASSIS

WHEELBASE 1,465 mm
RAKE/TRAIL 28.75 degrees/117 mm
SUSPENSION Telescopic front fork
with 37 mm tubes and 200 mm of travel;
monolever rear suspension with single arm
swingarm and single shock, adjustable
three ways for preload, 170 mm travel

BRAKES Single front disc 260 mm
diameter, rear drum 200 mm diameter

TIRES Metzeler Enduro M-S,
3.00 x 21 front and 4.00 x 18 rear

DRY WEIGHT 167 kg
LOAD CAPACITY 231 kg

HANDLEBAR WIDTH 825 mm
SEAT HEIGHT 806 mm with 65 kg rider

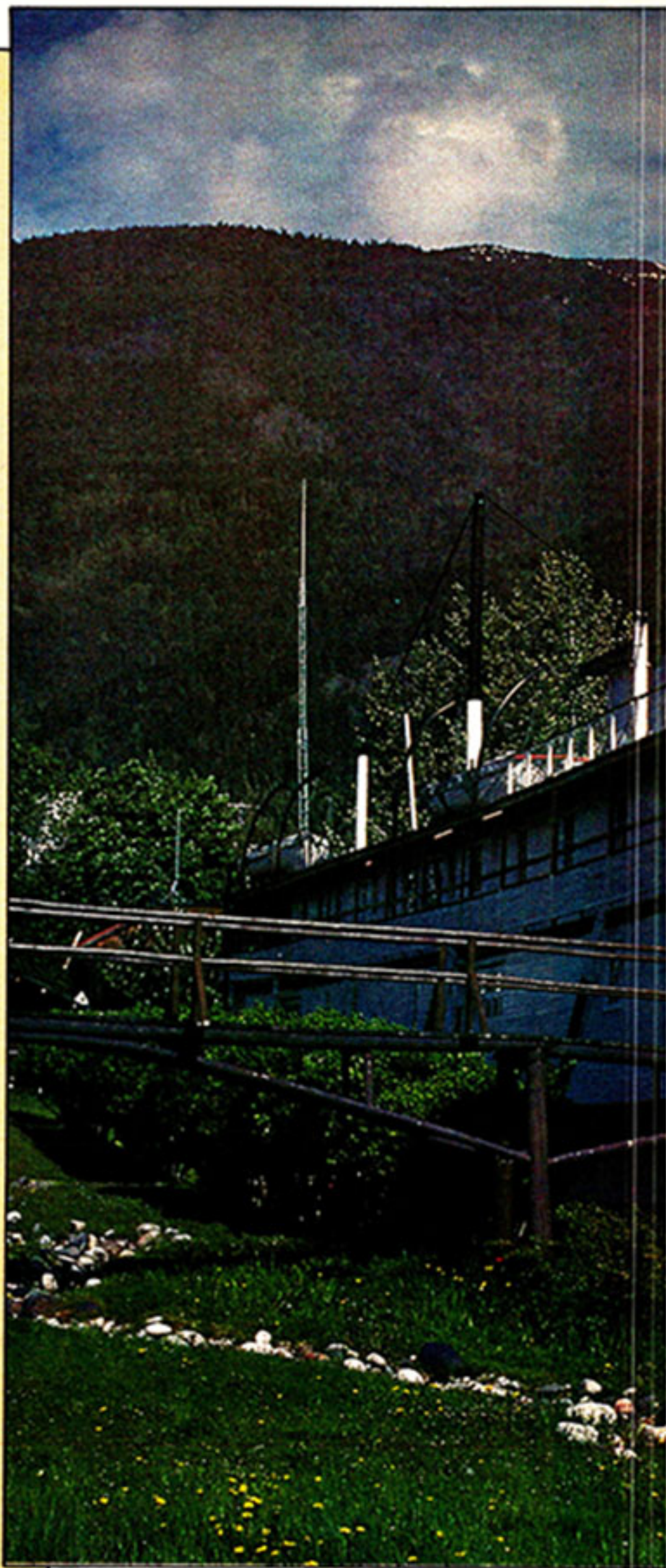
GROUND CLEARANCE ... 185 mm with 65 kg rider

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SILENT GHOSTS OF INDUSTRY PAST

The mining boom towns of the lower B.C. interior now are ghost towns which beckon to the adventuresome touring rider with time on his hands.

By David Hankinson



DARK, BILLOWY CLOUDS HUNG TOGETHER between mountaintops, painting the valley an ominous gray. A light rain was falling and the wind was picking up out of the northwest. Somewhere, an unlatched shutter banged noisily in the wind. Horses stood uneasily at their hitching posts as tumbleweeds brushed by, stirred by the pending storm.

Sounds of laughter and the boisterous voices of hardworking, hard-drinking men drifted up the deserted main street.

These were prosperous times. It was 1901



Beached steamer S.S. Moyie plied Kootenay Lake for 59 years. She was prefabricated in Toronto and shipped west.

GHOST TOWNS

and the Providence Mine and B.C. Copper Co. Smelter were going full-tilt. The price of copper was high and there was lots of it.

In its heyday, Greenwood boasted a population of 3,000 and nearly 100 businesses, including a newspaper, an opera house and a brewery.

It was while doing some research that I got the idea for a tour of southern B.C. and some of her ghost towns.

Hope is where the trip really begins. Located 160 kilometres east of Vancouver, it lies nestled on the western slopes of the Cascade Mountains.

Twenty kilometres west along Highway 3 is The Hope Slide. It was on January 9, 1965, that 91 million tonnes of mountain came thundering down, displacing an entire lake and shooting up the mountain on the other side before settling down to bury the valley and four people under 80 metres of dirt and rock.

The highway reaches its peak at Allison Pass in Manning Provincial Park at 1,352

metres.

A short sidetrip west of Princeton takes you to Coalmont, once touted as "The City of Destiny."

A shipping depot for coal from nearby mines, Coalmont never attained the stature many had envisioned for her. And today, less than 100 people live there.

The local barkeep offers a friendly greeting as he hustles between tables to keep up with the demand from patrons who have jammed the tiny parlor — among them a group of off-street bikers who came over from Hope the hard way — through the backwoods.

Neumont Mines still works the area for copper, employing about 500 people. Logging is the other major industry.

A few of original buildings remain, among them one that at various times housed a barbershop, liquor store and meatmarket. The Coalmont Emporium, built in 1907 but now boarded up, is a block away.

Up the highway is Tulameen. Like Coalmont, its future was never realized although it did have the distinction of having an ice mine at Otter Lake from

which CP Rail got ice for its railcars. A one-room log schoolhouse and abandoned general store are virtually all that remain of its early days.

Hedley is the next stop. Here, in 1899, a claim was staked that later became the giant Hedley-Mascot mine. Hedley prospered longer than most, but in 1950 the mine ran dry and operations ceased. Remains of the old mine can be seen still.

Penticton is one of my favorite cities, idyllically located between Skaha and Okanagan Lakes. While there, plan to take in the Okanagan Game Farm with its 100 species and 600 animals on 225 hectares.

Highway 97 threads its way north along Okanagan Lake, much of the time well up on the mountainside offering you a breathtaking view of the lake. This is where the legendary Ogopogo monster is supposed to live so keep your cameras ready.

Summerland is Disney-like with its houses sprinkled on the mountainside and Okanagan Lake stretched out below. One gets the feeling of a world at peace with itself.

You go through Peachland and

Built at the turn of the century as the Pacific Hotel, the Greenwood Inn is located in Canada's smallest city.



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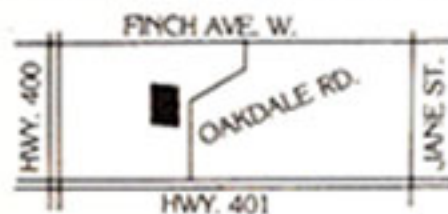
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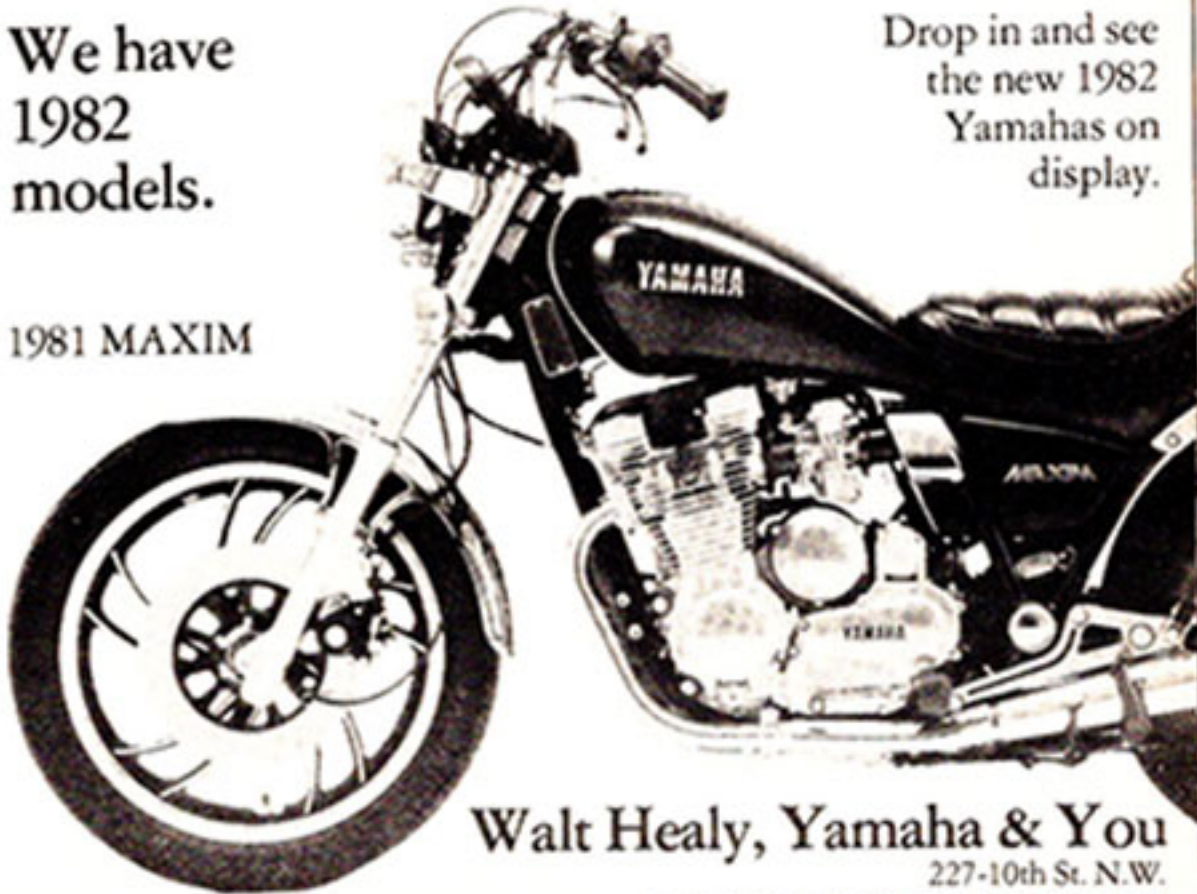
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GHOST TOWNS

Kelowna before turning east on Highway 6 at Vernon.

I ran into a heavy shower on the outskirts of Vernon and as I passed a young fellow on his bicycle, peddling like mad for home, I couldn't help but think how wet he must be out there. It's ironic, I suppose, that people in cars must feel the same way about us.

The highway begins to climb into the Monashee Mountain Range and patches of snow appear by the side of the road with heavy, gray clouds threatening above. Monashee Pass is 1,199 metres above sea level.

It's 145 kilometres from Vernon to Lower Arrow Lake where you catch a free government ferry for the 15-minute ride to Fauquier, a community of about 250.

From Nakusp you head south on Highway 6 to New Denver, one of the old mining towns I had planned to visit. It's a busy little place. Unfortunately, in New Denver, as in many such towns, vandalism has taken its toll of older buildings.

The Newmarket Hotel, opened in 1893 and still operating a dozen years ago, suffered that kind of abuse and eventually burned to the ground as though in

defiance of the treatment she was receiving.

The town's museum offers some reminders of early New Denver.

Watch for a sign that says Silverton Rest Area as you continue south. The view of Slokan Lake from here is something you will want to write home about.

Place an ordinary sheet of paper on the table in front of you. Now lift the upper, left-hand corner about 10 centimetres off the table. That is Nelson. It doesn't matter where you drive in Nelson — it seems you're either going uphill or downhill.

Follow Highway 3A west from Nelson until you come to Highway 31, then head north 20 kilometres to Ainsworth.

Known today for its hot springs and mineral pools, Ainsworth in the late 1890s was a shipping port for lead-silver from nearby mines.

The town survived a devastating fire in 1896 but could not survive the changing times. By the turn of the century, most businesses had drifted to larger centres like Kaslo and Nelson. Today, the Silver Ledge Hotel remains a monument to the early pioneers.

To the north lies Kaslo. During the hectic mining years of the 1890s, sternwheelers brought eager prospectors up Kootenay Lake from southern points.

Kaslo wasn't a mining town but a centre of commerce for the mining area.

This West Kootenay city has been more successful than many in preserving its past. The City Hall, built in 1898, is still used today, as is St. Andrews United Church across the street, built in 1893. A couple blocks away is a two-story brick building, erected in 1896 as a general store, but used today as a small apartment building.

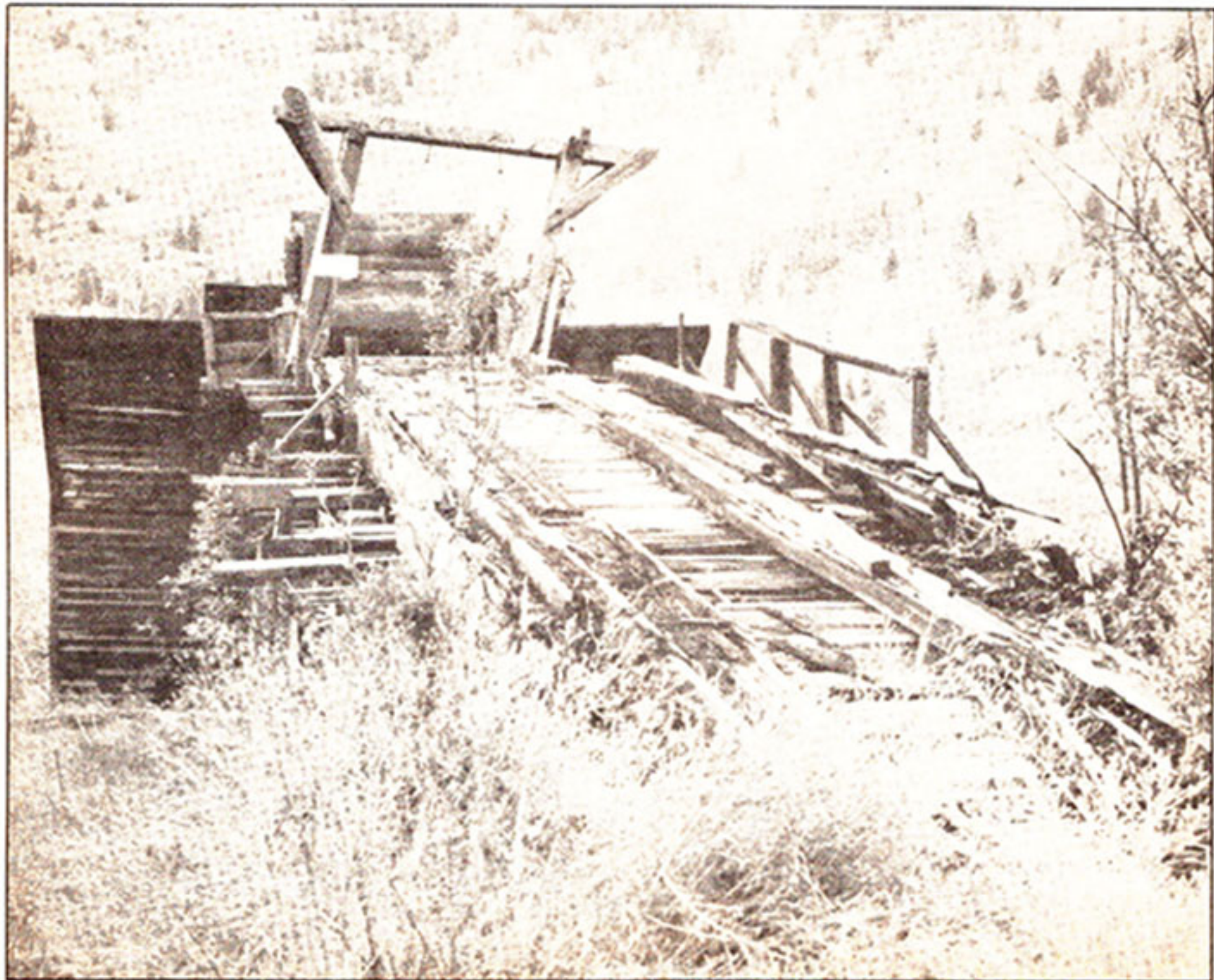
On the other side of the street, like a beached whale, sits the S.S. Moyie. Prefabricated in Toronto and shipped to Vancouver in sections, this 750-tonne riverboat plied Kootenay Lake from 1898 until her retirement in 1957.

Back down Highway 31 to its junction with Highway 3A at Balfour where you catch another free ferry for a 40-minute run across Kootenay Lake.

