

CYCLE CANADA

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SEPTEMBER 1981

**Triumph:
the owners
speak out**

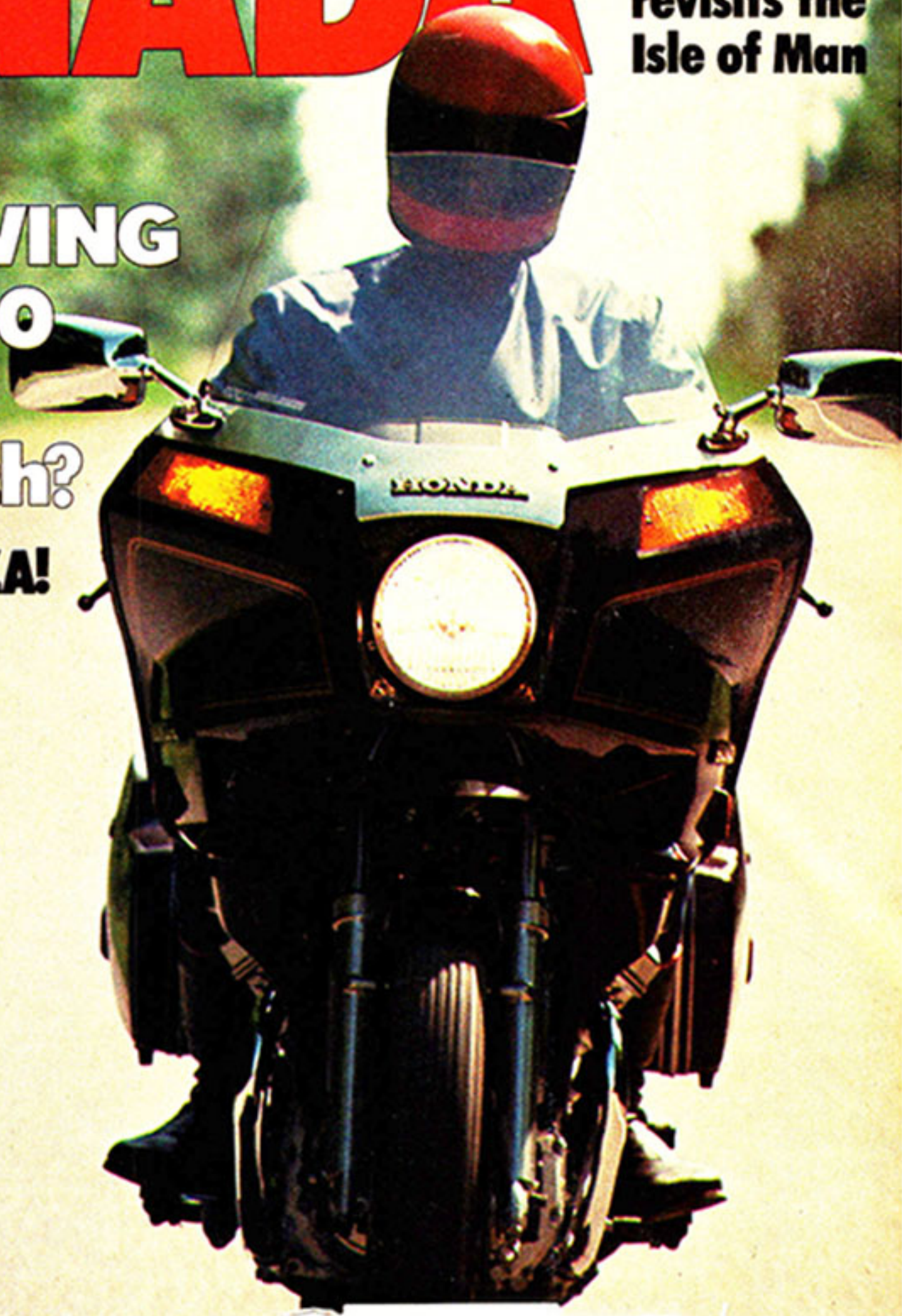
**Mike Duff
revisits the
Isle of Man**

**HONDA'S
NEWEST WING
Does GL500
have the
Midas touch?**

**MAMA MIA MONZA!
Moto Guzzi's
new sporting
500 V-twin**

**YAMAHA TT250
The genteel
rail blazer**

**MOTOCROSS GP
Pederson wins
at St. Gabriel**



**Honda Silver
Wing Interstate**

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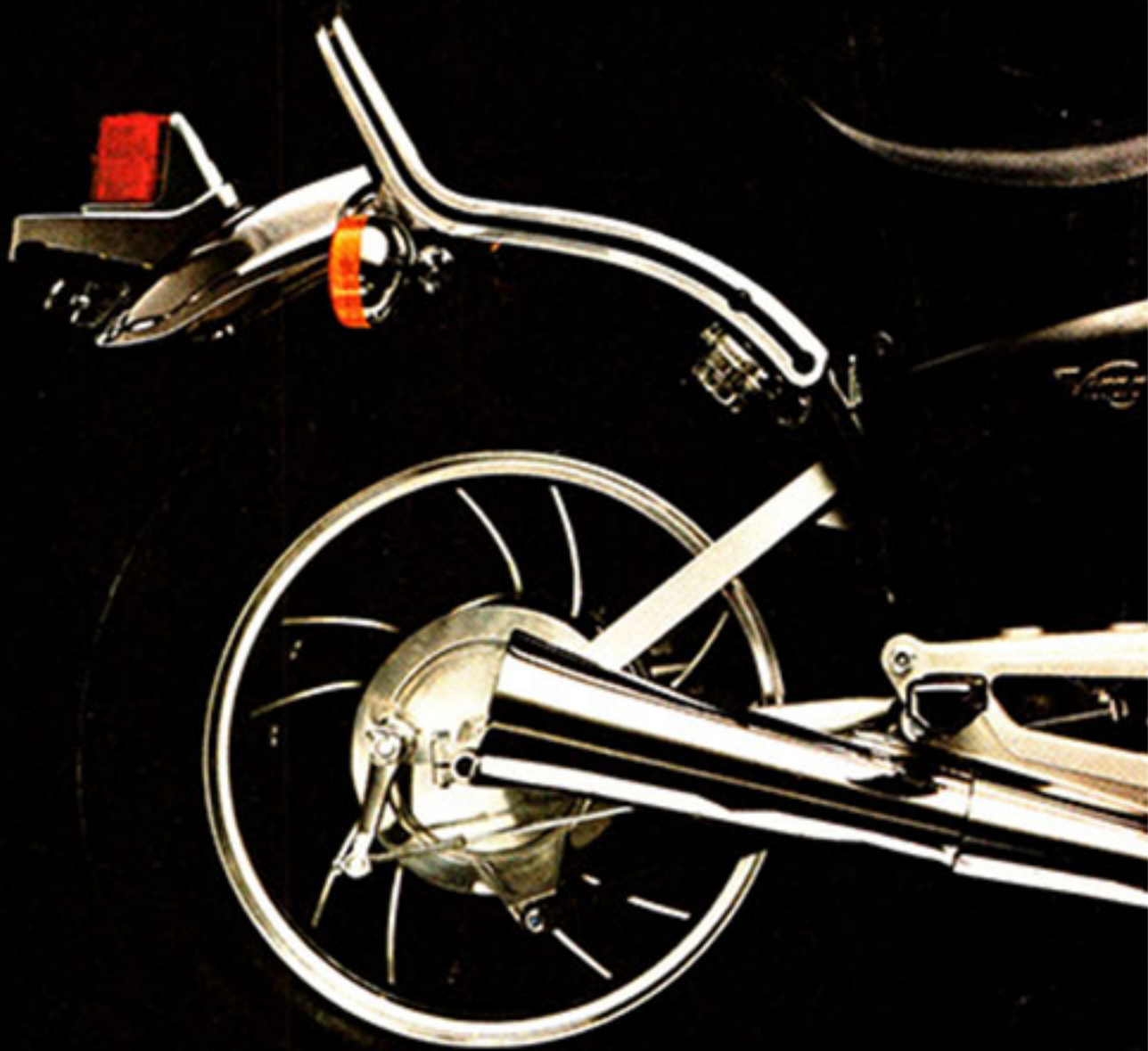
engine, the package, complete, gives you reliability, narrowness and highly efficient weight distribution. And the stuff that classics are made of.

It's no wonder the world is clamoring for more. So, this year, don't be disappointed.

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



YAMAHA



The Silver Wing is more of a cafe hopper than a cafe racer. Page 24.

TESTS

- 24 Honda's newest Wing is Silver. Is it also golden?**
The elegant GL500 Interstate promises to bring luxury touring to the small-bore classes. Is it a sportier Gold Wing or just a marketing trick?
- 44 Yamaha's genteel trail blazer**
The TT250's good time ride is designed more for ultimate fun than ultimate fast.
- 48 Moto Guzzi's new 500 Monza**
You don't have to be Italian to appreciate this sporting Latin V-twin.

FEATURES

- 32 For the love of Triumph**
In response to our query, Triumph owners leaped to speak out about their beloved motorcycles. They may convince you that the marque is indeed something special.
- 42 Mike Duff revisits the Isle of Man**
Fourteen years after his last race there, Cycle Canada's resident columnist returned to the TT, this time with pen and camera as well as a racing motorcycle.

COMPETITION

- 38 Ross Pederson wins at St. Gabriel**
Last year it was a world motocross championship event. Next year it will be a world motocross championship event. What happens to a race when it loses that magic identification?
- 55 Cyclesport**
Rueben McMurter wins again at Shannonville while Lang Hindle starts a comeback, Nicky Richichi flies at Loudon and teen-ager Jimmy Filice wins the AMA half-mile dirt track at Louisville, Ky. Edited by Damian James.

REGULAR FEATURES

- 6 Newsfront**
One of the best vintage rallies yet happened in Barrie, Ont., Montreal is to host a motorcycle race and a Toronto touring club organized an Olympics of motorcycling. Edited by Larry Tate.
- 10 Editorial**
- 12 Masthead**
- 14 Readers Write**
- 16 Technics**
Foam belongs only in bubble baths, but if you don't buy the right oil you may get an engine full of foam when you don't want it.
- 18 On The Road**
Ken Graham finishes his trip through South America with his Vespa running as strongly as ever.
- 20 New Products**
Vetter's new Terraplane sidecar heads up this month's list of goodies.
- 22 Product Tests**
New helmets and soft saddlebags both have their virtues.
- 63 Motomarket**
This is the place to look if you're in the mood to buy.
- 68 By Mike Duff**
Here's what it's like to come home after 14 years.
- 70 Motocross Canada**
- 72 Who Won What**
- 73 CMA**
- 74 Motopinion**
There's no better place to turn if you want to know about a bike.
- 74 Calendar**
Here's what's happening in the motorcycling world.
- 75 Did You Know?**
...that bikes used to have rear engines?
- 76 Feedback**
Help us give you a better product.
- 77 Showcase**
The Amazonas is undoubtedly the world's biggest production motorcycle.
- 78 Coming Soon**

COVER

The open road is the home of the Honda GL500 Silver Wing Interstate, so photographer Nigel Scott bundled an editor and the bike off to find some.

WE'VE GOT THE WINNERS!

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Harley-Davidson now on its own

MILWAUKEE, Wis.—On June 16 control of Harley-Davidson officially passed out of the hands of the AMF conglomerate into those of Harley's executive officers. The takeover bid was reported in the May issue of Cycle Canada.

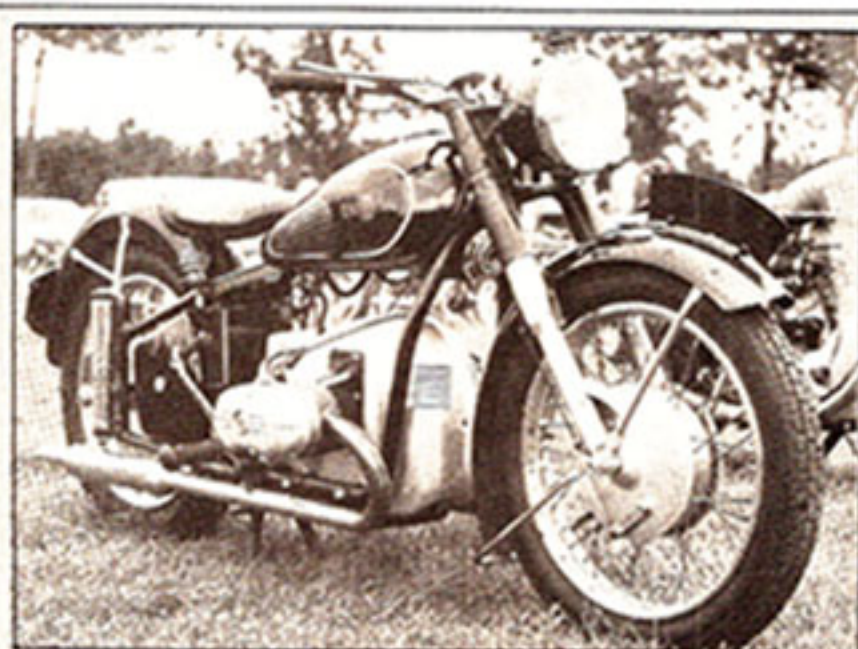
Financed by Citicorp Industrial Credit of New York, the purchase includes all Harley-Davidson interests in Wisconsin and at the York, Pa., assembly plant, including motorcycles, golf carts, parts and accessory manufacturing.

Founded in 1903, H-D is the only U.S. manufacturer of motorcycles. Purchased by AMF in 1969, the company benefitted from massive investment in modernization of research and plant facilities that enabled a four-fold increase in production between 1969 and 1980. AMF now is interested in switching capital into the resource exploration field, and the sale of Harley, the largest single part of the conglomerate, will allow this.

Vaughn Beals, chief executive officer of the new company, says there's no question Harley can stand on its own now, and that innovation and research will supplement the company's well-known reliance on tradition.

Maicos in 1982 to be cheaper, have monoshocks

VANCOUVER—Six Maico models will be available in Canada in 1982. Three motocrossers known as Mega 3 will have a single-shock rear suspension, while the Mega E enduro models will retain a twin-shock rear. Displacements of 250, 400 and 490 cc



BMW-like 1955 Universal was most unusual bike at the 9th annual rally of Canadian Vintage Motorcycle Group.

Most unusual vintage bike is called a Universal

BARRIE, Ont.—Seldom-seen motorcycles emerged in record numbers at the ninth annual rally of the Canadian Vintage Motorcycle Group. The names of vanished makes they represented included some of the most revered as well as some of the most obscure. Winner of the trophy for most unusual motorcycle was a 1955 Universal flat twin about which even its owner had no knowledge.

Held at Molson's Park June 19-21, the rally attracted a record turnout of 197 entries. The total number of machines was estimated to exceed 300, since many entrants brought more than one.

A sizeable contingent of Canadian Sidecar Owners Association members was on hand. Ron Peter of Ashburn, Ont., dodged slalom pylons and his passenger's load of slopping pails of water to take the sidecar trophy on his black AJS

trials outfit.

A police-escorted road run has been a rally tradition since the inaugural event at Welland, Ont., in 1973. This year an estimated 145 machines entered the run. The oldest machine to finish was Tom Wilcock's superb 1912 Harley-Davidson belt-drive single.

Concours entries totalled 109 machines as diverse as a 1913 Thor and a 1970 BSA Bushman.

A total of 34 trophies were presented for various age categories and makes ranging from Ariel to Vincent.

The Molson Award for the best post-1945 motorcycle went to Joe Lewin of Milton, Ont., for his immaculate 1967 Ducati 250. The Cycle Canada Trophy, for the best pre-1945 machine, went to Tom McGill of Carlisle, Ont., for his 1937 Norton International.

will be common to both lines.

The enduro bikes will also sport a monstrous — for enduro bikes — 15-litre gas tank.

Prices on all models will be lower than for the 81s because of a reduction in value of the German mark relative to the Canadian dollar. Importer Rick Sheren of R&M Motocross Specialties isn't sure just how big the reduction will be, but he thinks it'll be at least \$100 per bike.

Sheren has announced a dealer support program for the 1982 racing season. He'll give a break on machines and parts prices to any dealer supporting Maico races. He's also looking for a rider to receive full-time sponsorship direct from R&M. It could be anywhere in the country, he says: "We'll support the best rider who's interested."

Looking further ahead, Sheren said that by the spring of 1982 there will be a 125 cc water-cooled monoshock available.

Our club roster needs updating

TORONTO—Cycle Canada needs your help if you're a member of a motorcycle club. We're updating our club roster and need current information from any and all motorcycling groups. We'd like to get the name and phone number of the club organizers or officers, the mailing address of the club and a list of the major events planned for the current year.

We often receive calls from readers looking for clubs involved in every activity from vintage restoration to trials riding. The more information we have, the better we can help them and you. It can also benefit your club's activities, since if we have a listing of your events we can include

it in our monthly calendar of events.

Please send your club's name and address, the names and numbers for information and listing of events to Cycle Canada, Club Update, 290 Jarvis St., Toronto, Ont., M5B 2C5.



Harleys go road racing again with \$18,000 prize at stake.

H-D contingency money posted for Battle of Twins

MILWAUKEE, Wis. — Harley-Davidson has announced a contingency package of \$18,000 prize money for the Battle of the Twins series. The highest placing H-D rider in each of the remaining six events gets \$500, and if a Harley wins the rider will collect \$3,000.

The series is getting healthy entries of 30-40 bikes, of which perhaps six are Harleys. It's to finish up at Daytona in March of 1982.

Legion invents a new kind of event for trail riders

WILBERFORCE, Ont.—A combination enduro and road ride is being planned for Sept. 5 by a member of the Wilberforce Royal Canadian Legion.

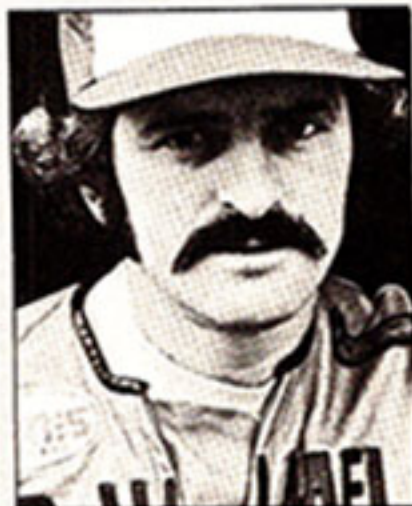
Rob Klapow thinks there

Duhamel may return again for Montreal bike race

MONTREAL — There will be a Formula One race at the Formula One race.

As a preliminary for the Formula One automobile world championship race in Montreal Sept. 26-27, motorcycles will race on the Isle Notre Dame grand prix circuit for the first time. It will be a single race, open to Formula One bikes and 250 cc grand prix machines. Formula One bikes can be unrestricted 500 cc two-strokes, restricted 750 cc two-strokes or unrestricted 1,025 cc four-strokes.

The 250s will race on the track at the same time as the big bikes but for their own purse. Combined prize money for the two races will exceed \$10,000. Sponsorship for the event is from Labatt's Breweries, sponsors of the car race, and Castrol, sugar daddy of motorcycle road racing. The sanction for the race will be by RACE, Inc., the body that with Castrol sponsorship is promoting most motorcycle road racing in eastern Canada in 1981.



Yvon Duhamel may ride in the first motorcycle race to be held in Montreal.

Seventy entries will be accepted, and U.S. and international stars are expected to attend. One rider who'd love to get a bike is Montreal resident and master of the racing come-back Yvon Duhamel. There's a chance he'll be offered the Yamaha TZ750 of Steve Gervais, who was injured in a crash at Atlantic Motorsport Park July 3. As one Montreal motorcyclist put it: "They can't have a bike race here without Yvon."

are a lot of people who enjoy riding off-road with others but don't want to get into the intense competition and high speeds required by an enduro. He decided to adapt the idea of a road ride to the trails.

Starting about 11 a.m., the ride will consist of forest trails and some public roads. Entrants will be given route instructions and sent on their way to meander through the Canadian shield rock and forest scenery in the Wilberforce area, meeting in the late

afternoon for a dinner and dance at the Legion hall. The route will be about 110 km.

Interested parties can reach Klapow at (705) 448-2531 days or (705) 448-2054 evenings.

Supercross rider had a broken leg

ATLAS, Pa. — John Savitski, who placed ninth in the Montreal supercross and sixth in Toronto, was riding a Suzuki rather than a Yamaha

as reported in the August issue of Cycle Canada.

Savitski has been on the mend since breaking his leg last year while riding as a Yamaha-supported rider. He is currently a privateer on Suzuki, but hopes his results this year will bring him sponsorship again. He rode the Canadian supercrosses wearing a leg brace, and may return to Canada in the fall to ride one or more national championship rounds.

Japanese oldies to be displayed by vintage group

BERGENFIELD, N.J.—The Vintage Japanese Motorcycle Club is presenting its first vintage meet Aug. 16 in Dumont, N.J. Anyone looking for parts or bikes or just wanting to browse will have a hard time finding a bigger collection of old Japanese machinery.

The meet is to be held at Amol Motorcycles, 103 West Shore Ave., Dumont, N.J. Information can be obtained from the VJMC at 301 Phelps Ave., Bergenfield, N.J., 07621, (201) 385-6289.

Mini cafe racer may appear here

LOS ANGELES—A rumor out of California has it that an exquisite little cafe racer sold by Honda in Japan and Europe may appear in North America for the 1982 model year.

Known as the MB-5, the 50 cc screamer features three-spoke Comstar wheels, a hydraulic front disc brake, a mini-fairing, low bars and a racing-style gas tank. It may not be as fast as a CB900F, but unlike the 900, the MB-5 could be ridden flat out all the time without attracting attention. The fun quotient would be high.

Continued on Page 8

Dneprs recalled but importer is not concerned

VANCOUVER—Transport Canada has decided to recall 242 Dneprs for transgressing various Canadian Motor Vehicle Safety Standards, but Phil Funnell, owner of the distribution company Phil-Moto, isn't too worried about it.

Funnell says the recalls are concerned with electrical switches—"We ran out of switches to convert and sold 'em anyway"—and VIN stickers—"They weren't big enough. The maple leaf wasn't an inch in diameter, that sort of thing." New stickers are being mailed to customers who got the small ones and switches will be supplied to those whose bikes weren't converted before sale.

It's a minor aggravation at worst, says Funnell. He adds that certainly in no way does the recall have anything to do with safety problems.

Hot Dog quits grand prix racing

AMSTERDAM—Wil Hartog, Suzuki factory rider in 500 cc road racing from 1977-79, has announced his retirement from racing. Hartog has semi-official RG500s for the 1981 season, and has decided they aren't competitive.

The man Kenny Roberts calls Hot Dog finished sixth in the championship in 1980 and fourth in '79 and '78. He picked up his factory ride when young American Pat Hennen was gravely injured in the 1977 Isle of Man TT.

Transcontinental rallies combine with Fly and Buy

TOKYO—Transcyclist International is at it again. TC, a global touring and sports adventure club, hopes to expand its Fly and Buy service and to organize a number of world-wide rallies.

Fly and Buy, as reported in the July issue of Cycle Canada, is a scheme under which an individual can arrange a foreign purchase of motorcy-

York Wings Road Olympics challenge slow speed skills

BARRIE, Ont.—The fifth annual York Wings Motorcycle Club Road Bike Olympics, held in Molson's Park June 5-7, attracted more than 365 registered participants, including several from the United States and one from El Cajon, Calif., near the Mexican border—no problem winning the long distance award there.

Aside from a weekend of camping, dancing and partying, a series of eight events were held—the "Olympics"—designed to test a rider's ability and machine control at low speed. Points accumulated at each event in several displacement categories were totaled with class winners receiving medals and the overall winner an engraved silver plate courtesy of Molson's Brewery.

The events chosen to challenge the tourer's low-speed ability were: 1—an egg and spoon race; 2—a blindfold test, in which a blindfolded rider must stop as closely as possible to a designated point; 3—a back-up race; 4—a balance test, with feet on the pegs and the bike stationary; 5—a bite-the-weenie contest, or how to snare a slippery, mustard-covered wiener while riding past; 6—a slalom race; 7—a slow race; and 8—a coin toss, in which a rider tosses a handful of coins toward a bucket while riding past.

Overall winner was Steven Henry of Toronto, a member of the Gold Wing Owner's Association. He was riding, appropriately, his Honda GL1000.

Other weekend events included an observation run, a bike blessing Sunday morning and a charity raffle. Canadian Cycle

club for delivery to a TC rally site. TC reports that it hopes to expand the service soon to include purchase of spares, other parts and used bikes.

In the planning stage are a number of trans-continental rallies, including: the Ameri-



Getting a chunk out of a mustard-covered wiener is tough when you're riding.

Accessories contributed a trailer, and the proceeds of more than \$1,100 went to the Simcoe County Rescue Squad. Many other dealers and manufacturers contributed door prizes; everything from jackets to tank bags.

The longest distance award went to Charles and Nancy Morrison of El Cajon, Calif. They had picked up a new Honda GL1100 Interstate and ridden straight to the rally from their home.

York Wings is planning a bigger event for next year. Anyone interested can reach the club at P.O. Box 1415, Station B, Downsview, Ont., M3H 5W3.

cas north to south; every country in Europe; every country in Africa; circling Australia; covering the ancient silk road journey from Rome to Tokyo; and even a "Pacific hopper" rally that would include islands as

varied as Japan, Hawaii, Fiji and New Zealand.

Adventurous touring riders can reach Transcyclist International at CPO Box 2064, Tokyo, Japan.

Beach tour of Europe now has four summer dates

GRAND ISLAND, N.Y.—The famous Beach's Alpine Adventures now are available four times a year. Beach tours, 23-day trips through six European countries, can be booked for the months of June, July, August or September. Itineraries for 1981, '82 and '83 have been prepared.

Beach will arrange the purchase or rental of a BMW motorcycle in Munich, and his tour fee of approximately \$2,000 U.S. covers everything except lunches, drinks and shipping your new bike home. Hotels, dinners, etc., are all provided and a variety of routes is available each day to provide maximum freedom for riders in the group.

Interested riders can get more information from Robert and Elizabeth Beach, 2763 West River Parkway, Grand Island, N.Y., 14072, (716) 773-4960.

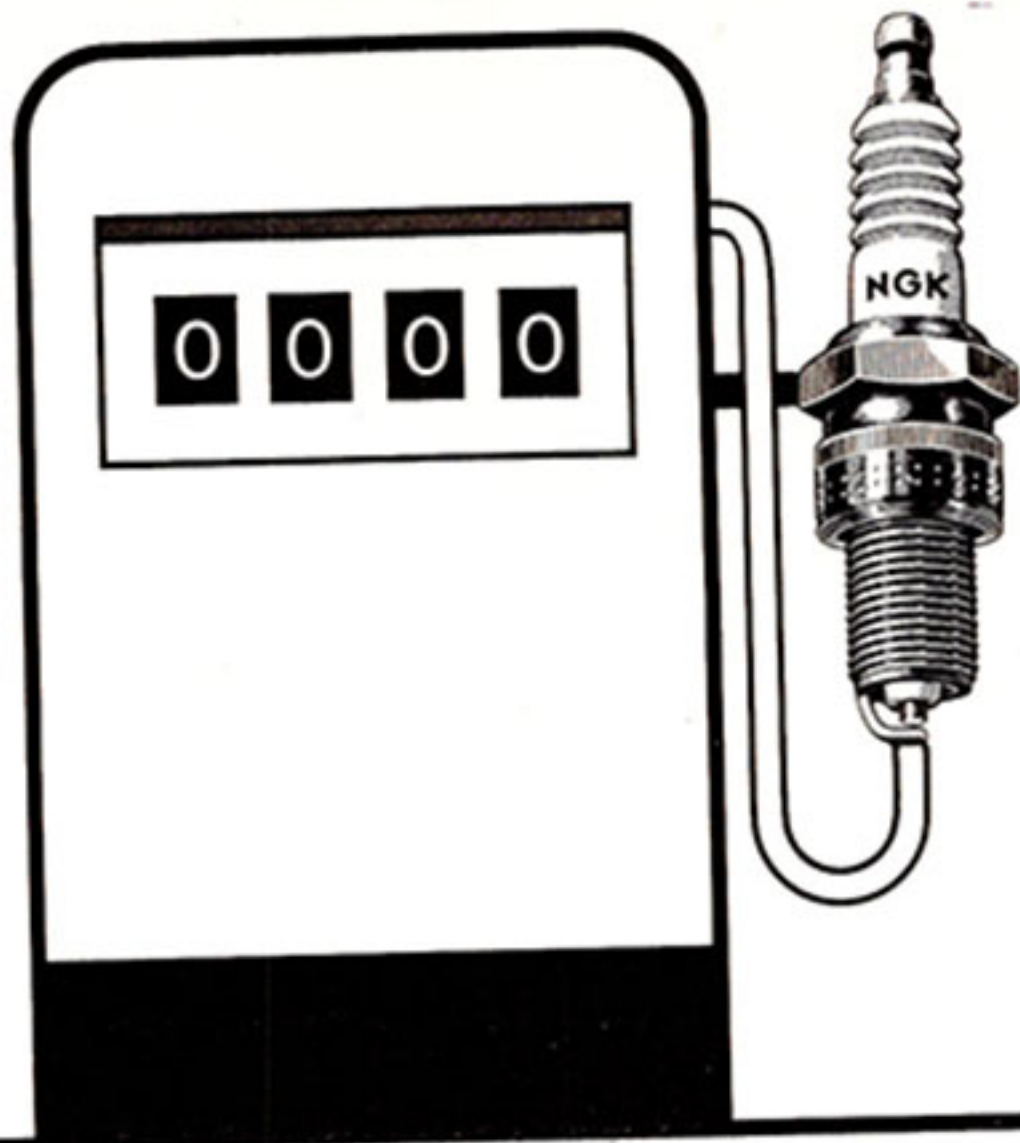
Car racing champ plans bike series

MONACO—Jody Scheckter, former Formula One automobile racing world champion, is trying to promote a series of motorcycle races. They are planned as invitationals for top riders from the 500 cc class.

Ken Roberts, Randy Mamola, Barry Sheene, Kork Ballington and Graeme Crosby are reported to have already agreed to terms. Tentative venues are Scheckter's homeland of South Africa, the U.S., the Netherlands, South American countries yet to be named and Mexico.

Unlike the ill-starred World Series that Roberts tried to organize, Scheckter's idea has the blessing of the FIM and presumably will not conflict with any world championship events.

Newsfront is edited by Larry Tate.



Sure-fire NGK fuel savings will have you humming a merry new tune.

Changing your spark plugs can mean big fuel savings. The key is to pick the best plugs for your engine. Make less than the best choice, and you may end up wasting more money on fuel than before.

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Editorial

A dream tour that ended too soon

While the Triumph feature in this issue was being prepared, it brought to mind the ways in which motorcycles with a history are often powerful reminders of forgotten experiences. How could I have forgotten being blown off by various Triumphs during the 1960s when I thought my work-ed-over Jaguar was pretty hot stuff?

There's another—a dream tour I'll never make but which over the years has been a trip to remember.

The tour started in a dank wine bar in the central section of Madrid, a city which will permanently alter your personal definition of what's old. The dim *mesones* are lit by flickering candles and cater to local Spaniards performing the time-honored ritual of the evening *paseo*.

In the heat of the afternoon activity halts for a few hours for the customary *siesta*. Then about 4:00 the shops re-open and business resumes. When the working day is finally over, gregarious Spaniards parade the dark sidewalks to inspect each other and frequent the *mesones*. The cave-like bars tempt strollers off the streets with music, trays of hors d'oeuvres and bowls of iced *sangria*.

In the midst of such tradition I found myself quartered in an aged hostel. My companion and I had arrived in Madrid on the *Talgo*, the pride of the Spanish railways. It moved so slowly we were convinced the train was laying its own track as we went.

Master of the creaky third-floor establishment was a venerable American with a pronounced resemblance to the Kentucky chicken magnate recently deceased. A listing in a popular guide book guaranteed him a steady stream of itinerant North American youth. Back when motorcycles were either singles or twins, Europe was the place for the newly graduated to go. Our currency went a little farther then.

The place took some getting used to. None of the staff spoke English. The squid *paella* didn't appeal to everyone and our southern colleagues were prone to identify the unfamiliar washroom fixtures as "bye-dayets". There was no doorman, although the street door was locked after 11 p.m. Nor were we issued keys. Instead, we were told to stand on the street in front of the hostel and clap hands. Eventually, the night watchman patrolling the neighborhood would hear us and select the correct key to let us in. Surprisingly, the method worked.

It was on just such an evening, after we'd clanked down from the third floor in the open-air caged elevator—no attend-

ant, naturally—that we mingled and imbibed with the throngs in the darkness and discussed our next port of call. With us was an exotic sunburned character from Virginia who had worked on nuclear submarines and had surfer's knots on his

knees. He'd arrived on a dusty silver Triumph Bonneville he'd bought in London. His name was Ed.

After we'd topped up with refreshments, Ed allowed

that it was time to fetch the Triumph from its lean-to and clear out the cobwebs. Did I want to go? After carefully considering his offer for 30 microseconds, I accepted.

The Triumph was not much to look at but it didn't mind Spanish gas and it had lots of steam. And noise. Pushrods clattered like a knitting bee on amphetamines. That familiar blat echoed between blackened stone walls as we pounded over the midnight cobbles; priceless art works rattled briefly in the Museo del Prado as we savored our first cool breeze in days.

Then we retired, leaving the cooling Bonnie to click quietly in its shed as we clapped for the watchman.