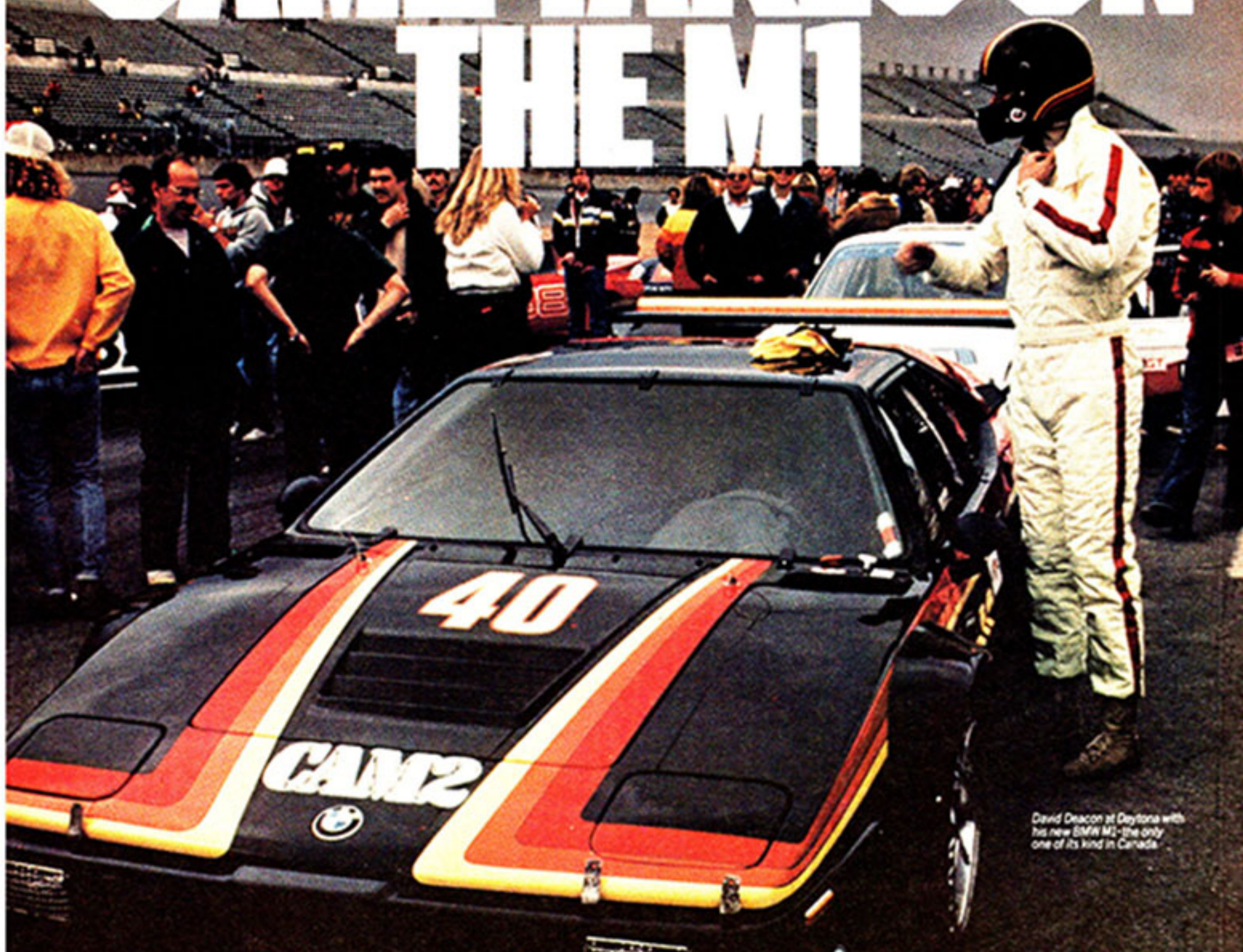
The road follows the lake south into the Creston area. This is farming country and

Continued on Page 46

Gold and copper mines put Greenwood, B.C., on the map in 1890. These are some remains of the Providence Mine.



CAM2 TAKES ON THE M1



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

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

1981 ENDURANCE RACES

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

JANUARY 25	DAYTONA 24 HOURS	DAYTONA BEACH, FL.
MARCH 21	SEBRING 12 HOURS	SEBRING, FL.
APRIL 26	IRVINGTON 6 HOURS	IRVINGTON, CA.
JUNE 28	CANADIAN ENDURANCE CHAMPIONSHIP	EDMONTON, ALTA.
JULY 12	WATKINS GLEN 8 HOURS	WATKINS GLEN, NY.
AUGUST 16	WISPORT 1000 KM	WISPORT PARK, ONT.
AUGUST 23	ROAD AMERICA 500	ELKHART LAKE, WI.
AUGUST 30	MID-OHIO 500	LEXINGTON, OHIO
SEPT 13	CANADIAN ENDURANCE CHAMPIONSHIP	WISPORT PARK, ONT.

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

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

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

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

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

RACING BLOOD



MONTREAL SUPERCROSS

BARNETT BOMBS THE OLYMPIC STADIUM

Mark Barnett led a top-five sweep of Americans, but Canadian riders led by Calgary's Ross Pederson are learning fast in their quest to beat some of the best motocrossers in the world.



Donnie Cantaloupi of Stockton, Calif., rode his factory Yamaha water-cooled power-valver to fourth place.

MONTREAL—Mark 'The Bomber' Barnett from Bridgeview, Ill., did the expected by winning the fifth annual Supermotocross Molson. Barnett blasted his factory Suzuki away from the competition from the start of both his qualifying race and the final. It was his second consecutive win in the Olympic Stadium, in front of a record supercross crowd of 51,433.

The Canadian supercross series consisted of two races, the first June 5 in Montreal and the second the following night in Toronto. The events differs from regular motocross in that there are four qualifying races with the first five from each transferring to the main event. Sixth through 15th from the qualifiers go to the two semi-finals; the top two riders from each semi go on to the main. There is one chance left, the consolation race, where only the winner will move to the main.

U.S. riders took the top five positions in the final. Following Barnett across the line was factory Honda rider Jim Gibson from Canyon Lake, Calif. Third was Richard Coon, from Ghent, N.Y., on another factory Honda ahead of Donnie Cantaloupi, from Stockton, Calif., on a factory Yamaha. Cantaloupi's bike featured the new lower monoshock design, bodywork, water cooling and mechanical power valve. Privateers reported that the bike was more than just a bit quicker than the production item.

In fifth place was Johnny O'Mara from Van Nuys, Calif. He rode a factory Honda which had riders of production Honda machines wondering just what progress really was. The factory bikes were air-cooled while the production bikes were water-cooled. The works Hondas had massive hand-made Pro-Link swingarms and many machined-from-solid alloy parts which, rumor had, were lighter than air...

Canada's No. 1 rider, Ross Pederson from Calgary, was sixth in the final. Pederson headed south early this year to gain experience in the U.S. supercross series. He has done remarkably well, achieving the highest placings ever for a Canadian in the ultra-competitive events.

Pederson is sponsored by Canadian Kawasaki Motors Limited. His machine is not one of the exotic factory bikes, but rather a modified production KX250. 'Rollerball' Pederson hopes his performance this year will bring him a factory ride in future.

The first qualifier was a disaster for 1980 Canadian supercross champion Dennis James from Aurora, Ont. He was closing fast on a rider who crashed into a third rider in front of him. James hit the second rider's handlebars with his hand, still gripping his own bars. The force of the impact broke a bone in his right index finger and ripped out the nail. He also squashed his right thumb.

Despite the pain, he finished the race in ninth place, and then sought medical attention. Eventually he was taken by ambulance to hospital where, after being treated, he left on foot for the five kilometre walk back to the track. He was still in his riding gear and had no money to take a cab.

His comments on the race were typical of most top riders. "There were too many riders out there who should never have been allowed on the track in the first place. They made things dangerous for themselves as well as others. The track was leveled a bit after a few crashes."

Allan Jaggard, from Burlington, Ont., was also hurt in a crash in the second qualifier. He broke a bone in his right leg and was taken to hospital, ending his racing for a while.

Zoli Berenyi Jr., No. 2 plate holder in Canada this year, was mounted on a similar Yamaha to Cantaloupi's factory bike. Berenyi stormed out of the gates to take the holeshot in the second qualifier and was riding like a man possessed. For almost a whole lap.

"It was the worst crash I have seen in years," said one observer. Berenyi lost it on the big jump but, to the amazement of all, got up and continued as if nothing had happened. He finished seventh in the qualifier and came back to place second in the first semi-final, transferring to the final.

Supercross continues on Page 44.

Mark Barnett showed no mercy to either his works Suzuki or his rivals in his successful bid to score his second consecutive win in Montreal's Olympic Stadium supercross.



Canada's Ross Pederson returned from the U.S. supercross circuit to show his improvement with a sixth-place finish.



American Jim Gibson's Honda carried him to a distant but comfortable second place in the final behind Barnett.

Zoli Berenyi, No. 2, survived a horrific heat two crash to finish seventh. He went to the second semi-final where he qualified in second place. In the final he was 15th.



The rest



1981 GS Model 12-Month Unlimited Mileage Warranty

*See Owner's Manual for full details.

of the 650 class may now be dismissed.

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

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

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

engine, less driveline lash.

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

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

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

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

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

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

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



Suzuki 1981  The Performer.

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

TORONTO SUPERCROSS

O'MARA: A FLASH OF RED. AHEAD.

Everybody 'knew' Barnett was going to win but nobody told Johnny 'O'. When the flag dropped, he was gone and hit all the green lights in the traffic while 'The Bomber' saw red.



Johnny O'Mara grabbed the holeshot and led it to the end. "I knew that if I didn't make a mistake, I'd win," he said.

Continued from Page 41.

TORONTO—Johnny O'Mara, the 19-year-old factory Honda rider from Van Nuys, Calif., surprised 31,474 spectators when he won the \$25,000, 20-lap Yamaha Supercross Spectacular June 6. Johnny 'O' won from highly favored Mark 'The Bomber' Barnett from Bridgeview, Ill., who has been the scourge of the U.S. supercross series this year. In third place, and top Canadian, was Ross 'Rollerball' Pederson from Calgary.

The Toronto track was dry, unlike last year's rain-soaked quagmire.

O'Mara went into the final as much of an underdog as a factory rider can ever be, lacking the supercross experience of Barnett and Yamaha team rider Donnie Cantaloupi, from Stockton, Calif. Cantaloupi won the first-ever Toronto race in 1980.

O'Mara grabbed the holeshot with his air-cooled factory Honda 250 from 24 eager racers and came flying over the start-straight jump with the Honda wound to the max. Coming into the first turn the Honda pilot was still lying over the bike trying for all the speed in the world, knowing that not far behind him was the 'Bomber'.

Barnett, looking for the win, was slicing through the pack like a berserk surgeon. With a lap time of only 55 seconds for the two front runners, they ran into traffic quickly on the short twisty track which was just under a kilometre long. O'Mara, one of the few riders who preferred the Toronto track to the Montreal course, used traffic to his best advantage.

O'Mara was passing backmarkers on the straights while Barnett lost time behind them in the tight corners. Mobile roadblocks probably cost Barnett the race. Meanwhile, O'Mara was riding for his life, knowing that his slightest mistake would mean second place at best. In the latter stages of the race there was less than two seconds between the two leaders. Barnett even rode into and almost over Can-Am rider Charles Desourdy from Cowansville, Que., when the lapped Quebecer was slowing him down.

In a brilliant third place was Pederson. He showed everyone just how much he had improved since taking on the U.S. supercross circuit for the first time this year. Pederson crossed the line third on his Canadian Kawasaki Motors Limited-sponsored KX250. With his third place in Toronto, and sixth in Montreal the night before, Pederson was the overall Canadian supercross champion. The series championship was only open to Canadians entered in both events.

Fourth place went to factory Honda rider Jim Gibson from Canyon Lake, Calif., ahead of team-mate Rich Coon from Ghent, N.Y. Sixth was John Savitski from Atlas, Pa., closely followed by 'Captain Cobalt' Jimmy Ellis from East Hampton, Conn. Ellis, riding a private production Honda, won the \$500 prize for the longest jump with a span of 17 metres (56 feet).

Donnie Cantaloupi moved up to eighth place after a bad start ahead of Can-Am-mounted Jean Bourret from Laval, Que. Finishing in tenth spot and third overall behind Bourret in the Canadian supercross series was Mike Harnden, from Oshawa, Ont. Harnden was riding a Yamaha Motor Canada-sponsored air-cooled YZ250.

In 11th place was Mario Duhamel, son of noted racer Yvon Duhamel. The young Duhamel just missed qualifying for the final by one position when he placed sixth in the first heat. He was thus forced to race the first semi-final, which he won, to get to the final. He was running as high as fifth in the final before dropping back to an eventual 11th.

Third overall in the Canadian supercross series was Stan Currington from Edmonton. Currington, former No. 1 in Canadian motocross, is known for his smooth riding style. He finished 12th on both nights. □



Ross Pederson was third on a modified production KX250 behind the hottest rider in the U.S.



Barnett pulled out all the stops in his bid to catch the elusive O'Mara but traffic on the tight, twisty track held him back in second place.

Jean Bourret from Laval, Que., was ninth in the final on a prototype water-cooled Can-Am. His 16th place in Montreal put him second overall in the series.



SERIES STANDINGS

MONTREAL

- 1—Mark Barnett (Suz)
- 2—Jim Gibson (Hon)
- 3—Rich Coon (Hon)
- 4—Donnie Cantaloupi (Yam)
- 5—Johnny O'Mara (Hon)
- 6—Ross Pederson (Kaw)
- 7—Jim Weinert (Kaw)
- 8—Jimmy Ellis (Hon)
- 9—John Savitski (Yam)
- 10—Tim Krogh (Hon)

TORONTO

- Johnny O'Mara (Hon)
 Mark Barnett (Suz)
 Ross Pederson (Kaw)
 Jim Gibson (Hon)
 Rich Coon (Hon)
 John Savitski (Yam)
 Jimmy Ellis (Hon)
 Donnie Cantaloupi (Yam)
 Jean Bourret (C-A)
 Mike Harnden (Yam)

SERIES

- Ross Pederson (Kaw)
 Jean Bourret (C-A)
 Mike Harnden (Yam)
 Tim Krogh (Hon)
 Stan Currington (Yam)
 Terry Hoffoss (Yam)
 Mario Duhamel (Yam)
 Pierre Couture (Yam)
 Zoli Berenyi Jr. (Yam)
 Rob Hodgson (Yam)

*Only Canadian riders entered in both events were eligible for series standings.

the road is a biker's delight.

Highway 3 west takes you back over the Columbia Mountains, and Kootenay Summit at 1,774 metres is the highest point of the trip.

Trail is an industrial city on the Columbia River. Cominco's lead and zinc smelter is the main industry.

Moving west you pass through Rossland as you climb into the Monashee Mountains. The high point is Nancy Greene Summit at 1,535 metres.

For something truly enjoyable, I recommend you stop for dinner in the dining room of the Yale Hotel in Grand Forks with its Russian cuisine.

One of the highlights of the trip for me was my visit to Greenwood. Touted variously as the smallest city in B.C. and the smallest in Canada, Greenwood got its start in 1862 with the discovery of gold.

That didn't last and it wasn't until the discovery of vast copper reserves in 1890 that it really took off. In two years the population had grown to 3,000 and it became an incorporated city.

Two major fires, the bane of many such towns, failed to stay her growth and by 1902 three major smelters were operating

in the area. But like other mining towns, falling copper prices did what fire couldn't do, and by 1918, the boom was over.

Today, the remains of the B.C. Copper Co. Smelter and the Providence Mine stand lonely vigil on the outskirts of the city of 1,000, reminders of another time.

Plan to visit the Greenwood museum. Built in 1903, it is housed in what was originally the Supreme Court House, Police Station and Mining Claims Office.

Across the street is the firehall, built in 1900 as a hotel. And speaking of hotels, the original Pacific Hotel still stands on main street where it was built nearly a century ago. Only the name has changed.

Greenwood was one of those Canadian cities where the Japanese were interned during the Second World War. Many stayed on and today the city population is one-third Japanese.

Canada's first licensed woman gas-fitter was a resident of Greenwood. In fact Mrs. Anna Higashi still lives there although gas-fitting now is only a part-time job for her.

Most of the city's labor force works in logging although there is some mining

activity and at least one major company has indicated an interest in opening a mining operation there.

I am told there is still lots of gold in them thar hills. The fact that mining claims are still being filed may attest to that.

One of the photographic highlights of the trip was coming down out of the mountains and seeing Osoyoos shimmering in the sunlight in the valley below. It's something postcards are made of.

North of Osoyoos, Highway 97 takes you through mile after mile of orchards — apples, apricots, cherries, pears, peaches, plums. There are roadside fruit stands every hundred yards and there are even places where you can pick your own.

As I passed the Post Office in Keremeos on my way back to Vancouver I was reminded of how often the closing of a Post Office had sounded the death knell for B.C.'s early mining towns.

Many of those Post Offices have reopened now. And while much of the physical evidence of those earlier years is gone, the ghosts of generations passed can take solace in the knowledge that their names live on. □

Coalmont (pop. 100) once was touted as "The City of Destiny". Now it's almost abandoned, the Emporium closed.



A LOVELY KIND OF CRAZY

In which a GP bike, a superbike and an assistant editor go to school. By Larry Tate.



AFTER THE CLASSROOM SESSIONS, CHIEF
Instructor Steve Simmons (right) illustrated his points
with a walk around the race track.

Having fun out there, Granny?" asked Robbie Meiklejohn with a straight face. He'd just blown past me and my hyper-fast Yamaha TZ250 with his so-called stock RD350 production racer. Hmph. As if I was going to even *try* to go fast on Gary Collins's brand-new \$8,000 grand prix racing bike. If he and tuner Ron Lefebvre were going to trust me to ride it, I was going to be careful; Robbie could walk past me if he felt like it.

The occasion was a road racing school at Shannonville Motorsport Park, near Belleville, Ont., about 160 km east of Toronto. It was the first school put on by RACE, the group organizing road racing in most of Eastern Canada this year, and the first one I'd ever planned to attend. I've never raced, although I've been around Shannonville a few times with test bikes.

The school turned out to be valuable to the extent that the next day I took our GS650 Suzuki test bike and went three seconds slower than I had two weeks earlier. But after instructor Steve Simmons's talk and walking the track with the MacMillan brothers, I knew a lot more about what I was doing and why I was going more slowly, where I could make up time and what I should do if I got into trouble. Anyone contemplating road racing should go to a school. It's invaluable.

The big thing, however, was being able to ride the Yamaha GP bike. Ron and Gary had offered to let me borrow Gary's old bike for the school, but it wasn't ready in time and they showed up at the track with the new TZ250H, a 106 kg, 60-plus hp missile that's capable of more than 240 km/h. Also, it's worth more than \$8,000, and Editor Cooper wasn't likely to come up with any cash if I broke something. Terrific, I thought; maybe I'll ride my XR200 enduro bike instead.

It wasn't scary, though. Different, yes; incredibly so from anything I've ridden before. Letting revs drop below 7,500 rpm was a mistake, and it was just starting to really haul at 10,000 rpm where Ron had asked me to shift in deference to the new pistons.

The brakes are incredible. You simply can't imagine how hard a GP bike will

stop. Coming in far, far past my usual braking points I could literally get the bike stopped well before the apex.

The gearbox was a problem for me. It shifts backwards—one up, five down—and I was really slow and careful with it. I only blew it badly once, but of course that was right in front of Ron in the pit straight. Oh, blush. I felt like parking the thing in the woods at the back of the track and walking back to Toronto.

The biggest thing, though, was that it forced a whole new appraisal of my attitude to riding. The thing didn't feel friendly or co-operative; superbly responsive, yes, and so easy to throw around that I felt I could put it anywhere on the track without worry. But it also felt as if it didn't particularly enjoy being ridden by a ham-handed amateur and would be just as happy to spit me off if I did something it didn't like. As Robbie said later: "The bike doesn't care. If you want to go fast it'll do it. But don't expect any help from it."

I got a treat after my first track session. George Morin, the 1980 No. 1 plate winner, was at the track with his superbike, and suggested I go out for a session with it. Compared to the TZ, the superbike was a big pussycat, and barrels of fun.

The thing is ungodly fast and noisy and brutish, but it feels like the kind of motorcycle I'm used to. The bar and controls and seat are where they are on any big street bike, and it's just more—lots more—of the same. George's superbike was fun.

But the TZ... I'll never have the money or the dedication to get one and race it, but I can see the attraction. Once you got used to the way it works, I think riding it would be like having an extension grafted on to your nerve ends. Even at the low speeds I was travelling I could feel a bit of that; changing direction was as much a matter of thought as of action. If you did well, it would be you, not the bike. That's a feeling I can understand striving for.

Thanks Ron, and Gary and George, and Paul MacMillan, who showed me around the track, and everyone else who helped me do this. You guys are all nuts, but it's a lovely kind of crazy; one I can appreciate a little better now. □

Yamaha TZ250 is a superbly responsive bike. You tuck in and squeeze down and learn about a new world of speed.





**CYCLE
CANADA**

COMPARISON TEST

HONDA XR500R vs SUZUKI DR500



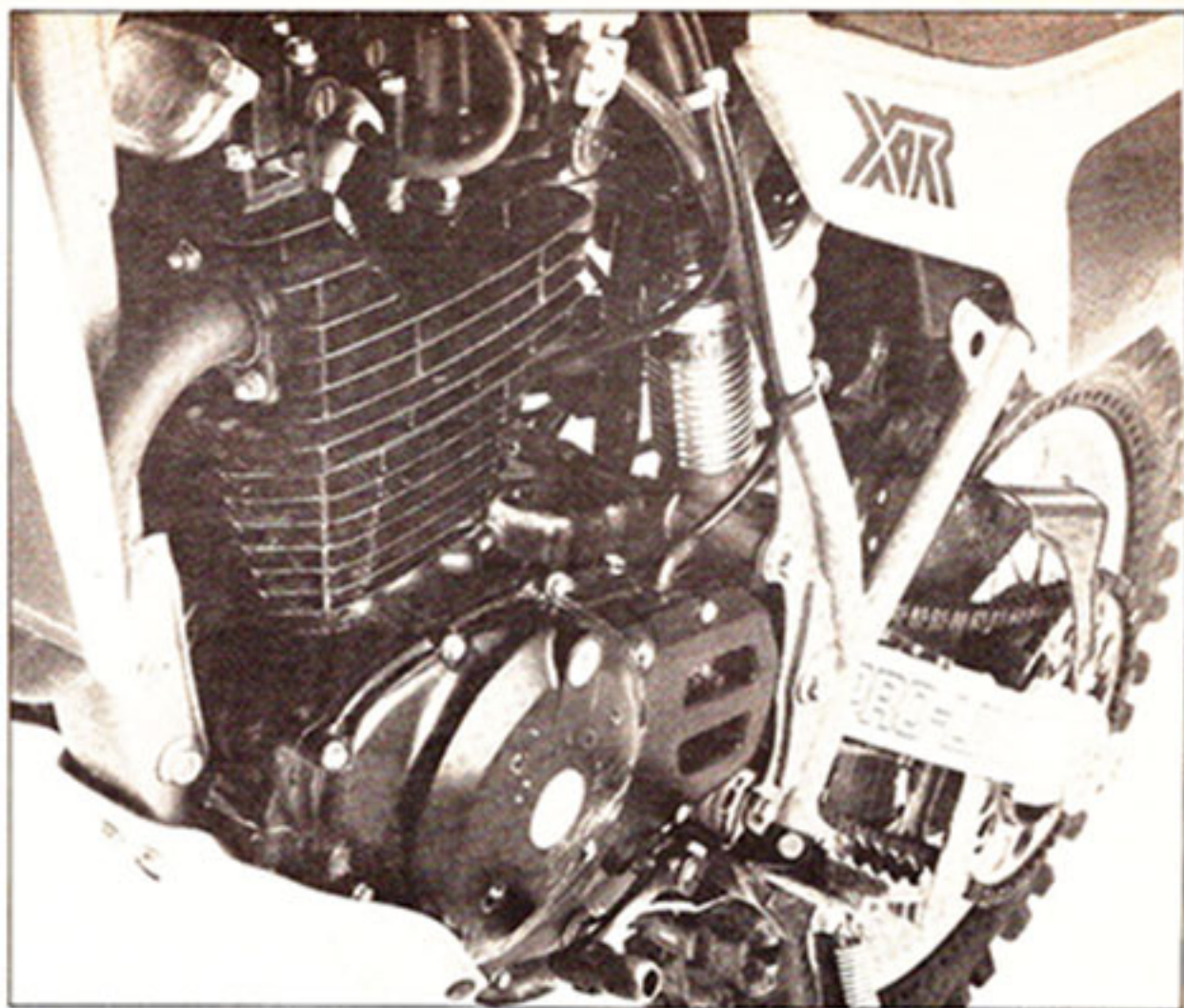
THUMPERS!

Smaller bikes may be better balanced, but there's nothing quite like a big thumper when you want to get out and kick ass.

If your idea of fun and excitement includes the notion that you can never have too much horsepower, read on. If you can't find a thrill a minute riding a Honda XR500R or a Suzuki DR500, you aren't trying hard enough.

Four-stroke singles have been getting bigger and better for some time. There have been XR500 Hondas and DR Suzukis before, but 1981 has brought major changes to both. The Suzuki is finally a full 500, after

THUMPERS!



The four-valve Honda engine has a reed valve for 1981, with a torque peak at lower rpm to improve rideability.

a gestation period encompassing incarnations as a 370 and a 400. The Honda has received the latest in suspension technology, with the addition of a Pro-Link single-shock rear suspension. Both bikes are immeasurably better than their ancestors.

These thumpers are fun and games bikes for the weekend. They aren't serious racers. Honda does advertise the 500R as an enduro bike, and in fact there are big XRs being used on the enduro circuit, but the thing is still too heavy and down on horsepower compared to the big two-strokes for most expert riders. Suzuki doesn't even pretend to be building a competition bike; as with the DR370 and 400, the DR500 is intended strictly as a play-bike. Fill it with gas and head for your favorite off-road riding area and ride until you drop. Treat the Honda the same way and you're bound to like it more than if you hope to win enduro trophies.

The bikes feel very different despite the similarities in specification. Both use four-stroke single-cylinder engines displacing 498 cc, both have single overhead cams operating four valves, both have five-speed gearboxes and both have suspensions offering more than 200 mm of travel at each end. The biggest difference in specification is in the rear suspension.

The Honda is fitted with the firm's new-for-1981 Pro-Link, a large single spring-

shock unit mounted nearly vertically behind the engine. A system of levers connecting the shock to the swingarm provides a progressive suspension rate so that a fairly soft ride in the initial stages of travel can be combined with strong resistance to bottoming as more of the travel is used up.

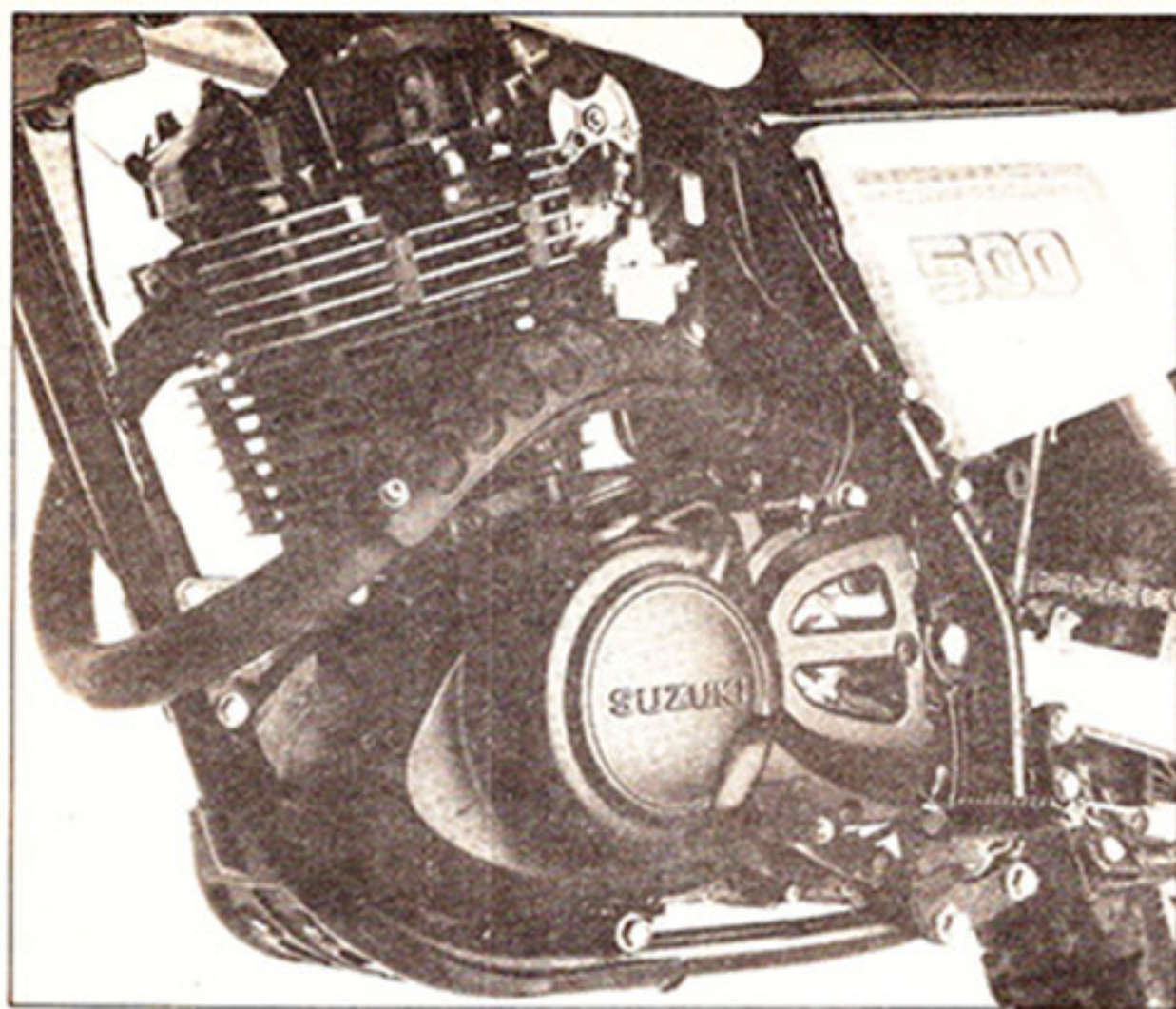
The Suzuki has a conventional twin-shock arrangement very much like last year's DR400, which in turn was modeled closely on the previous year's RM motocross frame. The big difference from the 1980 bike is that the hefty box-section swingarm is aluminum instead of steel this year, saving quite a bit of weight. The DR500 still weighs six kilograms more than the DR400: 128 kg vs 122. The 1981 Honda weighs 126 kg.

Engines are also more changed than they might appear on first glance. The Honda has been retuned to deliver more torque lower in the rev range. The new engine develops 35 hp at 6,500 rpm and 4.3 kg-m of torque at 4,000; the 1980 produced 35.4 at 6,500 and 4.15 at 5,500. Everyone who rode the Honda liked the change; it makes better use of the displacement and makes the bike easier to ride as a result.

The single mechanical change in the 1981 Honda engine is the addition of a reed valve in the intake tract, a two-stroke trick intended to help low-end power. If Yamaha can start putting mechanical

Four-stroke singles are most at home on hills and open trails where all the torque and horsepower can be used.





Feeling more docile than the Honda, the Suzuki still puts out the same torque and slightly more horsepower.

THUMPERS!

valves in its two-stroke racers, why not a reed cage in a four-stroke? It works, it's simple and should be reliable.

The Suzuki differs from the 1980 model in more than simply displacement, which has gone up to 498 cc from 396. The four-valve engine uses Suzuki's patented TSCC cylinder head, also available on several GS-series street bikes between 250 and 1,100 cc. The twin-swirl combustion chamber has pockets machined about the valves that promote controlled mixture turbulence in the chamber.

The aim is to improve combustion efficiency. By more thoroughly using each unit of fuel burned, power and fuel economy should both increase. We've found the theory works on the street bikes, and it seems true on the DR500 as well. The DR pulls strongly in the midrange and flattens out at the upper end of the rpm scale just as its four-cylinder brethren do. The feel is much different from the high-revving DR400, which, while reasonably torquey, produced its power while spinning fast — 26 hp at 7,000 rpm and 3.0 kg-m of torque at 5,500.

The DR500 figures are 36.5 hp at 6,500 and 4.3 kg-m at 5,000.

First impressions of the bikes are that indeed, the Honda is a racer while the

Suzuki is of considerably less serious intent. The Honda just looks more the part; the fire-red frame and bodywork and the taller, leaner appearance caused in part by the Pro-Link rear end both shout racer loud and clear.

The Suzuki, on the other hand, with its surgical white livery and somewhat lower, bulkier appearance, has much more the air of a transplanted street bike that's not quite in its element. It also suffers somewhat from the legacy of the DR370 and 400 — nice enough bikes, but pretty mild-mannered to dare challenge the fire-breathing XR on home turf.

Still, appearances can be deceiving. We decided to run the bikes on a preset course through our favorite off-road riding area. It involved a 7.6 km route that encompassed everything from tight woods sections to open, rough meadows, from steep, rutted hills to a three-kilometre flat-out banzai run down a gravelled fire road. We lined up five riders and timed them on both bikes around the course, then collected their impressions. Timed laps don't tell you everything about a bike, and particularly in the case of playbikes like these, how the machines feel and behave while riding is at least as important as how fast they are.

Of the five riders, three put in their fastest lap of the day on the Honda, while two did it on the Suzuki. In fact, one of the

Both bikes can be slid at will, but the Honda is more top-heavy. The Suzuki would be the best flat tracker.





THUMPERS!

riders fastest on the Honda would likely have cut a faster time on the DR but during the fire road section he discovered a truck, and stopped to warn the driver that there were other motorcycles in the vicinity. So in terms of lap times we consider it a draw although fastest time overall did go to the Honda.

The general impression is that the Honda feels better. Pro-Link works; we said it when we tested the CR450 and the XR200R, and we'll say it again now. It works as the engineers say it will, giving a soft ride over the smaller stuff and tightening up to retain control over the biggest bumps.

The difference in the rear ends is particularly noticeable up a deeply rutted and whooped hill. Both bikes leap about considerably when charging across the ruts and depressions, but the Honda stays straighter, recovers sooner and keeps traction better. The problem with the Suzuki seems to be the same one we found with the DR400 — the springs are on the stiff side and the rebound damping is too light. This creates a tendency for the rear end to kick back and leap around over a series of bumps, something all the riders noticed. It gets more severe the rougher the terrain is, hence the trouble we had on The Hill with the DR.

The Honda is clearly superior in the rough stuff and also feels better flat out at 125-plus km/h on the gravel roads. Both bikes tend to dart around, but the Suzuki is outright terrifying at times, going into virtual tank slappers. Sitting way back on the seat helps, and the DR will travel at top speed without crashing, but compared to the Honda it's nearly out of control all the time at high speed.

Where the Suzuki excels (XLS?) is in the tighter woods sections. It feels much nimbler than the Honda. It's easier to dodge roots and rocks and trees, easier to toss the bike around obstacles at higher speeds. However, as speed increases the better suspension at the rear of the Honda comes more into play, and the Suzuki's advantage in nimbleness gets lost as the rider fights the under-damped rear end.

We raised the Suzuki's fork tubes in the triple clamps about two cm, which seemed to help in the woods. The better riders in the group noticed a tendency for both machines to wash out the front end, and moving the fork legs improved frontal traction.

While discussing the bikes during the test, we decided that the Honda must have a longer wheelbase and a more raked-out fork angle. That would account for its stability at high speed and the Suzuki's nimble behavior in the tight stuff. In fact, however, the Suzuki's wheelbase is longer, 1,465 vs 1,420 mm, and it has a 30 degree rake, while the Honda's rake is only 28. So much for amateur suspension



The Honda handles high-speed jumps and landings better than the Suzuki does.



In the tighter stuff, care is needed to avoid missed shifts on the Honda.



The DR500 is quite nervous flat out, but is fine at less than banzai-speed.



Lofting the front wheel of either of the thumpers is just a matter of wanting to.