The best was yet to come. With December coming on, we headed south and made another rendezvous with Ed and his Triumph on the Costa del Sol. It was named the sun coast for good reason. Sun and wind on the trip over the mountains had made Ed's face look like a long-nosed tomato. Full-face helmets then were unknown.

Ed's next offer of a ride was to Tangier. Now that would have been even better, a real dream tour, except for one problem. My prospective chauffeur proposed the trip be used to gather a supply of illegal herbs in Morocco and bring them back to Spain. Having seen the mellow Spanish civil guards at work, I decided that Ed had best make his herb-gathering trip alone.

Ed eventually saw the risk inherent in his plan and decided on a more moderate course. He would ride the Triumph down into North Africa alright, but continue across the south shore of the Mediterranean to the hostile Middle East. Depending on the state of the 650's health and its ability to digest African fuel on 9:1 pistons, he'd see how far the political climate would allow him to go.

My native caution won the day. Ed and the Bonneville headed west and south, and I headed north. Back on the track-laying train. The dream tour ended before it began, and I never saw Ed again. Wonder how he made out.

—John Cooper

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MASTHEAD

Life at Cycle Canada is rewarding in many ways

It is a sweltering week in Toronto, and the editorial wing of Cycle Canada is almost deserted.

Assistant Editor Larry Tate is off in New England exploring the curvey on the bright red Moto Guzzi Monza which you will see tested elsewhere in this issue. He dragged along Art Director John Bullock on the new Honda Silver Wing Interstate which you will also see tested in this issue.

Assistant Editor Damian James is off in Quebec taking part in a backwoods expedition on bikes organized by Moto Journal, our French-language stablemate at Brave Beaver Pressworks Ltd. He is riding the Yamaha TT250, also tested in this issue, and a Can-Am 250 Qualifer, which you will see tested in a later edition.

And Editor John Cooper is on the phone to California arranging a road test of the first Honda CX500 Turbo for the next edition of Cycle Canada.

The foregoing paints a picture of life at Cycle Canada as it is seen by many readers. But it's not all New England tours, Quebec trail rides and flights to California to test the newest and the latest.

Life at Cycle Canada is mainly work, the practice of the craft of journalism. It's working with ideas and impressions and pictures and words. The subject happens to be, happily, something we all enjoy immensely.

Although some of us were journalists first, most of us came here as motorcyclists and learned to become journalists. We are now starting to look for an addition

to the editorial staff, a copy editor. He, or she, will be a journalist, a wordsmith, and not necessarily a motorcyclist. After all, we can't all be off riding motorcycles.

If you have the makings of a copy editor, please send a letter of application and a resume of your background to John Cooper, Editor, Cycle Canada, 290 Jarvis St., Toronto, Ont., M5B 2C5.

There have been changes in the masthead proper, which is the column at the right.

Dean Allen, formerly general manager of Bombardier Ltd. in Ontario, has been named sales director to succeed Rick Dixon. Allen is responsible for the sales of all the advertising you see in Cycle Canada, and in our other publications, as well as the space sales in our expanding consumer and trade shows.

Christina Montgomery, associate editor of this magazine and editor of the Brave Beaver trade publication, Motorcycle Dealer & Trade, has been forced to resign for health reasons. She will be succeeded by Christopher Knowles, an experienced journalist and self-confessed bike nut.

In circulation, Kenneth Presner, formerly of the Herald Tribune in Paris, has replaced Jeanette Gaudet, and in production, Ann Marie Tosoni is leaving after helping in the successful switch to magazine format.

Tosoni is off to manage production for Canadian Lawyer magazine, and Gaudet is going to try her hand at pottery.

—Georgs Kolesnikovs



Larry Tate couldn't resist a bareheaded spin in Maine. Tsk, tsk.

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READERS WRITE

MOTHER NATURE WAS YVON'S BIGGEST PROBLEM AT DAYTONA 1970

He recalls Duhamel's record-setting ride

I enjoyed the article in your May issue about my friend Yvon Duhamel. I announced most of the road races he rode here in the U.S.

The article was most complete, but Kevin left out one bit of history about Yvon that I feel should be mentioned.

In 1969 or 1970 at Daytona, the Yamaha 350s were ready and waiting to win the 200 miler. In time trials on Thursday, Yvon turned the oval with an average speed of 241 km/h (150 mph). In those days, we qualified the riders on the oval, but had to discontinue the practice when tire companies could no longer guarantee the tires at the speeds we were reaching.

At any rate, Yvon and his Yamaha 350 were the first to hit that mark. But by Sunday it rained and the race was put off a full week. That gave the Harley Team a lot of extra time to tear down and build faster, and they won the race.

It took Mother Nature to keep Yvon from the Daytona 200 win that year, and the Yamaha 350 had to wait until 1972 for Don Emde to take his win.

I can still remember watching Yvon from the announcing tower as he was on his way to that 241 km/h mark, running high on the banks and low on the straights.

I always said that he won the races that you did not expect him to win, and that he either broke or fell off in the ones that he should have won.

He really was ahead of his time — or born too late. Maybe he was right in between times. To me, he was always colorful and understood promotion, both on and off the track.

When is Canada going to have another Duhamel?

Roxy Rockwood
North Hollywood, Calif.

Insurance for transport may not always work

I want to provide a warning to all tourers via an experience I had last year.

I had my bike flown out to Vancouver by Continental Air Freight, and opted to pay for insurance in addition to the \$200 I paid for freight.

Some damage was done to the bike and CAF acknowledged responsibility. I was told to get a price on repair. My dealer told me repair was not possible to the chromed part; it would have to be replaced. CAF told me to go ahead with this, but since I have sent the bill in they have refused to settle. Their office in Montreal now says \$35 would be sufficient to fix it, according to their local repair shop, which has never seen the bike. The matter is being pursued.

In my case it was not a lot of damage, but look at the reaction. Imagine what would happen if a loaded bike suffered bad damage and the owner were to receive this sort of treatment.

K. Flinn
Stouffville, Ont.

Ontario drivers aren't so bad in trucker's view

After reading D. Coldwell's letter in the June issue I felt compelled to write. Just what was Mr. Coldwell's purpose in coming to Ontario—to complain? Within his letter he knocks truckers, headlight laws, the police, insurance rates and he also digs at Cycle Canada for featuring a Harley-Davidson.

I ride a 750 Honda and I'm building up a 1200 Harley. I also drive a truck for a living, but no matter what my mode of transportation I've generally found Ontario drivers to be very courteous.

I do agree with Mr. Coldwell that you should consider more service articles but I'm sure that there are one or two "gay-fairy-type" Harley riders who wouldn't see eye to eye with him on his last remark.

Jamie Boyd
Bracebridge, Ont.

Being old but new a buying headache

I am in my early 40s and have never ridden a motorcycle before. My height is 188 cm and my weight 104 kg. I feel that, for my size, the Yamaha 500 would be best suited to me. In addition to the size of the bike, I just plain like it. The problem lies in being sure.

People in my age bracket who are buying motorcycles for the first time can end up with bikes that aren't suited to them: either they're too fast or too powerful.

When I walk into a bike shop, I feel a little ill at ease. I get the dealer's attention, tell him I never rode before and what I want the bike for. His response is to ask me how much I want to spend.

But you do find a few dealers who aren't like that, and who recommend safety courses and so on.

Remember when you bought your first car? You listened to your friends, not your parents. Now it's the other way around. Middle-aged people are buying bikes for the first time and who do we ask?

Peter Hurst
Dartmouth, N.S.

Chain-changing woes plague Honda owner

We're writing to let you know about the problems we encountered when we replaced the drive chain on our 1979 Honda 750K.

I've been riding bikes for eight years, so I am not a stranger to repairs. But this is the first time I've ever had difficulty replacing a chain.

My wife and I purchased the bike new in '79 and last night we replaced the drive chain. We started at 6:30 p.m. and finished the job at 10:30 p.m. It was a four-hour job that would have taken 30 minutes if Honda's engineers had used a little common sense.

The following is the procedure we had to follow.

1 — If equipped with saddlebags, remove them. 2 — Remove roll bars. 3 — Loosen front foot pegs so they can be moved out of the way. 4 — Remove gear shift lever. 5 — Remove left exhaust pipes.

6 — Remove front sprocket cover. 7 — Remove back wheel assembly and chain guard. 8 — Remove front sprocket. 9 — Disconnect rear shocks from swing arm. 10 — Remove swingarm.

11 — Removal of old chain can now be accomplished. 12 — Replace with new chain. 13 — Replace swingarm. 14 — Regrease swingarm bearings. 15 — Replace rear wheel assembly.

16 — Put chain on rear sprocket first. 17 — Insert front sprocket into chain and slip onto shaft. 18 — Replace all remaining parts, making sure everything is tightened.

This is not a job to tackle the day before your holidays, and by no means one to attempt using the tool kit supplied with the bike.

I found the best thing to do when tackling this "P&A" job is to throw the owner's manual back where it's kept when not in use, as it's of little help in this case. I own both the small book supplied with the bike and a workshop manual. The only thing these books say about the chain is how to adjust, not replace, it.

Please let us know if there's an easier way to replace the chain, or if we can buy a chain with a master link instead of the continuous double-O ring type.

Mike and Kris Campbell
Toronto, Ont.

Master link chains are still available. Some shops stock the chain in bulk and will cut it to the length you need.

Continuous chains are ultimately stronger, but for general street use it's not likely to matter much. The linked chain will probably wear more quickly too, although with proper lubrication and maintenance it won't happen overnight. The saving in service hassles may be worth the potential extra cost of more frequent replacement. —Ed.

This dealer went all out helping an anxious rider

My RD350 arrived in January after a three-month wait. Of course it snowed the day I got it, so another three weeks went by before I could ride it. Yamaha really has a winner.

Special thanks goes to Walt Healy Yamaha here in Calgary. They delivered the bike to my house because I couldn't ride it. And my sympathy goes to the riders in the States who are deprived of the RD350H.

Jeff Carruthers
Calgary, Alta.

He supports helmet laws in memory of friends

With regard to Iain MacEachern and G.W. Schrader's letters on helmet laws in the June issue, my opinion is that helmets should be mandatory in all provinces.

When another motorcycle approaches from the rear, the sound is easily heard; as

for sight, when a car pulls up beside you there is no need to even turn your head.

As for the bathtub and shower, I have never seen or passed a bathtub on the highway going 60 mph. If a person falls that easily in a bathtub, he or she should not be on a motorcycle.

Last year two of my best friends died in motorcycle accidents. The cause of death was head injuries. I am from Ontario, but presently working in Manitoba where there is no helmet law. I raced motorcycles for eight years and retired from racing in the expert class in 1978. When I go riding my motocross or street bike with my friends and one of them doesn't wear a helmet, I remind them about it and they usually go home and get one. I'm not too crazy about picking up people and taking them to the hospital with bashed-up brains.

I also feel that a rookie rider should not be able to buy a motorcycle larger than 500 cc for his first year of riding. Too many young and inexperienced riders are buying 1,000 cc bikes.

Lewis Adams
Leaf Rapids, Man.

They don't force vaccine so why push helmets?

An article in the March issue of Maclean's magazine throws an interesting light on the provincial governments' attitudes concerning compulsory-use legislation versus basic freedoms. Allow me to explain.

According to the article, the U.S.A. now considers measles a serious enough disease to warrant compulsory immunization. In Canada, where in 1980 there were 10 times as many reported cases of measles per capita as there were in the States, immunization remains solidly voluntary.

The surprising point is why it remains so. The following quote from the article explains. While reading it, try replacing the word "immunization" with "mandatory helmet use".

"[The advice to establish a program of compulsory immunization] is obviously not well-heeded by the health ministries in most of Canada's 10 provinces, whose spokesmen explain that immunization must remain voluntary, they say, because anything more is "coercive",

"compulsory" and a basic violation of fundamental freedoms. Dr. Joseph Jones, medical officer of health in Windsor, Ont., says emphatically: "We would be failing in our job, which is to educate the public, if we had to force people to be inoculated."

Now, ain't that the height of hypocrisy?

I am emphatically not against helmet use. I've had enough riding experience to know that anyone who rides helmetless is riding essentially "headless."

Ralph Mahler
Hornell Heights, Ont.

U.S. rider loves York Wings and our beer

June 5 I jumped on my trusty old Honda and burned up 800 km of road to attend the York Wings' fifth annual Road Bike Olympics in Barrie, Ont. I had thoroughly enjoyable time and felt very welcome in Canada. The bikers I met struck me as knowledgeable about their equipment and skilled in operation.

You can be sure I will head north again. Love that 6.2 per cent beer.

Henry Wiebking
Ackermanville, Pa.

Clever frame weld helps midget overcome size

I read with great interest your test on the new KZ440 belt drive. The bike is a superb handler and has loads of pep.

But my husband was intrigued to learn he's married to a circus midget. (Anyone else is able to touch ground flat-footed.) Thanks to imagination and a fine welding job, G&G Cycle of Lambeth, Ont., lowered the back shocks of the 440 I purchased from them. They also lowered the front forks 38 mm. Now, with my thick-soled shoes, I'm able to tippy-toe the bike and ride with confidence. I'm 147 cm and weigh 44 kg; I used to ride a Honda Twinstar.

Dana Pastoor
Woodstock, 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.

Foam belongs in your bubble bath

TECHNICS

Under certain conditions
your oil can foam and
cook your engine

By R.M. Balangero

Foam isn't limited to bubble baths and washing machines. Lubricating oils can turn into foam under certain conditions, with consequent deleterious effects on engine life.

Design of oil and of machinery can both affect the tendency of oils to foam. When engine designers sit down to create an oiling system, one of the things they must consider is how oil will react to working in that system. Oil chemists, on the other hand, try to create a chemical mix in the oil they sell that will resist foaming.

Foam in mineral oils is a mixture of oil and gas, usually air. It is caused by air being churned into the oil by parts in rapid motion—gears, cranks or whatever. Bubbles of air are dragged into the moving oil and are said to be entrained in the lubricant.

The entrained air rises to the surface of the oil, making bubbles on the surface because the bubble walls are strong enough and flexible enough that the force exerted by the air in the bubble is insufficient to break them.

Unable to break away, the entrained air sits on the surface, encapsulated in a thin layer of oil. As more and more entrained air rises to the surface, the bubbles accumulate and a layer of foam appears on the surface. This process can go on until all the oil in the system becomes a foam.

Motorcycles use small, high-speed engines that severely agitate the oil in their lubrication systems. This severe agitation increases the amount of air being mixed into the oil and increases the foaming tendency of the lubricant.

If large quantities of foam are produced, the foam may be drawn into the oil pump inlet and circulated through the lubrication system. To fully appreciate how serious this can be, you must remember the purpose of the oil in the engine.

The oil is there to keep moving metal surfaces from touching, that is, to serve as a slippery bearing surface. Whenever

contact occurs between two metal parts, wear will occur unless the contact is lubricated. It is the job of the oil to provide such lubrication by coating the parts with a film that separates the surfaces, thereby minimizing friction, wear and scuffing. The lubricant must also dissipate heat to ensure acceptable operating temperatures within the engine.

Motorcycle engines not only severely agitate their oil but put a great deal of stress on their internal components. Foam, a mixture of air and oil, is not as good a lubricant as is oil alone—it cannot support bearing loads and will not provide good cooling.

The basic cure for foaming is in engine design. Care must be taken to ensure that equipment will not act to churn air into the oil. On the other side, the lubricating oil chemist cannot stop foam formation, but can prevent the accumulation of air bubbles and can cause the bubbles that form to break quickly. Anti-foam additives are used for this task.

Many different types are available, but the most common are types of silicone polymers known as polysiloxanes. For an anti-foam additive to be effective it must be only marginally soluble in oil and must be very finely dispersed. The particle size of the dispersed anti-foam additive must be less than two microns to ensure effectiveness and to ensure the material will not plate out on metallic surfaces or drop to the bottom of the sump.

Anti-foam additives function by causing a change in the interfacial tension between the air bubble and the surrounding oil. Molecules of the anti-foam compound attach themselves to the air bubbles in the foam, producing points of weakness in the bubbles' walls. The bubbles break up to combine with others to form larger bubbles which rise more readily to the surface, escape and break up to release the entrapped air.

Anti-foam additives are a very small part of the make-up of a motorcycle lubricant but they are of prime importance. The only way to be sure the lubricants you use in your motorcycle are of sufficiently high quality is to purchase the lubricant from a company with years of experience in the field of motorcycle lubrication.

Balangero's article was prompted by a letter from a reader named Donald Hewson, who had discovered foaming oil by experience with his own motorcycle. Here is a description of what can happen if you use an oil without proper anti-foaming qualities.

The gearbox on my 1976 Triumph Bonneville had undergone a change, an occasional loss of precision and smartness of shifting gear.

Stiffness was never present in the morning after cooling overnight and it only felt stiff when the bike was completely warmed up. I assumed the oil was thinning out too much at high temperatures and changed from 90-weight to 140-weight gearbox oil, using the same brand. All that accomplished was to reduce the leakage around the gearbox mainshaft seal; the intermittent stiff shifting action remained.

Thinking about when the stiffness showed up, I realized that it only happened after a fast highway trip of 30 km or more. The gearbox was hot after that time, but not much if any hotter than after 10 km. From that I deduced that the problem wasn't related to temperature causing oil breakdown.

I finally discovered the problem during an oil change. I went for a 90 km ride to get the oil good and hot prior to draining, pulled the plug and let the gearbox drain for 15 minutes. The oil looked pretty good, indicating reasonable wear.

After replacing the drain plug I pulled the filler cap and found a gearbox full of suds. The foam filled the entire gearbox, but went away when oil was added to refill the box. Some research showed me what had happened.

The oil I was using was foaming after 30 km or more of constant riding because the gearbox was churning air into the oil and after that distance enough of the oil had turned into foam to affect lubrication. This is what caused the stiff shifting. Adding a commercial antifoamant to the existing oil made the bubbles vanish instantly and removed the problem on the highway.

Switching to a different brand of oil seems to have cured the problem completely, and I appear to have been lucky enough to have caught it before serious damage was done to the gearbox. □

The author is Technical Services Manager for Burmah-Castrol Canada Ltd.

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Hotel lacked heat, toilets and floors

ON THE ROAD

Helmet ban in Colombian cities for the safety of the public rather than the rider

By Ken Graham

In the August edition of On The Road, Ken Graham got his Vespa safely from Dawson Creek, B.C., to Panama City and was trying to get his bike, his luggage and himself on the same plane to Medellin, Colombia. He was told it would be no problem.

Now for reality. Three attempts at this failed, because with full flights they wouldn't take the bike. The alternative was to send it by cargo plane. Some people have managed to fly on the cargo plane for an additional sum of \$60 or so, but I was unsuccessful in my talk with the pilot and took a jet two hours later. I had to retrieve the bike at the *aduana* (customs), and it took two days to show up there, much to my worry.

I enlisted the aid of a person who retrieves such articles for people. Twenty stamps and six pages of paperwork later he got his \$6 fee. The cost of plane fares worked out to about \$200.

For safety—the safety of the public—motorcyclists aren't allowed to wear helmets in the cities of Colombia. The local Mafia has too many face-masked motorcycling hit men. Still, I found people exceptionally friendly, and was invited to people's homes three times.

Tuesday, Jan. 20, I passed across the equator. Nearing the border to Peru on a back road, I figured I might have problems when two tanks passed me going hell-bent in the opposite direction. The next morning I saw the military installing an anti-aircraft gun at the local airport. By this time I had heard there had been a border incident and a soldier had been killed. Oil had been found near the border.

The coast of Peru is desert. I drove through 3,200 km of it down past Lima, the capital, before turning inward at Nazca, famous for huge pictograms carved into the desert floor. In a few hours I went from the tropic heat of the desert to the rain and freezing cold of the high mountains.

The next day at about 4,000 metres altitude it became impossible to go any higher; the small carb jetting I needed was missing. Thus I tried the local trucker's solution and changed my Champion N-5

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

for a quarter-inch projected nose N-14Y. I was ever so gentle when I first cranked the engine over lest the piston meet up with the spark plug, and drove a short distance to check that it wasn't overheating. It worked, and the plug took me as high as 5,000 metres and also worked at sea level.

I was able to stay at primitive bar/restaurants in the Andes for the price of having a meal there. They lacked amenities such as heat, toilets and floors. In the place without floors they provided sheepskins to sleep on.

Here I suffered from high altitude sickness, which felt like tightness in the chest and sore eyes and a feeling that a steel band was around my head.

Sleet made the road impassable for me and I purchased a ride to Cuzco from a passing truck. It was the rainy season, and the mountain streams had chewed away their banks, so we often had to stop to rebuild the approaches to the fords.

When two vehicles met, the outside passenger would watch out the window to ensure there was a bit of clearance to the cliff edge. Antonio and Julio were devout Catholics and were forever kissing their fingers and touching the two images of saints hung in the cab.

One night in the rain we came upon a line of trucks and buses held up by a rock fall. As we waited, rocks began crashing down again and the vehicles were hurriedly backed up the cliff road. Next day a Cat cleared the road and we continued on to Cuzco, where Antonio and Julio stopped to pray their thanks.

They make the trip six times a month for a \$200 pay check. One has five children, the other two. Once through this range of mountains was enough for me.

After a side trip to the ruins of Machu Picchu I headed for Bolivia via Lake Titicaca, then decided to give Paraguay a pass after reading my Handbook and deciding I had neither the capacity to carry a week's rations nor a piranha-proof suit in the event of a fall. The auto association map shows it as an improved road.

Instead I headed south through Potosi, the world's highest city. I had to remove the air cleaner to coax the Vespa around the steep streets. While there I got an ancient Vespa running again by cleaning the carburetor; it belonged to a hotel owner, who gave me accommodation.

Crossing into Argentina, I turned east,

preferring to take in the sights of Carnival at Rio rather than struggle another 5,000 km to the tip of the continent. Though I was south of the Tropic of Capricorn it was still jungle, with a great assortment of unusual birds and metre-high anthills in the fields. The weather was against me again, and I got a lift from a truck through 900 km of water-logged terrain.

The price of food was a problem in Argentina—\$2 for an ice cream cone—and oil at \$3 a quart seemed high, too. I reverted to camping and buying fruit and bread from the grocery stores. I headed toward Rio by travelling to the Iguacu Falls, one the world's most spectacular, then through Sao Paulo and north. In Brazil the food is cheap—a steak dinner cost \$2—but gasohol was 86 cents a litre! It isn't sold on weekends, either, which led to a two-day stay in the backwoods villages among the friendliest of folks.

With its beaches, Rio de Janeiro was the most beautiful city I had yet visited. Also the most likely in which to get ripped off by officials. Here I found an ocean-front place to stay for about \$2.75 a day, thanks to my by now well-worn South American Handbook. I stayed on through Carnival and abandoned my bike to use the efficient bus system.

Deciding to fly out, I was told there was no cheap flight, but found that Bolivian Airlines had a \$456 flight to Miami, including a stop in Bolivia. I had already booked boat shipment to Vancouver for my bike at \$275, plus crating and storage and trucking to the docks, which came to \$600. Air freight, uncrated and at my risk, would have been about \$330 to Miami.

Mind you, Brazil may be the ideal country in which to abandon a bike as they don't accept the international Carnet there. They make out their own document, but don't mark it in your passport. The bike can't leave the country until it's proven you have left, backwards as that seems.

I greatly enjoyed the trip through Central and South America. I was often invited in to a home, invariably to be introduced to a daughter, sister or cousin, always chaperoned. It's a different world, one of our past and also perhaps with shades of our future.

What's for the future for me? Crossing Australia with this same bike appeals to me... □

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This new saddle bag rail has 3 chrome lights down each side and 4 across the back. It is available for both the 74 & 80 cubic inch models. Price \$195.00. (Extra lights can be added at \$10.00 per light.)



TOUR PAC RAIL

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



SADDLE BAG GUARD RAIL

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

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HONDA

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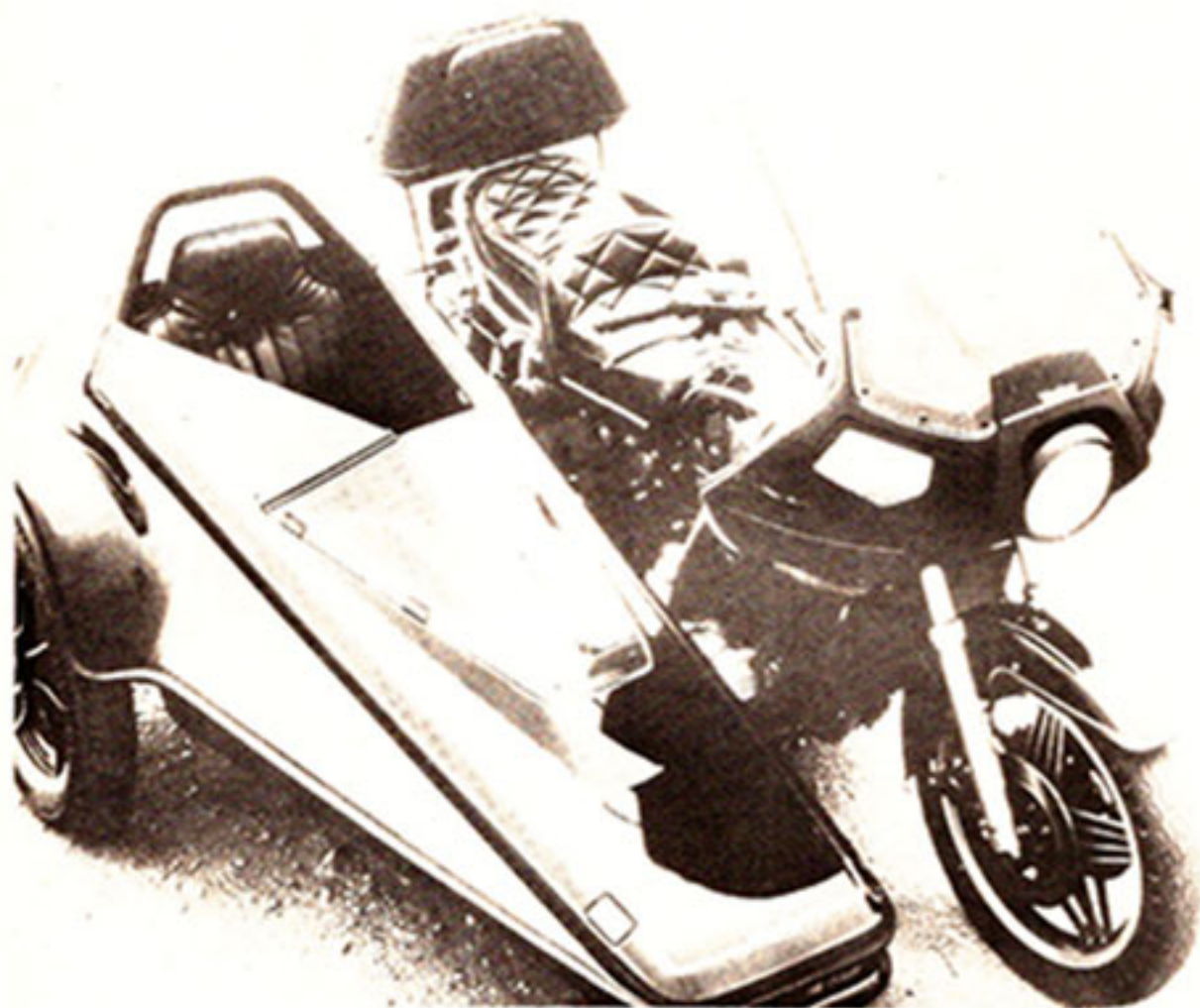
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NEW PRODUCTS

ELECTRONIC CRUISE CONTROL
AND VETTER SIDECAR
FOR TOURING



The long-awaited Vetter Terraplane sidecar is finally here. Built of a fiberglass and Kevlar composite with a steel tube frame, the Terraplane features its own brake, a rider-controlled lean angle adjusting device, a lockable trunk, light

weight and an opening canopy. It's claimed the car can be attached or removed in minutes. Mounting kits available for many 1980-81 motorcycles and a few older units. Suggested list \$3,695 from Marquette Marketing.



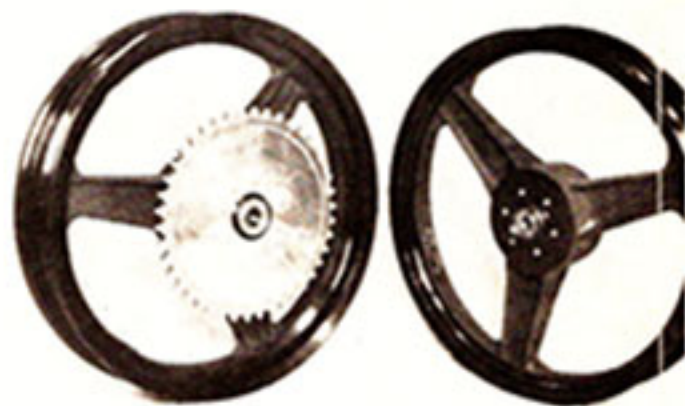
GSM says its Compensator is the first "real" cruise control for motorcycles. It's an electronic computerized device that monitors speed and adjusts the bike's throttle according to road conditions, unlike most units that merely clamp the throttle in place. The unit is available for selected BMW, Harley-Davidson, Honda, Kawasaki, Suzuki and Yamaha models; retail price is \$175 U.S. direct from the manufacturer, GSM Motorcycle Accessories.



Loloma and Co. of Calgary introduces a Western-styled riding boot in black leather with a non-skid VS120 oil-proof sole. Called the Gold Stud touring boot, it is 11 inches high and comes in pull-on style in the usual range of sizes. Suggested retail \$79.95



From M/C Enterprises in California comes a gauge readout kit including interconnected fork air caps, one with a filler valve and one with a pressure gauge reading in psi and kg/cm² permanently attached. About \$50; distributed by D-Jer, R. Bell Sales and Trans Can Imports.



Dymags are generally acknowledged to be the ultimate high-performance wheel for track or street, and now they're available through a Canadian distributor. Cast of magnesium, the unique three-spoke wheels incorporate a cush drive in the rear and come complete with sprocket. What's more, says importer Rocket Motorcycles, they actually fit without modification. Available in a variety of sizes to fit anything from a TZ250 to a superbike; \$860 a pair for TZs and \$1,010 for large street bikes and superbikes.



KneeGards are a revival of an old solution to an even older problem. Fairings and windshields don't do much for the knees, and experienced touring riders know that next to fingers, knees get the coldest fastest and get the worst of the stones and bugs that attack you on the road. Transparent KneeGards fix that problem with minimal weight and a cost of \$56.

SOURCES

Di-Jer Canada Ltee., CP 122, St. Eustache, Que., J7R 4K5, (514) 473-3575.
 Di-Jer International Ltd., P.O. Box 906, Sarnia, Ont., N7T 7J9, (519) 336-4201.
 GSM Motorcycle Accessories, 13026 Raymer St., North Hollywood, Calif., 91605, (213) 764-1808.
 KneeGard Sales Inc., RR 2, Box 6, Pickering, Ont., L1V 2P9, (416) 839-7426.
 Loloma and Company Ltd., Box 693, Station J, Calgary, Alta., T2A 4X8.
 Marquette Marketing Corp., P.O. Box 3450, Don Mills, Ont., M3T 2C9, (416) 495-9650.
 R. Bell Sales, 441 Burrin Ave., Winnipeg, Man., R2V 1G3, (204) 586-5012.
 Rocket Motorcycle Sales and Service, 223 Oakdale Rd., Downsview, Ont., M3N 1W4, (416) 746-1563.
 Trans Can Imports Ltd., 8159 Wagner Rd., Edmonton, Alta., T6E 4N6, (403) 465-0126.

The New Products section of Cycle Canada is a free service offered to manufacturers and distributors for listing new products available in Canada. Information, a black and white photo, the suggested list price and a list of Canadian distributors should be addressed to New Products, Cycle Canada, 290 Jarvis St., Toronto, Ont., M5B 2C5.



**Think safety
from
head to tread**



MICHELIN

PRODUCT TESTS

HELMETS FOR PROTECTION AND SOFT SADDLEBAGS FOR TOURING

New MX helmets advance the art

Simpson's Snell 75-approved model 50 off-road helmet is a common sight on the starting lines of motocross race events across Canada for good reason.

The helmet is a top quality product with a comfortable interior liner and a brilliant exterior finish which proved very resistant to chips and scratches.

The fit was comfortable for everyone who wore it. The feel in the ear and cheek areas was especially good. Unlike much of the competition, the Simpson model 50 has small but effective pads which rest against the cheeks and stop the loose feeling which results when the helmet has too much free play in the lower jaw area.

The chin-protecting part of the helmet is cut higher and thinner than on many other helmets. This helps keep the weight down. One rider who rode a tough, tight 212 kilometre enduro with the Simpson found that his neck was caressed more than usual by branches while in the tight sections. This was the only drawback of the whole helmet.

The peak is a sturdy five-snap affair which can be tilted vertically for more or less eye protection. The smoked peak allows some visibility through it, so fast sections do not demand that the rider tilt his head back at an unusual angle for adequate forward vision.

Distributed by Aurora Cycle, P.O. Box 433, Aurora, Ont., L4G 3L5, (416) 727-6044. Suggested retail, \$159.95.

The Suzuki motocross helmet is made by the American company KRW and sold in Canada under the Suzuki brand name. It is a full face model with the jaw piece shaped differently from the more popular off-road helmets. It has strengthening curves and a large goggle opening.

One staffer who was in the market for a helmet tried all the models tested as well as the new Bell Moto III before settling on the Suzuki-KRW. The finish quality was not quite as high as the rest but it is Snell 75-approved and fit this person better than the others.