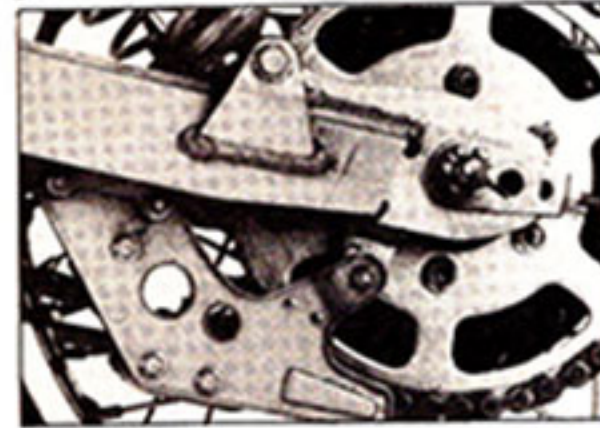
The Honda stands taller than the Suzuki and is at the limit for shorter riders.



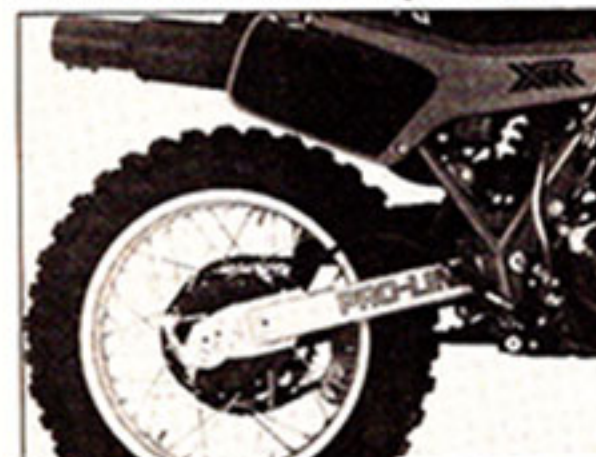
It looks less like a racer, but the Suzuki proved just as fast as the Honda.



The decompressor on the Honda is linked to the kickstarter by a cable.



Suzuki swingarm looks strong; for 1981 aluminum replaces 1980's steel unit.



Pro-Link is the reason for the Honda's composure over the roughest terrain.



Better shocks would greatly improve the Suzuki's skill across severe bumps.

theory. The Honda is a little taller and carries its weight higher; this may in fact be the reason for the different sensations the two bikes impart.

The positioning of the weight may also be the reason that the DR loves to slide. The Honda feels a little teetery if you try to flat track it, but the Suzuki is right at home cocked over sideways. One of the team took the DR to a home-made oval-cum-TT course and reported that the bike was a natural in such conditions.

The differences in the engines of the two bikes were virtually nonexistent as far as riding them went. The powerplants could probably be interchanged and the rider would hardly know the difference except for the starting procedure. Both engines use twin chain-driven counterbalancers

to smooth out vibration, and neither one vibrates enough that anyone even commented on it. That pays dividends in rider comfort and also minimizes the chances of vibrating vital parts loose while riding.

Starting the thumpers is not the awesome task you might expect if you're familiar with big bangers of the past. The Honda is simplicity itself. When the kickstarter is depressed, a cable automatically lifts the exhaust valves slightly as the piston nears compression. Anyone can kick it through as a result. The only trick is to NEVER TOUCH THE THROTTLE, ease the lever around until you can feel compression coming up, then kick through smoothly. It'll start first time almost every time.

Now and then it got a bit cranky when hot, but it was never a serious problem. For 1981 Honda has also fitted a manual decompressor to the handlebar, but we never found an occasion to use it.

The Suzuki is similar, but uses a manual system. You pull a lever on the handlebar to raise the valve, then kick through WITHOUT TOUCHING THE THROTTLE and it starts right up. You don't even have to kick very hard.

The only mechanical problem we had during the test, however, came with the Suzuki starter. The morning we did the timed laps the kickstarter suddenly stopped operating, and we had to resort to the tried and true thumper bump start — put it in second gear, pull backwards against compression, then run like hell and leap on the saddle as you release the clutch.

That's entertaining if you're standing by watching, but it's not so much fun if you stall the engine on a sandy hill, which happened to a couple of riders during the test. Suzuki later discovered that a small spring holding the starter ratchet and pawl had come adrift; a simple fix, but a devastating problem if you're a long way from home when the fire goes out. Better be sure you find out how the thing goes together before you go riding; this may have been a freak occurrence, but you never know.

The other thing you'd notice if you swapped engine units is that the Honda would suddenly have a much better transmission. The Honda unit isn't terrible, but requires use of the clutch to change gear cleanly going up or down. If you don't do it, there's a good chance it'll pop into a false neutral at the next inconvenient time. The only good thing about that is that the beginning rider has a great way to learn about high-siding.

A couple of the faster riders also found the Honda gearbox reluctant to go into first when downshifting for tight corners. It seems to be directly related to how fast you're going, and therefore how fast you try to shift. Slow and steady and use the clutch and things are fine.

The Suzuki transmission, by contrast, is excellent. It works fine without the clutch going either up or down, and no one reported missing any gears. That was true even after one rider dumped the bike hard in some rocks and twisted the shifter shaft slightly. Most riders thought that it added to the Suzuki's advantage in the wooded parts of the course; it's just a little quicker and more convenient to be able to shift without bothering with the clutch.

Brakes on both bikes are good. Considering the mass they have to stop, that's good for the rider and a testimonial to the designers. The Honda's are the favorite of most riders, although the Suzuki isn't far behind. The Honda front seems to grab very hard, sometimes harder than you want. It's a common thing with Honda

Continued on Page 60

Top Motocrossers Choose...

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Nican Trading Co. Ltd., Canada's largest motorcycle accessories distributor, is supporting some of Canada's top motocross racers. Calgary's Ross Pederson, Canada's National champion, tops the list and has proven himself easily worthy of the support. Pederson earlier this year competed in some U.S. nationals and supercross events and his results were the best to date by any Canadian rider. The May 24th opening round of the Ontario Pro Series in London, Ontario and the May 31st Pro race at Strathroy, Ontario were Pederson's first Canadian appearances this year. After winning the 125 and open classes both dates he proved to be the rider to beat again during 1981.

Team Can Am riders Jay Kimber, Fenwick, Ontario; Charles Desourdy, Cowansville, Quebec and

Jean Bourret, Montreal, Quebec will also be sporting Nican Race Products during 1981. Watch for these three pros on their new factory watercooled 250cc Can Ams.

Saskatchewan's Kevin Ferguson of Team Yamaha, Dave McGregor on a Cycle World Yamaha and Al Jaggard on a McBride's Cycle Suzuki complete the list of Nican supported Pro Motocrossers. Any of these riders are capable of taking top honors during the 1981 season and you can bet the competition will be intense.

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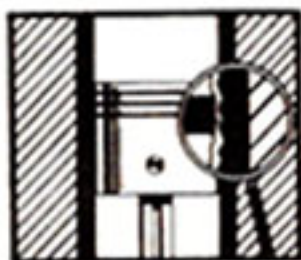
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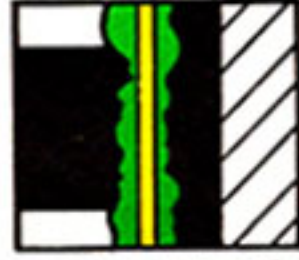
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THUMPERS!

Continued from Page 57

brakes this year; one tester mentioned that a friend had ended his new CR250 just braking for a corner.

Complaints about the Suzuki brakes were that the rear end tended to chatter; again, likely a function of the inferior rear suspension system compared to the Honda. The DR500 stops much better than its 370 and 400 cc ancestors ever dreamed of doing.

On both bikes, the brakes don't work worth a damn going backwards. Don't plan on stalling on a hill and holding the bike while you try to restart it — not a chance in the world.

Tires aren't bad at all, for stockers. The better riders found that the fronts were washing out sooner than they'd like, but most found them pretty good at handling the wide variety of conditions we treated them to; everything from deep sand to rocks. The rears were constantly spinning, but with these engines you'll probably find that to be true of any tire you buy. The consensus seems to be that most riders would leave the stockers on until they wore out — which wouldn't be long in the case of the rears.

It's difficult to say much about long-term durability, but we did get the impression that many of the Suzuki's components were of better quality than the Honda's. The chain, for example, is a No. 530 sintered metal affair that looks considerably more robust than the Honda's 530 O-ring chain. On both the CR450 and XR200R that we tested, the chain didn't last long, so we don't hold out much hope for a long and happy life on the 500R, either.

The Honda handlebar and control levers look the same as those on the other two Hondas, too, which is to say they'll soon look like pretzels. Plan on buying replacements fairly soon.

Another point is the front fender; the Suzuki's survived a couple of nasty falls in the rocks without damage, while the Honda's was badly warped by one crash in deep sand. On the other hand, the Suzuki's street-type kill switch got wiped off in the first crash, its return throttle cable hung up at times, the shifter shaft twisted in the second crash and the metal fuel tank leaked copiously from the cap at the start of the test. That corrected itself as the test went on. One rider figured that the aluminum tank should last about as long as the rear tire. The Honda uses color-impregnated plastic; both tanks hold nine litres and both bikes use about the same amount of fuel.

So which of these thumpers is best for you? First of all, you'd better admit that quite possibly neither of them is. They can be a lot of fun in the right countryside; they pull great broadslides, climb giant hills in single bounds and generally are high in entertainment value.

But at 126 and 128 kg, they are heavy to ride for long. Expert motocrossers find that even the torque and horsepower don't feel impressive compared to the latest breed of two-strokes, so don't plan to race them.

If you like the idea of 500 cc of four-stroke thumper, however, our feeling is that the Honda is the better overall machine, primarily because of its rear suspension. As we've found with other Pro-Link bikes, the XR500R will save you from outrageous mistakes with a minimum amount of drama, and will hook up where lesser bikes spin their wheels or bog completely.



Particularly in fast, rough terrain, the DR just can't stay with the XR. However, if you plan to ride primarily in tight, wooded country, the DR is nimbler and easier to steer, and its better gearbox makes riding that much easier. There's also the matter of price, since the Honda costs \$150 more. For that much you could almost buy a set of good shocks for the DR, which would go far toward correcting its handling deficiencies.

Still, the way they come out of the box, we think the Honda is a better mount. We wouldn't all pay the extra money for it, but if you want the best performer you'll have a big red Pro-Link in your future. □



SPECIFICATIONS Honda XR500R and Suzuki DR500

MODEL ... 1981 Honda XR500R

PRICE \$2,549

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

DISPLACEMENT 498 cc

BORE AND STROKE 89 x 80 mm

HORSEPOWER 35 at 6,500 rpm (claimed)

TORQUE 4.3 kg-m at 4,000 rpm (claimed)

CARBURETION Keihin 34 mm slide-type

IGNITION CDI

SUSPENSION .. Telescopic fork with coil springs and air assist, oil-damped, 254 mm travel; rear Pro-Link monoshock adjustable for preload and four ways for damping, 254 mm travel

TIRES ... Bridgestone, 3.00 x 21 front, 5.10 x 17 rear

WEIGHT 126 kg (claimed)

FUEL CAPACITY 9 litres

MODEL ... 1981 Suzuki DR 500

PRICE \$2,399

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

DISPLACEMENT 498 cc

BORE AND STROKE ... 88 x 82 mm

HORSEPOWER 36.5 at 6,500 rpm (claimed)

TORQUE 4.3 kg-m at 5,000 rpm (claimed)

CARBURETION Mikuni VM35SS slide-type

IGNITION PEI

SUSPENSION .. Telescopic fork with coil springs, oil-damped, 230 mm travel; rear aluminum swingarm with dual gas-charged spring/dampers, adjustable five ways for preload, 215 mm travel

TIRES ... Bridgestone, 3.00 x 21 front, 5.10 x 18 rear

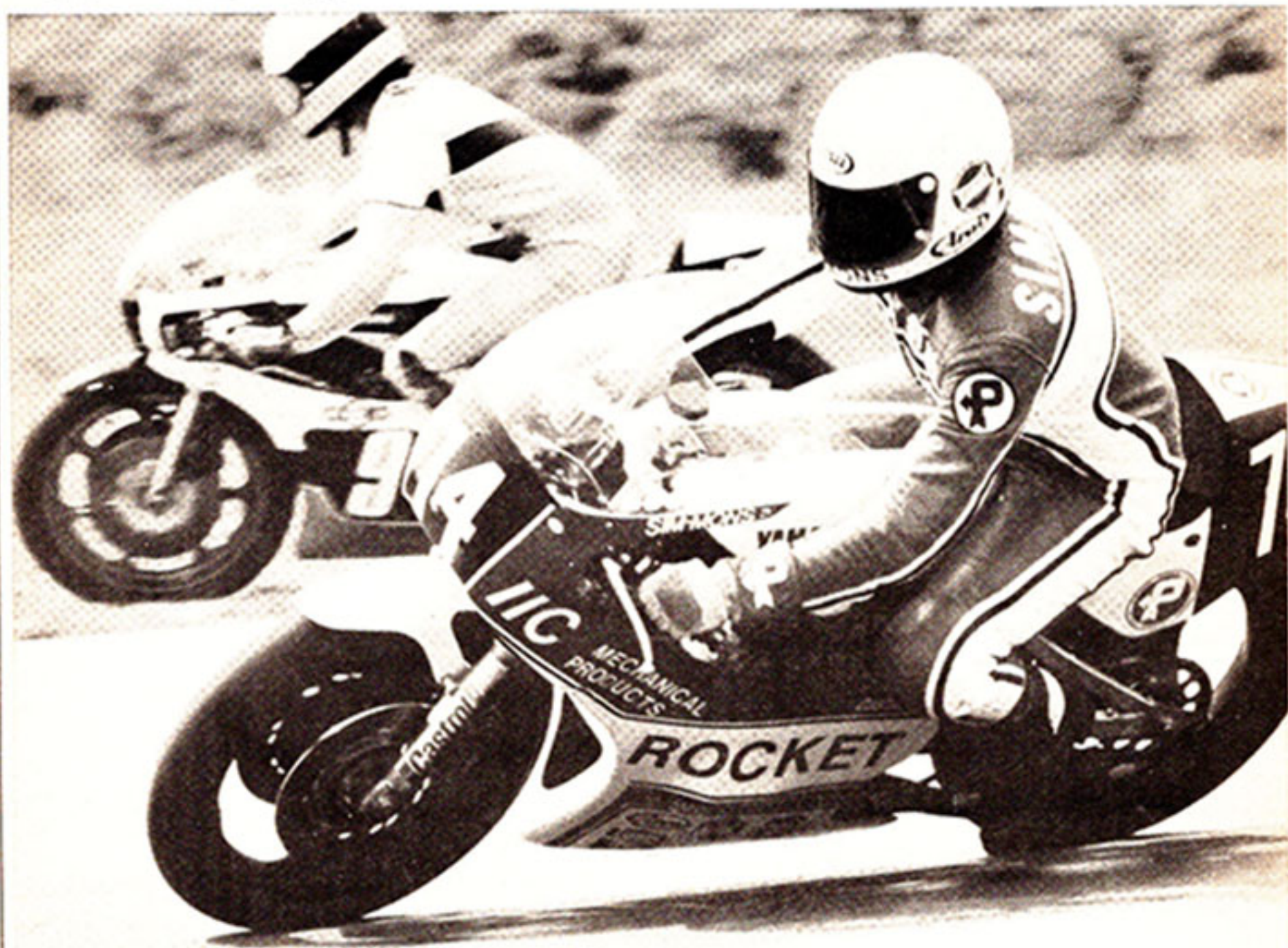
WEIGHT 128 kg (claimed)

FUEL CAPACITY 9 litres

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CYCLESPORT



PHOTOGRAPHY BY CORIN FRASER

Steve Simmons, from Toronto, on May 31 became the third Canadian to ever win a class in an AMA national road race.

Canadian wins AMA national	62	Parker's fourth Norm Carr	64
Steve Simmons wins Pro Novice 250 by 0.1 second		Sharpless hits rail but bounces back	
Baldwin masters Mosport	62	Alberta road race opener	66
Imported talent all had problems		Good weather, a large crowd and eager riders put on a show	
Pierson quickest on hill	63	Woods again at Vernon	68
Four-cylinder dirt bikes impress audience...and riders		Crossing the line with a flat tire	

Baldwin masters Mosport

Imported talent all had their problems

By Colin Fraser

MOSPORT, Ont.—Torontonian Miles Baldwin made a triumphant return after a three-year absence to win the featured Formula 1 race at the Castrol Victoria Day Sprints May 18.

Riding a three-year-old Yamaha TZ750, Baldwin won both 20-lap heats against a retirement-weakened field. In the first heat he encountered Michigan's Frank McTaggart before pulling away. In the second leg, Baldwin, McTaggart and AMA star Nick Richichi dueled until McTaggart backed off and Richichi hit oil and crashed in the notorious off-camber turn two.

Baldwin wowed the spectators in corner two by losing the front end, nearly high siding and somehow staying on the bike without leaving the track.

Several imported stars



Clive NG-A-Kien won his fourth consecutive pro 250 GP.

never showed during the race. U.S. superbike champion Wes Cooley had crankshaft problems with his last year's Mosport-winning Yoshimura Suzuki and didn't start the final. Daytona winner Dale Singleton had a broken hand and only completed a few laps on his Yamaha YZR500. Jimmy Adamo crashed in practice while leading Baldwin and

couldn't make the final.

In Sunday's superbike race, Kawasaki riders Lang Hindle and Rueben McMurter staged another struggle. Just as in round one of the Eastern Canada Castrol Challenge at Shannonville, Ont., Hindle led McMurter in the early going.

As Hindle tried harder to get away, McMurter pressured harder until Hindle

lost control in corner two and tumbled. He walked away unhurt.

Clive NG-A-Kien took his fourth consecutive Mosport pro 250 GP victory, beating AMA professionals Jeff Umrysz and Craig Morris. NG-A-Kien rode a new Microton- and Cycle World-sponsored Yamaha TZ250H. Fourth went to Steve Simmons, IIC-sponsored Rocket rider, ahead of 'Alabama' Bobby Behel and Boonie Knott, two more AMA professionals.

Ted Redford walked away from the pro 750 production field with his Suzuki GS750. Paul MacMillan won pro 555 production just ahead of Richard Jagoe's Kawasaki GPz and Jeff MacMillan. Both brothers rode Keith Harte Racing Ducati Panthas.

In amateur production, Ron Damaren narrowly beat Zdeno Honda-sponsored Bill Oliver in the 750 class. In 555 production, Steve Galbraith's Yamaha 350 got the win after the initial top two finishers were thrown out with illegal bikes.

Canadian wins AMA national

Steve Simmons wins pro novice 250 by 0.1 second after 10 laps

By Colin Fraser

ELKHART LAKE, Wis.—Steve Simmons became the third Canadian to ever win an AMA road race national when he took the victory in the pro novice 250 round May 31.

Winning by only 0.1 second after a gruelling 10-lap race with Californian Don Greene, Simmons joined the ranks of Yvon Duhamel and Miles Baldwin in the record book.

Simmons now stands a good chance at the overall novice pro championship.

In the feature Formula 1 race, Freddie Spencer won ahead of fellow Honda factory rider Mike Spencer. Both had braking problems but most of the competition had dropped out. Wes Cooley led at the start on his



Simmons, from Toronto, won with his new Yamaha TZ250H.

Yoshimura Suzuki but an oil leak stopped him. Miles Baldwin, fresh from his Mosport win, was set to repeat his last year's third place but crankshaft problems put him out.

Eventual third-place finisher was 1980 novice pro champion Thad Wolff, who posted a best-ever finish for a 500 cc machine on his Suzuki RG500 square four.

Canadian Steve Gervais

was sixth in his first race on a new Yamaha 500 that he plans to race in Europe later this season. Tuner Alex Mayes worked hard for two weeks to get the recently arrived bike ready. After comparing the machine to his Castrol-Yamaha 750, Gervais opted for the 500.

Eddie Lawson won the Superbike event after leader Freddie Spencer crashed when a carburetor on his

factory Honda CB900F stuck open. Team-mate Mike Spencer, no relation, finished second. Cooley was third with his Suzuki after a back-row start resulting from a blown motor in the heat race.

Gary Collins was top Canadian in the lightweight pro event with a fourth-place finish. A fresh-from-Europe Lawson blitzed the field with a win on his vintage 1977 Kawasaki KR250.

RESULTS

Formula 1—1—Freddie Spencer, Shreveport, La. (Hon); 2—Mike Spencer, Huntington Beach, Calif. (Hon); 3—Thad Wolff, Thousand Oaks, Calif. (Suz).

Superbike: 1—Eddie Lawson, Ontario, Calif. (kaw); 2—Mike Spencer, Huntington Beach, Calif. (Hon); 3—Wes Cooley, Santa Ana, Calif. (Suz).

Expert Lightweight: 1—Eddie Lawson, Ontario, Calif. (Kaw); 2—Craig Morris, Taylor, Mich. (Yam); 3—Jeff Umrysz, New London, Conn. (Yam).

Pro Novice: 1—Steve Simmons, Toronto (Yam); 2—Don Greene, Novato, Calif. (Yam); 3—Rod Crosby, Birmingham, Ala. (Yam).

Battle of the Twins: 1—Dave Emde, San Jose, Calif. (BMW); 2—Jim Adamo, Glen Cove, N.Y. (Duc); 3—Bobby Goodin, Bedford, Tex. (Duc).

Pierson quickest on hill

Four-cylinder dirt bikes impress audience ... and riders

By Harlow Rankin

RED DEER, Alta. — The venue for the Great Canadian Hillclimb, May 17, was the Canyon Ski Lodge just east of this central Alberta city. Promoter John McRae laid out two lanes running up the grassy slope, which was modest enough to allow a young stalwart to negotiate the ess-lanes over the crest on a Yamaha Y-Zinger to get the festivities under way.

Riders were given three runs to come up with a best time, alternating lanes to give neither the advantage.

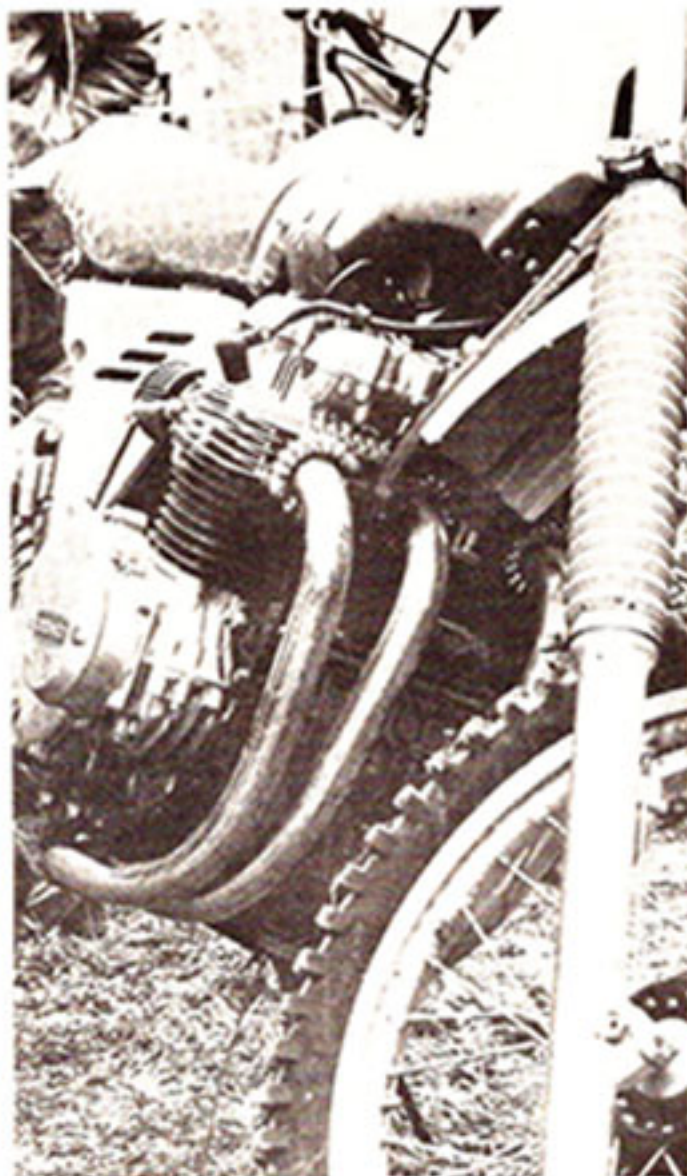
In the 250 cc class, Brian Pierson charged through the esses in 23.30 seconds for the initial lead on his Kawasaki. Doug Houston motored his Can-Am close behind with a time of 23.67. Steve Wilfort blasted these times with his Yamaha, with a 22.20 during the second round. Jason Mitchell followed Wilfort with a 22.88 on a Honda.

The 500 cc class was a Yamaha duel between Brian Hooker and Neil Stock. After two runs they were tied at 20.96 seconds.

Team Green, Pierson and Lee Cox, made wicked noises on their 750 triples. Cox turned 20.38 seconds on his first run, while Pierson on an identical machine did 20.87. He took the lead with 19.62 the second time around.

After two runs in the unlimited class, Pierson and Cox were first and second, on matching KX1100s — the Kawasaki fours were an interesting if not lethal combination with KX chassis. Pierson recorded an 18.06 time while Cox did 19.46 on his first run.

Californian Butch Couture put in two demonstration rides on his fuel-burning Yamaha 750 during the intermissions. The paddle-wheeled machine could not quite hook up on the tough slope but the noise of the screaming four-stroke and the smell of nitro cleared many ears and



Pierson's hand-crafted 1100 Kawasaki was unusual, loud and fastest up the ski slope.



Lee Cox was the second quickest 750 rider overall with his ear-piercing H2-KX hybrid.

sinuses.

By the final round, the right-hand lane was the favourite. The left had some nasty holes, as Pierson was to find out the hard way.

John Wolosuk blasted his Yamaha through the traps on his final run with 21.78 seconds for the 250 cc win. Wilfort's second run time of 22.20 was good enough to keep him in second all day. Mitchell improved his time on the last run to 22.36 but it was only good for third.

Stock and Hooker, both Yamaha YZ 465-mounted, finally separated themselves in the 500 cc war. Stock posted a 19.94 time for the class win with Hooker coming in second with 20.12 on his last run. B.C.'s Jerry Markin was third on yet another YZ with a time of 20.26.

Pierson grabbed the gold in the 750 cc class when he

screamed the Kawasaki 750 over the top in 19.52 seconds. Cox made it one-two for Team Green on his third run with 20.38. Jim Kinzel got in his best run on his last try but 20.53 could not catch Cox so the likeable Yamaha rider settled for third.

The unlimited finals had Pierson and Cox side-by-side for their last attempt. They came out of the hole with the 1,100 cc Kawasakis on full rattle. Pierson surged ahead but half-way up the left lane he ran out of suspension travel and endoed. He scrambled for some safe turf but the Green Machine found its mark on top of him. Cox shut off and moved in to check his fallen team-mate. Fortunately, despite his spectacular dismount, Pierson got only bruises.

Team Green's second round times held up. Pierson took the class win with his 18.06, the

fastest time of the day. Cox was second with 19.46. Stock cashed in on third spot with a final showing of 20.21.

Pierson and Cox took home the lion's share of the \$5,000 purse with their awesome green meanies. They also carted off a collection of broken machinery, not to mention a few well earned lumps and bumps. They will be back next year for the Great Canadian Hillclimb and increased \$15,000 prize money.

Now, that's inflation.

RESULTS

250 cc: 1 — John Wolosuk, Vauxhall, Alta. (Yam); 2 — Steve Wilfort, Stettler, Alta. (Yam); 3 — Jason Mitchell, Red Deer, Alta. (Hon).

500 cc: 1 — Neil Stock, Medicine Hat, Alta. (Yam); 2 — Brian Hooker, Calgary (Yam); 3 — Jerry Markin, Hudson Hope, B.C. (Yam).

750 cc: 1 — Brian Pierson, Hardieville, Alta. (Kaw); 2 — Lee Cox, Diamond City, Alta. (Kaw); 3 — Jim Kinzel, Red Deer, Alta. (Yam).

Unlimited: 1 — Brian Pierson, Hardieville, Alta. (Kaw); 2 — Lee Cox, Diamond City, Alta. (Kaw); 3 — Neil Stock, Medicine Hat, Alta. (Yam).

Parker's fourth Norm Carr

Sharpless hits rail but bounces back

By Colin Fraser

BELLEVILLE, Ont.—AMA national dirt tracker Scott Parker made it four years in a row when he again dominated action at the Norm Carr Memorial half-mile at the Belleville fairgrounds May 23. Taking a weekend off from the ultra-competitive U.S. circuit, Parker cruised to the win in the 750 expert class but had to work for his win in the 250 cc race.

In the 250 event Brian Hardin, who like Parker is a native of Michigan, pushed his way around Parker and looked set for the win. But Parker battled with Hardin to eventually take the win at the flag by a mere bike-length in the closest race of the evening.

Parker rode his back-up Wiseco/Klotz-sponsored Harley-Davidson XR750 to an easy win in the feature race. Running high on the track, Parker led from his holeshot and was never challenged. "Earlier in the night I tried running low and it didn't seem all that fast in the groove, so for the final I ran up high on the cushion and the bike ran just fine. I had fun," said Parker after it was all over.

Finishing second in the 750 round was Canadian Jon Cornwell and hard-charging Peter Grant. Grant wasn't pleased with his ride. "I haven't been happy with a ride so far this year," explained Grant. "I seem to be getting slow starts and then have to struggle to catch up. The bike ran well. I guess I'm just disappointed." Both Grant and Cornwell were on Harley-Davidson XR750s.

The only bad crash of the evening occurred when Todd Sharpless of Don Mills, Ont., slammed his Can-Am into the wooden fencing while trying to avoid another rider. The 250 senior rider practically folded around the top pole before falling back into the track. From what was at first suspected to be a broken leg, Sharpless later returned, only bruised, to

finish a close second behind Darryl Johnson in the final. Johnson rode his Honda to victory in the 500 senior event as well, tying Parker for his number of victories of the night.

RESULTS

250 cc junior: 1—Dave Barwell, Port Colborne, Ont. (C-A); 2—George Wing, Belleville, Ont. (Hon); 3—John Holmes, Foshburn, Ont. (Hon).

500 cc junior: 1—John McReath, Trenton, Ont. (Hon); 2—Dale Kennedy, Windsor, Ont. (Yam); 3—Derek Hughes, Scarborough, Ont. (Yam).

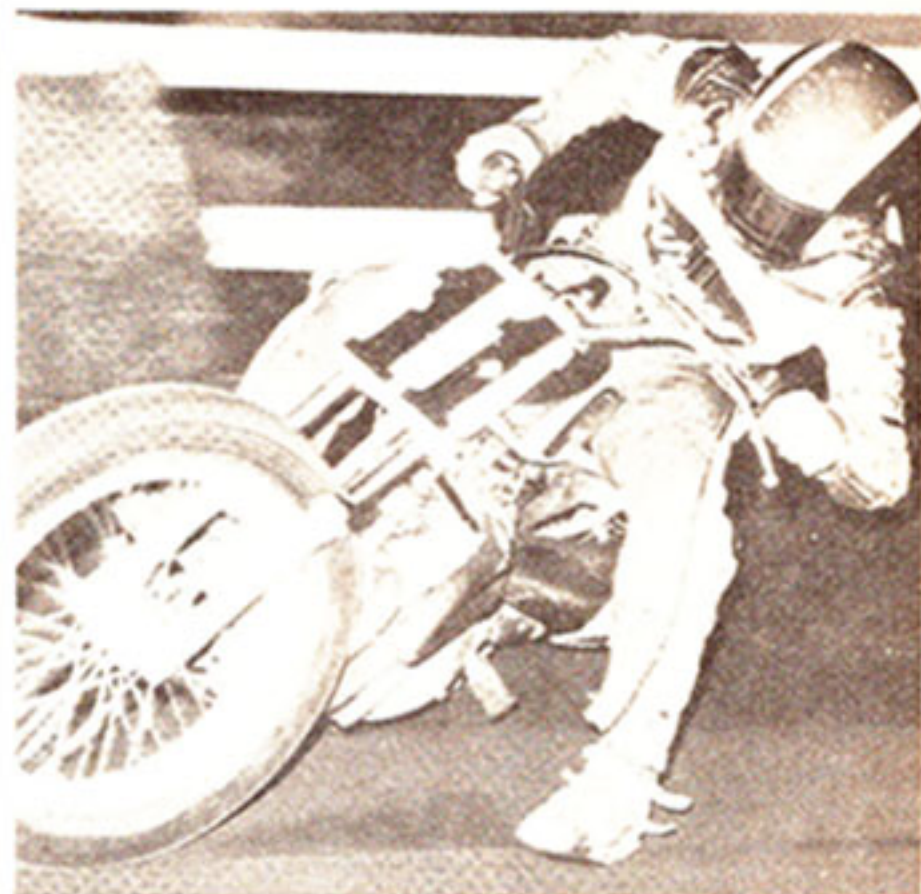
250 cc senior: 1—Darryl Johnson, St. Catharines, Ont. (Hon); 2—Todd Sharpless, Don Mills, Ont. (C-A); 3—James Goehring, Colborne, Ont. (C-A).

500 cc senior: 1—Darryl Johnson, St. Catharines, Ont. (Hon); 2—Mark Holliday, Whitby, Ont. (Yam); 3—Serge Gosselin, Levis, Que. (Yam).

250 cc expert: 1—Scott Parker, Flint, Mich. (H-D); 2—Brian Hardin, Ortonville, Mich. (Yam); 3—Michel Mercier, Thorford Mines, Que. (C-A).

500 cc expert: 1—Charles Bowles, Holly, Mich. (Hon); 2—Mike Kelly, Hamilton, (Yam); 3—Ronald Beauvais, Val d'Or, Que. (Hon).

750 cc expert: 1—Scott Parker, Flint, Mich. (H-D); 2—Jon Cornwell, Georgetown, Ont. (H-D); 3—Peter Grant, Woodbridge, Ont. (H-D).



Scott Parker, AMA national No. 11, slid his XR750 to a fourth consecutive Norm Carr Memorial half-mile win.

Bowles bags Woodstock

Evans out with severe injuries

WOODSTOCK, Ont.—The 750 expert half-mile dirt track May 18 was a scene of crashes and re-starts. Canadian No. 1 Peter Grant dumped his XR750 Harley-Davidson while taking the inside line through corners three and four. Young American Chuck Bowles went down in the same crash with Grant. Both riders made it back for the restart.

Tom Maitland, a 17-year-old American, grabbed the lead and held on until his XR750 started to weaken in the latter stage of the race. Bowles took over for the lead and the win with Maitland hanging on in second spot. Grant finished third, fighting a failed front wheel bearing.

The 500 cc race was a disaster for one of the brightest Canadian stars in dirt track. Bowles was in the lead closely followed by Brian Hardin, a 15-year-old American, and Chris Evans of St. Catharines,



Chuck Bowles won the Woodstock, Ont., 500 expert half-mile.

Ont. Evans got into difficulties on the back straight and glanced off the high board fence with the handlebar of his bike before both bike and rider smashed into the fence. The injured rider and his bike tumbled down the track, finally coming to a halt near the end of the straight.

The race was on the last lap and was completed before the red flag came out. Evans broke

his leg and ankle in three places and suffered severe muscle injury in his arm. The former CMA White Trophy winning expert was doing extremely well in dirt track both in Canada and the U.S.

In the 250 cc race, which was run before the 500 and 750 events, Hardin grabbed the win ahead of Jon Cornwell who was being hounded by Evans to the flag.

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Alberta road race opener

Good weather, a large crowd and eager riders put on a show

By Don Weixl

EDMONTON—The Alberta Road Race Club held its first race of the season on Victoria Day at Edmonton International Speedway. Sunday, May 17, was just for practice while the racing took place on the holiday Monday.