In two enduros and a 600 kilometre run in four days, the Suzuki-KRW helmet has had its share of crash testing, hot days and long hours of use. The staffer still loves it.

The nylon interior is easy to keep clean



Simpson Model 50 fits extremely well, and is light and comfortable to wear.

and shows no wear or tear. The shell is finished in a yellow epoxy-type paint which resists scratches and chips and still manages a shine when polished.

The Suzuki-KRW helmet is comfortable, fairly light and does not irritate the rider after days of constant use. Available at most Suzuki dealers for \$149.95.

The Arai RMX motocross helmet is Snell 75-approved and features a nylon face guard retained with nylon bolts.

The helmet is built to very high standards. The finish is impressive both inside and out. The brushed nylon lining is soft but durable and soaks up sweat on hot days. The helmet is claimed to reduce interior temperatures on hot days over conventional helmets. It fits well and is comfortable to wear.

The feature of the Arai that did not endear itself to some who wore it was the nylon face guard. The guard was flexible enough that one rider found that the top edge of the guard came into direct contact with his nose bridge with very little pressure from the front. Lying face down on carpet with the weight of the head on the guard brought nose and guard in solid contact. A hard impact face down would likely break that wearer's nose. He still liked the fit.

The peak is a strong five snap piece which seals against the helmet to eliminate the need for duct taping. The helmet has a nylon bolt in the shell at the top which can be removed for drying of the helmet interior after washing.

The quality of the Arai RMX is top notch but check on the nose-to-guard



Unusual face guard ribbing is there to stiffen Suzuki-KRW helmet.



Nylon mouth guard on Arai RMX helmet hits riders with big noses.

clearance before you find out the hard way. Available from several Canadian distributors and in many shops; price from Nican Trading is \$159.95.

Soft luggage is the easy way to go

Soft luggage is becoming popular again. After years of neglect while plastic and fibreglass saddlebags and top cases were all the rage, consumers are again realizing that cloth or leather bags have their own advantages.

Cheap price is one thing; you'd pay several hundred dollars for most sets of hard luggage and the attendant brack-etry. Convenience and adaptability are

another; you don't need brackets welded, bolted or screwed to your bike. Just sling the bags across the seat and go. You can use one set of bags on several bikes and they only have to be on when you want them.

Questions that are usually asked about soft bags are: will they stay in place? Are they waterproof? Will they foul shocks or melt on exhaust pipes? Can they carry much gear? The answers, if you have a good set like Skookum-Pak's, are yes, almost, very seldom and definitely yes.

Like Skookum-Pak's tank bag, the saddlebags are made of Cordura nylon which is strong, easily cleaned and fairly water resistant. The bags have a heavy material called ballistic nylon sewed on the inside, facing the shock and wheel, and have a layer of heavy leather over a double layer of Cordura on the bottom.

The heavy nylon protects the bag from chafing on moving parts, while the leather takes the heat from the pipes if indeed the bags ever touch. There's a built-in nylon rain cover that we managed to burn when we had it over the bag, but aside from that everything worked.

There's good capacity, several internal pockets and a slightly complicated but effective system of clipping the bags closed and to each other so they hang across the seat. We found the straps a bit long and taped them down for fear they'd foul the wheel. That worked fine except that it made access to the bags while they were on the bike a bit dicey.

The straps are all nylon webbing and the fasteners are the plastic Fastex buckles originally developed for mountain climbers and backpackers. They should be as durable as the Cordura. The entire assembly can be tossed in the washing machine when it gets dirty.

The bags worked fine for us during a week-long trip. They hold a lot of gear, keep it reasonably dry if you forget to pack your green plastic bags and don't get in the way unless you're the wrong size and end up sitting on a cross-strap. That bothers some more than others, but it's not a problem with everyone.

For about \$210, it's practical luggage for the touring rider who doesn't want fibreglass gear. Manufactured by Skookum-Pak Motorcycle Accessories Ltd., 8790 Cartier St., No. 102, Vancouver, B.C., V6P 4V2, (604) 266-5956.



Skookum-Pak saddlebags hold a lot, will have stiff plastic inserts in future.

Aerodynamics make a helmet quieter

Made in Switzerland, the Kiwi is the latest polycarbonate helmet to hit the Canadian market. It's fairly conventional in that it uses a moulded plastic shell and a type of brushed nylon to line the interior foam padding, but the shape is unusual.

The manufacturer says that the shape was designed in a wind tunnel to minimize fatigue caused by wind buffeting and noise. Another unique feature is the recessed visor that locks into three positions; ratcheted visors are no longer new, but the Kiwi system is a bit different from others on the market.

The shape of the helmet is unusually smooth, and the visor, recessed at the bottom, is extremely thin. It's thin enough that the non-recessed top sits much tighter to the helmet than do most others, which helps to smooth out the airflow. The chin piece actually tucks back in a bit, the back around the neck is sharply cut up and inside the chin piece there's a small, stiff piece of rubber that extends to the rear, closing the air space between the helmet and the user's jaw.



Kiwi's smooth shape is intended to reduce noise from air turbulence.

The Kiwi is comfortable to wear if you don't have a pointy nose or chin, although it's a bit tight to take on and off. The shell opening is smaller than usual, no doubt also for aerodynamic reasons. The chin strap turned out to be a nuisance; it's much longer than necessary and flaps around despite Velcro tabs and belt loops to retain the end. The Velcro snagged bandanas and jackets as often as the long strap for which it is intended. The sliding bar buckle worked well, although most of us find D-rings easier to use.

The helmet is quieter than most, no question about it. However, some riders found that the extremely rigid and brittle faceshield rattled, especially behind a fairing where there were cross drafts hitting the helmet. Riding without a windscreen, the problem seldom arose.

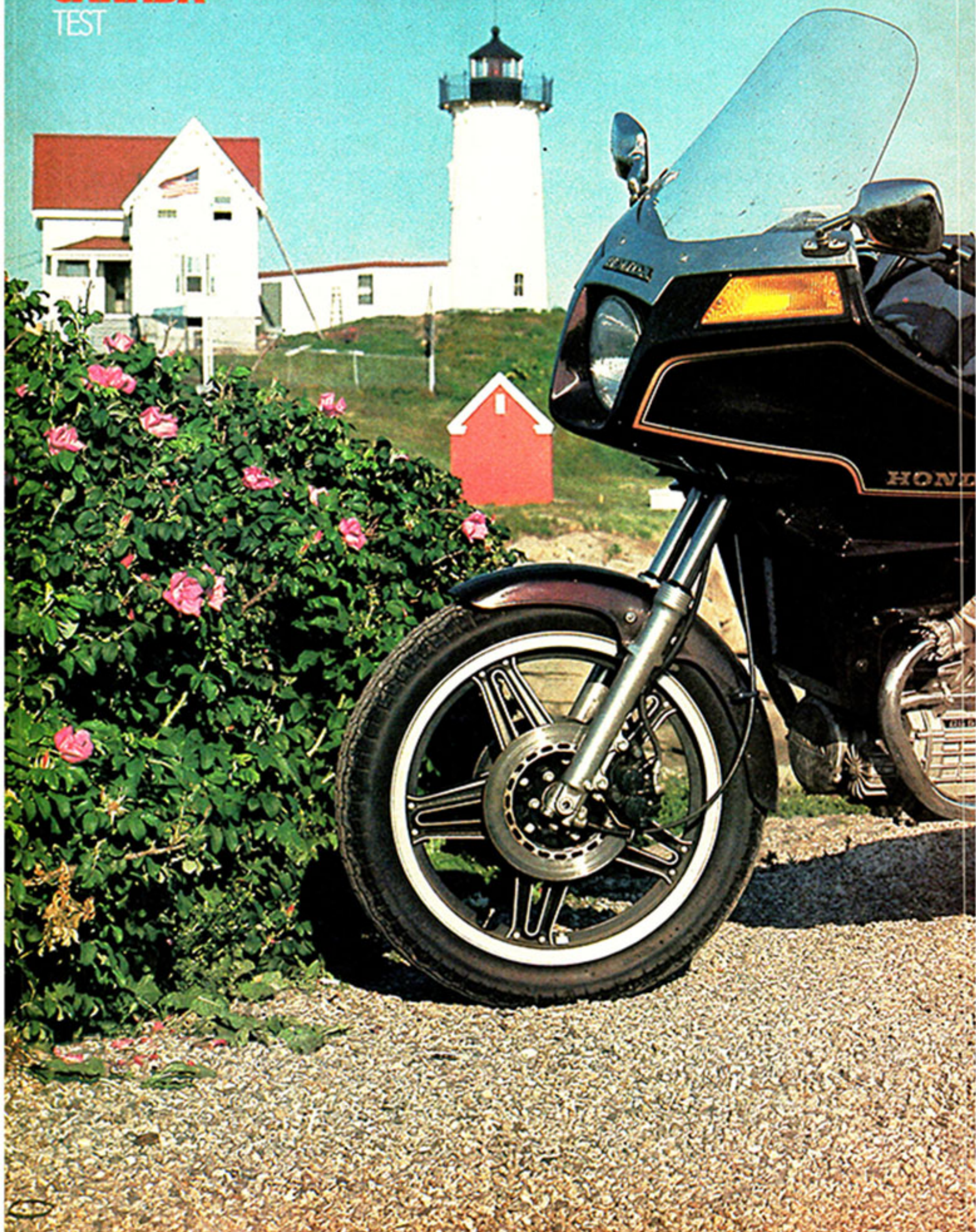
The visor works without problem. The locking system is a pin in the helmet shell that engages recesses in the visor—simple and effective. Opening it is a one-finger operation.

The helmet is light. At 1,330 grams it's among the lightest we've tried. That definitely adds to the comfort factor.

We'd recommend you try the Kiwi on before buying. Riders with big noses or extended jaws had interference problems; flatter-faced people had no trouble. The helmet fits tight; okay for some, bad for others. At \$99.95 suggested retail, it's right in the ballpark for a polycarbonate helmet. It has DOT and CSA safety approvals.

Distributed by Tonka Motorcycle Sales Ltd., Wholesale Division, 5771 #3 Road, Richmond, B.C., V6X 2C9, (604) 273-5196. □

**CYCLE
CANADA**
TEST



HONDA GL500 SILVER WING INTERSTATE

THE NEW WAVE IN TOURING

Honda's new GL500 answers the demands of the 1980s. Will King Midas smile on the offspring of the most popular tourer of all?



Elegance hits motorcycling. Witness Honda's new Silver Wing Interstate with its smooth shape, integrated design and assembly and impeccable finish. Elegant indeed. The Silver Wing isn't just for looking, though, visual pleasure though it is. The bike was designed as a lighter, more affordable and — perhaps — sportier alternative to the big Gold Wing that has won touring hearts since its introduction in 1975. Many of the same features are there: the liquid-cooled engine and shaft drive for touring convenience, the plush suspension that eats up road ripples and the Interstate touring system that packages and coddles the rider and passenger in the ultimate in touring comfort. In many ways the Silver Wing is Honda's most

GL500

advanced motorcycle, a fitting machine to woo the touring riders of the Eighties. The bike itself is unique. Starting with an 80-degree V-twin, Honda added liquid cooling to a 9,700 rpm pushrod engine using four valves per cylinder, stuck the transmission under the engine and added a drive shaft. The engine acts as a stressed member of the chassis.

Honda called the bike the CX500. People said it looked like a generator engine in a fat, heavy chassis, but they bought it in increasing numbers. For 1981 the chassis was refined by the addition of a variation on Honda's Pro-Link suspension, a single-shock device that on Honda's dirt racers has proved itself one of the best.

There is still a twin-shock version of the CX500, available only in custom cruiser guise. Two variants of the monoshock chassis are available, both known as GL500 Silver Wings. One comes naked, with a passenger seat and small top box luggage container, while the Interstate is delivered with Honda's custom-fitted fairing, saddlebags created specially for the bike, a passenger pillion seat and a large top box.

This modular, build-your-own approach to selling motorcycles is reminiscent of the automotive industry, where for years you've been able to buy a stripper model and option it up to your desired level of luxury. The Silver Wing is the nearest thing yet in the motorcycling world to that kind of selling: you can start with the bare Silver Wing, add the touring gear shown in the photos and go even further — a stereo and choice of gauges can all be fitted into the fairing before it leaves your dealer's showroom, and there's a smaller, slimmer top box.

The Silver Wing is bulky for a 500. At 230 kg for our test bike with saddlebags, pillion seat and fairing the Interstate is heavier than some new 750s. It's not hard to manage at low speed, thanks to the low seat height and fairly low centre of gravity — the engine and related components have been lowered 30 mm this year compared to last year's CX500 — but you're



Ground clearance is ample, but only in smooth turns is the Silver Wing hoppy.

always conscious of the weight. Pushing or pulling the bike in a parking lot makes it even more obvious that despite the 500 cc displacement the Silver Wing is a big motorcycle.

The open road is the Silver Wing's intended home, so we tested it there. We sent two staffers with the Honda and another 500 cc V-twin — the Moto Guzzi tested elsewhere in this issue — on a week-long trip. Often it takes a few days on a bike to find faults and virtues that aren't obvious at first glance or while riding on short hops around town. This proved to be the case with the Honda.

Before leaving, the top box/rider back rest was replaced with the pillion saddle. The box is large; at 28.5 litres capacity it will easily hold a full-face helmet. It's rated at nine kg maximum load. It has a small hatch at the top for loading small items, and the entire top half of the box pivots for loading larger ones.

It's useful around town, but we think that on a trip a soft bag bungied onto the seat provides more flexibility. You can often stuff one more thing into a soft bag that just won't fit in a rigid container. By using the pillion saddle we could use a soft bag, and we also decided to run two days with a passenger. With the box fitted, the Honda is a one-person vehicle.

The box is convenient and puts luggage weight forward, where you want it. It

attaches by means of two spring-loaded clips that are retained by the same latches that hold the back of the saddlebags. It's an easy system to use. Removing the box and inserting the saddle takes only a minute.

The box has a padded rest that long-armed riders may be able to use as a backrest, but most people found it was too far back to be of much use.

The first day out on the trip involved about six hours over a combination of smooth four-lane and two-lane back roads. Sitting behind the windscreen, lulled by the smooth ride, it's easy to convince yourself you're in a Buick Electra. The ride can best be described as American luxo-sedan mush, and unfortunately getting onto the two-laners showed that the sensation extended to the handling.

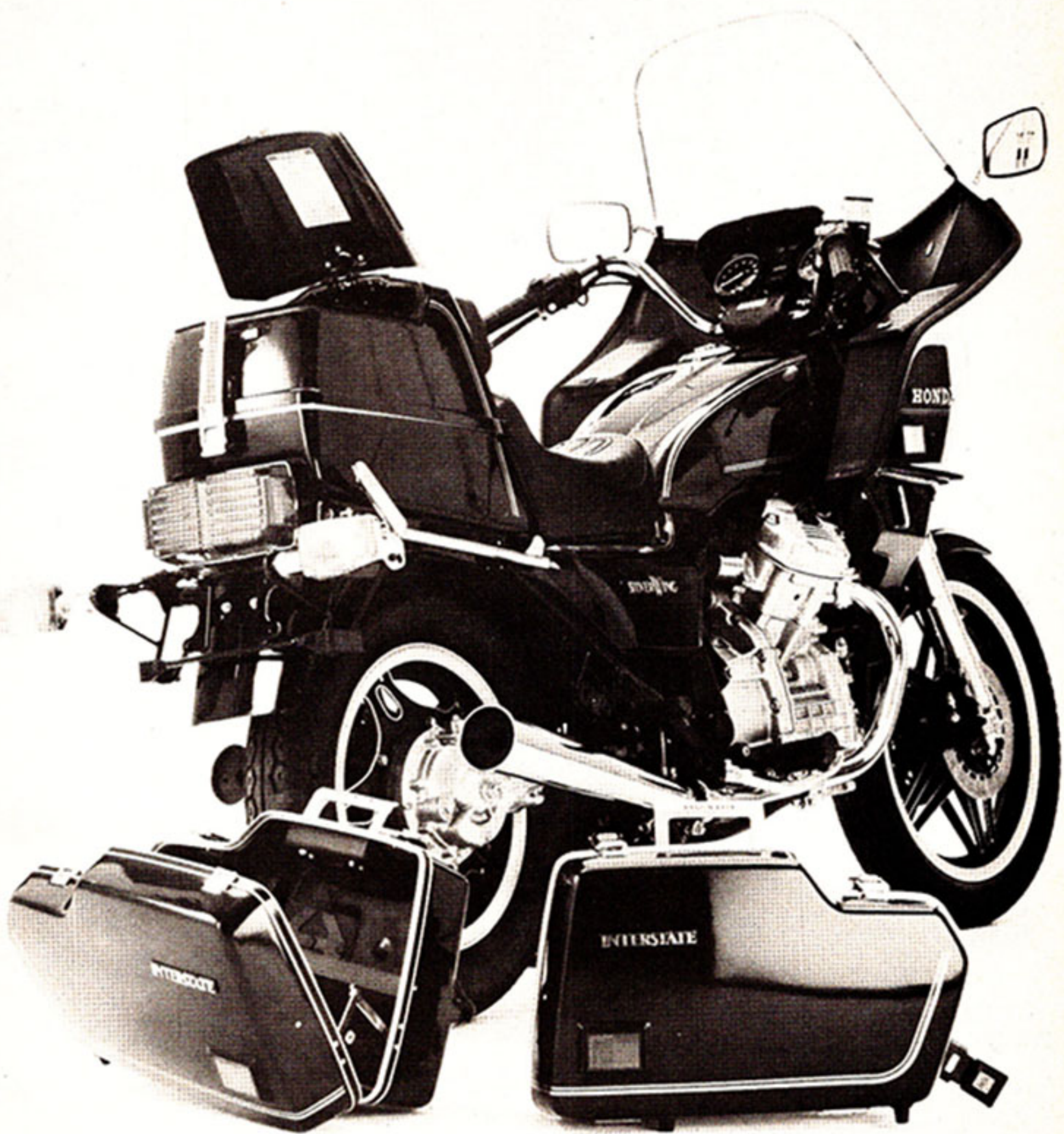
Suspension is air-assisted at both ends. The front fork has the usual springs and oil damping with 11 to 17 psi assist allowable. The rear Pro-Link shock uses air springing that can vary from zero to 70 psi. We started with 17 up front and 40 in the rear, and found that the ultra-smooth ride is delivered at the penalty of allowing the bike to roam around too easily on its suspension.

Handling is not bad in smooth constant-radius corners, but hit a bump and the chassis starts to move up and down. There is little damping at either end, with the result that the Silver Wing starts to resemble a silver rocking horse whenever you hit the brakes hard or encounter a bump in a corner. The up and down motion of the mass of the bike loads and unloads the tires, making traction uncertain if you're going fast.

Braking while leaned over is also a no-no. Fork tube diameter is 35 mm, two more than the CX's, but the tubes feel as though they want to twist if the brakes are used when the bike is anything but straight up and down.

Mixed feelings at the end of day one led to the riding team semi-affectionately christening the bike The Piglet, in honor

Luggage locks closed and locks onto the bike. Ignition key opens all locks. Box and passenger seat interchange.



GL500

of its comfortable, mushy ride and uncertain cornering behavior. No question, between the Guzzi and the Honda the Silver Wing was the choice when the rider was tired or when the road was less than demanding.

The seat is soft and seems like luxury itself when you first use it. After a couple of hours, however, you find it's too soft. The foam collapses considerably, and the rider is pinned by that and by the slight bucket shape into one position. Not being able to shift around hurts after a while. Adding to the problem are footpegs that are a bit too far forward for shorter riders, and a bar that comes too far back and is too low for most. It adds up to a slightly-leaned-back position that concentrates weight on the base of the spine.

Taller riders don't complain.

The second day out we added more air to the suspension before heading into the New Hampshire mountains. We pumped the front up to 25 psi — well over the recommended maximum but short of the danger level — and the rear to 60, and found the bike considerably happier on rough or tight roads.

Adding air does nothing for the lack of damping, which is the primary problem, but it does slow and stiffen suspension movement as more travel is used up. This has the effect of limiting the amount of bounce the bike generates, without compromising the soft action of the initial suspension movement. Both riders found the bike much better this way, although one wanted to add a bit more air at the rear and the other thought that dropping to about 50 psi would be better. It was left at 60 in the interest of compromise.

Adding to the ride comfort is one of the best fairings available. The Interstate shield doesn't have much luggage space but splits the air as well as any other unit we've tried. There's some live air around the shoulders and outside of the arms, but for protection and relief from wind noise it's as good as any.

Unfortunately, the excellent wind noise reduction allows you to hear the howl from the engine. At 100 km/h the V-twin is spinning at more than 5,500 rpm; at 125 about 7,000. It makes a lot of noise, and furthermore is starting to buzz by that rpm level. There's a tingle that puts the throttle hand to sleep after two hours or so, and some shaking can be felt in the pegs.

We can't imagine any reason in the world for a motor ostensibly designed for touring to spin so fast. There's little power below 6,000 or so, but the riders constantly found themselves even in town shifting up to the highest gear the engine would tolerate in order to reduce the noise. The objectionable sounds come from the intake, which has a rather nasal honk to it, and from the busy clattering of



Interstate fairing is one of the best, but the windscreen is too high for most riders.



Even without the 28.5 litre top box, bags have the space for a weekend trip for two.

the high-revving engine.

On the plus side, at 100 km/h the engine is starting into its powerband, so you find that highway riding calls for a minimum number of downshifts unless, for example, you wish to pass in a short distance. We'd feel better about the engine if it was retuned to deliver some low end and mid-range power and the transmission regeared accordingly. Engines that spin 9,700 rpm and need to turn nearly that fast to make their power just aren't ideal for touring, in our opinion.

The fourth day of the test found the

bikes on some fast, twisting mountain roads. The good points of the brakes showed up here. Despite the odd sensations they create when used while the bike is leaned over, the front discs are extremely strong, with a good progressive feel at the lever as more brake is applied. The calipers are the same dual-piston units fitted to larger Hondas, and they work just as well.

We noticed a lot of squealing at low speeds, but when the brakes warmed up the noise went away. A short, sharp jab at the brakes would quiet them down for a while, but around town we found the noise a constant aggravation.

The Honda's size showed itself in the fast, twisty sections. One rider complained after a run of about an hour that his back was sore from the effort of hauling the Honda back and forth. Part of that is the fault of the handlebar. An upright seating position is correct behind a fairing, but this bar goes a bit too far and reduces leverage.

Running along a straight road the next day showed one problem with the excellent fairing. It was sunny and hot, and the still air pocket got uncomfortably warm. There are vents in the fairing body near the front of the gas tank, one to each side, that look much like those in cars. Louvres open and close the vents and also direct the air where you want it.

Air is picked up from above the front fender and passes through a screen that filters out stones and June bugs before getting to the louvres. Unfortunately it seems to get lost after that, and there is little detectable air movement whether the vents are open or closed.

What you can feel is the hot air from the radiator. It doesn't get unpleasantly hot by itself, but it's certainly warm and contributes to a further temperature rise on warm days. On the other hand, if it's cold and damp the warmth is welcome.

The vents would be more useful if they were placed higher, but it's not possible because of the adjustable windshield. The screen can be moved up or down about six cm by slackening the screws holding it to the fairing body. Most riders found even the lowest position too tall, so that they had to look through the screen rather than over it. That's annoying enough on a good day when you don't want to see the world through a layer of plexiglass; on a rainy day, at night or even worse on a rainy night, it's downright dangerous, as water droplets interfere with vision.

A couple of centimetres less height would allow most riders to look over the top. There isn't any more helmet buffeting and it makes riding in adverse conditions much safer. Owners can of course trim their own shield to fit, but we think the windscreen is simply too tall as it comes, which removes some of the advantage of having the adjustability built in.

In Maine we discovered that the Honda likes to follow tracks in the road. Cracks

in the pavement or metal mesh bridges seem to grab the front tire and try to hang onto it. It makes for a bit of front end shake from time to time, but the GL never felt it was going to get out of control. It's merely something to be ready for and to get used to.

The sixth day of the trip found the riders appreciating the light control effort of the Honda more and more. The clutch is a one-finger operation and throttle spring pressure seems equally light. There's good feel in both controls; it's just that little muscle is required. The turn signal switch is large and easy to use, with a lane change feature that starts the signal before the detent is engaged and releases it when pressure is off. It's like having automatic and manual signals on the same switch.

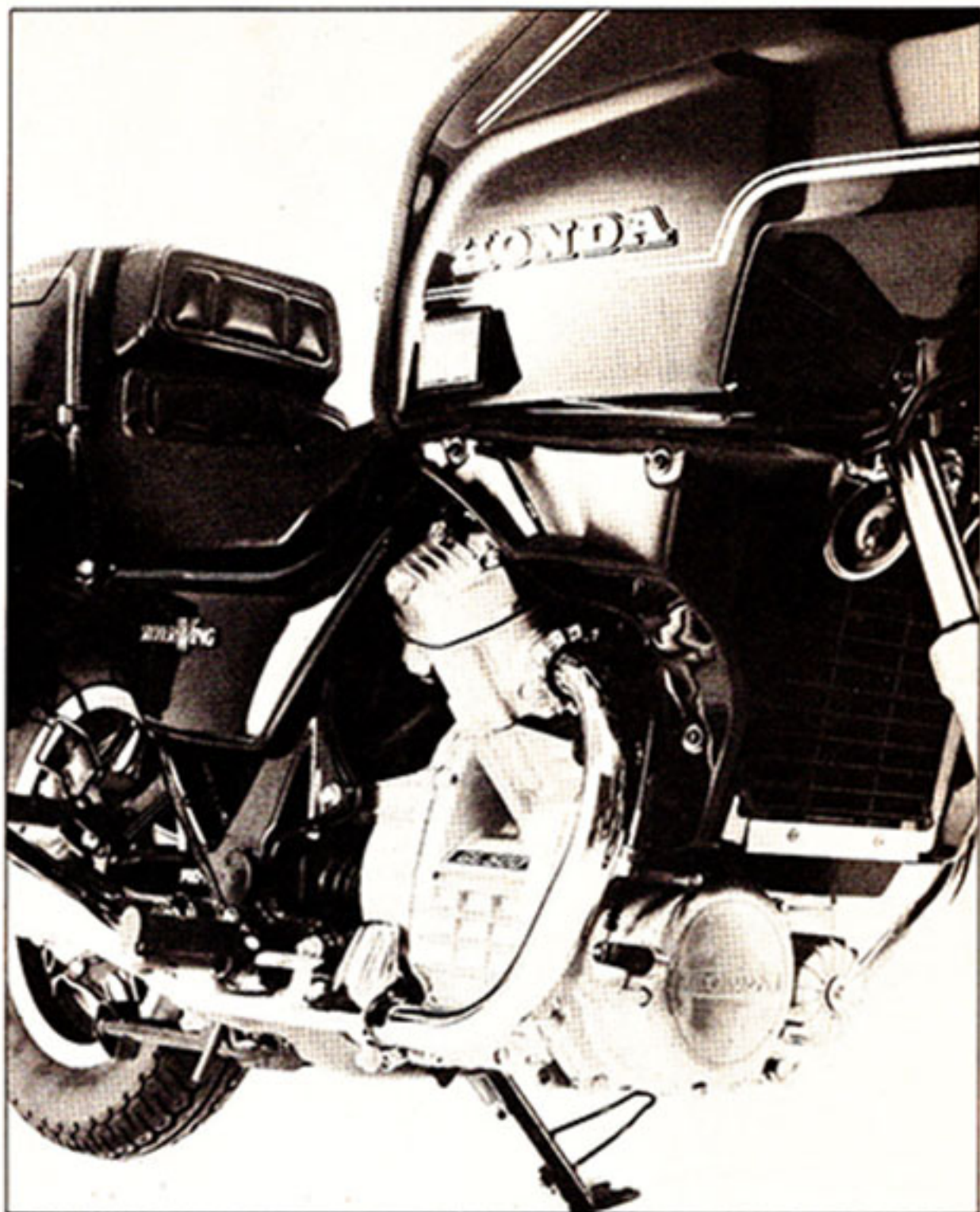
The instruments are readable and well-lit. Some riders were surprised that there was no fuel gauge, but with a range of more than 360 km and a 50-km reserve it's not likely many people will be going non-stop long enough to run out of fuel. The lighting on the warning lights is a little too bright; the neutral light and flashers can be annoying late at night. The instruments themselves are excellent, with green kilometre and red mile scales almost glowing on the speedometer.

The other lighting on the bike is equally impressive. The headlight is a 60/55 watt quartz-halogen unit that throws a brilliant, long-reaching beam. It is adjustable for angle from the riding position by means of a knob in the fairing behind the instrument cluster. The taillight is large and extremely bright, unmistakable from the rear.

Up front again, the signal lights built into the smooth corners of the fairing do double duty as large orange running lights. The signals both front and rear are easily visible even in the brightest sunshine.

Seven days into the trip, the riders had discovered what the Honda liked best in two-lane roads. Gently curving along the coast and through small towns, Rte 1 in Maine encourages 90 km/h riding, as you sit back enjoying the scenery. Rolling through little towns in fourth gear and leaning into predictable corners, the Honda is a treat as it babies its rider through the countryside.

Only the too-soft seat and pullback bar interfere as after a couple of hours the rider starts squirming. At a rest stop, an interested CX500 owner came up to talk about trading up to the Interstate version. He ended up loving it, but was worried about the price. He figured he could get a new CX and equip it with a good aftermarket set of saddlebags and a fairing for much less than the cost of the Interstate. True enough, but he'd miss out on the perfect fit, color match and attention to detail the factory version has. How much that's worth is a decision each buyer will have to make for himself.



Transmission sits under the longitudinal crankshaft. Access to oil filter at bottom right is good. Engine revs too high for touring comfort, spinning 5,500 rpm at 100 km/h.

The test took a two-day break for the racing at the Loudon AMA national race. The soft bag and all the dirty clothes were sent home in a friend's car — now that's luxury touring — and a passenger was picked up for the two-day ride home. One saddlebag was allowed per person and a tank bag held rain gear and extra gloves.

The bags are surprisingly roomy. They don't look large when they're on the bike, but in fact hold 24.5 litres of whatever you can stuff in. In this case, that meant three changes of clothes and some extra shoes in each bag, plus miscellany such as shaving kits, an electric curling iron (!), souvenirs from hither and yon, tour books and maps.

The cases are convenient to use. They're side-loading when on the bike, and detach quickly. You need the key to open the rear spring-loaded latch — it uses the ignition key, as do all locks on the bike and luggage — and the front detaches with a pushbutton clip that looks for all the world as though it came off a Honda Accord seat belt. It's a matter of 10 seconds to install or remove them. There's a decent overlap with a groove and rubber sealing strip to

keep out water. It works pretty well, but the wise tourer will still use tried and true plastic bags to keep his clothes dry.

Packing is made easier because the bags will lie flat when opened off the bike and have elastic straps to hold things in place. A detachable interior hinged metal arm prevents the bags from opening more than 90 degrees when mounted on the bike.

Riding two-up in the mountains was a surprise. Other than needing downshifts more often to pass, the Silver Wing was practically unaffected by the extra weight of the pillion rider. Because the seats for rider and passenger are separate, there's no crowding together. For the rider, having the passenger aboard made no difference to comfort. For the passenger, the roomy seat, well-located footpegs and leatherette-covered grab rail [shades of the Buick's landau roof?] made The Piglet as comfortable a ride as any other bike she'd ridden pillion on.

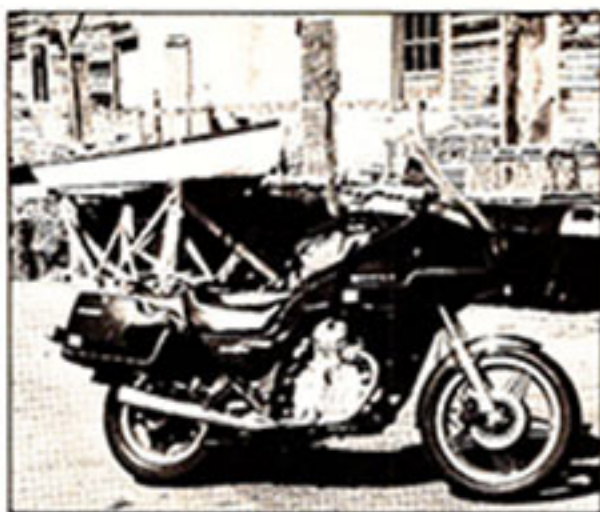
Rain hit the second-last day out, coming across the Kancamagus Pass in New Hampshire's White Mountains. It came

GL500

down hard for several hours with heavy winds blowing a storm front through, and the Silver Wing handled it admirably. The one extremely sore point was the too-tall windshield, which rendered visibility treacherous at times.

The Bridgestone Mag Mopus tires stuck well at moderate speeds in damp and wet conditions and handled braking without distress. Where the bike was exceptional was in its resistance to the vicious sidewinds and heavy gusts that accompanied the storm.

Not only did the tires maintain traction, but behind the fairing the rider was



hardly aware of the wind. It didn't push the bike off its line and didn't disturb the bubble of still air behind the screen. Meanwhile, the passenger was literally

hanging on for fear of being blown off the bike. The Silver Wing gets an A-plus for stability.

Fuel consumption was excellent during the entire trip. Including the heavy winds, packing double, fast mountain riding and all, the bike delivered an impressive 20.9 km/L, or 59 mpg. That was slightly better than even the Guzzi got, with its milder engine, longer gearing and 42 kg less weight.

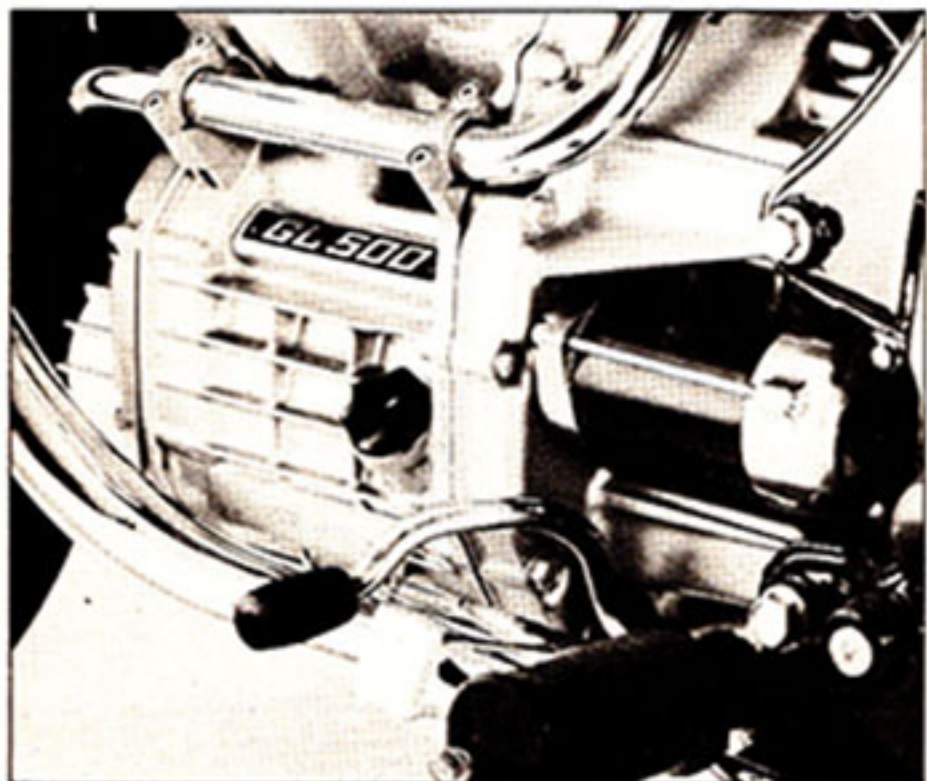
Longevity is something that's hard to predict, but CX500s have had a pretty good record since first-year cam chain tensioner problems were sorted out. Working on some aspects of the bike is easy — the oil filter and the drain plug are easy to get to, the air filter is quickly



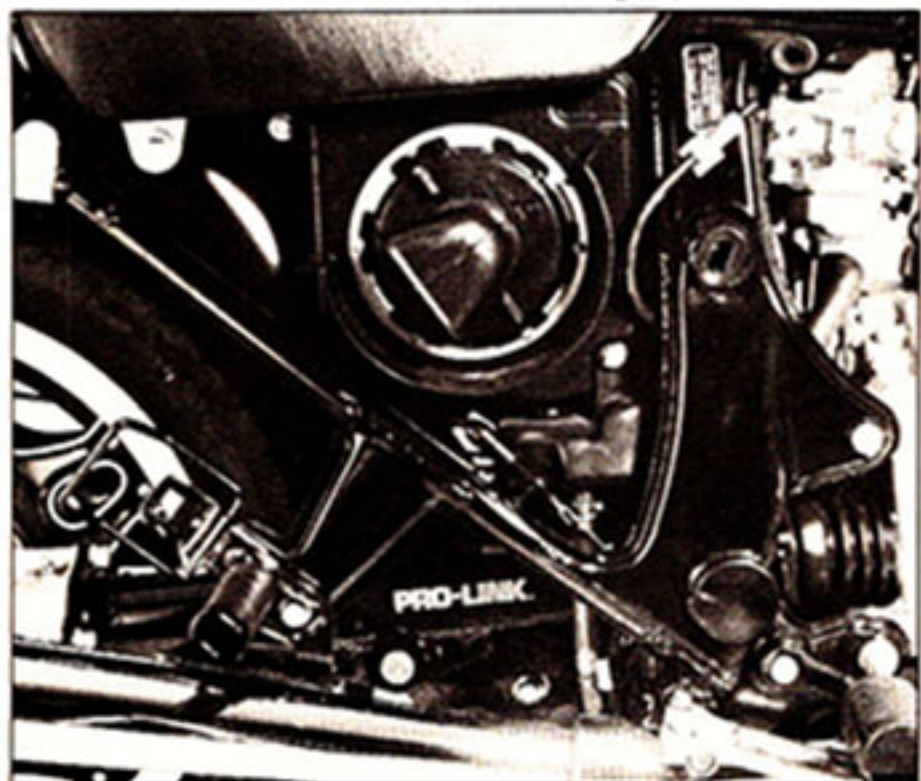
An elegant, graceful package, the Silver Wing has a fit and finish second to no other bike. Paint and trim are flawless, and everything fits and works just the way it should.



Instruments are models of clarity and readability. Seat is too soft for a long day.



Coolant lines are routed neatly across engine cases. Oil dipstick and filler hole are easy to get to. Shifter works a smooth gearbox.



Flexible air filter tube for rear shock adjustment is visible near carburetor. Circular drum is the easily accessible air cleaner.

accessible, all the electrics are behind the side panels and the fuse box is up front near the ignition key and choke.

On the other hand, the battery and shock absorber are well and truly buried, and changing the front fork oil would be a nightmare. If something major happened, servicing the engine is likely to be time-consuming and expensive. For minimal routine maintenance, however, the bike is about average.

As a first crack at the middleweight touring market, the Silver Wing isn't bad. We aren't impressed with the attempt to create a solo bike, modular interchangeability or not, since even two-up the Silver Wing is roomy and comfortable. There are a number of things we'd like to see that



would enhance the Wing's appeal: a concentrated weight reduction course; better damping control, or adjustability so the rider could choose what he liked; an

engine more amenable to slogging out distance at low revs and with good torque and a gearbox to match it; a lower wind-screen on the fairing; a better saddle and a slightly revised seating position.

You'd just about have it, then. As it is, the Silver Wing Interstate looks good and has an unsurpassed collection of accessories that don't look like accessories but like part of the bike. It also has perhaps the smoothest ride in motorcycling and sufficient performance to cope with most road and traffic conditions.

Take that base, stir in the improvements, and the Wing will be one excellent little touring bike. As it is, for the price of \$4,699 we think it's in the close-but-no-cigar category. □

SPECIFICATIONS

Honda GL500

Silver Wing Interstate

MODEL . . . 1981 Honda GL500 Silver Wing Interstate
TEST DISTANCE 4,235 km
PRICE \$4,699

ENGINE

TYPE Four -stroke 80-degree V-twin, four valves per cylinder, actuated by pushrods
DISPLACEMENT 497 cc
BORE AND STROKE 78 x 52 mm
COMPRESSION RATIO 10:1
HORSEPOWER N.A.
TORQUE N.A.
CARBURETION Two Keihin CV 34 mm with accelerator pump
STARTER Electric only
OIL CAPACITY 2.5 litres, wet sump

ELECTRICAL

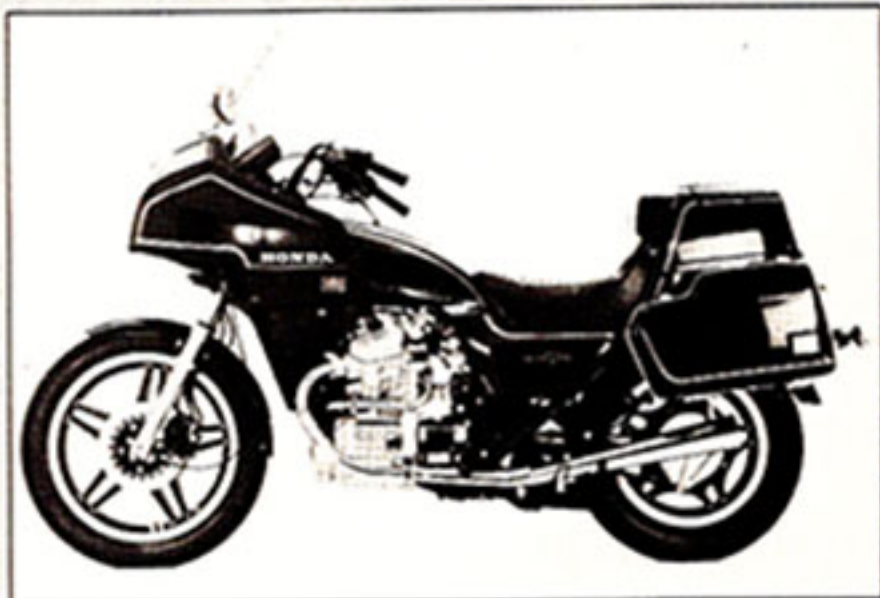
IGNITION TYPE Transistorized breakerless
GENERATOR CAPACITY 252 watts at 5,000 rpm
BATTERY CAPACITY 12 volts, 14 amp-hours
HEADLIGHT 60/55 watts

TRANSMISSION

TYPE Five-speed constant-mesh, wet clutch
PRIMARY DRIVE Gear, 2.242:1
INTERNAL RATIOS (1) 2.733, (2) 1.850,
(3) 1.416, (4) 1.148, (5) 0.931
FINAL DRIVE Shaft, 3.091:1

CALCULATED DATA

WEIGHT/POWER RATIO N.A.



SPECIFIC OUTPUT N.A.
PISTON SPEED AT REDLINE 16.8 m/sec
at 9,700 rpm

RPM AT 100 KM/H 5,537
MAXIMUM SPEEDS IN GEARS . . (1) 59.6, (2) 88.1,
(3) 115.1, (4) 141.9, (5) 175.1 km/h

FUEL

CAPACITY 17.6 litres total
RESERVE CAPACITY 2.5 litres
CONSUMPTION 20.9 km/L (4.78 L/100 km)
RANGE Total 368 km, reserve 52 km

CHASSIS

WHEELBASE 1,495 mm
RAKE/TRAIL 28 degrees/117 mm
SUSPENSION Telescopic front fork with air assist, 35 mm fork tubes and 150mm travel;

rear swingarm with single air-assisted Pro-Link spring/damper and 120mm travel

BRAKES Double front discs 245 mm diameter, single leading shoe rear drum

TIRES Bridgestone Mag Mopus tubeless, 3.50S19 L303 front and 130/90-16S714 rear

DRY WEIGHT 230 kg

LOAD CAPACITY 211 kg

HANDLEBAR WIDTH 730 mm

SEAT HEIGHT 740 mm (with 61 kg rider)

GROUND CLEARANCE 160 mm (with 61 kg rider)

Distributed by Honda Canada Inc., 715 Milner Ave., Scarborough, Ont., M1B 2K8,
(416) 284-8110.

TRIUMPH NAME SAYS IT ALL

More than just a British motorcycle, Triumph is a name which has become almost a legend.



Triumph. There is something special about a motorcycle named after an idea rather than some long-dead person, place or thing. Particularly when the idea is a lofty one. Triumph. Perhaps only Matchless comes close.

At least among the holy names of motorcycling, Triumph still remains. It's still possible, even in this day of kinetic consumerbikes, to track down and buy your very own brand-new, factory-fresh Triumph Bonneville. You can't say that for Matchless, Norton or Indian.

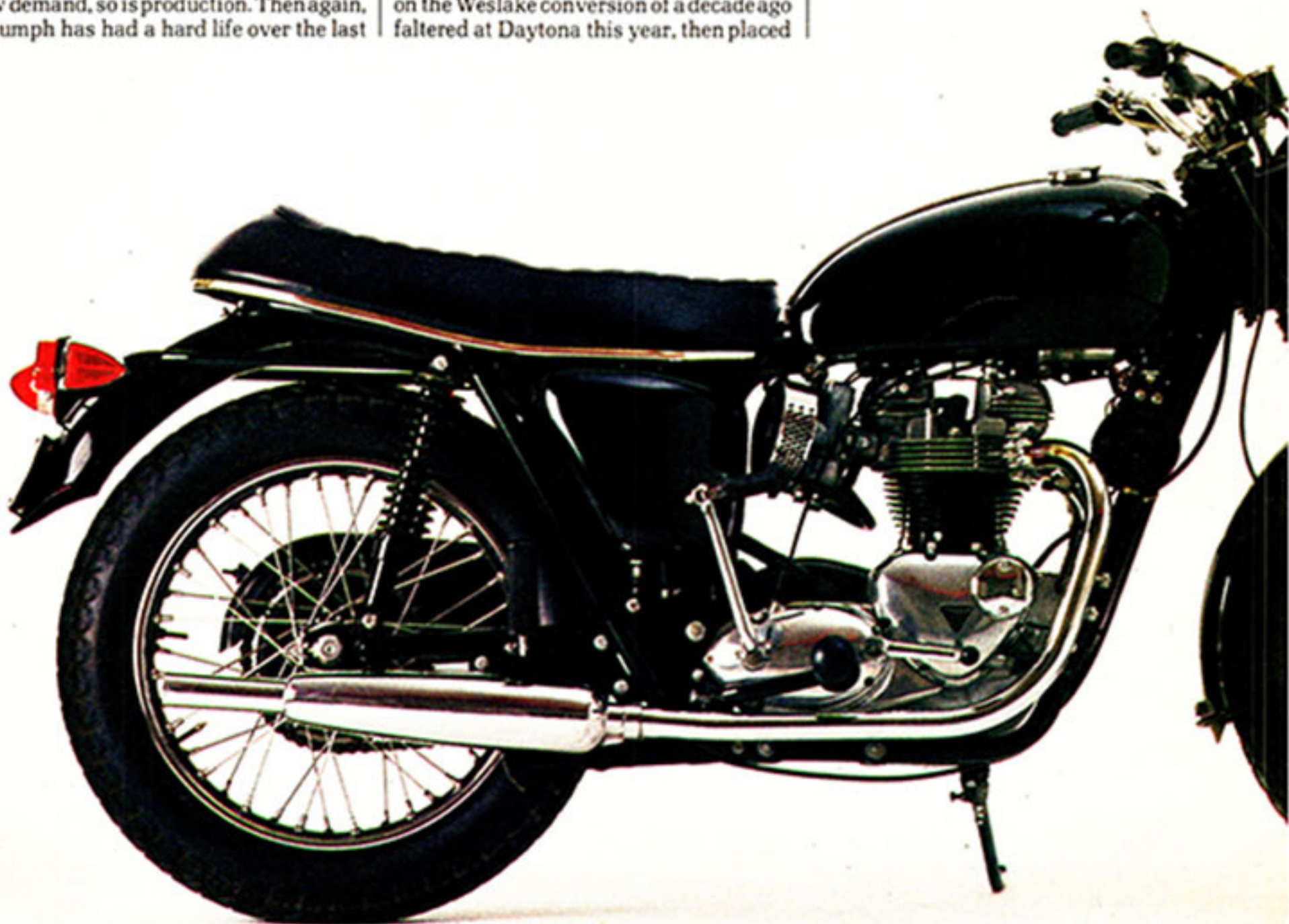
But it might not be easy. In response to low demand, so is production. Then again, Triumph has had a hard life over the last

decade or so. First it was forced into unholy matrimony with BSA, then merged with Norton. Finally, after an extended and unpleasant labor dispute, Triumph emerged as a co-operative company of workers determined to keep the name, the traditional Bonnie and their jobs alive. Her Majesty's government watched over it with great care and an open wallet.

Other British brands collapsed into limbo, but Triumph continues. The twin-cylinder Bonneville, now a 750, finds a ready market at home in the U.K. and with police in the Middle East. Innovations are being tested — an eight-valve head based on the Weslake conversion of a decade ago faltered at Daytona this year, then placed

second in its class at Talledega; electric starting now is available; and an anti-vibration engine mount is being developed.

Triumph was never a purist's bike, although today's limited availability is giving it the air of exclusivity that purists appreciate. In Triumph's heyday, the mid-1960s, the many examples of the brand were as likely to be chopped as standard. At that time, Norton had the name for perfection in handling. Today, Ducati has the name, challenged by several fast-improving Japanese marques. Yet handling is always cited by Triumph fans. So is the mystique, the legend, the history extending back nearly 100 years.



The clean 1970 Bonneville of Peter Kuzyk exemplifies Triumph's classic lines.

While the Triumph name has graced the tanks of single-cylinder 200 cc Cubs and 250 cc Trophies, and three-cylinder 750 cc Tridents, it is the classic twin which most exemplifies the marque. As a 500 cc Daytona, Tiger, Trophy, Jack Pine, Speed Twin or Adventurer, a 650 cc Tiger, Trophy or Bonneville, or a 750 cc Tiger or Bonneville, it has the look, the sound and the feel which make one of the boldest statements of "motorcycle" ever rendered.

And that is doubtless why the Triumph name, founded in 1885, survives today. The lessons of the past are incorporated into developments of the present. The future, while never assured, holds promise. May the name continue.

THE OWNERS SPEAK OUT

We asked Triumph owners to tell us what they find appealing and infuriating about their bikes. They responded with wide-ranging comments about handling, vibration, looks, Lucas, oil leaks and part supplies. Most also mentioned quality, history, personality or other intangibles best included under the topic of mystique.

In keeping with the far greater popularity of Triumph twins, these bikes formed the basis of reader comment.

Let them tell you what is special about a Triumph.

Mystique and personality make it a bike to love

I get this feeling from most every British motorbike I've ever sat on. I think that the people who make these motorcycles are more involved mentally and physically with every aspect of the machine's construction, and they seem to be able to work some of their own character into their bikes.

W. Draper, 2 Tiger 650s

For some, motorcycling is, and should be, basic. One person, one machine, the open road. Eliminate the unnecessary. You start it — not an electric motor. You monitor it, not an electronic dashboard. No gimmicks, no snake's nest of pipes and plumbing.

R. Wallace, London Ont., 1973 Tiger 650

It has personality; the kind of bike you can get to know and love.

Raymond Normandeau, Winnipeg
1976 Bonneville 750

A person who rides a Triumph does so because it is a "gut feeling". I'm not a speed freak and a bike that can do the quarter-mile in 12 seconds does not turn me on. I like riding but I also like to see what's

around me at the same time.

Darwin Foster, Regina, 1974 Bonneville

Why do I ride a Triumph? I think a good part of the reason is the character of the bike. It's a character that's been building for many years, long before the Hondells told us that "first gear is all right".

R. Harris, Oakville, Ont.
1968 Daytona 500

Another great thing about Triumphs is the owners. Most motorcycle owners are friendly and always willing to help out. Triumph owners are that and more. Most are a wealth of valuable knowledge.

Paul Rostic, Hamilton, 1977 Tiger 750

Although I never owned a motorcycle during my teen-age years (due to opposition from my parents) I nevertheless managed to ride them quite a lot, either through friends or working for motorcycle dealers in the summers. Of the bikes I rode, which included Norton, AJS, Husqvarna, Puch and many others, the Triumph was my favorite because of its superb handling and excellent acceleration.

As one can conclude, the reason why I, at the age of 46, bought a Triumph represents the fulfilment of a boyhood ambition.

Bengt Sormon, Toronto
1971-73 Bonneville 650

Triumphs also give good value for money spent

It gets 60 mpg.

Raymond Normandeau

It has a very wide power band, will pull from low revs like you wouldn't believe, is easy to start once you have taken the trouble to learn how, and delivers over 55 mpg.

Paul Rostic

A Triumph can be a very efficient and economical friend as well as a good means of transportation. And where else can you buy a hand-made motorcycle for the same price?

W. Draper

On a relative scale, they still give great performance value. Can't handle Laverda or Ducati payments? Well, a good used Turnip can give you a taste of good handling performance.

R. Wallace

I average 60-70 mpg. How many genuine 100 mph bikes beat this today?

R. Wallace

I had my eyes on Harleys but the prices were a little out of my line at the time.

Darwin Foster

My husband and I rode our Tiger 650 on



TRIUMPH

a 6,500 mile tour through the U.S. in 1978. We also did a trip in the summer of 1976 from Ottawa to Newfoundland and back. During both trips she performed beautifully. With two up and fully loaded she averaged about 75 mpg, with a maximum of 80 mpg obtained when riding across Iowa.

We paid \$500 for our bike in 1975 and have probably put in another \$600 in parts. Not much really when you consider we've put on about 40,000 enjoyable miles in that six years.

Lois Butler, Vancouver, 1970 Tiger 650

Lightness and simplicity are eternal virtues

With all the new, complicated machinery on the road today, the simplicity and good looks of the Triumphs make good sense to me.

Henry Telpuk

Today's bikes are far too heavy, too powerful and the sound they produce (what I refer to as a mosquito attack) is disgusting for bikes. Triumphs (and Nortons) have a beautiful, low-pitched rumbling sound such as should come from a motorbike.

Lois Butler

My Daytona attracts attention no matter where I park it, even beside a collection of Japanese bikes.

R. Harris

The paint, chrome and welds are all first-rate, not to mention the hand-painted striping.

J. Thibeault

I find the Triumph to be one of the best-looking big bikes around. No unnecessary flashy chrome, no cylinders sticking out the sides for the world's shins to bang on. Just a clean line and a narrow package.

The engine itself is of simple design — no tricky chain-driven overhead cams, no fancy electric starter, just a basic pushrod engine that must be brought to life by tickling the Amal carbs and while holding the throttle just so, kicking down on the kickstarter with all one's might. It is a pleasurable and rewarding experience just to get the bike started.

Rick Guinan

I bought a Triumph Bonneville 750 new in 1976. I had owned a Japanese multi prior to this but I was attracted to the Triumph's simplicity, light weight and classic styling. I've toured with it (with a full fairing), and I even tried chopping it

I've heard the saying that Triumphs leak oil out of everything but the headlight.

but I've since returned it to its original condition because that's the way I like it best.

Raymond Normandeau

A basic design, so sophisticated tools are unnecessary, and all is rider-serviceable. The apparently primitive features respond well to owner maintenance.

R. Wallace

Twins take far fewer parts to rebuild than fours and most repairs can be done by the owner.

Paul Rostic

Performance is still no laughing matter

You guys, I hear you laughing out there. But performance is a good point. I still feel a good Triumph can give a respectable account of itself on all but the straightest of highways. Ask Jon Minnono for his opinion.

R. Wallace

The engine torque and the wide, tractable powerband combined with the light weight (less than 400 lb) makes them a pleasure.

I'm presently building my Bonnie motor for more performance and a better power to weight ratio. Some of the modifications include a Routt 825 cc big-bore kit, Mega Cycle cams (mild grind), 34 mm Mikuni carbs, ported head, valve spring kit, alloy pushrods, valve collars, etc., and a primary belt drive (Jammer Cycle makes them for Triumphs). The bike should be a good performer when I'm finished (I hope).

Henry Telpuk

The engine generates a sufficient amount of power to produce a good speed riding either one-up or two-up. By slightly modifying my 1970, I was able to lift the front end in all four gears by simply cranking on the throttle.

Rick Guinan

The Triumph twin of the late '70s up to the present is the equal of most new Japanese bikes. It is the size and weight of most 400 cc bikes, has very good handling (with decent tires) and good brakes.

Paul Rostic

Triumph handling lives up to all that's claimed

The bike has a good frame geometry. When you lay it over in a curve you are confident the bike will carry you through in the best of fashion. I remember riding various Hondas where the head angle was

so minimal I felt as if I was constantly going over the handlebars. The Triumph's handling is neither twitchy nor slow, but a balance of both that can be quite comforting on a winding road.

Rick Guinan, Brampton, Ont.
1969 Bonneville 650

In my opinion there isn't a nicer handling bike on the road. We can rely on our Triumph to manoeuvre out of a tight situation without dumping and when doing a short putt around the countryside those winding corners can be truly enjoyed on a Triumph.

Lois Butler

There are plenty of new 500s that can walk away from mine on a straight flat road, but going through the twisties there are few that can keep up. The handling is superb.

R. Harris

The suspension is stiff, but it does work well in high-speed cornering.

J. Thibeault, Fort Saskatchewan, Alta.
1977 Bonneville 750

After I easily passed a Kawasaki Z-1 900 in a tight corner one afternoon the rider said to me: "Handles pretty good for an old bike..." My green and white Tiger was newer than his bike!

Paul Rostic

The Triumph handling? Everything they say it is. With the addition of K81s to replace the K70 tires, the handling is improved even more.

Henry Telpuk, Thunder Bay, Ont.
1976 Bonneville 750, 1968 Trophy 650

Maintenance a matter of owner's time versus money

It is true that Triumphs require more maintenance than today's modern machines, but Triumphs are simply designed and are easy to work on. That simplicity makes all the difference when it comes to working on the engine. My husband has to do regular (and sometimes extensive) repairs on our bike. However, he really enjoys fiddling with her.

Lois Butler

The first year was sort of a bitch because since I was new to the scooter I had to learn how to tinker. Believe me, I did a lot of swearing, cursing and crying. But I figured I was green and this was an adjustment period for me.

Triumph riders take pride in keeping their carbs tuned, things adjusted at regular intervals. If you can put up with rou-

tine maintenance, then a Triumph is a dependable machine.

Darwin Foster

It's not the kind of bike I'd choose to go across the country. Not because of lack of comfort or because I don't think it would make it, but simply because of the lack of good Triumph mechanics. On a long trip it's just too risky. (Hey buddy, you know your gear shift is on the wrong side?)

R. Harris

The techno-bikes need little or no rider maintenance but a sizeable maintenance budget. Triumphs demand little money for upkeep but near-total time and attention. I find lately that I have more time to spend than money.

R. Wallace

Finding parts easy if you know where to look

Obtaining parts for my bikes is no real problem unless I'm looking for special high-performance parts. Then it is just a matter of waiting for the postman. There are many parts available from friends in town and if they can't help me out, I can refer to various catalogues that I have collected.

Henry Telpuk

I've never had any problems with parts because I've never had to do any major repairs.

Raymond Normandeau

The design has been around so long there is no shortage of new or used parts. Aside from the local scene, there are many mail-order sources.

R. Wallace

In my area, there has never been a problem with parts. There is even a good supply of early-60s parts.

J. Thibeault

We have an excellent Triumph shop in town and if he can't get the parts there are places all over that specialize in obsolete and after market parts.

Darwin Foster

Triumph owners can get virtually any part they need without any problem once they know where to get them. Unlike the Hondas and Yamahas I have heard of having to wait weeks for parts, Triumph parts can be gotten fairly quickly.

Paul Rostic

There are quite a few sources, such as: — Recycled Cycles in Waterdown, Ont. Steve runs the place and has a good stock of used Triumph parts in good condition. He is also very knowledgeable when it comes to specific engine parts. Telephone (416) 689-8521.

If Henry David Thoreau were alive today he would probably ride a Triumph.

— Ian Kennedy in London. I've ordered quite a few parts from them and I've yet to have a problem. They are especially good with stocking seals and gaskets, but any Triumph part can be had through them. Telephone (519) 681-1104.

— Doug's Cycle Centre in Grimsby, Ont., for go-fast work. I haven't had a chance to get out there yet, but they were referred to me by Ian Fillery as a source for excellent machine work. Telephone (416) 945-3480. — Motorcycle Engineering in Concord, Ont., especially for head or cylinder work. Their rates are par with everyone and their work is good. Telephone (416) 669-4014.

Rick Guinan

With parts we don't usually have much trouble. In Oshawa we have a repair shop that specializes in Norton, BSA and Triumph—plus a few shops in Toronto and London, or out west if I get desperate. Parts are available.

W. Draper

Who called Joe Lucas the prince of darkness?

Sure it leaks a few drops of oil once in a while and vibrates at idle, but so does my late-model van.

Paul Rostic

I've heard the saying that Triumphs leak oil out of everything except the headlight. They leak, but it's usually out of the primary case and very little.

Another old saying — Lucas, maker of darkness, is just a myth. Lucas electrical equipment is as good as any other. If you keep your scoot clean, especially around the electrical terminals, then you seldom have electrical problems.

Darwin Foster

Yes, Turnips shake, sweat oil from their pores, rattle, idle wherever they like and grow moody if you don't ride often enough. All of its faults are painfully obvious and there is no point in listing them.

R. Wallace

What really bothers me about Ontario is that there doesn't seem to be any dealers who want to sell new Triumphs. I want an '82 model so if there are any dealers in or around Ontario, let us know.

W. Draper

The only major problem was at approximately 1,000 miles when the clutch hub woodruff key sheared off. This was repaired on warranty, but was probably caused by my own abuse.

Other than the Lucas battery, the electrical system has been troublefree. If the engine timing and carb synch are allowed to get out of whack, the machine will buzz bad enough to destroy bulb filaments. When set up right, the vibration is never as bad as non-Triumph riders seem to make out.

J. Thibeault

Our dealer got rid of the Triumph franchise and we still don't have one here in Thunder Bay. If you know of anyone interested in opening one somewhere, send him up.

Henry Telpuk

And finally...

If Henry David Thoreau were alive today, he would probably ride a Triumph.

R. Wallace

It's more than a bike; it's a two-wheel legend.

R. Harris

It's a simple decision. Do you want to ride a state-of-the-art, or do you want to ride a motorcycle?

Rick Guinan

As I write this, I know that someone else has good reason for owning a Triumph, because I just sold it.

Raymond Normandeau

She's far from perfect, but then so am I.

R. Wallace

Would I buy another? You're damn right.

J. Thibeault

Join the Triumph club

For \$12.75 annually you can join the Triumph International Owners Club, P.O. Box 22814, Fort Lauderdale, Florida 33335, U.S.A. The club provides pins, t-shirts and a bi-monthly publication.

It's done with mirrors

If you noticed that the Triumph Hurricane featured in Showcase in the July issue had the pipes, kickstarter and gearshift on the wrong side, our apologies. We noticed too, but only after it was too late to rectify our production error which printed the photo reversed.

TRIUMPH



Rick Brown of Victoria can practise skill in striping on his collection of 18 bikes.

18 TRIUMPHS ARE STILL NOT ENOUGH

What else but passion motivates Rick Brown?
By David Hankinson



Victoria's Rick Brown is a man with a passion. And that passion is Triumph motorcycles.

Brown currently has 18 Triumphs dating from 1963 — all restored to showroom condition. They are valued at more than \$50,000. Among them is a never-ridden 1977 Triumph 750 Bonneville Silver Jubilee.

Some of the bikes he keeps at home; some are on show. But most of them sit in the basement of his mother's home.

Why Triumphs? "Maybe because it was the first English bike I ever owned. Maybe because the darn things just look like a motorcycle should look."

David Hankinson is a Vancouver writer and broadcaster whose motorcycling interests include vintage bikes and touring on his Suzuki GS1000.

THE COLLECTOR IS ALSO A PINSTRIPER

Rick Brown's ability with paint has brought him wide acclaim.

Brown remembers his first bike at 17, a step-through Honda 50, and piling three people on it and winging down the street at 75 km/h. The following year he moved up to a used 1962 Honda 305, and then to a new 1964 model of the same bike.

While in school Brown was always interested in things that were "tiddley," like drafting. Pinstriping was a natural offshoot.

In 1964, an old buddy bought a new Norton. Remembering Brown's ability to draw, he asked him to do some pinstriping on the bike. It was that job that led to Brown's first commercial assignment pinstriping a motorcycle helmet.

Over the years, his painting has not been limited to motorcycles and helmets. One of his most unusual jobs came from a guy who wanted pinstrip-

Trophies adorn the Brown rec room. He is especially proud of one he received for a 1960 T120 Competition model that toured the western show circuit for a couple of years.

His current favorite is a 1973 Triumph Hurricane triple (Cycle Canada, July 1981) — basically a Vetter-redesigned BSA Rocket Three. That's one you've got to see to believe with its glistening chrome, triple pipes and custom paint. How does it handle? "Beautifully! After all, it's a Triumph, isn't it?"

Brown figures the most popular English motorcycle was the 1968 Triumph Bonneville. It's also one of his favorites, as is a 1965 T100S 500cc twin that sits in his rec room.

The man has set his sights high. He wants to own one of every model Triumph made. Sound impossible? You haven't met Rick Brown.

Brown says he's trying to get hold of these bikes while they're still fairly easy to find, rather than combing the countryside for early models whose parts are harder and more expensive to come by.

You might think that getting parts is a problem. Apparently, it's not.

Cycle Hub in Portland, Oregon, is run by a fellow who bought out a lot of Triumph dealers in the United States when the company started going sour some

ing on his airplane. Then there was the guy who wanted pinstriping on the family washer and dryer. He's also done dishwashers, refrigerators, bathroom mirrors, even wall switches.

Brown also does professional painting, specializing in solid colors, metallic, candy and pearlescent, and metal flake. His favorite is candy. "It's the end product that makes it so satisfying. You can tell a candy paint job a long way away if it's done properly."

Word of Brown's talent has begun to spread and he's received jobs from all over B.C., Alberta and even the northwestern United States.

The most expensive project he has ever undertaken was a one-piece Honda. "The guy wanted everything — colored overlays, shaded sides, pinstriping. I went wild! It cost him \$500 and he got a deal." Brown says it was the most difficult project he has ever done on a motorcycle, but the most rewarding.

Brown is not one to toot his own horn. He believes almost anyone can learn to do what he does with paint, although it's hard to imagine. Painting was something he just picked up. There were no lessons or special schooling.

It was much the same when he started restoring motorcycles. He'd tinkered with bikes since the days of his Honda 50. But it was his 1969 Norton Commando that became the test vehicle for the first serious attempt at restoration.

years back. Now he has a giant showroom and four semi-trailers loaded with Triumph bikes and parts dating to the mid-30s. And if you've got the money, he's probably got the part.