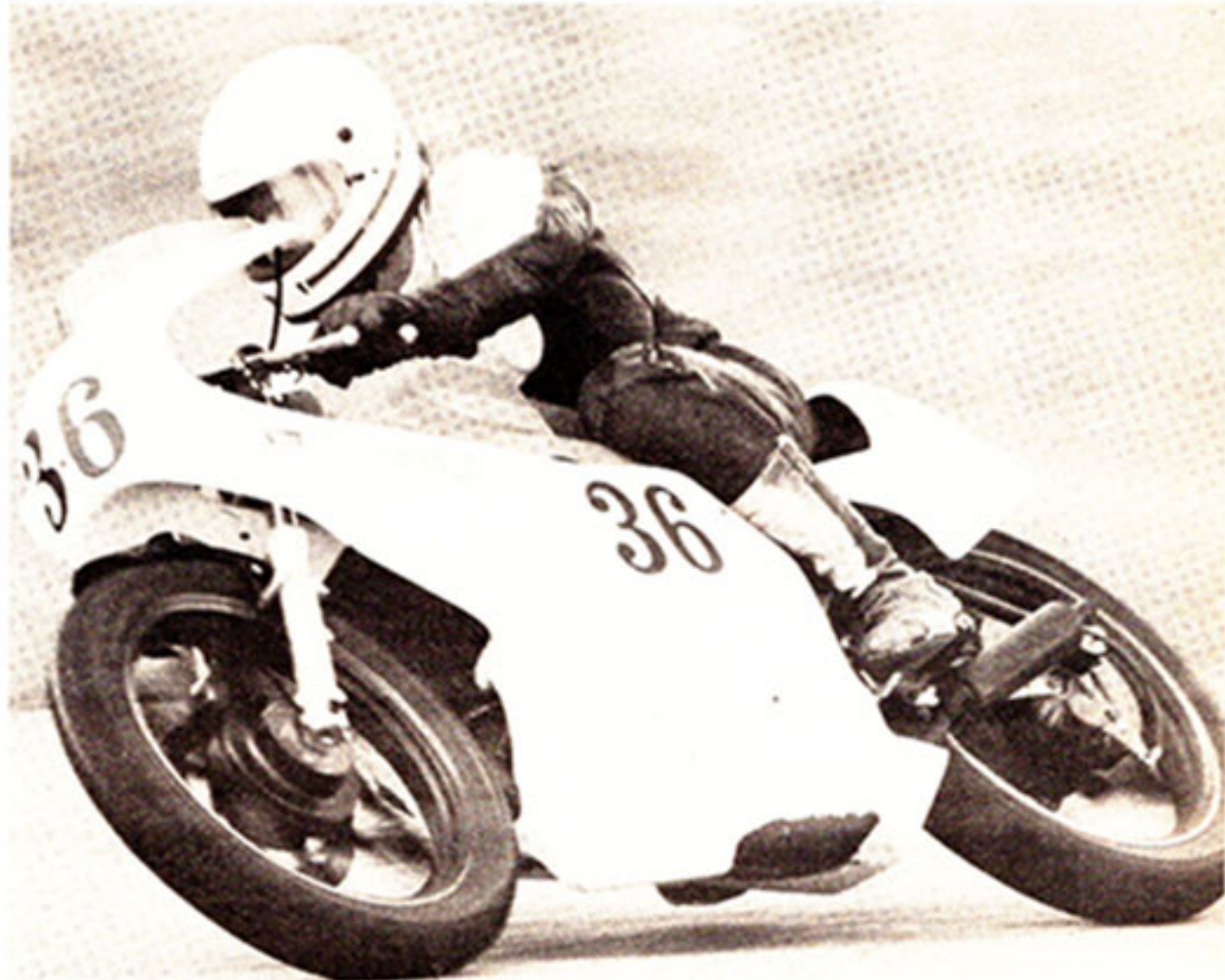
The decision was made to run one 12-lap race in place of the standard two shorter heats in an effort to reduce the delay between races. All the events were run on the short circuit of the Speedway. The good weather had brought a large crowd of spectators, which increased the prize money of the expert riders.

The combined junior and expert 250 cc GP class saw Steve Dick, the national 125 cc road race champion, and Frank Van Sertima display new machines. Van Sertima had a Yamaha TZ250 while Dick had a Sheppard-framed, inline Rotax-powered twin from England.

Surprisingly, in the race Van Sertima pulled steadily away from Dick until about the halfway point when he suffered a seizure and retired. Dick then breezed to an early win.

The combined junior and expert 125 cc GP race had only six entries. Warren McKinnon led from start to finish. Jerry Bartman, a junior, worked his way up from the back of the pack to take second overall and third in class.

Van Sertima managed to



Steve Dick won the 250 and 500 GPs on his new Sheppard-framed, Rotax-powered 250 racer.

repair his engine for the expert 500 cc GP, but this time, Dick led from start to finish. A cautious Van Sertima chose to finish second rather than risk further damage from the unknown source.

Dick won the superbike race with his new for 1981 Kawasaki KZ1000. Alan Demay was Dick's only competition and finished in second spot.

The feature race of the day proved to be the most exciting.

All bikes and riders were eligible for the eight lap bash. Dick took the lead with his superbike Kawasaki with hard-starting Dallas Smith in second going into the first corner. Smith could not hold off Alan Demay who passed him on the second lap and started chopping away Dick's lead.

On the sixth lap, Demay passed Dick but was quickly re-passed going into the tight bridge turn. On the first corner of the final lap, Demay again passed Dick, who pulled back alongside and edged by entering the bridge turn, leaving only 150 metres to the flag. Demay put down the power of his GS1100 Suzuki superbike and took the win from Dick by a wheel.

RESULTS

410-750 cc production junior/expert: 1—Gord Campbell, Camrose, Alta. (Suz); 2—Michael Watts, Edmonton (Kaw); 3—Bob Sweet, Edmonton (Hon).

Lightweight production junior: 1—Brian Woods, Edmonton (Yam); 2—Tom Roxburgh, Edmonton (Yam); 3—Warren Shenk,

Edmonton (Yam).

Under 550 cc cafe junior: 1—Tom Roxburgh, Edmonton (Yam); 2—Brian Woods, Edmonton (Yam); 3—D. Vickers, Edmonton (Yam).

Over 550 cc cafe junior: 1—Dallas Smith, Edmonton (Suz); 2—Steve Lingard, Edmonton (Hon); 3—Gord Campbell, Camrose, Alta. (Suz).

500 cc GP junior: 1—Kelly Krutzler, Medicine Hat, Alta. (Yam); 2—Derek Sandilands, Calgary (Yam); 3—Brian Woods, Edmonton (Yam).

125 cc GP junior/expert: 1—Warren McKinnon, Edmonton (Hon); 2—Gordon Harris, Edmonton (Hon); 3—Jerry Bartman, Calgary (Hon).

250 cc GP junior/expert: 1—Steve Dick, Calgary (Shep); 2—Jim Wylie, Calgary (Yam); 3—John Jones, Calgary (Yam).

Lightweight production expert: 1—Jim Fahy, Edmonton (Yam); 2—Ernie Gagnon, Edmonton (Yam); 3—Gordon Bellbar, Calgary (Yam).

Under 550 cc cafe expert: 1—Zach Balderson, Edmonton (Duc); 2—Ernie Gagnon, Edmonton (Yam); 3—Jim Fahy, Edmonton (Yam).

Over 550 cc cafe expert: 1—Jim Bucholz, Edmonton (Hon); 2—Brian Smith, Edmonton (Suz); 3—Jim Fahy, Edmonton (Suz).

500 cc GP expert: 1—Steve Dick, Calgary (Shep); 2—Frank Van Sertima, Calgary (Yam); 3—Jim Wylie, Calgary (Yam).

Superbike: 1—Steve Dick, Calgary (Kaw); 2—Alan Demay, Calgary (Kaw); 3—Brian Smith, Edmonton (Suz).

Women's Open: 1—Lori Bateman, Calgary; 2—Dianne Brundel, Edmonton; 3—Nancy Kirst, Calgary.

Feature Race: 1—Alan Demay, Calgary (Kaw); 2—Steve Dick, Calgary (Kaw); 3—Dallas Smith, Edmonton (Suz).

Former No. 1 now in cars

Jim Dunn races a Formula Ford

MUKILTEO, Wash.—Jim Dunn, No. 1 road racer in Canada in 1973, now is racing on four wheels instead of two. The former Deeley/Yamaha team rider is campaigning Formula Ford cars.

In 1973 Dunn was the first rider to break the Mosport Park lap record set by the late Mike Hailwood in 1967 on a

Honda. It was Dunn's last year on a factory Yamaha. He then rode a Deeley/Harley-Davidson RR250 without success and later switched to his own private Yamahas.

He said after winning the No. 1 plate that his ambition was to race cars. Now he finds that "They're not near as exciting as bikes."

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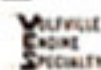
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Craig's out of the woods

Yellow shines brighter than orange

By Harlow Rankin

CALGARY—Craig Woods, cross country commando and Cochrane Cowboy, is back to his winning ways. After a mediocre season in 1980, the result of injuries, Woods is wasting no time showing his usual wide open form in 1981.

Woods has scored victories in the initial cross country events at Vernon and Kelowna, B.C. To add to that score, he has notched wins in two senior motocross races as well as a hillclimb at Red Deer, Alta.

The only difference in Wood's appearance this year is the machinery. Can-Am orange has been replaced by Yamaha yellow.

"The reason for the change," cites Woods, "is the string of



A determined Craig Woods is winning again in 1980.

empty promises from the Can-Am factory in Valcourt, Que." It appears to Woods that the Eastern riders get the gravy while he gets the garbage.

If Can-Am has apparently lost interest in Woods then Yamaha welcomed him with open arms, but Woods still has no definite plans for the International Six Days Enduro this year.

Woods again at Vernon

Crossing the line with a flat tire

VERNON, B.C.—The third annual Vernon cross country was a battle between Craig Woods and John Shumyk. Both were Yamaha mounted, with Woods on an IT465 and Shumyk on an IT250.

The two Yamaha Canada riders led the 85 entries off the line when the gun went off to start the first loop of the 120 kilometres of fire roads, cow trails and open grassland. Close behind was Dan Amor from Abbotsford, B.C., on a Suzuki and Mike Lunn from Kamloops, B.C., on a KTM.

The second loop was not as kind to the riders as the first. A two kilometre creek section took its toll of drowned engines and exhausted riders. The water was waist-deep in places.

During hot betting over the results by spectators in the pit-finish area, the first motorcycle could be seen coming up the long, steep powerline hill climb. It was Shumyk, still in first place.

But Woods hadn't given up

yet. He pressed Shumyk harder and under the pressure, the IT250 rider looped the bike. Woods flew by his team-mate and took the win, nursing the big Yamaha across the line with a flat rear tire.

Shumyk was next across, but inspection of the score sheets proved that he had missed a check point and was therefore disqualified. This handed second place to Amor. Third overall, and first in the under 200 cc class was Gary Brown who put on an impressive ride on his four-stroke Honda.

Yamaha-mounted Pat Horan from Nelson, B.C., was fourth ahead of Lunn.

RESULTS

Under 200 cc junior: 1—Dave Paynter, 2—Rob Boyd, 3—Gayle Tuggle.

Over 200 cc junior: 1—Les Crawford, 2—Ken Tucker, 3—Peter Hamming.

Under 200 cc expert: 1—Gary Brown, Vernon, B.C. (Hon); 2—Pat Horan, Nelson, B.C. (Yam); 3—Richard Welsh, Kamloops, B.C. (Kaw).

Over 200 cc expert: 1—Craig Woods, Calgary (Yam); 2—Dan Amor, Abbotsford, B.C. (Suz); 3—Mike Lunn, Kamloops, B.C. (KTM).



Junior enduro riders benefited from expert teachers.

Mini Enduro was maxi fun

Terrain for juniors was the key

By Warren Thaxter

SCUGOG, Ont.—Intermittent rain didn't deter 130 junior enduro riders who turned out for the Mini Pine Enduro hosted by the Oshawa Competition Motorcycle Club May 10.

The event differed from other enduros in that senior and expert riders were excluded. The reason was to create a new interest in the sport by giving novice riders an event keyed to their riding ability.

An enduro school started the day's proceedings and lasted for one and a half hours. OCMC supplied coffee and donuts to the approximately 175 people who crowded into the Goreski Marina recreational hall. CMA enduro rider representative Dave Armstrong explained how the event would be run and the rules of the sport.

The second speaker was OCMC vice-president and ISDT veteran Frank Sutton. He discussed riding techniques and the importance of physical conditioning, and offered tips on handling the types of terrain that the riders would be facing later that day. OCMC president Warren Thaxter came on for the final

speech about basic time-keeping.

Riders passed their bikes through a technical inspection and sound test before heading for the start line where the first rider departed at 11.01 a.m.

The riders faced 104 kilometres of widely varying terrain. Six time checks and one gas stop resulted in many late and many early arrivals.

Jack Pope from Acton, Ont., liked to have an early number and so had filled in his entry and attached a cheque but six days before the event he discovered that he had not yet mailed it and as a result was the last rider to leave, No. 50A. Pope didn't let that stop him, recording the lowest score with only six points lost. He took the premier trophy as well as the class win on his Husqvarna 430. Bruce Campbell dropped only eight points with his Husqvarna 390 Automatic to take first veteran.

Winner of the 200 class was Carl Campitelli with seven points lost. He rode a Kawasaki KDX175. In the 300 class, Steve Tustin was the overall victor after dropping 10 points with his Can-Am.

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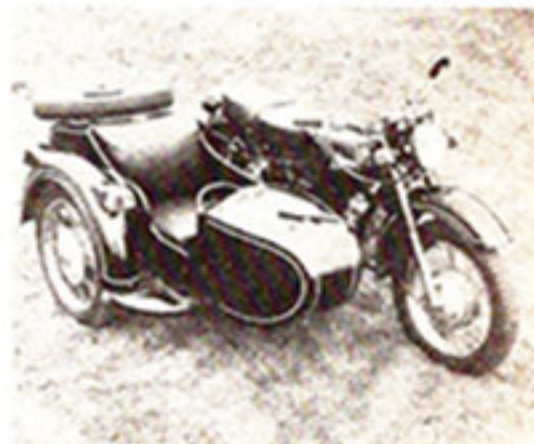


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Experience: it's our only real teacher

Riding with the best
is one sure way
to stretch ability

By Mike Duff

An unusual wind shift during the night had brought with it grey, overcast skies and chilling temperatures. We awoke that morning to a ceaseless drizzle from a dark scud overhead that stretched to the extremes of all horizons.

Slick layers of rubber, grease and oil, the remains of countless motorcycle and automobile test sessions, were drawn to the surface of the Monza Autodrome.

The treachery of the Monza circuit was second to none, given conditions that prevailed that September day in 1965. Bad weather made the Italian GP doubly perilous: the sheer speed of the motor course even with a dry surface was dangerous.

Still, two world championships remained to be decided on that stretch: both the 125 and the 350 titles remained open.

After the first few laps of the 125 race, the winner was clear: Hugh Anderson romped away from all opposition on his water-cooled Suzuki twin to the title.

Leading the 350 title chase before the race was Jim Redman on his all-conquering four-cylinder Honda, but he had crashed during the Ulster GP four weeks earlier and would be a non-starter in Italy. With the MV's task lightened considerably, its main opposition during practice came from an unusual home source that took everyone by surprise. Tarquinio Provini, riding the new full-sized four-cylinder Benelli, had proved both the bike's worth and his own by lapping very close to the MV pair.

Agostini stood an outside chance of winning the 350 world championship. He had to win the two remaining world meets: the Italian and the Japanese. But—and this was the clincher—Redman would have to finish no higher than third if Ago was to see the necessary point spread to ensure his victory.

For some reason clear only to the Italian mind, Count Agusta had decided not to send his team to the Ulster GP. Perhaps he'd felt Agostini incapable of beating the fleet 350 Honda four on the tricky Irish road course, but the victory would likely have been handed him on a plate: Redman crashed on the final lap and Czechoslovakian champion Franta Stastny came home a surprised winner on an aging 350 Jawa twin. But as Hailwood had already clinched the 500 title, the Count's decision not to attempt Ireland seemed reasonable.

Mike Hailwood was a rider who took second place to no one. On the 350 and 500 MV Agusta machines, he rarely finished less than first, unless struck by mechanical problems such as those that seemed to plague his 350 that year. But orders had

been handed down for Agostini to win: Hailwood was to ride second, holding back the opposition—Provini—and giving Ago clear roads and an easy victory.

The surprise of loathsome weather, however, put the ball squarely in Provini's court. Wet weather riding was his speciality. If he started first and gained the edge at the beginning, it was improbable that Agostini would recoup the advantage. Hailwood, yes. But Agostini, unlikely, even with Hailwood's help.

In the end, Benelli decided things for the MV camp. Early in the race, Provini pitted for fresh plugs and dropped a full lap before re-entering the fray. Ago won and Hailwood took second, showing his mastery of the slippery conditions by quickly and easily regaining any advantage the young Italian pulled out during the race. The title chase now would be settled in Japan.

Team orders were handed down again and became public knowledge. Mike readily voiced his objections, arguing that race results should always be open, even within a team. If Ago could win entirely on his own merit, Hailwood argued, the championship would be that much more deserved.

Redman was back to 100 percent physical condition by the time of the Japanese GP. He proved his mastery of the Suzuka circuit by recording the fastest practice lap. Ago held third place on the grid. Right from the start, Agostini's three-cylinder MV gave him trouble. A pit stop for repairs dropped the young Italian too far down the field to be a threat. Even the superior riding of Mike Hailwood failed to match the dominance of the Redman-Honda combination, and Jim motored home to his fourth consecutive 350 world championship.

Finishing-order demands placed on team leader Mike Hailwood, together with the traditional Italian favoritism shown one of their own, resulted in Hailwood's signing with Honda in 1966. At that time, Honda was developing a new four-cylinder 500 racer reputed to produce phenomenal horsepower.

With the signing of Mike Hailwood, two advantages were gained with a single stroke: the service of the most successful rider of the day, and the possible demise of the previously-invincible MV Agusta machines.

Had it not been for those early lessons learned during the epic MV—Honda battles, Agostini would likely never have developed as he did. In Mike Hailwood, he had the greatest teacher the road racing world has ever seen. □

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Sponsorship is a two-way street

MOTOCROSS CANADA

If you want to get help, do it right the first time

By Thom Tyre

Sponsorship, next to being the national champion, seems to be the aim of almost every motocross rider. Why then do riders seeking sponsorship handle things so badly?