Brown spends about \$1,500 on parts and sub-trades to restore what he refers to as "the average \$300 pile of boxes."

There's a demand for these bikes, he says. "It's like cars. People like driving something that's just a little bit different and yet in good shape."

Brown's biggest concern is that no one is able to enjoy his bikes. "I don't like them being hidden away. I'd love people to see them."

What Brown would like to see is a motorcycle museum. "I'd be pleased as punch to lend the collection free of charge so that other people can look and enjoy them." Failing that, he'd like to see someone like the Craven Foundation of antique cars take his collection on the road.

Brown doesn't know where it's all going to end or even where he's going to put them if he gets any more. But one thing is certain. Wife Laverne has made it clear the bikes are staying downstairs. She's not having them as planters in the front room or stepping around them to get into bed.

And heaven knows, with 14 in her basement already, mother probably has enough.

CHAMPION WINS THE WORLD OVER

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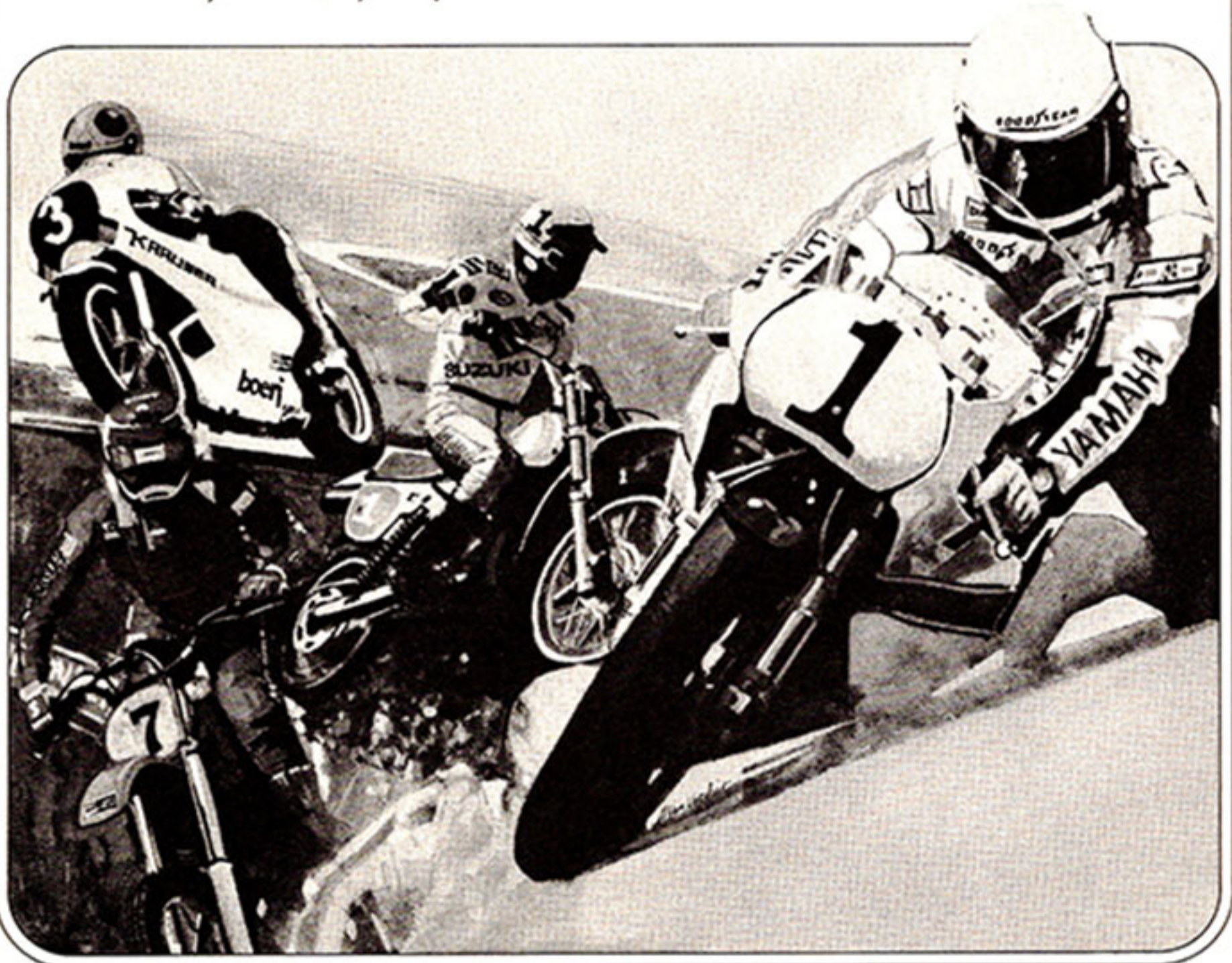
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Rollerball Ross Pederson,
Canadian No. 1 and
1981 supercross champ,
ran away and hid from the
field in the Canadian GP.



IMITATION GP TO PEDERSON

The so-called Grand Prix of Canada was shy on stars and promotion. It was a bit of a fiasco.

By Claude Leonard

ST GABRIEL DE BRANDON, Que.— Ross Pederson was the runaway winner of the 500 cc Motocross Grand Prix of Canada June 28. Unfortunately, questionable promotion of the event gave it the air of a fiasco.

Advance publicity in the Montreal area led the 3,500 spectators to expect to see the likes of current and former world champions Andre Malherbe, Graham Noyce, Brad Lackey and other notables including Roger De Coster, now retired for two seasons. One poster even proclaimed the



Oshawa, Ont., resident Mike Harnden was second overall. He was part of a three-way tie for the runner-up spot.

race to be a world championship round, which it was not.

In a year in which Canada has no motorcycle events counting toward the world championships, the St. Gabriel race was run under international sanction from the Federation Internationale Motocycliste. Any rider with an FIM international licence could participate. Since the race was scheduled for the weekend following the U.S. world championship 500 cc GP at Carlsbad, Calif., the organizing Club Motocan hoped that home-bound European riders would call in at St. Gabriel. They didn't.

Pederson was among only 10 riders who entered the international class. The purse was \$3,000 and the entry fee was \$20 plus \$20 for an FIM licence for the day. The rest of the expert riders entered the \$1,000 250 cc support race which cost only \$10 to enter.



Highest-placed local rider was Pierre Couture. He came third as a result of the second moto points results.

The field was even less illustrious than for the Laurentide Pro 500 of the year before. The sole non-Canadian rider was 125 cc New England champion Spencer Morrison. The organizer's solution was to combine the international and expert riders into a single race with a \$4,000 purse, regardless of what the entrant had paid. A dozen 125 cc juniors who had raced the day before were called back to provide a support class.

Despite the confused circumstances for riders and spectators, there was a race. The St. Gabriel track was its usual challenging self, retracing the route of the GP last year. It forgave few mistakes, prompting some riders to describe it as vicious. Even Rollerball Pederson said before the race that the course was one to take seriously.

The Alberta rider and national No. 1 plate-holder followed his own advice, while leading the first race from start to finish. His mount was a production-based KX420 sponsored by Canadian Kawasaki Motors.



Mike Harnden, 8, took the holeshot in moto two, but was relegated to second when Pederson charged from eighth.

Behind Pederson, U.S. rider Morrison fell off in the first corner. Three Yamaha-supported riders slipped by — Dennis James and Mike Harnden from Ontario and Pierre Couture from Quebec. Morrison remounted and, despite a sore ankle, began a charge through the pack which eventually brought him up to an unassailable second place by the finish of the 30-minute moto.

At the start of the second moto Harnden put his Yamaha in front of Quebecer Charles Desourdy on a Can-Am. Desourdy crashed before the end of the first lap and abandoned the race.

Pederson was running in eighth place. He wasted little time in moving up on Harnden, soon passing the leader and splitting from the rest of the pack.

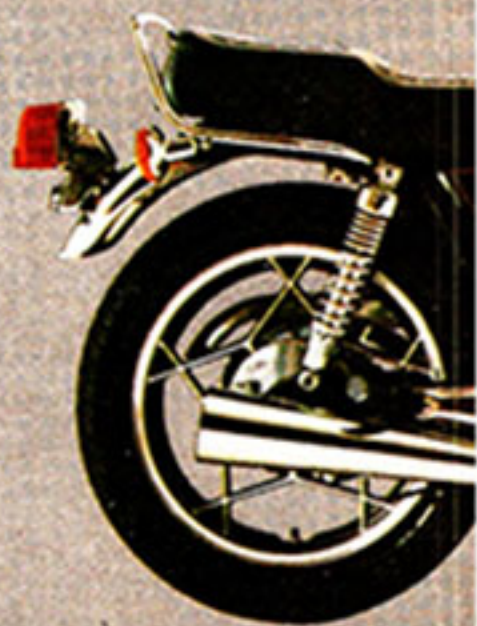
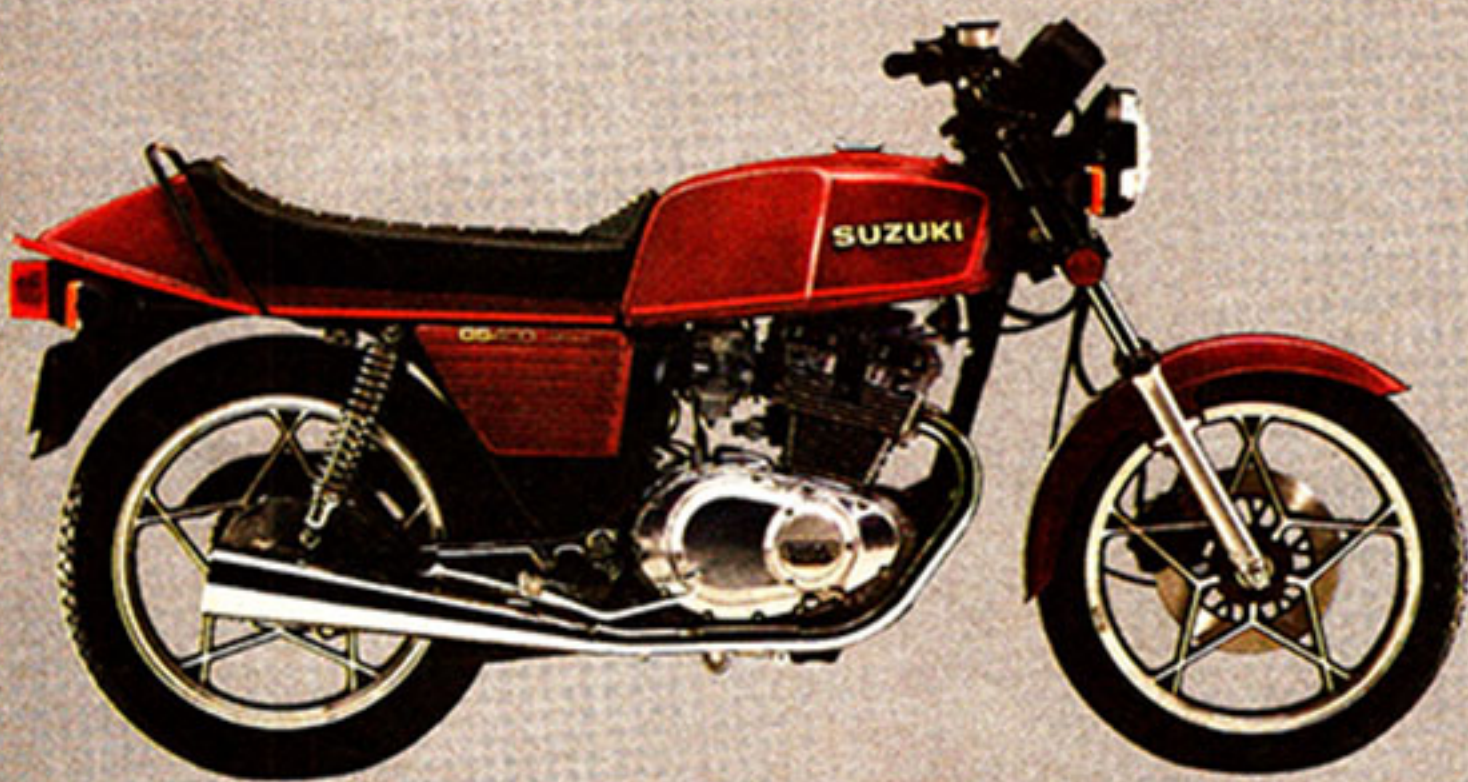
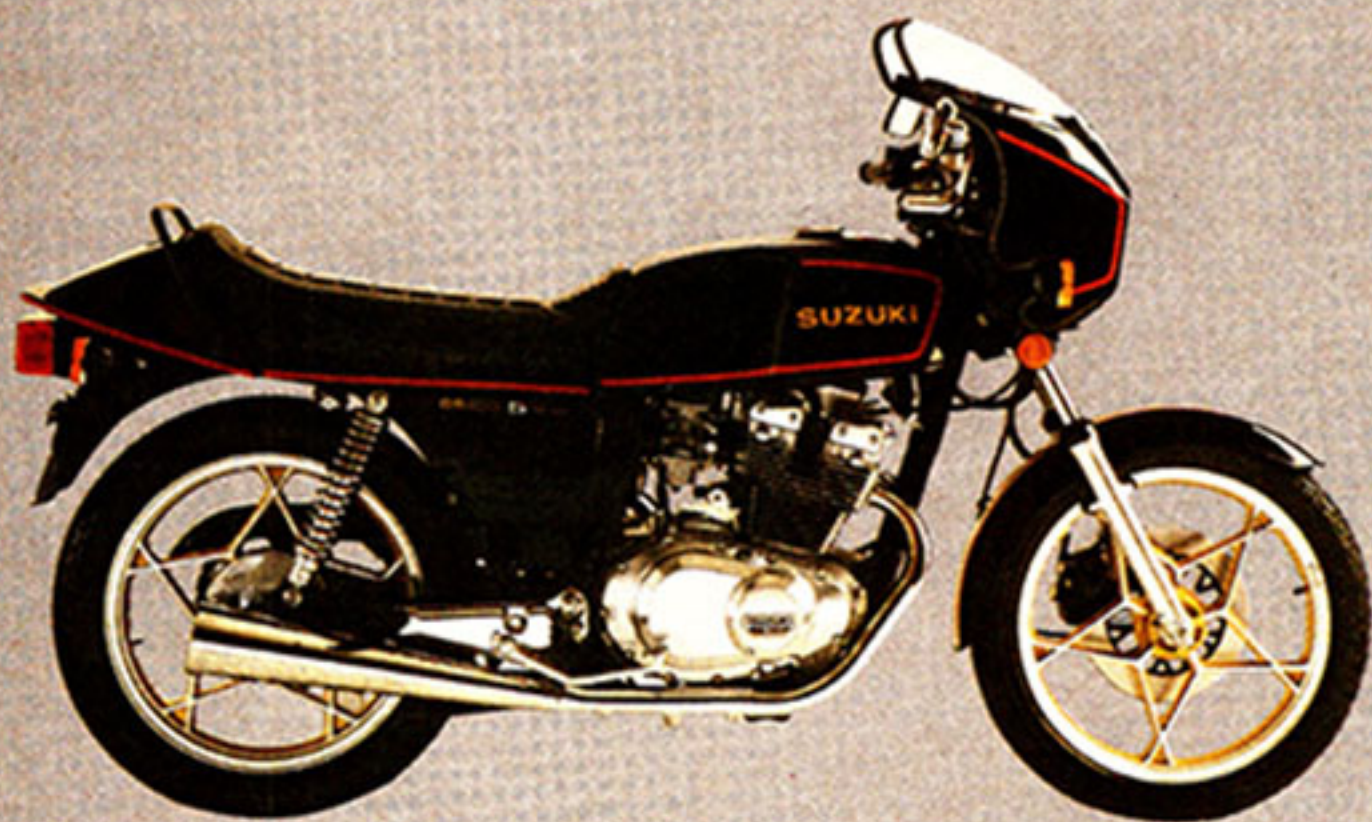
Couture, who had started the race in mid-field, climbed up to third place in front of James, still unable to use his front brake owing to right thumb and finger injuries suffered at the Montreal supercross three weeks before. Jacques Levesque from Chandler, Que., placed his Suzuki in fifth position. Morrison quit for the day.

The combined points total made Pederson the winner by far. A three-way tie for second-place points was broken by standings achieved in the second moto. Harnden came out ahead, while Couture was third and James fourth. □



Dennis James was fourth for the day despite injuries to his hand that prevented him from using the front brake.

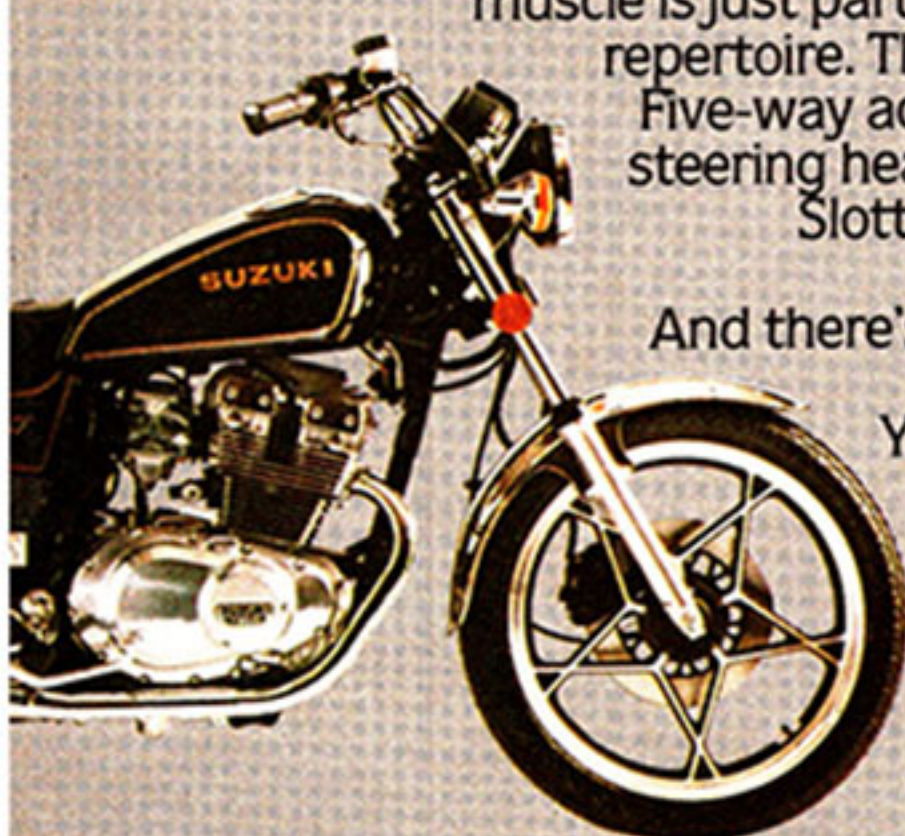
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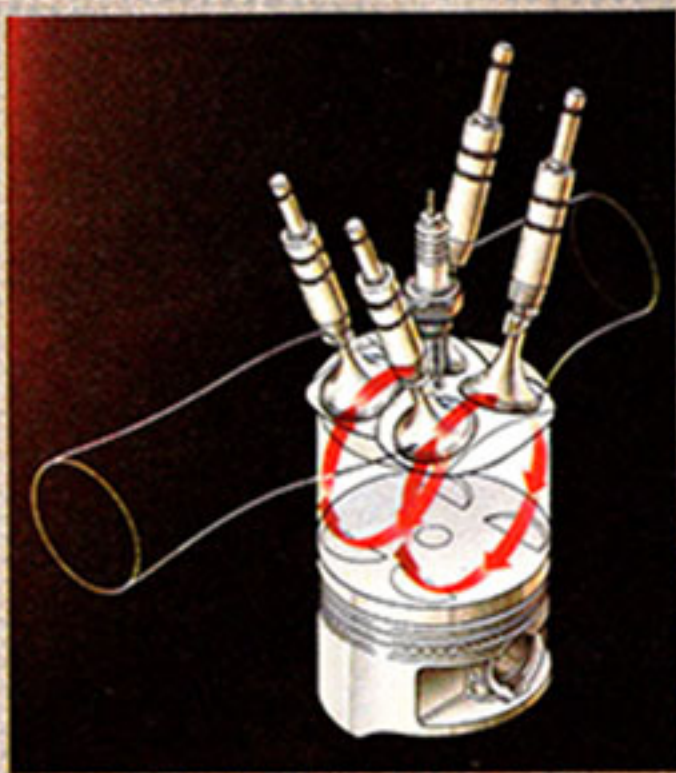
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THE ISLE OF MAN

The legendary Tourist Trophy races again lived up to their reputation for drama and controversy.

By Mike Duff

DOUGLAS — Three p.m. June 6th, 1981, the first race of the 1981 Isle of Man TT races came to the line for the six-lap, 364 km Formula One race over the demanding Island TT Circuit. The Formula One event is open to solo two-stroke machines from 351 cc to 500 cc and four-strokes from 601 cc to 1,000 cc.

Minutes before the start of the Formula One race an alert Suzuki mechanic noticed the rear tire of Graeme Crosby's 997 cc Suzuki four was unable to hold proper pressure. He wisely decided to change the rear tire, and also changed the rear sprocket because of rapidly improving weather conditions.

Unfortunately, problems during the re-fit caused Crosby to arrive late for his allotted start and officials placed him at the rear of the grid. He eventually started six minutes late and was told his race time would be calculated from this allotted starting time.

An immediate protest by Suzuki placed race results in jeopardy. The Honda team rode accordingly, never considering Crosby to be in contention. Incensed by the apparent loss of six minutes, Crosby rode as a man possessed to finish unofficially third behind race winner Ron Haslam and Joey Dunlop, both on factory Honda machines. Crosby set new lap and race records.

One and a half hours after Haslam had been presented the winner's laurels, the International Jury of the FIM declared Graeme Crosby the winner on corrected time. The jury cited an FIM rule allowing a rider permission to start from the rear of the grid if he so wished without loss of race time.

While the official results of this clouded Formula One event remained in balance, the first three lap leg of the sidecar TT got underway. Right from the flag Scottish driver Jock Taylor and passenger Bengt Johansson, on a Yamaha powered outfit, streaked away. They shattered the old lap record by more than 20 seconds to become the first sidecar team to lap the Island circuit at over 107 mph.

On his second lap Taylor left no one in doubt as to his intentions by breaking his new lap record, raising the time to more than 108 mph, a speed few riders in the Formula One race could match.

And so began a race week shrouded in controversy. Although the decision to grant Graeme Crosby the winner's garlands in the Formula One event was the only decision that could have been reached by any responsible government, Monday's Senior TT fiasco may very well rank as the most poorly handled TT race in the long history of the Island races.

Perhaps the Senior race should never have been started, but start it did, albeit an hour late. Two and a half laps later, with sun streaming down at the starting area from a lightly overcast sky, the race was stopped and declared null and void. Rain and mist had descended upon the upper reaches of the mountain section, reducing visibility to less than 50 yards.

Those that had retired, among others Mick Grant, advocated stopping the race, while many other riders said conditions were not that bad.

Chris Guy, riding a privately entered Suzuki RG500, had a

firm grip on first place and looked set to win his first TT. He claimed conditions on lap three were no worse than lap one. Some experts said the race should not have been stopped until the end of lap three when the FIM 50 per cent rule would deem it a race.

Others reckoned the remaining machines as of lap two should have been impounded and another four laps run when time and weather conditions permitted re-starting at the same time interval, and with the machines in the same condition as when they stopped. What should have been done and what was done shall remain a point of contention, but on Tuesday a completely new six lap Senior TT began, open to all entered riders regardless of status from the previous day.

Mick Grant, riding an Ingersoll-Heron Suzuki RG500-four made no mistake, leading the re-run Senior TT from start to finish. He completed the distance more than two minutes ahead of second place Donny Robinson on a 500 Yamaha four. The race was marred by the death of popular Australian Kenny Blake, who crashed his 350 Yamaha on wet roads at Ballagarey, five miles out from the start of his fifth lap.

After improving weather conditions had moved in on the Monday of race week following the Senior TT that never was, the second leg of the sidecar TT got under way. Again it was Jock Taylor and Bengt Johansson who dominated the race, but damp conditions prevented the flying Scot and Swede from eclipsing the record-breaking 108 mph time in Saturday's first leg.

Brilliant weather greeted Wednesday's Junior TT, open to solo machines from 176 cc to 250 cc. Won by Steve Tonkin at a record average speed of 106.21 mph, this race was the first 250 TT in many years to fall to a European-powered machine. The Austrian Rotax-powered in-line twin mounted in a British Armstrong frame out-performed all Japanese opposition, as from a standing start Tonkin carved three seconds off the 250 lap record.

Only on lap two did Tonkin relinquish his hold on first place when Australian Graeme McGregor, on a factory Kawasaki twin, shattered Tonkin's first lap time by 25 seconds to raise the speed to over 109 mph, truly a remarkable feat for a 250. However, McGregor's in-line Kawasaki twin never went the distance, developing ignition trouble on lap three.

From then on it was Tonkin's race. He won by more than a minute and a half from Bob Jackson, Yamaha. Jackson's second

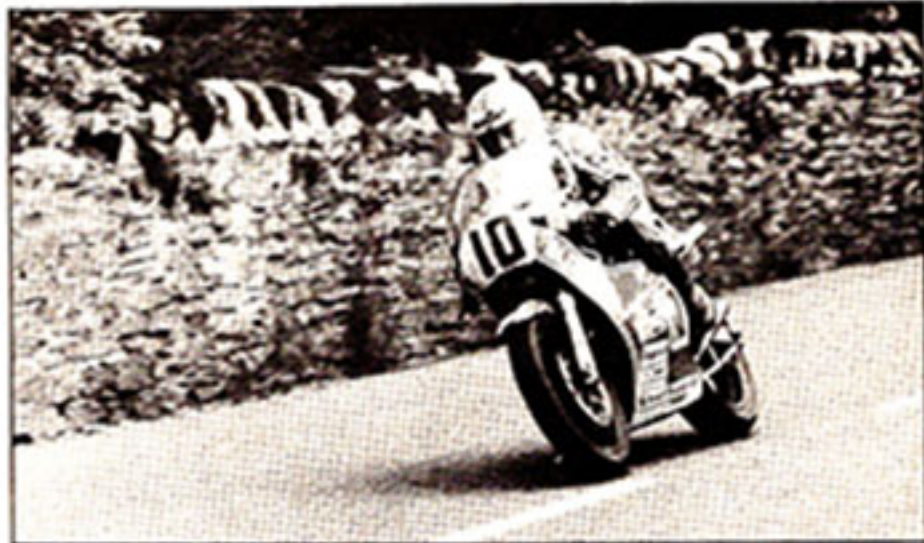


Sidecar winners Jock Taylor and Bengt Johansson face the start down long Bray Hill. Nigel Rolason and Don Williams were fourth.

place finish was all the more credible when it was learned he had no clutch from the third lap of the six lap event.

With foul weather closing in with a drastic temperature drop, the Formula Two and Formula Three races began. They ran at the same time, but as separate races. A rather confusing collection of machines, Formula Two is open to solo two-stroke machines from 251 cc to 350 cc and four-strokes from 401 cc to 600 cc, while the Formula Three event caters to solo two-stroke machines from 126 cc to 250 cc and four-strokes from 201 cc to 400 cc.

Tony Rutter, riding a 600 V-twin Ducati Pantah, carved 1.2 seconds off the 1979 lap record to win with ease from Phil Mellor on an LC Yamaha 350 twin.



Mick Grant, pictured near Milntown Cottage, won the second leg of the Senior TT on a Suzuki RG500 after the first race was aborted.

Barry Smith, another Australian, rode a TZ250 Yamaha to his third consecutive Formula Three TT win, chopping 27 seconds off his own 1979 lap record in the process.

The best weather of race week greeted riders for the start of Friday's Classic TT, open to solo machines from 251 cc to 1,300 cc. In protest of the Formula One race results, the three Team Honda RSC Specials appeared painted completely in black. The three team riders, Alex George, Joey Dunlop and Ron Haslam showed up in black leathers.

Honda stated it wished to withdraw support from the remaining TT races, but at the same time did not want to disappoint the fans. Consequently, the team elected to appear void of team colours to display its distaste for ACU officialdom.

Completing a race week TT hat-trick for Suzuki, Graeme Crosby and his 997 cc four-stroke Suzuki four won the Classic TT at a record-breaking speed of 113.58 mph average, the fastest TT race in history. Mick Grant finished second some 30 seconds behind team-mate Crosby to add insult to injury to the failing Honda camp.

Honda teamster Joey Dunlop, in an eager quest for the lead, unofficially took the lead on lap three only to run dry of fuel at Cronk-y-Mona, less than two miles from his scheduled fuel stop. After pushing his hefty 1,123 cc behemoth into the pits for re-fuelling he re-started, but retired on the next lap with suspected bent valves, perhaps from trying too hard to regain lost time.

Honda left the Island vowing never to return, but next year will undoubtedly be another tale as product sales dictate policy.

The finale of race week, the TT Laps of Honour, saw an entry of more than 100 machines, mostly from days of yesteryear. Many of these old-time racers were being ridden by ex-TT stars of previous decades. Such greats were on the start line for this two lap parade as Czechoslovakian Franta Stastny on a 350 Jawa twin; Jack Findlay on a 350 Aermacchi; South African Paddy Driver and myself on 500 Matchless G50s; Percy Tait and a 750 Triumph triple; Geoff Duke on a Gilera 500 four; Bill Lomas on an RG 500 Suzuki exchanged for the 500 Moto Guzzi V8 sent back to Italy to repair engine damage caused in the United States where the bike was sent for a show; Sammy Miller, NSU Sportmax; the legendary Stanley Woods, 1939 KTT Velocette; John Cooper (no relation to our illustrious editor) riding a 500 Seeley Matchless; and Tommy Robb riding the 250 Honda six specially prepared for Rhodesian Jim Redman, who was stuck at London's Heathrow airport due to an air traffic controller's strike.

Apart from these elite few, scores of Matchless G50s, AJS 7Rs, Manx Nortons, Ridges and Moto Guzzi singles lined the grid. They were interlaced with a few of today's sophisticated racers, ridden by riders of past eras.

Perfect weather heralded the start of the parade, which developed into a minor race for some while others toured around reliving the days of their own brief moments of glory now etched in the annals of TT history. It was a fitting end to an exciting week of super racing.



GENTEEL TRAIL BLAZER

The good-time ride of the TT250 maximizes fun in the rough.

The 1981 Yamaha TT-250H is defined by what your idea of dirt riding is. If you are the kind of person who thinks only of full throttle in top gear, chin on the tank and left hand on the triple clamp while blitzing some fire-road then be assured that the TT250 is not for you.

If four-stroke power makes you think of giant rooster tails and whiplash acceleration at 2,000 rpm then the TT250 isn't for you either.

What the TT250 does is provide the rider with a stable, responsive mount that doesn't demand much. A good-time ride has the emphasis on good rather than time. Understand that and the TT250 makes sense while being fun to ride.

Sitting on the bike, the plot becomes obvious. Average-size riders can actually touch the ground with both feet, the bars and controls are where they should be for anyone of even near-normal dimensions and it feels light. Again, light is relative. If you just hopped off a 125 cc crotch rocket then it'll feel heavy, but if one of the thumpers of yore was your last off-roader then it'll feel like a feather. Most of the bike's 107kg (235.9lb) is down low, with the top-heavy four-stroke 249 cc engine and the steel-bodied monoshock the major contributors to upper area weight.

Eyeballing the bike brings out other features. The handguards, as on the original version in 1980, are nice. Very nice for anyone who has had his hands battered in the woods by every tree and branch that comes along. The headlight, new for 1981, has an on-off switch and high and low



The TT250 feels heavy compared to a 125 cc motocrosser, but if your standard of comparison is a big thumper it'll feel like a feather.

beams. The rear light has a brake and running light circuit, although as delivered the brake light is not operational.

The speedometer is a compact rectangular affair that's easy to read and has a large reset knob, just the ticket when your gloved and numb fingers don't even want to let go of the handlebar. The odometer can be zeroed by simply turning the knob. By pulling it out, the mileage can be changed by tenths of a kilometre, and it reads up to 999.9 kilometres instead of the 99.9 common to many bikes.

Plastic gas tanks are the rage these days, for good reason. The well-shaped TT250 tank is plastic with a large tunnel

for the wide monoshock frame. Capacity is 7.2 litres (1.6 Imp. gal.); not a lot, but with its miserly fuel consumption the TT should go about 120 kilometres before needing a refill. You'll know when you need more gas since the TT thoughtfully has a reserve position on the petcock. The tank vent hose should be routed down into the steering head.

With the choke lever moved down to the on position, the bike usually starts on the first kick and settles down to a quick idle. It is not cold-blooded and the rider can soon take off, with a bit of a lurch from cold as the clutch plates unstick themselves.

The engine is very quiet. Yamaha has done a good job of keeping the clatter of the valve gear below the thin cylinder-head castings from reaching the rider's ears. The exhaust pipe slinks its way through the rear upper frame tubes and ends in a snout resembling a

.38 Special. The muffler drew positive comments from onlookers who didn't like the howitzer-style appendages on other machines. The exhaust note is crisp without being loud.

The machine accelerates quickly through the evenly spaced gearbox. Vibration is almost non-existent thanks to a gear-driven counter-balancer and the rider doesn't have to flay away at the shifter to keep moving. Horsepower peaks at 8,000 rpm with 23 ponies claimed. The torque peak is 1,000 rpm lower where the engine puts out a claimed 2.15 kg-m.