First, let's make a distinction. There is support, and there is sponsorship, and while many riders consider them to be the same, they are in fact two different things.

Support should be considered the supplying of goods (parts, oil, helmets) or services (repairs and maintenance) at no charge or at a reduced cost to the rider.

Sponsorship is the supplying of motorcycles, parts and possibly expenses and a salary. While there is often a fine line between support and sponsorship, the distinction is important when the rider is seeking assistance.

Usually, only the best riders will receive full sponsorship, while almost any rider, if he presents himself in a professional and business-like manner, can gain support for himself.

Unfortunately, many riders feel that they are owed support and sponsorship and are shocked when they get a negative response. Simply walking into your local dealership (or worse still, a major distributor) and saying "Hey man, I just won the Whonnock Wild Weekend junior 125 championship and you should sponsor me" isn't enough. Sponsors want more than just race results and what they want most is beneficial exposure for their product.

When approaching a potential source of sponsorship or support, the rider should prepare himself as carefully as he does for a championship race. First prepare a brief personal history (age, education, when you started riding) and a riding history, listing all the major events entered and the results, for as many seasons as you can remember. It is hoped that you did not have too many DNFs. The thought of big repair bills will scare a lot of sponsors.

Next prepare a summary of what your aims are and what events you intend to participate in, closing with a list of what you want in the way of support or spon-



Sponsors needn't be in the motorcycle business. A straightforward approach and good exposure can keep you from always being a privateer.

sorship. Be realistic in your demands: very few juniors will ever get a full factory ride, but all of those factory riders were juniors once.

If you visit a potential sponsor at his place of business, make yourself presentable, at least for the first visit. If the sponsor knows anything about motocross, he'll know it's a dirt sport but you won't impress him by arriving at his shop or office looking like you were used for a first-turn berm.

Keep in touch with anyone who is assisting you. Keep them informed on how you are doing, and don't just contact them when you need some more oil or an expensive rear tire. Most sponsors appreciate a telephone call or a visit to let them

know you are alive and still giving their product exposure. The number of riders who surface only in the first three months of the year and then disappear until the next season is amazing. A short note of appreciation or visit at the end of the season will work wonders.

Support and sponsorship are two-way streets. You need some help financially or with parts, clothing, etc., and your sponsors want exposure for their products. Let your sponsor know you appreciate his help, even if it is only a jersey or a pair of gloves, and the chances are that that appreciation will be returned to you in the form of additional support.

Most of all, do your best, off the track as well as on.

Thom Tyre is Cycle Canada's West Coast contributing editor.

PHOTOGRAPHY BY ANDRÉ DOYON

Cross-Canada Dealer Directory

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BROOKLIN CYCLE CLINIC—Yamaha motorcycles and snowmobiles. Dirt and ice-racing including sidecar supplies. Frame building and alterations. Monoshock recharging and set-up. Dynamometer facilities (for checking H.P.) Reboring, crank rebuilding and lathe work. Aluminum welding. Canadian distributor Specialists II, Box 421, 76 Baldwin St., Brooklin, Ont. (416) 655-3002.

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WHO WON WHAT

STOCK STORMS PENHOLD TO DOMINATE MAY 10 HILLCLIMB

Motocross Varna, Ont. May 23

PEEWEE A

1—Mark Allan
2—Julian Beaumont
3—Mike Dauphin

PEEWEE B

1—Kelly Peve
2—Joel Hetherington
3—Jeff Pfaff

PEEWEE C

1—Jim Dickins
2—Shawn Tallbot
3—Kel Wilding

100 cc NOVICE

1—Rob McBeth
2—Brian Blackburn
3—Mike Smith

125 cc NOVICE

1—Brian Keys
2—John MacDaniel
3—Richard Warrell

250 cc NOVICE

1—Randy Marriage
2—Nick Ross
3—Jerry Rainville

100 cc JUNIOR

1—Dave McGregor
2—Mark Mossip
3—Steve Melpage

125 cc JUNIOR

1—Anthony Farago
2—Mark Allen

250 cc JUNIOR

1—Randy Ford
2—Hugo Maaskant
3—Embert Berkes

MINI ENDURO

1—David Mossop
2—Fred Wallis
3—Brian Peacock

125 cc ENDURO

1—Scott Lovie
2—Steve Ferguson

250 cc ENDURO

1—Terry Watterworth
2—Peter Engel
3—Dave Venest

OLD TIMERS

1—Jerry Bardowill
2—Doug Lovie

Hillclimb Penhold, Alta. May 10

UNDER 200 cc

1—Neil Stock
2—Brian Pierson
3—Garth Fairless

250 cc

1—Neil Stock
2—Garth Fairless
3—Craig Woods

500 cc

1—Neil Stock
2—Lee Cox
3—Brian Pierson

750 cc

1—Brian Pierson
2—Lee Cox
3—Neil Stock

UNLIMITED

1—Neil Stock
2—Brian Pierson
3—Lee Cox

FREESTYLE

1—Michael Peters
2—Jason McRae



Brien Pierson wailed his KX750 to a class win in Penhold hillclimb.

3—Jeremy McRae Penhold, Alta. Yam

Enduro Coquitlam, B.C. May 3

SCHOOLBOY/GIRL CLASS

1—Darren Sontowski
2—Janine Francks
3—Tony Sandstrom

A CLASS (EXPERT)

1—Dan LeBlanc
2—Dan Thiesen
3—Ron Walsh

B CLASS (JUNIOR, NOVICE, OLDTIMERS)

1—Greg Zilovsky
2—David McMorris
3—Andrew Krumin

Motocross Williamsford, Ont. May 10

SMALL-WHEEL SCHOOLBOY A

1—John Sharp
2—Scott Wilson
3—Ted Mackey

SMALL-WHEEL SCHOOLBOY B

1—Steve Chayer
2—Chris Lajo
3—Rick Tripodi

LARGE-WHEEL SCHOOLBOY

1—Stephen Luyks
2—Doug Hallet
3—Darryl Bosmans

125 cc JUNIOR

1—Randy Zorst
2—David Gowland
3—Eric VanKoulen

250 cc JUNIOR

1—Glen Fenwick

2—Jamie Wilson
3—John Johnson

OPEN JUNIOR

1—Dan Dufour
2—Brian Yochim
3—Wayne Cooper

125 cc SENIOR/EXPERT

1—Allan Jaggard (ex)
2—Rob Hodgson (ex)
3—Doug Hoover (sr)

250 cc OPEN SENIOR/EXPERT

1—Alan Logor (ex)
2—Doug Brown (sr)
3—David McGregor (ex)

Motocross Calgary May 3

MINI

1—Randy Barnett
2—Dory Gerrard
3—Daryl Powers

SMALL-WHEEL SCHOOLBOY A

1—Steve Visser
2—Marty Vowels
3—Dean Welsh

SMALL-WHEEL SCHOOLBOY B

1—Lawrence Bruce
2—Dale Welsh
3—Steve Ferilham

OPEN SENIOR

1—Scott Charlton
2—Darren Skovronek
3—Robin Mayzes

125 cc EXPERT

1—Jim Gilson
2—Darren Sharuga
3—Rudi Zaczko Jr.

OPEN EXPERT

1—Jim Gilson
2—Parker Kraus
3—Rudi Zaczko Jr.

VETERANS

1—Dave Cranmer
2—Dennis McBee
3—Rudi Zaczko Sr.

Motocross Varna, Ont. May 3

250 cc JUNIOR

1—Randy Ford
2—Jim Byrne
3—Doug Tallman

125 cc SENIOR

1—Doug Hoover
2—Rob Kuenzig
3—Brad Watterworth

250 cc SENIOR

1—Doug Brown
2—Jim Bears
3—Doug Hoover

OPEN SENIOR

1—John Nielsen
2—Andrew Little
3—Gary Bellock

125 cc EXPERT

1—Dennis James
2—Mike McIntosh
3—Allan Logor

250 cc EXPERT

1—Kirk Bigelow
2—Mike Harnden
3—Rob Hodgson

OPEN EXPERT

1—Jay Kimber
2—Mike Harnden
3—Dennis James

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CMA

CANADIAN MOTORCYCLING
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Fond farewell bid retiring referees

By Marilyn Bastedo

Dirt trackers, ice racers and motocrossers will have noticed that there are some familiar faces missing at the starting lines this year.

It was with regret and sadness that we accepted the resignations of three of our veteran referees. The three—Bob Kelly, Don Ego and Don Davidson—have a combined service of about 50 years for the CMA.

While these co-workers and friends of mine are not of the same age, temperament or style, they all share a dedication to motorcycling and the CMA that would be impossible to equal anywhere. The fact that we could rely on them to be anywhere at any time on sometimes impossibly short notice left us free to entertain all the sanction requests that came to us, without the fear that we would not have officials to look after them.

We thank you, fellows, for all you have given to our sport and wish you great success and happiness in the years to come.

Random rumination on two-wheeled life

By Jim Kelly

Isn't it incredible...my new windshield must have been made for someone three metres tall. Oh well, out with the sabre saw again. Hard to believe how bad visibility is in a rainstorm when you can't look over the shield.

Funny experience visiting a location where there were a lot of "older" people staying. While waiting for an elevator (maybe I'm not so young either), a little white-haired lady came rushing (literally) across the room and breathlessly inquired, "What is that for?". (My Bell crash hat). "Are you a big-time hockey player?" And you know, I'm still wondering if she was putting me on.

Jim Kelly is a member of CMA's national board of directors. Marilyn Bastedo is CMA's general manager.



Bob Kelly, 48, retires after 23 years of hard work. He was tough but fair.

Won't be long and we'll be heading for the Bluenose Rally. May actually have some fellow club riders go along this year.

TRIALS

Shows you what can be done with lots of enthusiasm and hard work. The Amateur Trials Association held their first event near Burlington, Ont., a few weeks ago and counted upwards of 70 entries: juniors, sportsmen and enduro riders. Nice work, guys and gals.

And how long has it been since you've

heard of a four-stroke trials bike leading the world championship? Eddy Lejeune on Honda: Is there life in the thumpers yet?

Will the Japanese ever produce over-the-counter trials machinery again. I sure hope so, with the current prices of other "foreign" machinery.

DIRT TRACK

What will happen in North America if Honda and Yamaha enter machinery in the 750cc class? Will it change the upcoming AMA rules (Jan. 1., 1982) on restrictors designed to let 500cc machinery compete on equal terms with 750s? And then what happens when big-bore two-strokes get into the picture? Will that be another ball game?

ENDUROS & ISDE

Applications coming in for ISDE Team Canada, tho' somewhat down from 1980. This could lead to a decrease in Canada's entry for the first time in many years.

Ontario has temporarily postponed any move towards a double-A or super class, but this will be re-submitted with new terms of reference as soon as a committee can reach an agreement on what they'd like.

The Beagle Bash was a great enduro, tho' too tough for the ol' fella. ISDE ace Blair Sharpless blitzed everybody with a stingy 12 points lost. A few others came in around 18, with Stevens and Sutton both on 20., Heck, I lost more than Blair's total at Check One!

MOTOCROSS

Would like to see a picture of the new Honda 125, rumored to have single shocks front and rear and a twin cylinder motor. Eeegad. What next?

Had the pleasure of refereeing the first MX event of the year at Big Ben (Aylmer, Ont.) What a great group of people to work with. Upwards of 300 juniors and schoolboys competed on a cold, rainy day.

Happiness is seeing one of "my kids", a youngster who has attended our weekly practice for a period of time, win the 250cc junior final at Durham. Thanks, Dave.

Funny thing. In our pre-riding school at the club, the young riders listen intently while you tell them about their bad habits and they promise solemnly never to do anything like that again. And then they go out to the next club race and continue to do exactly as they did before the class. But I'll keep at 'em and someday... □

Cycle Clubs

SUZUKI OWNERS CLUB OF CANADA: Open to all Suzuki riders. Monthly newsletter, jacket patch and decal for \$10 a year. Various activities organized throughout the riding season. Make cheque payable to Suzuki Owners Club of Canada. Send to J. Julich, Membership Secretary, 170 Glendale Ave., St. Catharines, Ont., L2T 2K3.

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

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

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

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Cycle Clubs

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

If you want information about a motorcycle listed, you telephone Cycle Canada at (416) 977-6318 or write to us at 290 Jarvis St., Toronto, Ont., M5B 2C5, and

we'll put you in touch with an owner.

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

In order not to inadvertently encourage thieves, we want only your first name for MOTOPINION.

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

MAKE MODEL YEAR

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Bridgestone: 350 GTR
BSA: A75 Rocket III, A65 Lightning, A65T Thunderbolt, A10, B44VS, B30SS, B25SS, Gold Star
Bultaco: Sherpa T, Metralla, Alpina 350, Alpina 250
Can-Am: Qualifier 370, 250, 175, 250MX4, 250 TNT, 250MX3, MX125
CZ/Jawa: 15DT
Dnepr: 650
Ducati: 900SS, 900 Darmah, 860 GTS, 750 Sport, 750 GT, 350 Sport Desmo, 250, 160 Jr
Gilera: 300F
Harley-Davidson: 45 Servicar, JD, FX, FXE, FXS, 74 sidevalve, VL, XLS

Hercules/DKW: Boondocker 125
Honda: GL1100 Interstate, CBX, GL1100, GL1000, CB900C, CB750K, CB750L, CB750F, CB750A, CB650, XL500, CB550F, CX500, CB500T, CB500K, CB450, Hawk, CB400F, CB360T, CJ360T, CB350F, CB350T, ATC250, TL250, XL250S, CM185, CD175, MR175, TL125, SL125, CB125, XL100, S90, XR75
Kawasaki: KZ1300, KZ1000, Z-1R, Z-1R Turbo, KZ1000LTD, KZ900, 750H2, KZ750, KZ650, KZ650 Custom, W2-650, GPz550, 500H-1, 400S3, 350S2, KZ250, KD175, KD125, KE125, 100G4
Laverda: 1000, 750 SFC
Matchless: 650
Montesa: 247 Cota, 348 Cota
Moto Guzzi: SP1000, V1000 Convert, Le Mans, Le Mans II, 850T, V7 Sport, Interceptor 750
Nimbus: All models
Norton: 850 III JPS, Combat, Combat Roadster, Commando, Atlas
NSU: Max
Royal Enfield: Interceptor 750
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Triumph: Trident, Bonneville, Trophy 650, Daytona 500, TR25W, T140E, T100R, T100C, Trophy 250
Velocette: Thruxton, Venom Clubman, Viper 350
Vincent: Comet
Volkswagen: Trike
Yamaha: XS Eleven, XS750D, XS750TD, XS750E, TX750, XS750SF, XJ750R, XS650SE, XS500, SR500E, SR500F, XT500, TT500, RD400, XS400E, RD350, XS250, YZ250F, TY250, DT250F, DT1-B, IT175, YZ125D, YZ100E, YZ60E

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SHOWCASE

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What do you do when your 1978 Suzuki GS1000 starts to bore you, when the acceleration feels downright moped-like and kids on Honda CBXs and Turbo Z1-Rs start blowing you away? Simple, you build your stocker into this missile.

Chris Lowe, of Markham, Ont., who operates heavy duty construction equipment, spent about \$9,000 in his quest for the ultimate GS1000. The engine displaces 1,085 cc. Venolia forged turbo pistons have been gas-ported to increase piston ring sealing under the pressures created by the Magnum turbo unit. The crankshaft has been welded to prevent the pressed assembly twisting, and has given no trouble to date despite the engine being boosted to 23 psi.

The valve train is Yoshimura ultra-lightweight equipment with the exception of titanium valves. The stock clutch

basket was replaced by a racing-type basket with bigger rivets and welds. RC Engineering supplied the nine-plate clutch. Water injection was also added in the interest of controlling killer detonation, which on a highly boosted turbo-charged engine can lead to destruction in in seconds.

The rolling chassis displays an inordinate attention to detail. The swingarm is a polished aluminum unit from a GS1100 Suzuki. It bolted on and represents a great weight reduction over the braced version that once occupied its place. Two Marzocchi shocks laid down slightly from stock control rear wheel movement.

Wheels are magnesium EPMs which will be soon replaced by Dymags, the three-spoke items currently favored by

the dominant Yoshimura superbike racing team among others. Dunlop K81R tires put the forces to the ground.

So, was it worth it? You bet. The bottom line is that the bike has turned the quarter-mile in 9.87 seconds at 145 mph or 233 km/h. With a slick and wheelie bar. Top speed, at 10,000 rpm with a 2.8 : 1 final drive ratio, is in the neighborhood of 160 mph or 257 km/h. Not a bad neighborhood to be in.

This machine is a joy to ride, says Chris, who has never been beaten in impromptu drag races. Unfortunately, he is not presently in a position to do much riding as he has a pin in his left foot and damaged muscles in his left wrist. You see, he also owns a Yamaha YZ465, and there was this hill... □

Chris Lowe, of Markham, Ont., has turned 9.87 at 233 km/h in quarter.



PHOTOGRAPHY BY DAMIAN JAMES

Using half a swingarm not a new idea

DID YOU KNOW?