The TT250 won't make you foam at the mouth with its power but you won't nod off while riding it either. The ease with which it can be ridden and the forgiving nature of the beast take a lot less out of the rider after a hard day in the saddle than do

Water doesn't bother the little Yamaha. The brakes stay powerful, the engine keeps running and the fenders work.



TT250

many exotic two-wheeled missiles.

Cooking down a fireroad uncovers more of the bike's character. The plastic-base seat is comfortable. It cradles the human form without being too soft, or overly rigid like the vinyl-covered 2 x 4s on some off-road motorcycles. There is very little noise from the drive chain and the tensioner, unlike some of the Pro-Link Hondas which sound like chainsaws.

Water crossings prove that the short rear fender's appearance is deceiving. The fender provides good protection, keeping mud and spray off the rider. If the water is deep, have no fear. We spent most of a day fording rivers and the bike didn't miss a beat, nor did the brakes go away.

The aluminum skidplate does the job of warding off rocks that would damage the cases, but it could be longer and wider to offer complete protection. The engine is a stressed part of the frame with no tubes below it. Ground clearance is a generous 280 mm (11").

What the TT250 does with ease is long, long wheelies. This tells us two things. The torque is plentiful enough in the lower rev range to hold the front wheel in the elevated position and the accelerator-pump equipped VM30 Mikuni carburetor gives very good response. The bike is a typical Yamaha in that the engine is placed close to the rear wheel. This helps to lift the front end.

Taking a turn into the woods is something the TT250 does with ease. The front-end geometry allows stability at speed and yet quick turns and switchbacks are a piece of cake. The smallest four-stroke Yamaha dirt bike is narrow and slips through deep ruts and tight sections eas-

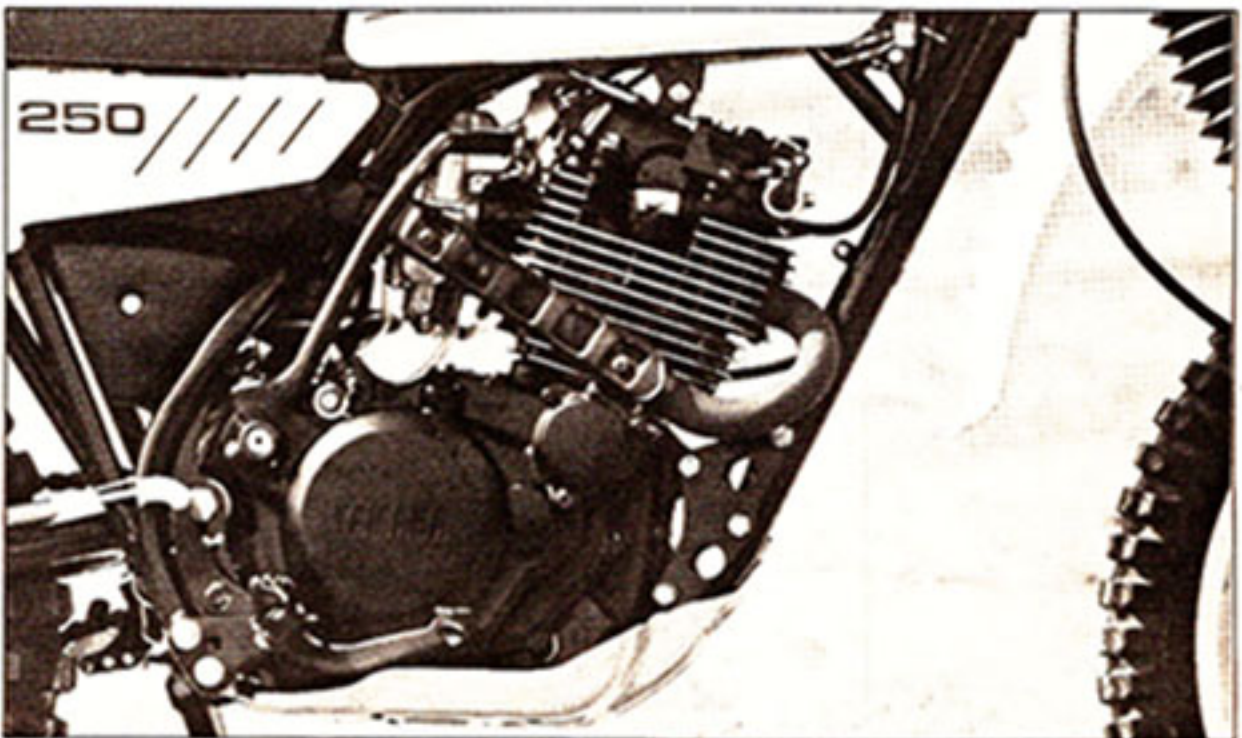
ily. Folding tips on the gear shift lever and the rear brake ensure that the first crash won't put you on the trailer.

The soft suspension shows its weak spot when jumps are encountered. The rear monoshock bottoms its 205 mm easily. Fortunately, the rear spring is adjustable for preload at the top end of the DeCarbon unit. This requires removal of the seat and fuel tank.

The clanger, literally, is the front fork. The noise upon landing from a fairly low jump was enough for onlookers to venture that we should fix the thing. The impact is not passed on to the rider as the soft 230 mm travel soaks it up, but on the bigger jumps and fast trail rides there is a dire need for stiffer springing and heavier damping at both ends.

Jumps show up a weak point in the TT250. Both ends will easily bottom out, and both need more spring and damping.

The TT250 should be a durable machine with few exceptions. The headlight has a plastic cover over the glass lens which will keep stray stones from breaking the unit and absorb some of the impact in a hard fall. Footpegs are strong with large holes to allow mud to be squeezed out by the rider's boot. They are bolted to the frame with sturdy bolts and thick stamped brackets. The plastic body parts can take a terrific pounding before they



Engine is competent if unexciting. Gearbox ratios are well matched to the power, allowing long wheelies.

Stability at speed allows controlled slides, yet the TT250 is equally at home in tight woods sections.

give out. Don't expect to see Petty products on this bike.

There were, however, some points on the bike which seemed vulnerable, and likely to be damaged under hard use. The bracketry for the kickstart lever-operated compression release cable is flimsy and moves visibly in normal use. The lever on the valve depressor could be knocked backward into contact with the valve. What happens if this occurs at 9,000 rpm? The clutch lever pivot on the upper crankcase should have some kind of cover to keep the spring in place and the crud out. And the throttle cables should be routed below and closer to the handlebar to prevent crash damage.

There is no grease nipple on the swingarm pivot. The owners manual recommends lubrication every 6,000 kilometres but unless they were well greased at the factory, the pivots will be trash by that point. The tool kit is mounted behind the left sidecover, which doesn't sound unusual until you realize that you need a Phillips screwdriver to get the panel off.

Not that there's a lot in the kit; just a spoke wrench, axle wrench, plug tool and a huge 32 mm wrench for the monoshock preload adjuster. The spoke wrench you'll need to keep the spokes in proper tension till they bed in; the plug tool will be rarely used on this clean-running engine.

So where does all this leave the TT250? The lights, number plates, handguards and quick-release wheels scream enduro. But the soft suspension, mild power characteristics and wide, comfortable saddle say playbike. Seems confused? It isn't.

The Yamaha TT250H is the perfect bike for the person who wants to go riding off-road on a competent, well-mannered machine and still be able to enter an enduro to see what it's all about. If he likes enduro competition then the TT has the potential to be a trail killer with the installation of longer, better suspension travel and more power.

If the rider does not wish to compete on the machine then he suffers no loss. He still has one of the neatest trail bikes around. He won't be stuck paying for some razor-backed critter with the manners of a riled rattler. During our test of the TT250 we had along one of the popular serious two-stroke enduro bikes. It would nail the stock TT's coffin shut in a race but the rider was always wishing he was on the four-stroke. Hmmm.

After hammering the TT250, we found that at the end of an all-day ride, it won't leave you raw like the hyper bikes will or burnt out like a dual-purpose machine can. Consider it and yourself well done. □



SPECIFICATIONS Yamaha TT250

MODEL . 1981 Yamaha TT250H
 PRICE \$1,949
 ENGINE TYPE . Single-cylinder
 four-stroke with single
 overhead camshaft and two valves,
 air-cooled, five-speed
 transmission, primary
 kick starting
 DISPLACEMENT 249 cc
 BORE AND STROKE 75 x
 56.5 mm
 HORSEPOWER 23 at
 8,000 rpm (claimed)
 TORQUE 2.15 kg-m at
 7,000 rpm (claimed)
 CARBURETION .. One Mikuni
 VM30



IGNITION CDI
 SUSPENSION Telescopic
 fork with coil springs,
 oil-damped, 230 mm
 travel; rear mono-
 shock adjustable for
 preload, 205 mm
 travel
 TIRES IRC Motocross
 3.00 x 21 front and
 5.10 x 17 rear
 WEIGHT 107 kg dry
 FUEL CAPACITY 7.2 litres

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Moto Guzzi V50 Monza

The latest from Moto Guzzi S.p.A. is a sporting Italian motorcycle which you don't have to be Italian to appreciate. The new V50 Monza embodies traditional Guzzi thinking evolved over decades with a dash of 1980s imperatives to sweeten the result. It's a handsome and useful refinement of a sound basic concept.

With similar specifications and physical presentation to the lusty 850 Le Mans, the Monza has the expected V-twin sound and fury. It's just tamed down to suit a 490 cc package with a \$4,490 price tag.

Like the Le Mans and 1000 Spada, the V50 has a mechanical layout which is surprisingly automotive in character. As a result, it is rugged yet easily accessible. Maintenance and repair are not the daunting prospects they can be on more complex machinery. In more than 4,000 km of test



MONZA

riding, the Monza was impressively reliable.

It's 60 years since Moto Guzzi began producing motorcycles. Along the way, the company has learned which virtues endure. Light weight and simplicity are two of their basic tenets and are well displayed in the V50.

Dry weight is 160 kg or 353 lb. It undercuts Honda's CX500 by 42 kg or 93 lb. An obsession with lightness on the part of Giulio Carcano, Guzzi's chief designer in the 1950s, gave the company's racing 500 single one more world championship despite vast horsepower superiority of the four-cylinder opposition. A similar attention to detail by the DeTomaso-controlled company today makes the V50 a near-featherweight, despite the inclusion of electric starting and shaft drive.

The Monza has a neat, integrated appearance. Such proof that all parts of the design team were pulling together is reassuring when a prospective owner contemplates buying a bike of which a mere handful will be imported. Guzzi dealers and repair stations aren't exactly plentiful.

The crisp looks are more angular than on the muscly Le Mans. The cylinder finning especially, plus the boxy fuel tank, contribute to a look which elicits considerable attention. The blaring red paint job with black trim does nothing to hinder man-in-the-street response. Seldom does the Guzzi go anywhere without arousing curiosity and favorable comment.

While not bowing to such fashions as single-shock rear suspension, Moto Guzzi did equip the Monza and its touring colleague, the V50 III, with a one-piece cast aluminum swingarm. It's lighter than an equivalent steel fabrication, is amply stiff and eliminates some frame structure by pivoting directly on the rear of the gearbox. The hollow casting encloses the drive shaft on the right side of the motorcycle, while the customary rubber boot seals the universal joint at the front of the shaft.

The cradle tubes of the frame are detachable to allow engine removal. A pair of socket bolts at the front of the crankcase on each side couple the cradle tubes to the upper frame.

In many other such ways, components are rationalized for simplicity and made to do double duty wherever possible. The double front brake discs are deep-section steel stampings which eliminate the need for separate spiders to attach the disc to the hub. The discs are drilled for lightness and water shedding and plated for rust resistance. Calipers are light and compact Brembo units mounted behind the legs of the centre-axle fork.

The braking system is Moto Guzzi's patented integral design. The pedal operates the rear disc and the left front disc, with braking effort proportioned so as to avoid rear-wheel lockup. The brake lever operates only the right front disc.

Pressures required on the pedal and lever are considerable, especially in comparison to the Honda GL500 which almost seems to have power-assisted controls. However, it's not unduly high, and there is no lack of braking power when called for.

The Monza's behavior when braking in a corner depends on which part of the system you use. If you engage both brakes by means of the pedal, its response is neutral. If you use the single-disc front brake lever, the bike tends to sit up and straighten its cornering line.

Riders found that the integral system required time to build confidence in, but that it then became second nature to rely primarily on the pedal.

The V50 power plant, while bearing some similarity to Honda's CX500 and GL500, is much more straightforward. Imagine it as a section through the rear pair of cylinders of a Chevy V8. There is a one-piece crankshaft with split connecting rods and a single chain-driven camshaft between the cylinders. Pushrods operate single intake and exhaust valves, with adjustments made with a screwdriver and wrench. The 12-volt alternator sits on the front of the crank.

Bore and stroke are 74 by 57 mm, for a displacement of 490 cc. Compression ratio is 10.4:1. Moto Guzzi claims an output of 48 hp at 7,600 rpm.

In response to today's lower-grade gasoline, compression is down slightly from the 10.8:1 ratio of the first V50 introduced late in 1977. A pair of Dell'Orto 28 mm PHBH carburetors handle the mixture, compared to 24 mm on the V50 II. The new touring V50 III isn't imported to Canada, nor is the sporting 350 cc V35 Imola. The V35 is almost identical but has a bore and stroke of 66 x 50.6 mm.

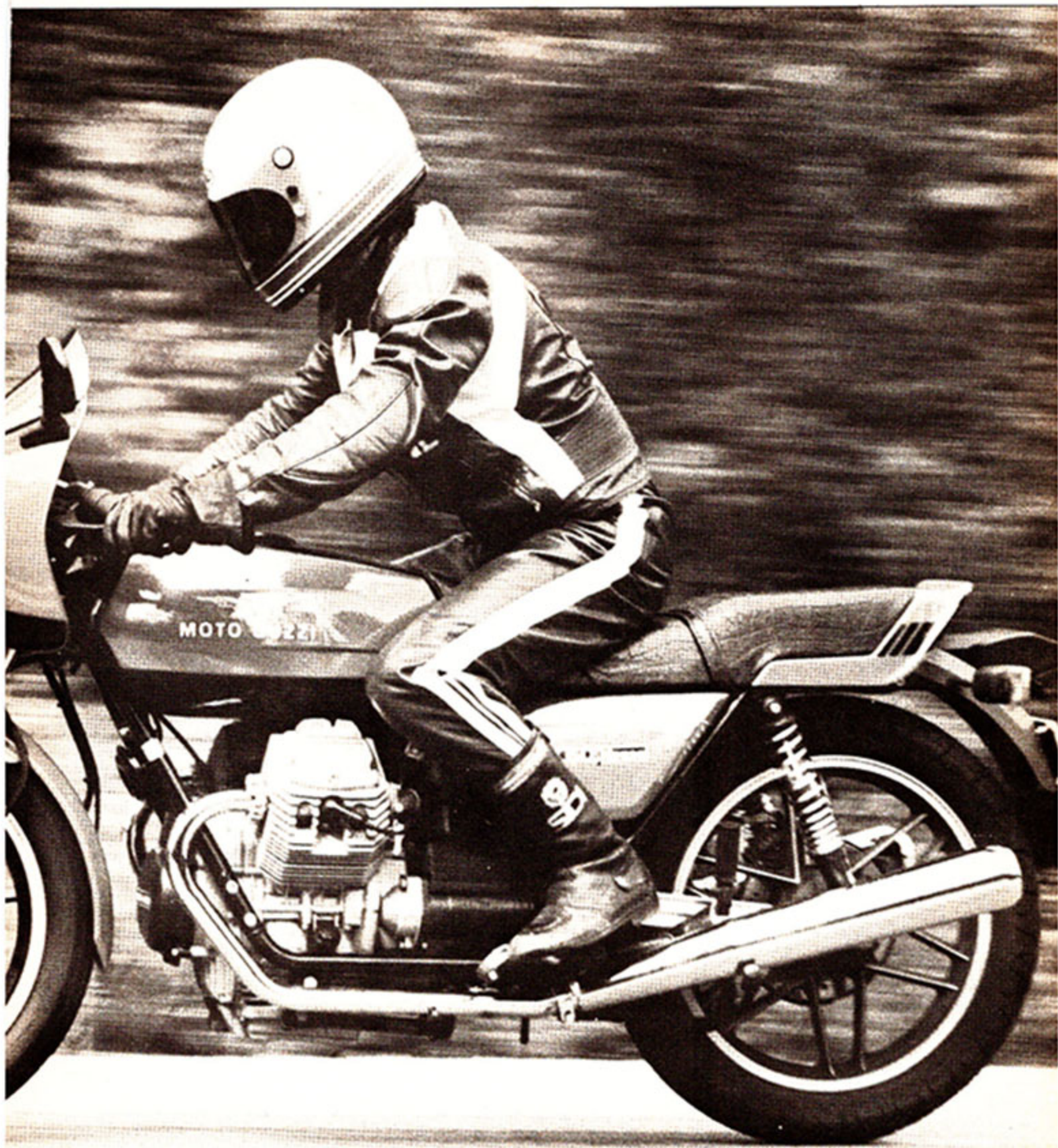
On the home market, the V35 and V50 are also available in police versions with tall fairings, saddlebags and solo saddle. They replace the legendary Falcone 500 cc horizontal single whose origins almost predate the wheel.

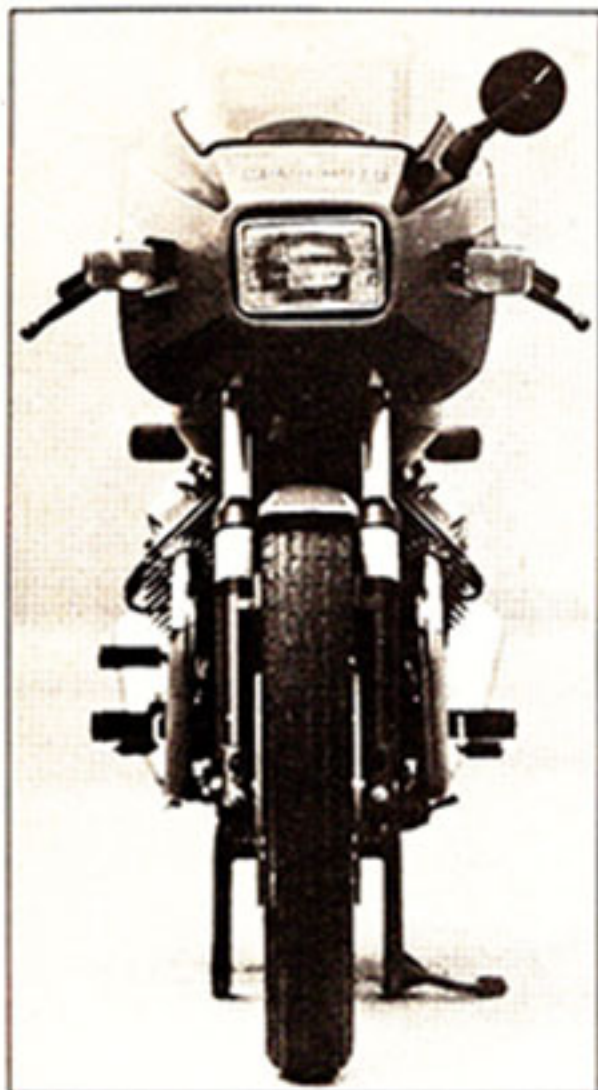
The sand-cast aluminum crankcase is enormously rigid. The short cylinders are deeply spigoted into the crankcase and arranged at a 90 degree angle. Combustion chambers are in the piston crowns. The face of the cylinder heads is flat, while the pistons are machined to provide a three-lobed chamber covering the two valves and the spark plug.

Inlet manifolds are angled to bring the carburetors clear of the rider's knees. Because of the compact dimensions of the V50 engine, there is much less intrusion of

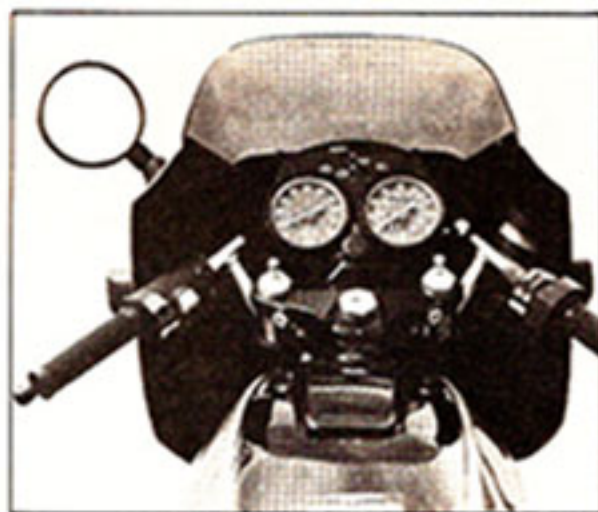


The 490 cc transverse V-twin engine of the V50 is much less intrusive on the rider's space than is the 850's.

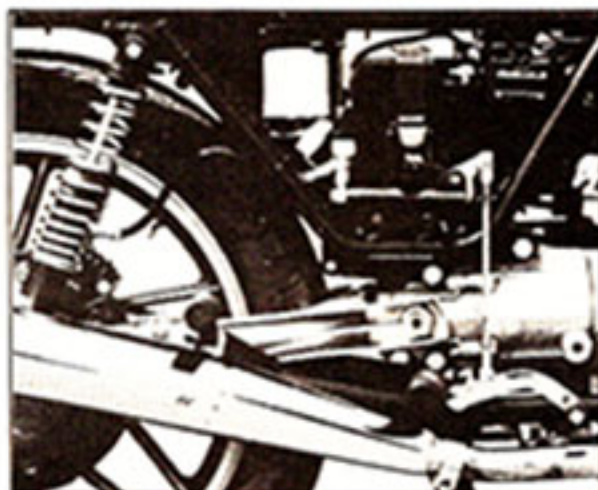




Tiny fairing is rigidly mounted with fair wind protection. Phantom tires are superb.



Monza mirror focuses on the rider's elbow. Air valves are fitted both front and rear.



Cast aluminum swingarm attaches to rear of gearbox case for rigidity and lightness.

MONZA

the power unit into the rider's space. Even the tallest staffers were free from the warm kneecap syndrome familiar to Le Mans riders.

Lubrication is a wet sump system with a capacity of 2.4 litres. The pump is at the base of the crankcase, driven by the same chain which operates the cam.

A single-plate clutch transmits power to the five-speed gearbox. A hefty electric starter is located at the left side of the transmission and engages with an automotive-style ring gear on the flywheel. There is no provision for kick starting, but the 20 amp-hour battery was easily able to cope with cold weather.

The Guzzi is a ready starter if you use the choke lever mounted below the left carburetor. Once the engine fires the choke can be switched off and the engine will warm up on its own, albeit lumpily for a minute or two.

The Monza produces an authoritative but muted rumble from its Silentium mufflers. There is a louder honk from the air intake which is more evident to the rider than to bystanders. It produces an interesting counterpoint to the throttle and makes urban riding entertaining but inoffensive. At highway speed the Guzzi is inaudible to the rider.

One of the Monza's most remarkable aspects is its tall gearing which has it revving far below the GL500. At 100km/h it is turning about 4,300 rpm as opposed to about 5,500 rpm for the Honda.

Also unlike the Honda, the Guzzi becomes smoother the higher it revs. It is harsher than the GL at 4,000 rpm, with a pulsating beat which becomes stronger the instant more throttle is applied. At 7,000 the Guzzi is running smoother and becoming more so. The tachometer has a yellow line at 8,000 and there is no advantage to going higher. Redline is at 9,000.

We found the Monza acceptably smooth over all, but the bike still managed to demolish three taillight bulbs during the test — the only problems we experienced. There are two bulbs in the taillight, giving some back-up, but a Monza rider should check rear illumination often. There is a comprehensive tool kit, but no screwdriver with which to remove the taillight lens.

Nothing else went wrong in 4,000 km; no oil leaked out, and none needed to be added. The bike consumed about .5 L during the test. There were no other electrical bothers; switches worked well and kept working, and they were fairly easy to use. Our only gripe was with the rocker switch which flashes the headlight when tilted one way and the horn when tilted the other. Since we had the light on all the time, the flasher was inoperative and we generally got nothing when we wanted the effective horn.

Our test bike was fitted to U.S. specifications with an 80mph speedometer and a sealed-beam headlight of marginal value. The first improvement we would make would be to substitute a quartz-halogen light for safer night travel. Another might be to fit a mirror with a longer stalk. With

the standard mirror you have to raise or lower your elbow to see behind you, and the glass isn't very smooth.

The ride is as we expected — firm. Even with zero pressure in the non-connected air fork tubes, the Monza has the typical ride of a sporting Italian brick truck. The only serious complaint came from the staffer who spent the most time aboard, covering nearly 3,000 km in a week. He was heard to rave about the buckboard ride and cast iron seat padding in a manner which suggested disapproval. Others with vulcanized backsides and more exposure to Italian machinery took it in their stride.

There is no disputing that the seat is hard and sharp-edged, more so than necessary. But in other respects the Monza is a pleasure to ride, especially where there are interesting roads to be found. The clip-on bars have a decent rise which eases the load on your back, and the footpegs are rearset just enough.

We successfully lowered the brake pedal to suit longer-legged riders, but when we tried adjusting the concealed shift linkage to give the same benefit on the left we found that shifting action became totally unpredictable. With the linkage in its optimum position, shifting is slightly heavy but positive and with a short throw.

Clutch engagement is sharp and flywheel mass is considerable. You have to be careful to synchronize revs fairly closely when you let out the clutch to avoid a lurch at the rear wheel, or engage the clutch very softly. On the other hand, the flywheel and engine torque greatly benefit starting from a standstill, despite the tall gearing. The Monza is unlikely to stall.

Partly because of the high gearing, performance is less than what the numbers would suggest. The GL500 would dust it handily in roll-ons or from a standing start. On the other hand, cruising at 120 or 130 km/h is no strain whatsoever to machine or rider, and the bike can maintain a faster pace indefinitely if called for. Except for a slight hesitation above idle, carburetion is good. Power is strong between 4,000 and 8,000 rpm and the power band continued improving as the initially tight engine became broken in.

Stock tires are Pirelli Phantoms, and it's not possible to get much better rubber. They help provide a degree of handling precision which is uncanny. The Monza goes where you aim it, immediately, precisely, with a mere hint on the bar and a nudge of the knee.

Flip-flops through ess-bends make the Monza feel surprisingly heavy unless you add body weight to steering inputs. Then it will carve through any arc you choose. The stiff ride often unloads the tires on bumpy roads, but such is the traction available that there's seldom an upsetting moment. The Phantoms are equally good in the rain.

Continued on Page 54



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MONZA

Wet weather didn't upset the Guzzi's strong brakes, either. Disc material is a non-stainless steel which in our experience gives better results in the wet than stainless. The discs develop surface rust if left wet, but it disappears at the next application of brakes.

The brakes show a concern with function over appearance which is typically European. The sidestand and centrestand

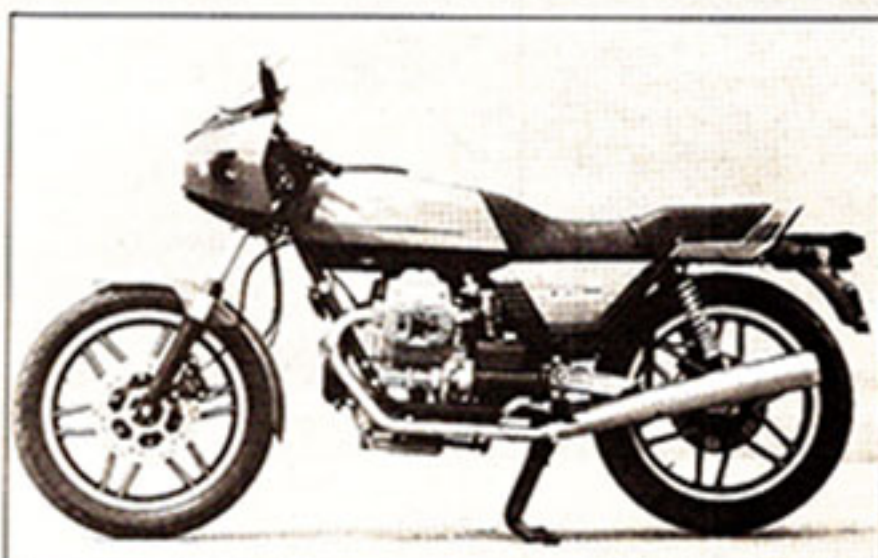
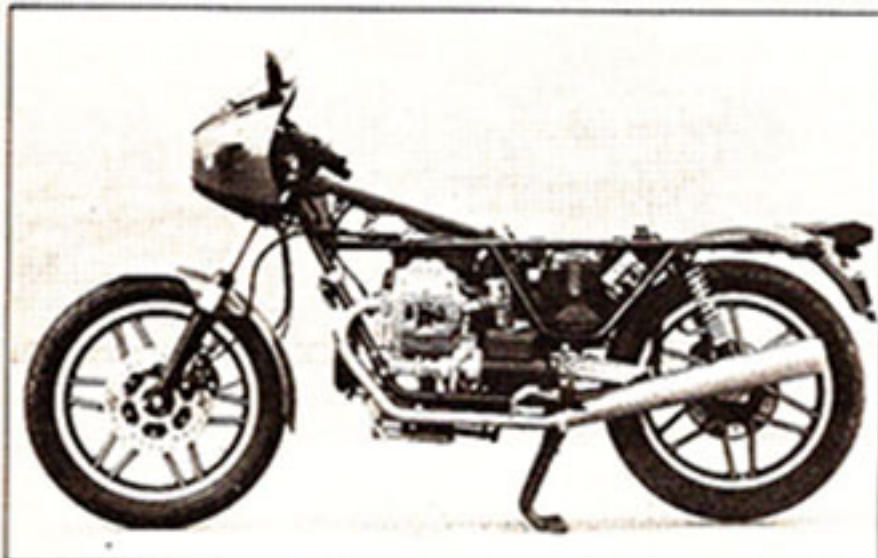


are also typically European. The side-stand is a frustrating thing which springs back the instant you release it and posi-

tions the bike too close to vertical for comfort; conversely, the centrestand will rest in a lowered position while you manoeuvre the bike and then lift the machine with an easy tug if you place your weight on the rear of the curved foot.

Racey lines notwithstanding, the Monza accommodates its owner in many such ways. It offers flash without pain. Exotic, handsome, reliable and reasonably affordable, the V50 Monza is the choice mid-size road bomber with Latin gusto. □

SPECIFICATIONS Moto Guzzi V50 Monza



MODEL 1981 Moto Guzzi V50 Monza
TEST DISTANCE 4,518 km
PRICE \$4,490

ENGINE

TYPE Two cylinder 90-degree V-twin, two valves per cylinder actuated by pushrods
DISPLACEMENT 490 cc
BORE AND STROKE 74 x 57 mm
COMPRESSION RATIO 10.4:1
HORSEPOWER 48 at 7,600 rpm (claimed)
TORQUE 4.25 kg-m at 6,500 rpm (V50III)
CARBURETION Two Dell'Orto PHB28
STARTER Electric only
OIL CAPACITY 2.4 litres

ELECTRICAL

IGNITION TYPE Battery and coil
GENERATOR OUTPUT 280 watts
BATTERY CAPACITY 12 volts, 20 amp-hours
HEADLIGHT N.A.

TRANSMISSION

TYPE Five-speed constant mesh, dry clutch
PRIMARY DRIVE Gear, 1.466:1
INTERNAL RATIOS ... (1) 2.727, (2) 1.733, (3) 1.277,
(4) 1.045, (5) 0.909
FINAL DRIVE Shaft, 3.875:1

CALCULATED DATA

WEIGHT/POWER RATIO 3.3 kg/hp
SPECIFIC OUTPUT 97.9 hp/L

PISTON SPEED AT REDLINE 17.1 m/sec
at 9,000 rpm
RPM AT 100 KM/H 4,240
MAXIMUM SPEEDS IN GEARS (1) 70.7,
(2) 111.3, (3) 151.0, (4) 184.5, (5) 212.2 km/h

FUEL

CAPACITY 16 litres including reserve
RESERVE CAPACITY 2 litres
CONSUMPTION 19 km/L (5.26 L/100 km)
RANGE 304 km total, 38 km reserve

CHASSIS

WHEELBASE 1,420 mm
RAKE/TRAIL N.A.
SUSPENSION Telescopic front forks with individual air assist and 124 mm travel;

conventional swingarm, dual shocks with air assist and 79 mm travel

BRAKES Twin front discs 260 mm diameter, single rear disc 235 mm diameter; left front and rear disc operated by foot brake; right front operated by hand lever

TIRES Pirelli Phantoms, 100/90V18 MT29 front and 110/90V18 MT28 rear

DRY WEIGHT 160 kg
LOAD CAPACITY 185 kg
HANDLEBAR WIDTH 585 mm
SEAT HEIGHT 715 mm with 61 kg rider
GROUND CLEARANCE .. 175 mm with 61 kg rider

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CYCLESPORT



PHOTOGRAPHY BY DARRILL LARSON

Antonio Gorgot of Spain rode his 350 cc Ossa to ninth at the Watkins Glen, N.Y. world trial June 14.

Burgat leads world trials

56

Lejeune slips to second after U.S. round

Filice and H-D win the mile

58

Tire wear and restrictors bother privateers

Richichi wins Laconia Classic

60

Gary Collins third in lightweight expert

McMurter wins superbike again

62

Hindle stays upright and wins Formula One

Zoli Berenyi Sr. is a fast oldie

64

"Oldtimers" doesn't mean they're slow

Controversy in Coldwater

66

Revisions cause discord at ISDE Qualifier

Burgat leads world trials

Lejeune slips to second overall after U.S. round

By Michael O'Reilly

WATKINS GLEN, N.Y.— Gilles Burgat, the French national champion, reaped the rewards of his mid-season hot streak which has included wins in the Scottish Six Days Trial and the French round of the world championship. He vaulted to the top of the world standings with a win in the eighth and only non-European round of the 12-event series.