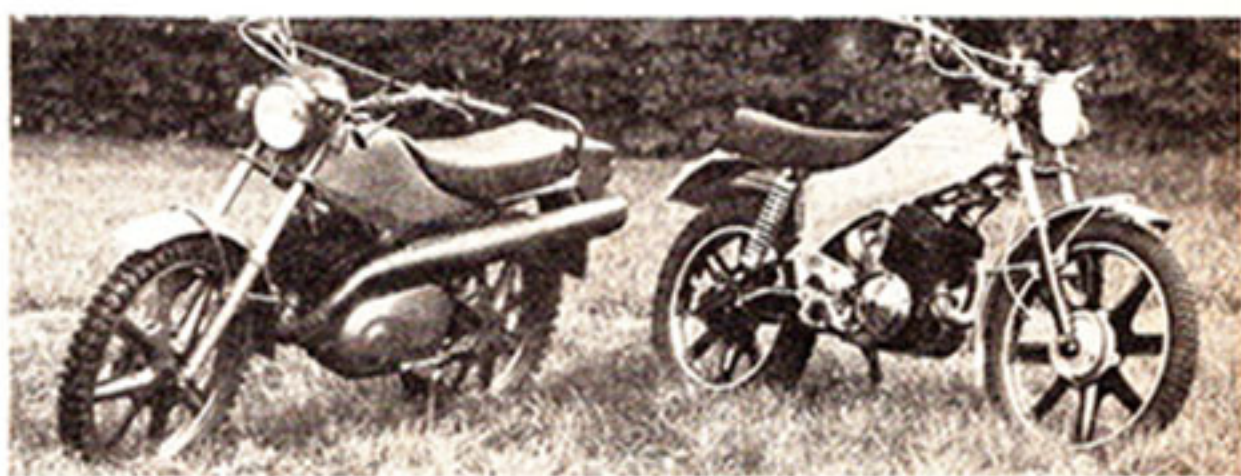
Swedish mining firm tried to use half a suspension

Did you know that BMW isn't the first company to use a single shock, single-armed swingarm to suspend the rear of a motorcycle?

The German firm was beaten to the punch by nine years by the Swedish company Hagglund, an engineering firm manufacturing hydraulics, mining equipment and armored fighting vehicles for the Swedish army.

Not only did the rear use a "monolever" suspension, the first prototype used a single-sided leading link "fork", although that was quickly replaced by the Ceriani fork shown in the picture.

The original prototype also had retractable skis, again not shown in this picture. A Rotax engine displacing 345 cc—early models used a Sachs engine—was coupled to a Dutch DAF infinitely variable pulley-type automatic transmission, and drive to the rear wheel was by shaft.



Military-spec Hagglund (left) spawned a civilian-model show bike, but neither saw the light of production.

As with the BMW R80 G/S, the swingarm serves as the driveshaft housing.

Pressed steel wheels, drum brakes and a Tillotson carb that runs in any position simplified operation and maintenance. What wasn't simple was keeping the

weight down—the monocoque-framed Hagglund weighed 139 kg, only 28 less than the 800 cc BMW tested in this issue. Maybe that's why the Swedish army bought Huskys and Hagglund went back to the mining business.

CALENDAR

SHORT TRACK RACERS GET READY FOR FIRST 1981 NATIONAL JULY 19

JULY

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

17-20—**Rally**, Annapolis Royal, N.S. Riverside Rally. Information (506) 366-4368.

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. Information (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**, Shannonsville, 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**, Sverrepec, Czechoslovakia. Tenth of 12 events for the 500 cc world championship.

31-Aug. 3rd—**Rally**, Cape Breton, N.S. Caper Rally. Information (506) 366-4368.

AUGUST

1-3—**Rally**, Osoyoos, B.C. 500. A 500-mile ride through the B.C. interior with camping at Osoyoos. B.C. Prizes for bikes, riders and passengers. Information (604) 931-7811.

1—**Dirt Track**, Calgary. National short track round. Information (403) 285-4644.

1—**Short Track/Speedway**, Welland, Ont. Information (416) 734-4349.

1-2—**Rally**, Durham, Ont. Information (416) 522-5705.

2—**Motocross**, Mission, B.C. All classes. Round 3 of Lower Mainland Series. Information (604) 931-7811.

2—**Cross Country**, Calgary. Cougar Mountain cross-country for Alberta championship points. Information (403) 285-4644.

2—**Dirt Track**, Olds, Alta. National round. Information (403) 285-4644.

2—**Motocross**, Williamsford, Ont. Junior and schoolboy classes. Information (416) 522-5705.

2—**Motocross**, Varna, Ont. Senior and expert classes. Information (416) 522-5705.

2—**Motocross**, Murillo, Ont. Information (416) 522-5705.

1-2—**Road Race** at Senair, St. Pie, Que. Seventh round of 10 of the Castrol Challenge Series. Sanctioned by RACE/WORA. Information Wednesday only, 10 a.m. to 5 p.m., (416) 699-1333.

1-2—**Motocross**, Grand Mere, Que. Quebec championship round with trophies and purse. Information (819) 477-6123.

1-2—**Road Race**, Nelson Ledges, Ohio. 24-hour endurance race. Information Don or Jean Bartram, (216) 993-7361.

2—**Road Race**, U.K. Eleventh of 14 world championship events. 125, 250, 350, 500 cc and sidecar.

2—**Motocross**, Sals, Finland. Tenth of 12 events for the world 125 cc championship.

2—**Motocross**, Namur, Belgium. Eleventh of 12 events for the world 500 cc championship.

3—**Motocross**, Varna, Ont. Junior and schoolboy classes. Information (416) 522-5705.

7—**Dirt Track**, Hinsdale, Ill. AMA/Winston Pro Series short track event. Information (614) 891-2425.

8—**Motocross**, Walton, Ont. Junior, schoolboy and veteran classes with senior/expert invitational. Information (416) 522-5705.

8—**Short Track/Speedway**, Welland, Ont. Information (416) 734-4349.

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.

CHECK MARK YOUR ANSWERS PLEASE

1. Which tests did you read?

- BMW R80 G/S
- Comparison of Honda XR500 and Suzuki DR500

2. Which features did you read?

- Supercross coverage
- Road racing school
- West coast touring

3. How has metrication affected you?

- Fully converted
- Managing to get along
- Having difficulties
- Refuse to accept it

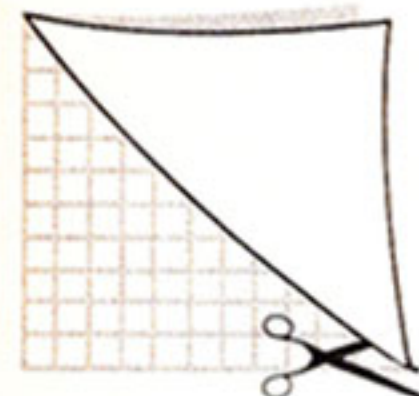
4. Which of these activities interest you?

- Photography
- Electronic games
- Jogging or running
- Bicycling
- Squash or tennis
- Skiing

6. Which regular features in this issue did you read?

- | | |
|---|---|
| <input type="checkbox"/> Contents page | <input type="checkbox"/> Who Won What |
| <input type="checkbox"/> Newsfront | <input type="checkbox"/> CMA |
| <input type="checkbox"/> Editorial | <input type="checkbox"/> Calendar |
| <input type="checkbox"/> Masthead | <input type="checkbox"/> Did You Know? |
| <input type="checkbox"/> Readers Write | <input type="checkbox"/> Motopinion |
| <input type="checkbox"/> Technics | <input type="checkbox"/> New Products |
| <input type="checkbox"/> On The Road | <input type="checkbox"/> Product Tests |
| <input type="checkbox"/> Cyclesport | <input type="checkbox"/> Showcase |
| <input type="checkbox"/> By Mike Duff | <input type="checkbox"/> Coming Soon |
| <input type="checkbox"/> Motocross Canada | <input type="checkbox"/> Motomarket |
| | <input type="checkbox"/> Ads in general |

5. What did you like least about this issue?



8-9—**Motocross**, St. Julie, Que. Quebec championship event with trophies and purse. Information (819) 477-6123.
9—**Motocross**, Aldergrove, B.C. Information (604) 931-7811.
9—**Road Race**, Westwood, B.C. Information (604) 521-3829.
9—**Cross-Country**, Kamloops, B.C. Information (604) 931-7811.
9—**Motocross**, Red Deer, Alta. Information (403) 285-4644.
9—**Road Race**, Edmonton, Information (403) 285-4644.
9—**Motocross**, Minto, Man. Information (416) 522-5705.
9—**Motocross**, Walton, Ont. Senior and expert classes. Information (416) 522-5705.
9—**Motocross**, Aylmer, Ont. Junior and schoolboy classes. Information (416) 522-5705.
9—**Motocross**, Sault Ste. Marie, Ont. Information (416) 522-5705.
9—**Road Ride**, Sudbury, Ont. Poker run. Information (416) 522-5705.
9—**Road Race**, Shubenacadie, N.S. Information Henry Wilson (506) 532-4454 or (506) 386-4368 (nights).
9—**Dirt Track**, Peoria, Ill. AMA/Winston Pro Series TT event. Information (614) 891-2425.
9—**Road Race**, Imatra, Finland. Twelfth of 14 world championship events, 125, 250, 500 cc and sidecar.
9—**Motocross**, Dolcetin, Czechoslovakia. Eleventh of 12 events for the world 125 cc championship.
9—**Motocross**, Leningrad, U.S.S.R. Eleventh of 12 events for the world 250 cc championship.
9—**Motocross**, Htribruck, Luxembourg. Twelfth and final event of the world 500 cc championship.
11-15—**Rally**, Hurricane Mills, Tenn. Vetter Rally '81. Information (toll free) (800) 252-1160.
14—**Dirt Track**, Calgary. Short track. Information (403) 285-4644.
14-16—**Road Ride**, Niagara Falls, Ont. Information (416) 522-5705.
15-16—**Motocross**, Calgary. Junior and schoolboy national event. Information (403) 285-4644.
15-16—**Road Race**, Gimli, Man. National event. Information (416) 522-5705.
16—**Road Ride**, Mt. Baker, Wash. Information (604) 477-6387.
15-16—**Road Race**, Shannonville, Ont. Eighth 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.
15—**Short Track/Speedway**, Welland, Ont. Information (416) 734-4349.
16—**Motocross**, Williamsford, Ont. Junior, schoolboy and expert/senior invitational. Information (416) 522-5705.
16—**Drag Race**, Cayuga, Ont. Funny car nationals with motorcycles. Information (416) 772-3347 or (416) 779-3751 (nights).
16—**Motocross**, Riverglade, N.B. Information Henry Wilson, (506) 532-4454 (days) and (506) 386-4368 (nights).
16—**Road Race**, Mt. Pocono, Pa. AMA/Winston Pro series event. Information (614) 891-2425.
16—**Road Race**, Andersstorp, Sweden. Thirteenth of 14 world championship events, 125, 250, 500 cc and sidecar.
16—**Motocross**, Lerida, Spain. Twelfth and final event of the world 125 cc championship.
16—**Motocross**, Apeldoorn, the Netherlands. Twelfth and final event of the world 250 cc championship.



Speedway riders will be showing their stuff at Ontario short track nationals.

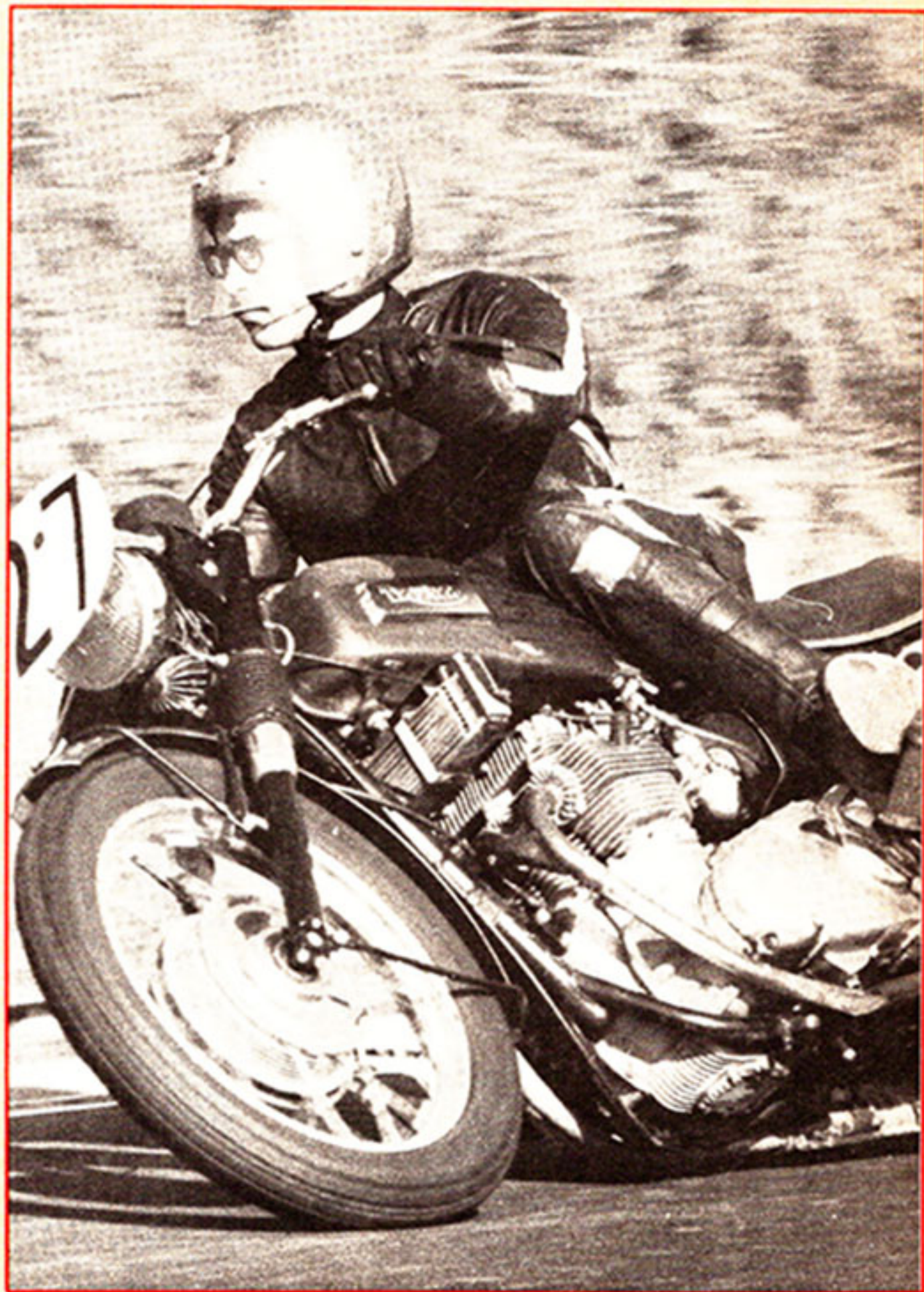
21-23—**Rally**, Camrose, Alta. The 1981 Alberta Retread Rally. Information Ruby or Dick Bruer, F406, 4020-37 St. S.W., Calgary, Alta. T3E 3C4; or phone (403) 246-0099.
21-23—**Rally**, Moncton, N.B. Moncton Lobster Rally. Information Henry Wilson (506) 532-4454 or (506) 386-4368 (nights).
22-23—**Road Race**, Edmonton. National championship event. Information (403) 285-4644.
22—**Short Track/Speedway**, Welland, Ont. Information (416) 734-4349.
22—**Dirt Track**, Tulsa, Okla. AMA/Winston Pro Series half-mile event. Information (614) 891-2425.
22-23—**Road Race**, Nelson Ledges, Ohio. Sprint races. Information Don or Jean Bartram (216) 993-7361.

23—**Road Race**, Westwood, B.C. Information (604) 931-7811.
23—**Motocross**, Duncan, B.C. Information (604) 931-7811.
23—**Trial**, Victoria, B.C. Kirk Wells Trial by Victoria Motorcycle Club. Information (604) 477-6387.
23—**Cross-Country**, Calgary. Mini Moose Alberta championship points event. Information (403) 285-4644.
23—**Hillclimb**, Medicine Hat, Alta. Alberta championship points event. Information (403) 285-4644.
23—**Dirt Track**, Killarney, Man. Information, Will St. Goddard, 30 Oakleaf Dr., Winnipeg, R2M 4G7.
23—**Motocross**, Varna, Ont. Junior, schoolboy and senior expert invitations. Information (416) 522-5705.
23—**Enduro**, Binbrook, Ont. Information (416) 522-5705.
23—**Trial**, Sparta, Ont. Information (416) 522-5705.
23—**Motocross**, Lunenburg, Ont. Information (416) 522-5705.
23—**Road Ride**, Welland, Ont. Lime Run hare and hounds. Information (416) 522-5705.
23—**Short Track/Speedway**, Welland, Ont. Vintage and classic motorcycles parading on track as well as on display add to regular racing program. Information (416) 734-4349.
23—**Poker Run**, Niagara, Ont. Organized by Blue Knights Ont. Information (416) 227-1292.
23—**Motocross**, Ulverton, Que. Quebec and national championship event with trophies and purse. Information (819) 477-6123.
23—**Road Race**, Shubenacadie, N.S. Information Henry Wilson (506) 532-4454 or (506) 386-4368 (nights).
27—**Dirt Track**, Barrie, Ont. Night half-mile event. Information (416) 522-5705.
28—**Dirt Track**, Calgary. Alberta championship quarter-mile event. Information (403) 285-4644.
29-30—**Road Race**, Sarnia, Que. Ninth round of 10 of the Castrol Challenge Series. Sanctioned by RACE. Information Wednesdays only, 10 a.m. to 5 p.m. (416) 699-1333.
29—**Short Track/Speedway**, Welland, Ont. Information (416) 734-4349.
29—**Toy Run**, Kitchener, Ont. Toy run to Sunbeam Home. Information (416) 522-5705.
29-30—**Dirt Track**, Indianapolis, Ind. AMA/Winston Pro Series mile race. Information (614) 891-2425.
30—**Cross-Country**, Vernon, B.C. Information (604) 931-7811.
30—**Trial**, Calgary. National championship event. Information (403) 285-4644.
30—**Dirt Track**, German, Man. Information Will St. Goddard, 30 Oakleaf Dr., Winnipeg, R2M 4G7.
30—**Motocross**, Austin, Man. Information Will St. Goddard, 30 Oakleaf Dr., Winnipeg, R2M 4G7.
30—**Motocross**, Thunder Bay, Ont. Information (416) 522-5705.
30—**Motocross**, Putnam, Ont. Senior and expert classes. Information (416) 522-5705.
30—**Motocross**, Bowmanville, Ont. Junior and schoolboy classes. Information (416) 522-5705.
30—**Motocross**, Cowansville, Que. National and Quebec championship event with trophies and purse. Information (819) 477-6123.

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

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PHOTOGRAPH BY TOM WILSON

FULL COVERAGE

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