Eddy Lejeune, the youthful Belgian factory Honda sensation, slipped to second overall, a victim of lackluster finishes like his sixth place in this round. Lejeune's early-season victories had given him a comfortable lead over his older and more experienced rivals.

Burgat's victory was not uncontested. Fellow Frenchman Charles Coutard tied with him for total points lost. A brilliant 10-point final lap by Burgat made the difference. He topped Coutard by virtue of 32 cleans to 29.

Third-place finisher and the only remaining world-class Bultaco rider Yrjo Vesterinen was separated from Spaniard Jaime Subira by only one point. Current world champion Ulf Karlson beat Lejeune out of a tie for fifth place by having more cleans.

Of particular interest to the partisan crowd was the only regular American rider on the world trials scene, Californian Bernie Schreiber. Schreiber, the 1979 world champion, was forced in early 1980 to switch from troubled Bultaco to Italjet, an Italian firm whose only previous motorcycle experience was making minibikes.

Relying heavily on Bultaco experience, Schreiber has succeeded in developing a world-class trials machine, but feels that development work has cost him heavily in personal results. Out of the hunt for this year's title, the acknowledged late-season charger was looking for a win



Tony Leduc of Vacaville, Calif., finds time for a quick SWiM in the first round of the U.S. championship, run together with the world championship event in Watkins Glen, N.Y.



Canadian trials champ Wayne Woloschuk was seventh in U.S. national championship trial.

to boost his lagging confidence.

Lone Canadian in the international class, Serge Garceau of Chicoutimi, Que., appeared to find the course too tough and retired after lap one with mechanical difficulties.

The course was situated along a scenic but very narrow and steep gorge, typical of the Watkins Glen area. Section eight, a waterfall, was hard to get to, hard to get through and hard to get out of—a description that applied to most of the course for both

riders and spectators.

A critical combination of power and precise lines was required, leaving little margin for error. Yorkshireman Martin Lampkin demonstrated this when a momentary lapse in balance in section three cost him two broken ribs as well as facial bruises and abrasions. Lampkin required hospitalization, but was later reported in stable condition.

With the exception of the international-only sections, the first round of the U.S. national championship was run along with the international event. Montesa riders Curt Comer and Don Sweet demonstrated the severity of the course by placing first and second but with a generous number of threes and fives.

Morgan Kavanaugh came all the way from Colorado to pick up third place and Californian Dwayne Walters was fourth. Notable among the national class was SWM-

mounted Wayne Woloschuk, the current Canadian champion who turned in a creditable seventh-place finish. The rigorous event took its toll on Woloschuk mechanically and physically. Though he found the event a big step up from Canadian events, he was justifiably pleased with his performance.

In Saturday's sportsman-class event, Canadians were represented by Greg Peters who took 17th spot, Cam Whiffing 19th, Andrew King 26th and Phil Ashmore 32nd.

RESULTS

International Class: 1—Gilles Burgat, France (SWM); 2—Charles Coutard, France (Mont); 3—Yrjo Vesterinen, Finland (Bul); 4—Jaime Subira, Spain (Fantic); 5—Ulf Karlson, Sweden (Mont); 6—Eddy Lejeune, Belgium (Hon); 7—Danilo Callezzi, Italy (SWM); 8—Bernie Schreiber, U.S.A. (Italjet); 9—Antonio Gorgot, Spain (Ossa); 10—Manuel Soler, Spain (Mont).

WORLD STANDINGS

1—Gilles Burgat, France, 71 points; 2—Eddy Lejeune, Belgium, 65; 3—Ulf Karlson, Sweden, 58; 4—Yrjo Vesterinen, Finland, 50; 5—Antonio Gorgot, Spain, 44; 6—Manuel Soler, Spain, 43; 7—tie—Bernie Schreiber, U.S.A., and Charles Coutard, France, 37.

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Yamaha SR250 Exciter 1 |
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Suzuki GS1000GT
Yamaha XS1100G |
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Filice and H-D win Louisville

Tire wear and restrictor rule cast cloud on privateers

By Betsy Cornwell

LOUISVILLE, Ky.—Jimmy Filice, rookie extraordinaire, fought the big guys right down to the wire for his first turn in victory circle in a Winston Pro Series national race. This native of Calif., did it in spite of a downpour on Saturday that drenched an already soggy half-mile dirt track and a grey Sunday May 31 that threatened another washout.

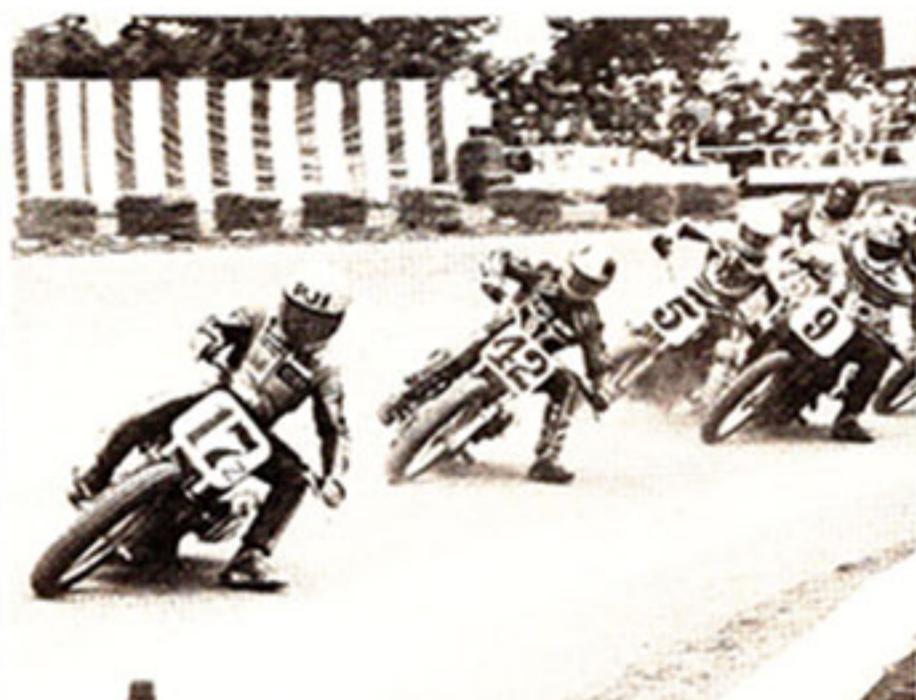
On Saturday the riders managed to get some practice before the skies opened to soak the thousands of spectators as well as the laboriously prepared track.

Sunday dawned grey and gloomy but virtually all the riders lined up impatiently waiting. Shortly before noon the word passed down the line—"they're gonna run it". However, it took another couple of hours of track grooming before officials were satisfied they had a safe surface and, owing to the delay, practice was short.

Time trials followed in quick order and as they progressed the track settled into a hard fast groove giving the riders who qualified late a significant advantage.

One of the victims of this development was Peter Grant, of Woodbridge, Ont., one of the first to qualify. His 25-second time was rapidly left behind as succeeding riders started breaking the 24-second mark, eventually winding up in the low 23s. Jon Cornwell of Georgetown, Ont., qualified in the high 23-second bracket and wound up about 25th on the roster. Springsteen turned in a time of 23.4, Ted Boody 23.38, Garth Brow 23.33 and Steve Eklund pulled off fast time with a 23.2-second run.

Of the 75 plus riders, 48 qualified for four heats and the winners in those heats were, almost without exception, the riders who led from the start. The 1980 champ, Randy Goss, won the first



Jim Filice, No. 17, won Louisville half-mile on a H-D XR750 sponsored by Roberts/Lawwill Racing.

heat, harried by Eklund. Scott Parker, overcoming his dislike of groove tracks won the second, leading Scott Pearson, and back in the middle of the pack, Cornwell. The third heat had "Too Tall" Ted Boody and Terry Poovey nose to tail across the finish line. Filice, known in some circles as the "Flying Flea", led to the finish of heat four with Springsteen following at a distance.

A lot of the fast guys wound up in the semis, including Cornwell. By this time the track had settled into an extremely fast but narrow blue groove. Passing was almost nil. Tim Mertens and Gary Scott each won a semi and a last stab at a place in the national. Second through sixth place riders moved to the trophy dash, including Cornwell.

Rushing to complete the race in the face of encircling showers the officials ran the national first. After a delay over choice of starting position, 14 Harleys shot into the first corner. With a minimal amount of jockeying "Pooh Bear" Poovey emerged out of the dust of the second corner in the lead with the "Flying Flea" nipping his heels. Try as he might, the Bear couldn't shake the Flea. While that battle raged up front the order

in the ranks shifted occasionally as some luckless rider slipped off the groove.

On the ninth lap the two Scotts, Drake and Parker, slipped on the outside and slammed into the haybales. Filice nipped past Poovey while the red flag was up before the race was stopped. Drake was out, his bike broken. Parker and his mechanics worked frantically to repair the damage. Taking advantage of the accident, several riders performed rapid tire changes, either switching the edge or mounting a new rim and tire.

The race resumed with the riders in single file using their positions from the lap previous to the red flag. That put Poovey in the lead but he managed to hold on to it only briefly before Filice again slipped past to take first place, which he held to the flag.

Poovey held on for second followed by Ted Boody, Randy Goss, Scott Pearson, Jay Springsteen, and Steve Eklund. The also-rans included Ricky Graham, Mike Kidd, Mike Farley, Tim Mertens, Gary Scott (nursing a sick motor) and Scott Parker.

The winner's trophy stood almost as tall as Filice.

The trophy dash followed

and for 20 laps 14 riders imitated a freight train. Charlie Roberts, hounded by Robert Crabbe, had it in the bag until the last lap when Crabbe nipped by him to take the flag. Cornwell, after a bad start and getting off the groove in the third corner clung grimly to last place, moving up briefly when Morehead hit the hay bales before retiring.

Next to Filice's win, the days' most interesting stories occurred behind the scenes. The soft-compound Goodyear tires were melting right down to slicks and officials were concerned about the riders' safety. Most competitive riders ran through two tires during the day and some found it necessary to change mid-way through the final. Goodyear had on hand some so-called medium-compound tires which officials impounded for use by the finalists if necessary. By the end of the day not a single medium tire remained.

The riders gathered for the payout were voluble about the tire problem. The cost and rate of wear simply adds to the privateer's financial burden. Another source of frustration is the impending restrictor rule passed by the AMA board for 1982. Riders suspect that the factory bikes will have had enough development to be competitive despite the restrictors but the technology won't filter down to the privateers until, possibly, it is too late.

Gary Scott, dirt track representative on the American Motorcyclist Association board, expressed his frustration as he circulated among the riders trying to drum up support for a protest. "The AMA board doesn't listen to me. I feel like a fool when I go to their meetings; I might as well not be there for all the notice they take. I don't think they care about the riders, they just want to keep the factories happy and pull in the big bucks."

RESULTS

1—Jim Filice, San Jose, Calif. (H-D); 2—Terry Poovey, Euless, Tex. (H-D); 3—Randy Goss, Hartland, Mich. (H-D); 4—Ted Boody, Lansing, Mich. (H-D); 5—Scott Pearson, San Jose, Calif. (H-D).

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Nicki Richichi, 1980 AMA Rookie of the Year, rode to victory at Loudon, N.H., June 21.

Richichi wins Laconia Classic

Canadian Gary Collins places third in lightweight expert

By Colin Fraser

LOUDON, N.H.—Nicki Richichi and Eddie Lawson were the big winners in the 58th annual running of the Laconia AMA road race national June 21. Richichi, 1980 AMA road race rookie of the year, took the Formula One win, his first national victory, after early leader Wes Cooley crashed. Dale Singleton worked his way up to second with his Yamaha YZR500, with a much-improved Richard Chambers finishing third on a Yamaha TZ750 like Richichi's.

Eddie Lawson took the superbike and lightweight pro wins on his factory Kawasakis. In the superbike

race, Lawson won only after Honda factory rider Freddie Spencer crashed while leading in heavy rain. Wes Cooley was second on his Suzuki, with a recovering Spencer third.

The Kawasaki KR250 Lawson rode in lightweight was the sole Kawasaki in the event. He easily outdistanced a large group of privateers on Yamahas battling behind him, with second going to Steve Baron. Gary Collins of Barrie Ont., was third in lightweight with his Shoei-sponsored Rocket Yamaha, his best-ever national placing and the best Canadian result at Loudon. Collins led from the start and rode a strong

race to put himself high in the AMA points standings for that class.

Most Canadians had poor luck at Loudon. Novice pro points leader Steve Simmons, an Elkhart Lake, Wis., national winner, was challenging for the lead in his class when he crashed while trying to pass two riders. The bike was demolished and Simmons is likely to be out for the rest of the season with a badly separated shoulder.

Rueben McMurter, Lang Hindle and Colin Gibb ran strongly but suffered problems in the superbike race. In Formula One, Hindle crashed while seventh and McMurter had motor problems on the



Gary Collins, from Barrie, Ont., was third in expert lightweight.

last lap and dropped out.

Steve Gervais had brake problems with his Castrol Yamaha but ran competitive lap times when his brakes were working. In the novice race, Alan Labrosse, Claude Lereux, Jon Morris and Gilbert Rutherford put up strong showings. Labrosse placed seventh after starting from the second wave.

Unquestionable crowd favorite of the weekend was Californian Dave Emde on the San Jose BMW special. Emde pushed Spencer and Cooley in the wet superbike race to finish an incredible fourth, and then trounced a strong Ducati contingent for the Battle of the Twins win. In the Formula One national, Emde rode the same BMW to seventh overall against the best TZs and superbikes in the country. Not bad for pushrods!

RESULTS

Sidcar: 1—Lind/Hart, Seattle, Wash. (Yam); 2—Hopp/Alston, Philadelphia, Pa. (Kaw); 3—Essaff/Harrod, Los Angeles, Calif. (Kaw).

Battle of the Twins: 1—Dave Emde, Oceanside, Calif. (BMW); 2—Malcom Tunstall, Gainesville, Fla. (Duc); 3—Jim Adamo, Glen Cove, N.Y. (Duc).

Novice lightweight: 1—Wayne Rainey, (Kaw); 2—Bryan Paquette, Hancock, N.H. (Yam); 3—Carl Muffly, Plymouth, Mich. (Yam).

Expert lightweight: 1—Eddie Lawson, Santa Ana, Calif. (Kaw); 2—Stephen Baron, Hawthorne, N.J. (Yam); 3—Gary Collins Barrie, Ont. (Yam).

Superbike: 1—Eddie Lawson, Santa Ana, Calif. (Kaw); 2—Wes Cooley, Santa Ana, Calif. (Suz); 3—Freddie Spencer, Shreveport, La. (Hon).

Formula One: 1—Nicki Richichi, Fresh Meadows, N.Y. (Yam); 2—Dale Singleton, Dalton, Ga. (Yam); 3—Richard Chambers, Raphine, Va. (Yam).



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McMurter wins superbike again

Hindle stays upright and sets lap record in Formula One

By Colin Fraser

SHANNONVILLE, Ont.— "Wow! I finally won one. Now I'll be able to sleep at night!" These were Lang Hindle's remarks at a champagne-soaked winner's circle after setting a new outright bike track record at Shannonville on his way to the Formula One win in the third round of the Eastern Canada Castrol Challenge. Hindle set a record of 50.52 seconds, eclipsing the previous record of 50.80 set by Miles Baldwin minutes earlier in the same race.

Forced to miss Saturday's heats due to last-minute engine bothers with his Canadian Kawasaki-sponsored KZ1000, Hindle finished third in the superbike race and had trouble doing so. "In the superbike race, the clutch was slipping and I had tire problems, but we got all that sorted out for the Formula One. I think my luck is finally beginning to change," explained Hindle, who until the Shannonville race had crashed in three previous events.

Rueben McMurter continues to lead both the Formula One and superbike championships, taking his third consecutive superbike win and finishing a close second to Hindle in the Formula One race. McMurter's Cycle Engineering-built, Bel-Ray-sponsored Kawasaki KZ1000 was hounded to the finish line in superbike by hard-charging rookie pro Colin Gibb, who also took his Zdeno-Kawasaki to fourth in Formula One. McMurter currently holds a large lead over Gibb in both championships.

Miles Baldwin made a welcome return to Shannonville after a three-year absence and showed how quickly he could learn an unfamiliar track. "The bike was great, I just wasn't getting fast starts," said Baldwin. At Shannonville the GP machines like Baldwin's Yamaha TZ750 and the Yamaha YZR500 of Steve



Rueben McMurter, No. 123, leads a screaming horde of superbikes and GP machines through turn two, right after the start of the Formula One event at Shannonville, Ont., June 14.

Gervais are overshadowed by the large four-stroke superbikes, which are much quicker off the line.

In the 250 cc pro GP event, a three-bike charge for the lead had the crowd on its feet right to the flag. Clive NG-A-Kien's Microlon Yamaha eventually beat Gary Collins's Shoei-sponsored Rocket Yamaha and the ex-NG-A-Kien bike ridden by first year pro Alan Labrosse. On the last lap it looked as if Collins would be first ahead of Labrosse, but both made an error lapping a back-marker and gave the win to NG-A-Kien who was riding without the benefit of top gear.

Labrosse rode so hard he wore a hole in his clutch cover, a remarkable achievement on a high ground clearance TZ250. Earlier in the day Labrosse had run away from a strong 125 GP field for the win on his Daytona-Castrol Honda, continuing his unbeaten streak as a 125 pro.

125 cc amateur GP: 1—Ray DeLyon, Malton, Ont. (Hon); 2—Mark White, Brampton, Ont. (Hon); 3—Errol Chapman, Scarborough (Yam).

250 cc amateur GP: 1—Jon Morris, Bar-



Fast brothers Jeff and Paul MacMillan from Toronto ruled 555 pro production with their rapid Ducati desmo Pantahs.

rie, Ont. (Yam); 2—Gilles Lefebvre, Montreal (Yam); 3—Ray DeLyon, Malton, Ont. (Hon).

555 cc amateur GP: 1—Gilles Lefebvre, Montreal (Yam); 2—Jon Morris, Barrie, Ont. (Yam); 3—Peter Milewski, Toronto (Yam).

555 cc amateur prod: 1—James Pietsch, Tavistock, Ont. (Yam); 2—Bruno DeRoy, Verdun, Que. (Kaw); 3—Chris Banister-Brown, Rexdale, Ont. (Yam).

750cc amateur prod: 1—James Pietsch, Tavistock, Ont. (Yam); 2—Warren Milner, Toronto (Yam); 3—Steve Galbraith, Toronto (Yam).

Amateur superbike: 1—Don Gray-Wheeler, Dundas, Ont. (Kaw); 2—Art Robbins, Toronto (Suz); 3—Peter Maguire, Ottawa (Kaw).

125 cc pro GP: 1—Alan Labrosse, Montreal (Hon); 2—Jean-Yves Ferland, Montreal (Hon); 3—Mark Jacobs, Scarborough, Ont. (Hon).

250 cc pro GP: 1—Clive NG-A-Kien, Pickering, Ont. (Yam); 2—Gary Collins, Barrie, Ont. (Yam); 3—Alan Labrosse, Montreal (Yam).

555 cc pro prod: 1—Paul MacMillan, Downsview, Ont. (Duc); 2—Jeff MacMillan, Downsview, Ont. (Duc); 3—Glenn Williams, Willowdale, Ont. (Yam).

750 cc pro prod: 1—Jeff MacMillan, Downsview, Ont. (Duc); 2—Paul MacMillan, Downsview, Ont. (Duc); 3—Martin Schubert, Downsview, Ont. (Yam).

Pro superbike: 1—Rueben McMurter, London, Ont. (Kaw); 2—Colin Gibb, Guelph, Ont. (Kaw); 3—Lang Hindle, Scarborough, Ont. (Kaw).

Pro Formula One: 1—Lang Hindle, Scarborough, Ont. (Kaw); 2—Rueben McMurter, London, Ont. (Kaw); 3—Miles Baldwin, Toronto (Yam).

Vintage: 1—John Allen, Toronto (Suz); 2—Tom Fawcett, Toronto (Hon); 3—Joe Rogers, Picton, Ont. (Duc).

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Zoli Berenyi Sr. is a fast oldie

Just because they're oldtimers doesn't mean they're slow

By Harlow Rankin

EDMONTON — Oldtimers from across the Pacific Northwest made the trek to Edmonton and the Alberta round of the North American oldtimers motocross championship. The two-day/six-moto affair at Edmonton's Ardrossan track could have been considered a Husqvarna and Maico owners convention.

When the dust finally settled, Honda-mounted Zoli Berenyi Sr. stood atop the results, only after some exciting masters class action. But that is only part of the story...

Albertan Bob Finlayson motored his Maico to three moto wins on the Saturday, but couldn't stay on form for the Sunday novice clashes. Even so, he managed to pick up third spot for the weekend. Ken Hebert, another Albertan, took his Honda to consistent second and third places, a moto win and a fifth place to finish second overall. Washington's Dick Graham brought home the novice gold, never finishing out of the top three in the six motos.

Maico again claimed top honors in the amateur class with California's Bob Porter in the saddle. Porter staged two moto wins on his way to the victory. Alberta's Harold Weisgerber also had two wins on his Husky. He had problems in two others and dropped back to finish up in the third slot. Walter Drake brought the sole KTM entered for second place. Drake got his act together on Sunday's reversed layout after an on-off showing the day before.

Alberta's Pete Mix scorched his way to three moto wins in Saturday's hotly contested expert sessions. But on Sunday, he waited until the last moto to wrap up the overall victory with his Husky. Rod Collins took his Washington Can-Am to two moto wins plus two second place rides. Lesser performances in his remaining rides left him one



Zoli Berenyi Sr. won the masters class at Edmonton's Oldtimers International on a Honda CR450R, June 7.

point adrift of Mix in the final standings. Washington's Ben Sessions on yet another Maico took the third expert award with a series of second and third place finishes.

Saturday's masters race was a cakewalk for Alberta's Zoli Berenyi Sr. for two motos. Then the action really began. After two seemingly easy wins, Zoli stalled the big

CR450R Honda coming off the line in the final. By the time he got under way, the leaders had a good 20-second lead on him. It wasn't enough. At the half-way or 10 minute mark, Zoli had made up 10 seconds. At the three-quarter mark he surged into the lead. By Saturday's final flag, Zoli Berenyi Sr. had stretched out a 20-second victory.

Washingtonian Bob White and Bob Underhill from B.C. briefly shared the lead in Saturday's motos. White collected a pair of seconds and a third for his Maico effort. Underhill scored a pair of thirds and a second on his Yamaha.

Alberta's Steen Hansen showed his true grit on Saturday. A slipped disc took him out of the second masters moto. He gingerly doffed his motocross gear and made a quick trip into Edmonton to the chiropractor for an adjustment and was back for the third moto aboard his big bore Husky.

Underhill had Sunday wired and stormed to two victories. Berenyi finally got back on the gas in the finale to take this last moto and the overall masters win. Underhill took home a solid second place behind Zoli and White amassed another series of seconds and thirds for his final third placing.

Both Ed McDonald and Gord Oaks should liven up the masters class next year when they will come of age, 40. They spent two days scrapping with each other in the over the hill gang.

Their lap times were very close to the master class leaders, but they both had inconsistent finishes. This left the door open for Chad Sinclair. Not flashy, but he was always there at the finish where it counts.

RESULTS

Novice: 1—Dick Graham, Washington (Ma); 2—Ken Herbert, Alta. (Hon); 3—Bob Finlayson, Alta. (Ma).

Amateur: 1—Bob Porter, Calif. (Ma); 2—Walter Drake, Wash. (KTM); 3—Harold Weisgerber, Alta. (Hus).

Expert: 1—Pete Mix, Alta. (Hus); 2—Rod Collins, Wash. (C-A); 3—Ben Sessions, Wash. (Ma).

Masters: 1—Zoli Berenyi Sr., Alta. (Hon); 2—Bob Underhill, B.C. (Yam); 3—Bob White, Wash. (Ma).

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Controversy in Coldwater

Revised results create discord at two-day ISDE qualifier

COLDWATER, Ont.—The 1981 Coldwater ISDE Qualifier had beautiful weather and perfect enduro terrain, but it was beset with controversy. The dispute involved exclusion of route points earned, questionably so in the opinion of some, on the first day—Saturday, May 30.

The two-day event was organized by the Coldwater Qualifier Club of Barrie, Ont. It covered a 35 kilometre loop with one easy and one difficult check point on each loop. Time schedules tightened on each loop. Saturday's five loops included a special test 3.2 kilometres long and favored the motocross rider. Heavy rain on the Friday night kept the expected dust to a minimum.

At 11 a.m., 137 riders set out for the first day's ride and trouble. Right from the first loop, problems occurred. A

combination of missing arrows and interference from local people on the trail sent riders all over Simcoe County.

Hard work on the part of the organizers and a helpful Ontario Provincial Police officer managed to get riders back on the course by the third check point. Many suffered mechanical failures and only 66 riders finished.

The controversy started on Saturday night when the day's results were posted. Many riders were surprised by their positions and even more so by the positions of riders they thought were definitely not capable of such performances. Course cutting was the major complaint.

Sunday's ride started two hours earlier for the riders, who were faced with a slower time schedule. Much of the route was the same as Saturday except for the inclusion of

16 kilometres of fresh trails and a different special test. This special test was 3.5 kilometres long, and being tighter, catered more to the enduro riders instead of the faster motocross style of the previous day.

Sunday's run was trouble-free, but even after arrow accuracy was confirmed early in the morning, course officials caught five riders blatantly cutting the course at one corner where they could shave five minutes off a lap time. Only 47 riders finished the second day and the 322-kilometre event.

Results posted Sunday evening sent the riders into an uproar, with two riders formally protesting the inclusion of Saturday's route points in the scoring. It was felt by these riders that course cutting on the previous day improperly influenced the

overall scores.

After a night of deliberation, the officials revised the results, throwing out Saturday's route scores and using only the special test from that day. The officials said that considering the proved course cutting on Sunday and the chaos on Saturday with lost riders, the revised results are the most accurate possible.

Blair Sharpless of Don Mills, Ont., led a Can-Am sweep of the top four places with the revised results. Sharpless's pleasure wasn't shared by other riders who lost a medal with the change. Said one: "I never cut the course but I lost the only medal I've ever won after the revision. It hardly seems fair."

RESULTS

Overall: 1—Blair Sharpless, 902 points (C-A); 2—Geoff Burgess, 806 (C-A); 3—Ross Lennox, 908 (C-A); 4—Gary Klassen, 917 (C-A); 5—Bill Wilson, 930 (Hus).

Fastest special test: Expert: Blair Sharpless (C-A); Senior: Bruce Eccles (Kaw); Junior: C. Trimble; (Hus); Veteran: Barry Webb (C-A).

Cyclesport is edited by
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Human vanity, friends from the past

Fourteen years away
didn't dim the
memories

By Mike Duff

I arrived late for my booking to the Island, but no matter. Cars and bikes by the hundreds lined up and crowded into boat after boat for the expected rough passage. The fresh scent of salt air was strong on the wind and as the ship entered the lee of the island I ventured forward to catch my first glimpse in eight years of the Isle of Man, venue of the famous Tourist Trophy races.

In January of this year I had received an invitation from the Auto-Cycle Union, the organizing body for the Island races, to participate in the third annual TT Laps of Honour on the final race day, Friday June 12. A selection of past Isle of Man TT participants who received a degree of fame were to be invited to ride in a parade around two laps of the demanding 60.7 km (37.7 miles) of the Island's public roads closed to normal road traffic for the races.

I immediately wrote to my previous sponsor, Tom Arter of Canterbury, Kent, asking for the use of one of the few remaining machines I used to ride in the Island. The same machine on which I finished third in the Senior TT in 1963 was offered and I gratefully accepted.

More than 100 entries had been received for this parade of ex-riders and old machines of past TT eras. Immaculately prepared 500 and 350 Manx Norton single cylinder machines were by far the most popular of these classic entries; Matchless G50 and AJS 7R bikes numbered second most plentiful and a handful of more exotic machines also lined the grid.

Geoff Duke on the Italian Gilera 500-four appeared. Stanley Woods came with the same 1939 KTT Velocette single on which he won that year's Senior TT, and probably the most immaculate machine on the grid was Arthur Wheeler's ex-works 350 Moto Guzzi horizontal single.

My Matchless, though somewhat less than immaculate mechanically, appeared sound. During the few hours riding out at Jurby aerodrome, the Island's ex-RAF air base, the Matchless seemed to run very well.

No practice was allowed for this class of machines as the event was not construed a race, but a parade. However, some riders obviously thought differently.

It had been 14 years since I'd circulated the TT circuit in anger. In those days mental and physical conditioning demanded by constant competition was at a high pitch. Fourteen years later muscles suddenly called upon to react and work complained with unexpected vehemence. Even after the hour at Jurby

co-ordinating gear changes with braking action, arm and leg muscles were beginning to object.

The parade started with riders pushing off in pairs at the traditional 10 second intervals. Riding number four, I pushed off with Paddy Driver 10 seconds behind the leading pair, Franta Stastny and Jack Finlay.

The Matchless fired easily and as I swung my pulled muscles aboard, both Paddy and I accelerated away towards Bray Hill. Immediately cresting the top of Bray it became apparent the bike's handling was not what I remembered it to be, as it shook its head in violent reaction to the forces acting upon it.

The circuit fell into a familiar pattern even after an absence of so many years. Exiting from Union Mills, two miles out from the start, I was no more than five seconds away from achieving a career-long goal of leading a TT on the roads when Percy Tait came hurtling by on his 750 Triumph triple.

Second on the roads now, the circuit flowed beneath me in the familiar intricate pattern. The new paving from Ballacraigne to the Cronk-y-Voddy Straight seemed as bumpy as before, but upon hurtling down towards the Eleventh Milestone onto the old paving my mind and body were very quickly refreshed at just how physically demanding a TT race really is to both rider and machine.

Albeit rather slow, I had by Ramsey settled down into a pattern and began the mountain climb. Accelerating up towards May Hill from Parliament Square, barely past the half distance on lap one, an unusual vibration began and half a mile further on the Matchless's crankshaft bearing ground to a halt. All that way for a 20-mile parade. And I was feeling so good and confident.

Many riders stopped after only one lap while others carried on the full two. Percy Tait's second lap was accomplished just shy of a 100 mph average. Others were less interested in a fast time, more out to relive some of the past glory that associates itself with the TT.

For me, human vanity what it is, I had wished my ride to have some semblance of my previous self. At least to have attained a reasonable speed would perhaps as much confirm in my own mind I still possess some of that ability or fame that seemed to be fading so much just recently.

That confirmation was received and was enjoyed to its fullest as it re-established that old fire and satisfying will to win. □

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It isn't easy being the best

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Being a winner is more than finishing first in your race

By Carl Bastedo

Life's tough at the top, whether you're winning your class in schoolboy, junior, senior or expert, provincially or nationally. You'll know what I mean by the statement "It's tough being the best".

You exert extra physical and mental pressures on your family, friends and yourself when you expect to win on a regular basis. Your supporters and competitors unknowingly exert pressure on you by just assuming you're going to win, and by their attitude when you lose, no matter what the circumstances.

It is one of the reasons many fine up-coming riders drop out of the sport after they begin moving up in class. It's not so much the financial burden or their lack of desire as it is the pressures created by not being the winner anymore.

How you mentally cope with being the best in your class could affect the rest of your racing career and more important, the relationship with your family and friends.

Being aware of the things that happen to some winners will go a long way with helping you cope with being the best. Many winners develop the "they're all out to get me" paranoid, whether it be the officials, promoters or fellow racers on the track. I had one consistent class winner tell me that the referee was specifically watching him for creeping on a flag start, over the other 40 riders in the lineup. He was convinced that the referee was literally staring at him and not watching the other riders.

This same rider actually started to suspect his best friends and mechanic of sabotage when his bike failed in two races.

Other class champions have told me that they have to be especially careful in the first turn as other riders try deliberately to knock them down.

The feeling of persecution is one that every regular winner should be aware of and try to avoid.

Another problem some winners have is how to accept a win or a loss. Some are very gracious winners but terrible losers, while others are good losers but pompous

Carl Bastedo is a former motocrosser who is now a track owner and promoter.



Johnny O'Mara, 1981 Toronto Supercross winner, knows that life goes on after victory circle. He doesn't alienate friends just because he won the race.

fools when they win. Some unfortunately have a poor attitude to both winning and losing.

Some things that might help in this area are as follows: Blame yourself if you don't win, don't blame another rider for knocking you off or holding you up, don't blame your mechanic or your motorcycle.

Always remember that you are in charge. You should accept total responsibility for everything that happens to you. If you knew more about your motorcycle, it wouldn't break. If you could pass better, you wouldn't get held up. If you avoided situations where you'd likely get knocked off, it wouldn't happen as often. If you were in better shape, you might not have fallen. The list goes on.

Blame yourself and not others; that way you may learn from your mistakes instead of having them come back to haunt you. It will also make things easier for the people around you.

Always congratulate the winner, and don't do it as if you should have won but he lucked into it. Just a plain "Good ride John, congratulations." is fine. No excuses on your part are wanted or necessary.

If you win, don't strut around the pits with a big grin and talk to everyone in

sight. If you noticed or heard of a competitor who had trouble, let him know you're aware of the problem. You don't have to indicate to him that he would have won had he not had the problem but just let him off the hook a bit by acknowledging his problem. You don't have to remind him you won either.

Knowing how to lose and win well will go a long way toward helping you in future years and improving relations with your racing buddies. When you're winning you have to try harder, and that doesn't just refer to the race itself.

You, more than most, will have to try harder to be friendly and concerned about fellow riders. You have to have a good appearance at the track and be more professional. You have to get your entries in sooner.

Because you are a winner, you have to be more careful to choose your words when criticizing the officials, track or other riders. You will be listened to more carefully and your comments will be analyzed and discussed by others. You will be more open to criticism and your actions will be noticed.

Yes, it's tough being the best. Winners have to try harder.

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.

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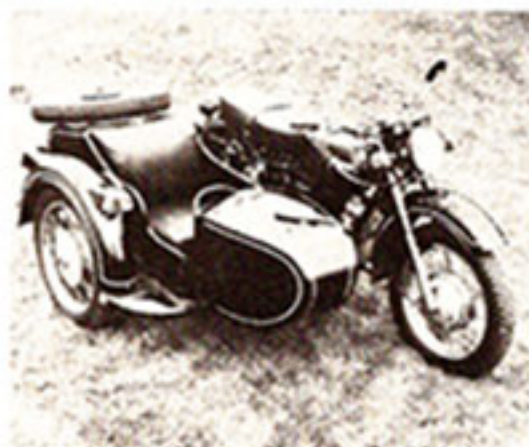
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WHO WON WHAT

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Motocross Varna, Ontario

June 28

PEEWEE A

- 1—Scott Wilson London, Ont.
2—Mark Allen London, Ont.
3—Mike Bardswill Parkhill, Ont.

PEEWEE B

- 1—Kelly Peev Sarnia, Ont.
2—Dean Dobson Hensall, Ont.
3—Mike Gillis London, Ont.

PEEWEE C

- 1—Jim Dickins Hensall, Ont.
2—Shawn Talbot Goderich, Ont.
3—Steve Bulyovskiy Simcoe, Ont.

JUNIOR A

- 1—Paul Van Oss Exeter, Ont.
2—Hugo Maaskant Clinton, Ont.
3—Embert Berkens Strathroy, Ont.

JUNIOR B

- 1—Calvin Marten Goderich, Ont.
2—Mark Allen London, Ont.

JUNIOR C

- 1—Kevin Feehan Sarnia, Ont.
2—Dave McGregor Kippen, Ont.

ENDURO A

- 1—Terry Watterworth London, Ont.
2—Murray Pickard London, Ont.
3—Garry Lovie Exeter, Ont.

ENDURO B

- 1—Mike Maaskant Clinton, Ont.
2—Kelly Peev Sarnia, Ont.
3—Scott Lovie Exeter, Ont.

ENDURO C

- 1—Darryl Simpson Exeter, Ont.
2—Fred Wallis London, Ont.
3—Ken Schaes Hanover, Ont.

OLD TIMERS

- 1—J. Bardswill Parkhill, Ont.
2—Garry Lovie Exeter, Ont.
3—Larry Matthews Tillsonburg, Ont.

NOVICE A

- 1—John Maaskant Clinton, Ont.
2—Nick Raza Benmillier, Ont.
3—Mike McCarthy Shelburne, Ont.

NOVICE B

- 1—Willy Travis Shelburne, Ont.
2—Sean Sands London, Ont.
3—Norm Williams Watford, Ont.

NOVICE C

- 1—Rob McBeth London, Ont.
2—Dean Watt Shipka, Ont.
3—Brian Blackburn Exeter, Ont.

Road race St. Croix, Que. June 28

125 cc JUNIOR GP

- 1—Daniel Santerre Cowansville, Que. Hon
2—Graham Read Jonquiere, Que. Hon
3—Frank Potvin Thetford Mines, Que. Hon

250 cc JUNIOR GP

- 1—Graham Read Jonquiere, Que. Hon

555 JUNIOR PRODUCTION

- 1—Bruno De Roy Montreal Kaw
2—Daniel Cyr Quebec City Yam
3—Francois Peliquin Ste. Foy, Que. Yam

750 cc JUNIOR PRODUCTION

- 1—Michel Mercier Thetford Mines, Que. Yam
2—Bruno De Roy Montreal Kaw
3—Steve Savageot Ottawa Kaw

555 JUNIOR GP

- 1—Bernard Lair Ste. Foy, Que. Yam
2—Brett Moodok Ontario Yam

JUNIOR SUPERBIKE

- 1—Michel Mercier Thetford Mines, Que. Yam
2—Benoit Veilleux Repentigny, Que. Kaw
3—Christian LaSalle Montreal

125 cc EXPERT GP

- 1—Jean Yves Ferland Montreal Hon

250 cc EXPERT GP

- 1—Steve Bragg Montreal Yam

- 2—Raymond Gollin Montreal Yam
3—Jean Yves Ferland Montreal Hon
555 EXPERT PRODUCTION
1—Dan Witmer Ottawa Yam
EXPERT SUPERBIKE
1—Dan Witmer Ottawa Yam

Motocross Dagmar, Ont. June 21

125 cc EXPERT

- 1—Ross Pederson Calgary Kaw
2—Doug Hoover Mount Albert, Ont. Suz
3—Rob Hodgson Cambridge, Ont. Yam
4—Dennis James Aurora, Ont. Yam

250 cc EXPERT

- 1—Mike Harnden Oshawa, Ont. Yam
2—Al Logue Hamilton Hon
3—Rick Hudson Strathroy, Ont. Yam
4—Rick Jones Picton, Ont. Yam

STANDINGS AFTER ROUND TWO

- 125 cc**
1—Ross Pederson Calgary 97 points
2—Dennis James Aurora, Ont. 80
3—Rob Hodgson Cambridge, Ont. 73

250 cc

- 1—Mike Harnden Oshawa, Ont. 88 points
2—Ross Pederson Calgary 66
3—Al Logue Hamilton 62

Hillclimb Hornell, N.Y. June 21

500 cc

- 1—John Williams Markham, Ont. Hon
2—Keith Grooms BSA
3—Jim Clark Tri

Trial Red Deer, Alta. June 7

JUNIOR

- 1—Jeff Neuby Calgary Yam
2—Jeff Runneman Calgary Mont
3—Steve Day Calgary Yam

SENIOR

- 1—Dan Farago Welland, Ont. Yam
2—Larry Nichols Turner Valley, Alta. Yam
3—Allan Nichols Medley, Alta. Yam

EXPERT

- 1—Peter Bustin Edmonton Mont
2—Marshall Hokes Edmonton Mont
3—Ken Ristimaki Marysville, B.C. Yam

Motocross Calgary May 31

MINI

- 1—David Gilchrist Innisfail, Alta. Yam
2—Dory Gerrard Innisfail, Alta. Yam
3—Daryl Powers Calgary Suz

SMALL WHEEL SCHOOLBOY A

- 1—Marty Vowles Calgary Yam
2—John Webb Calgary Yam
3—Dean Welsh Calgary Hon

SMALL WHEEL SCHOOLBOY B

- 1—Darrel Klemna Fort St. John, Alta. Yam
2—Derek Winters Calgary Suz
3—Ian Ear Calgary Yam

LARGE WHEEL SCHOOLBOY

- 1—Jamie Palmer Calgary Suz
2—Kevin Heft Calgary Suz
3—Steven Lee Raymond, Alta. Suz

125 cc JUNIOR

- 1—Geoff Spence Taylor, B.C. Suz
2—Clayton Rockwell Olds, Alta. Yam
3—Troy Erler Lethbridge, Alta. Yam

OPEN JUNIOR

- 1—Kevin Irving Olds, Alta. Hon
2—Brian Richter Fort St. John, Alta. Hon
3—Mark Federico Calgary Yam

125 cc SENIOR

- 1—Scott Charlton Calgary Yam
2—Darren Skovmose Medicine Hat, Alta. Yam
3—Gary Middleton Edmonton Suz

250 cc SENIOR

- 1—Darren Skovmose Medicine Hat, Alta. Yam
2—Scott Charlton Calgary Yam
3—Robin Mayzes Bragg Creek, Alta. Mai

125 cc EXPERT

- 1—Zoli Berengy Jr. Edmonton Yam
2—Stan Currington Edmonton Yam
3—Jeff Malanowich Fort St. John, Alta. Yam

OPEN EXPERT

- 1—Zoli Berengy Jr. Edmonton Yam
2—Jim Gilson Calgary Yam
3—Stan Currington Edmonton Yam

OLD TIMERS

- 1—Lyle Miller Stettler, Alta. Yam
2—Thomas Torrens Okotoks, Alta. C-A
3—Kay Atwood Calgary C-A

Road Race Edmonton May 18

LIGHTWEIGHT PRODUCTION JUNIOR

- 1—B. Woods Edmonton Yam
2—T. Roxburgh Edmonton Yam
3—E. Holcombe Edmonton Yam

UNDER 550cc CAFE JUNIOR

- 1—T. Roxburgh Edmonton Yam
2—B. Woods Edmonton Yam
3—D. Vickers Edmonton Yam

OVER 550 cc CAFE JUNIOR

- 1—D. Smith Edmonton Suz
2—S. Lingard Edmonton Suz
3—G. Campbell Camrose, Alta. Suz

750 cc JUNIOR

- 1—G. Campbell Camrose, Alta. Suz
2—M. Watt Edmonton Kaw
3—B. Sweet Edmonton Hon

125 cc GP JUNIOR

- 1—C. Baitman Calgary Hon
2—L. Theriault Calgary Hon
3—S. McColl Calgary Hon

250 cc GP JUNIOR

- 1—D. Sandiland Calgary Yam
2—K. Krutzler Medicine Hat, Alta. Yam
3—G. Baitman Calgary Hon

500 cc GP JUNIOR

- 1—K. Krutzler Medicine Hat, Alta. Yam
2—D. Sandilands Calgary Yam
3—B. Woods Edmonton Yam

LIGHTWEIGHT PRODUCTION EXPERT

- 1—J. Fahey Edmonton Yam
2—E. Gagnon Edmonton Yam
3—C. Balbav Edmonton Yam

UNDER 550 cc CAFE EXPERT

- 1—Z. Bodderson Edmonton Duc
2—E. Gagnon Edmonton Yam
3—J. Fahey Edmonton Yam

OVER 550 cc CAFE EXPERT

- 1—J. Bucholtz Edmonton Hon
2—B. Smith Edmonton Suz
3—J. Fahey Edmonton Yam

125 cc EXPERT

- 1—W. McKinnon Edmonton Hon
2—G. Harris Calgary Hon

250 cc GP EXPERT

- 1—S. Dick Calgary Rotax
2—J. Wylie Calgary Yam
3—J. Jones Calgary Yam

500 cc GP EXPERT

- 1—S. Dick Calgary Rotax
2—F. Van Sertima Calgary Yam
3—J. Wylie Calgary Yam

SUPERBIKE

- 1—S. Dick Calgary Kaw
2—pending
3—B. Smith Edmonton Suz

CMA

CANADIAN MOTORCYCLING
SPORT AS SEEN
BY CMA

Veracity of mirrors should be considered when changing lanes

By Jim Kelly

OF MANY THINGS

I find it inconceivable there are so many motorists who can't be aware of just how invisible their vehicles are when it is foggy. Last week, riding home in a medium heavy fog, I saw vehicle after vehicle loom up in the murk with no lights on, not even parkers. EEEEGAD!

How's the veracity of your mirror? What's that you say? Recently I had occasion to replace my left hand mirror with an "other than stock" item. I was amazed to find my stock mirror, right side, clearly showed a vehicle to be 100 metres or more behind me while my left (new) mirror indicated the same vehicle was only 10 metres away. Couldn't help but wonder how many motorists had cursed me for cutting back into their lane without a lot of room to spare.

ABOUT CHOICES

Want to mention a crash I had in a recent enduro. It was bad enough that I feared I had done myself a very serious injury for quite a few painful minutes. My entire chest area was racked with pains. One hand and one leg were hollering in only a slightly less vociferous manner and I couldn't breathe properly. The next day, I began to wonder how many accidents are caused or injuries expanded by the choice a rider makes when confronted with an emergency. In my case, I came to a near vertical drop-off about three metres high which I didn't see until almost on top of it.

For some vague reason, looking at the drop and the old 4x4's at the bottom (and I'll never know if it was stupidity, experience, courage or what) I chose to think if I opened the throttle wide, I'd be able to clear the whole mess and land on the flat ground on the other side. All this really accomplished was that I hit the bottom and the "logs" going faster than I would have had I locked up all brakes.

Naturally, in this particular type of situation, there were any number of choi-

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

ces. I could have dropped the bike; jumped off; put on the brakes; tried to steer clear; and open the throttle. Did I make the wrong choice? We'll never really know.

I guess maybe the best riders have time to consider ALL the choices and make the best one. But for most of us, we'll choose and then live with the consequences. What worries me a bit is if the same situation happens again, I'd probably react the same way. And I thought you got smarter as you got older. Hmmm...

ENDUROS

The annual Massassauga Enduro was a good run, as usual, though a lack of arrows in a very grown-up peat bog had many riders searching in vain among the scrubby trees and brush for the route. Couple that with the fact that while searching, soft spots in the peat were waiting to stop your front wheel right then, and the fact you must keep up a reasonable speed in order not to sink, makes for some "exciting" riding.

Add the British Empire Motor Club and Steel City Riders to the list of donors to the ISDE effort for 1981. Two hundred dollars from each club sure helps out the kitty. Thanks from all the ISDE riders!

Barrie Two-day, beset with problems on the Saturday run, was absolutely superb on Sunday! While I don't know all of the people involved, I'd like to say thanks to Steve Brand and Jim and Linda Hamilton for tons of hard work. I sure hope you won't be discouraged by your difficulties and I know how hard you worked to put on the event. Please run it again in 1982.

DIRT TRACK

Dirt track racing week-end in Ontario saw good entries and fine racing. The "new" 500 classes, particularly senior and expert were excellent at all three races. The 500 cc expert class includes seven or eight riders who are so close on talent any one of them can win a final on a given night.

The new 500 cc single cylinder junior class is still small but expect it to expand as the season goes on. I'll expect to see numerous old 360 Bultacos resurrected along with new riders.

At both of the half-miles on the week-end, the 500 cc experts were lapping within thirty-five one-hundredths of a second of the 750s. Hard to believe.

Makes one wonder a bit about the fear of some people regarding changes to the

current 750 class (i.e. a reduction in engine capacity) when it was very obvious at this particular event that the best race of the night was in the 250 cc expert class with Parker and Hardin at it hammer and tongs.

ROAD RACING

Just read an excellent article by Kevin Cameron in a recent issue of Cycle in which he discusses the idea of going back to single-cylinder racing. Whoa boys and girls — before you mount the self righteous sneers — have a read and see if many of the points in it are well taken.

MOTOCROSS

Alan Logue, after winning the second 250 cc moto at Durham on a cold, rainy, muddy afternoon was heard to remark to the promoter that the track was in terrible condition. Hmmm!

Is it back to the drawing board after the first world championship round in France where the factory water-pumpers all suffered clogged rads, boiling and seizure? Migawd, now they'll have two sets of bikes at the events, one for the dry and one for the mud.

Stolen Motorcycles

1980 Maico 450 Ml, frame serial No. 3472235. 1979 Suzuki RM250N, frame serial No. 42844. Jim Atcheson, 50 Panorama Ct., #701, Rexdale, Ont. M9V 4A9, telephone (416) 745-2297.

1980 Honda CR250RA, Frame serial No. 2015152. 1981 Suzuki RM250X, engine serial No. 100977, frame serial No. VIN YB 2100738. Gary R. Ponting, 1221 Greening Ave., Mississauga, Ont., L4Y 1H3, Telephone (416) 279-3044.

A large number of stolen off-road bikes have been reported to us this year and most of them, unfortunately, were not covered by insurance; either the CMA policy or through other channels.

One of the operations (in the Mississauga, Ont. area) watches the classified ads, telephones to get the address on the pretext of coming to look at the bike, and presto, a few days later the machine and any others at the address have disappeared.

We do urge you to get yourself some insurance coverage, take extra precautions if you are advertising your bike for sale, and ask neighbors to keep an eye out when you won't be at home. □

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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.

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Bridgestone: 350 GTR
BSA: A75 Rocket III, A65 Lightning, A65T Thunderbolt, A10, B44VS, B50SS, B25SS, Gold Star
Bultaco: Sherpa T, Metralla, Alpina 350, Alpina 250
Can-Am: Qualifier 370, 250, 175, 250MX4, 250 TNT, 250MXS, MX125
CZ/Jawa: ISDT
Dnepr: 650
Ducati: 900SS, 900 Darmah, 860 GTS, 750 Sport, 750 GT, 350 Sport Desmo, 250, 160 Jr
Gilera: 300T
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Matchless: 650
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CALENDAR

MOTOCROSS NATIONALS
START AUGUST 23
IN ULVERTON

AUGUST

23—Road race, Westwood, B.C. Information (604) 931-7811.
23—Motocross, Duncan, B.C. Information (604) 931-7811.
23—Trial, Victoria, Rick 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, Willi St. Goddard, 30 Oakleaf Dr., Winnipeg, Man. R2M 4G7.
23—Motocross, Varna, Ont. Junior, schoolboy and senior expert invitation. 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, Sarsair, Que. Ninth round of 10 of the Gastrol 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, Carman, Man. Information Willi St. Goddard, 30 Oakleaf Dr., Winnipeg, Man., R2M 4G7.
30—Motocross, Austin, Man. Information Willi St. Goddard, 30 Oakleaf Dr., Winnipeg, R2M 4G7.

SEPTEMBER

1—Dirt track, Paris, Ont. Half-mile night event. Information (416) 522-5705.
4-8—Three Flags Classic, Mexico to Canada road ride. Information (604) 931-7811.
4-7—Cyclefest, Kitchener, Ont. Pig roast, dance, tour pin, poker and observation runs, trophies, tours etc. Information, Kerry Watson, 69 Bismark Dr., Cambridge, Ont., N1S 4E7, (519) 823-8516.
5—Short track speedway, Welland, Ont. Information (416) 734-4349.
5-7—Drag race, Cayuga, Ont. Labour Day weekend feat-

uring cars and bikes. Information (416) 772-3347 days or (416) 779-3751 nights.
5-6—Trial, Halifax, Information, Henry Wilson (506) 532-4454 (days) or (506) 386-4368 (evenings).
6—Motocross, Aldergrove, B.C. Round one of the fall series. All classes. Information (604) 931-7811.
6-7—Trial, Calgary, Sammy Miller Two-Day, Alberta Championship points event. Information (403) 285-4644.
6—Cross country, Cranbrook, B.C. Goldcreek Alberta championship points event. Information (403) 285-4644.
6—Motocross, Varna, Ont. Junior schoolboy, senior/expert invitation. Information (416) 522-5705.
6—Motocross, Sault Ste. Marie, Ont. Information (416) 522-5705.
6—Motocross, St. Gabriel de Brandon, Que. National championship event. Information (416) 522-5705.
6—Motocross, Cape Breton, N.S. Junior, senior and expert 125 and 250 cc classes. Information Henry Wilson (506) 532-4454 days or (506) 386-4368 evenings.
6—Motocross, Lommel, Belgium. Trophée des Nations for 250 cc machines.
6—Trial, Espoo, Finland. Ninth of twelve events for the world championship.
7—Cross country, Summerland, B.C. Information (403) 285-4644.
11—Dirt track, Calgary, Short track event. Information (403) 285-4644.
12-13—Road ride, Orcas Island, B.C. RoadRunners Motorcycle Association fall run to camp-out. Information (604) 931-7811.
12—Motocross, Copetown, Ont. Junior and schoolboy classes. Information (416) 522-5705.
12—Toy ride, Toronto. Fourth annual toy ride organized by

Rear-engined bikes were once common

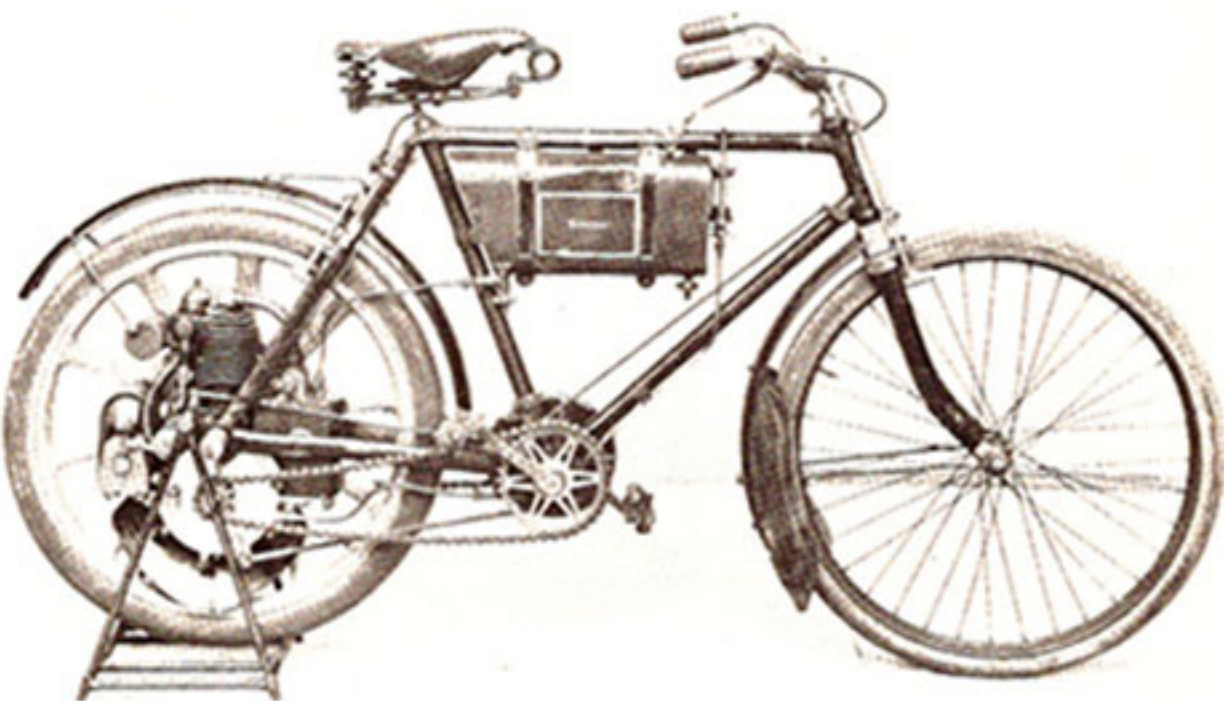
DID YOU KNOW?

Combining a bicycle with an engine made a Singer

Did you know that rear-engined motorcycles were once a common sight on the roads? Singer, which produced motorcycles in England from 1900 to 1915, built this one in 1904.

Braking was accomplished by bicycle-style friction calipers on each wheel. Starting was a matter of pedaling like mad and spinning the engine fast enough to encourage combustion.

On the left side of the frame was another sprocket and chain assembly, this one geared direct to the rear wheel for those times when the Singer's engine wouldn't get you home. Note also the transparent hand-operated oil pump in front of the gas tank, and the way the muffler does double duty as a rear fender mount.



Rear-engined 1904 Singer had a top speed of 40 km/h, used bicycle brakes.

This material was supplied by freelance writer Gordon Schindler.

Blue Knights Law Enforcement Motorcycle Club, P.O. Box 582, Postal Station O, Toronto, Ont., M4A 2P4.

13—**Motocross**, Mission B.C. All classes. Information (604) 931-7811.

13—**Dirt track**, Kelowna, B.C. Information (604) 931-7811.

13—**Trial**, Ioco, B.C. Junior trial and trial school. Information (604) 936-7746, Don Clark or (604) 596-0757, Graham Jackson.

13—**Road ride**, Victoria, Century road ride. Information Roger Boothroyd (604) 477-6387.

13—**Road race**, Calgary, Alberta championship point event. Information (403) 285-4644.

13—**Road race**, Edmonton, Six-hour endurance race. Information (403) 428-1550.

13—**Motocross**, Copetown, Ont. National senior and expert event. Information (416) 522-5705.

13—**Poker run**, location tba. Information (416) 522-5705.

13—**Short track speedway**, Welland, Ont. Grand finale. Last Saturday night race followed by celebrations. Information (416) 734-4349.

13—**Dirt track**, Carman, Man. Information Willi St. Goddard, 30 Oakleaf Dr., Winnipeg, Man., R2M 4G7.

13—**Road race**, St. Croix, Que. Information SMOC, 570A 36th Ave., Lachine, Que., H8T 3G1.

13—**Motocross**, Riverglade, N.B. Regional championship event. Information, Henry Wilson (506) 532-4454 days or (506) 386-4368 evenings.

13—**Road race**, Shubenacadie, N.S. Regional championship event. Information Henry Wilson (506) 532-4454 days or (506) 386-4368 evenings.

13—**Dirt track**, Syracuse, N.Y. AMA/Winston Pro Series mile event. Information (614) 891-2425.

13—**Road race**, Nelson Ledges, Ohio. Sprint races. Information Don or Jean Bartram (216) 993-7361.

13—**Trial**, Albygöden, Sweden. Tenth of 12 events for the world championship.

13—**Motocross**, Bielstein, West Germany. Motocross des Nations for 500 cc machines.

19-20—**Enduro**, Haliburton, Ont. Corduroy national event. Information (416) 522-5705.

19-20—**Road race**, Shannonville, Ont. Tenth and final round of the Castrol Challenge Series sanctioned by RACE. Information Wednesdays only, 10 a.m. to 5 p.m. (416) 699-1333.

19—**Toy Ride**, Peterborough, Ont. Information (416) 522-5705.

20—**Motocross**, Gibson, B.C. Information (604) 931-7811.

20—**Road race**, Westwood, B.C. Information (604) 931-7811.

20—**Dirt track**, Mt. Waddington, B.C. short track season



Ross Pederson will defend his No. 1 at five-race motocross national series.

championship event. Information (604) 931-7811.

20—**Trial**, Ioco, B.C. CPTA Guildford Big Scoop Trial. Information, Don Clark (604) 936-7746 or Graham Jackson (604) 596-0757.

20—**Enduro**, Victoria, All-day enduro. Information Roger Boothroyd (604) 477-6387.

20—**Motocross**, Calgary, Alberta championship school-

boy event. Information (403) 285-4644.

20—**Trial**, Calgary, Imperial Cup Trial, Alberta championship point event. Information (403) 285-4644.

20—**Motocross**, Austin, Man. National event for 250 cc and open classes. Information (416) 522-5705.

20—**Trial**, Port Colbourne, Ont. Information (416) 522-5705.

20—**Motocross**, Aylmer, Ont. Junior and schoolboy classes with senior-expert invitational. Information (416) 522-5705.

20—**Enduro**, Cape Breton, N.S. Information, Henry Wilson (506) 532-4454 days or (506) 386-4368 evenings.

20—**Dirt track**, San Jose, Calif. AMA/Winston Pro Series mile event. Information (614) 891-2425.

20—**Trial**, Ricany, Czechoslovakia. Eleventh of 12 events for the world championship.

25—**Dirt Track**, Calgary, Alberta championship short track event. Information (403) 285-4644.

26—**Dirt Track**, Gardens, Calif. AMA/Winston Pro Series half-mile event. Information (614) 891-2425.

27—**Hillclimb**, Medicine Hat, Alta. Information (403) 285-4644.

27—**Motocross**, Edmonton, National event for 250cc and open classes. Information (403) 285-4644.

27—**Road race**, Edmonton: Alberta championship point event for 125 cc class. Information (403) 285-4644.

27—**Trial**, Calgary, Scott Trial. Information (403) 285-4644.

27—**Dirt track**, Carman, Man. Information, Willi St. Goddard, 30 Oakleaf Dr., Winnipeg, Man., R2M 4G7.

27—**Motocross**, Williamsford, Ont. Junior and schoolboy classes with senior-expert invitational. Information (416) 522-5705.

27—**Enduro**, Drayton, Ont. Information (416) 522-5705.

27—**Motocross**, Lunenburg, Ont. Information (416) 522-5705.

27—**Hare and Hounds**, Welland, Ont. Information (416) 522-5705.

27—**Poker run**, Niagara, Ont. Organized by Blue Knights. Touring bikes only. Information (416) 227-1292.

27—**Enduro**, Halifax. Event counts toward regional championship. Information, Henry Wilson (506) 532-4454 days or (506) 386-4368 evenings.

27—**Trial**, Gefrees, West Germany. Twelfth and final event of the world trial championship.

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

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?

- Honda GL500 Silver Wing Interstate
- Moto Guzzi 500 Monza
- Yamaha TT250

2. Which features did you read?

- Triumph owners survey
- Isle of Man coverage
- St. Gabriel motocross GP

3. How old are you?

- Under 20
- 21 to 30
- 31 to 40
- Over 40

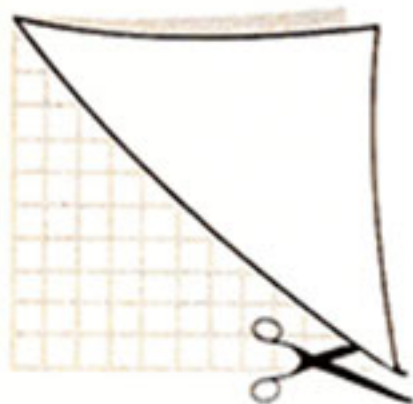
4. What would you like to read?

- More touring
- More road racing
- More motocross
- More custom
- More technical
- More safety
- More vintage

5. What did you like most about this issue?

6. Which regular features in this issue did you read?

- | | |
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| <input type="checkbox"/> Contents page | <input type="checkbox"/> CMA |
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| <input type="checkbox"/> Editorial | <input type="checkbox"/> Did You Know? |
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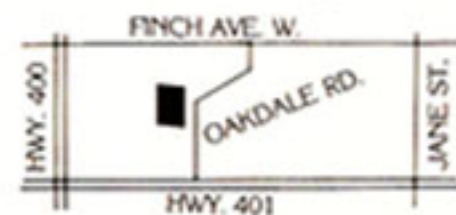
Index of Advertisers

Adams	59	Kawasaki	80
Performance Products	59	Lightstrobe	67
Aherne Industries	69	Michelin	21
Aurora Cycle	5	Mike Duff Enterprises	69
Barry Benson Motors Ltd.	67	Montreal Cycle Rebuilders	69
Bonnechere Metal Products	69	Moto Mania	67
Brutone Racing	71	Nolan	13
Burmah-Castrol	79	Nielsen's	71
CCA	19	NGK	4
Champion	37	Oakdale Cycle	76
Cheetah Cycle	67	Ontario Honda	67
Cycle Canada Action Classified	69	Original Leather Factory	69
Cycle Canada Back Issues	57	Phi-Moto	71
Cycle Canada Club Directory	71	Plating Master	71
Cycle Canada Clothing	57	Recycled Cycles	69
Cycle Canada Dealer Directory	63, 65, 67	Ross Sully Metal Specialties	67
Cycle Canada Newsstand Sales	69, 71	Shannonville	61
Cycle Canada Subscriber Service	61	Slipstreamer	17
Cycle Canada Subscriptions	53	Suzuki	40, 41
Dawson Race Bikes	71	Syracuse Mile	61
Dunlop	11	Treen Leathers	57
Elite Motorcycle	67	Walt Healy Motorcycles	61
Philip Funnell Motorcycles	56	Wolfville Engine Specialties	71
Honda Co-op	19	Yamaha	2, 3
Ian Kennedy	59	Yoshimura	67

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Is Amazonas the biggest ever?

SHOWCASE

From Brazil comes a new VW-powered beast with imposing dimensions

From the largest country in South America comes what must be the largest solo motorcycle in production. The AME Amazonas Tourer is a 1600 cc Volkswagen-powered behemoth produced by Amazonas Motocicletas Especiais Ltda, Av. Amador Bueno da Veiga n. 2.140, Sao Paulo, Brazil.

Amazonas motorcycles are not for the weak of ankle. The colossus shown weighs a hefty 370 kg (816 lb), making even the Kawasaki KZ1300 seem svelte at a mere 297 kg (655 lb). Power is supplied by the evergreen 'Bug' engine. The drive-line features a four-speed VW gearbox, synchromesh, reverse gear, hydraulic clutch, and a chain final drive. Engine size and fuel are optional. Both 1,600 and 1,300 cc models are available to operate on either regular gasoline or alcohol. Four models are made: the Turismo, Esporte, Militar, and Policia. Basic chassis and running gear are the same in all.

With present production at 50 units per

month, the factory is not exactly churning them out, and close inspection reveals that as a result, attention to details and finish quality are high. Volkswagen's plant in Brazil supplies the engines. The hefty brake calipers also appear to be from an automobile. Three hydraulic discs stop the machine, not one too many judging from the weight and claimed top speed of 180 km/h. Cast wheels fit inside 5.00 x 16 tires. Bodywork covers much of the engine/transmission unit. It's partly to offer protection from the elements and also to supply a housing through which the belt-driven fan can pump air to the air-cooled engine. The fuel tank holds 35 litres and with fuel consumption at 18 km/L, range should be about 630 kilometres. Reserve capacity is three litres.

An external-spring telescopic fork suspends the front while Volkswagen-built shocks are used at the rear. Frame design gives the impression of being a hardtail at the back but it provided a way of getting a

reasonable seat height while retaining the comfort of a sprung saddle.

The 12-volt electrical system, powered by an automobile battery and VW generator, supplies electrons to a quartz-iodine headlight. Instrumentation consists of an automotive tachometer and speedometer, green neutral light, red light for reverse and emergency lights indicator.

Brazil, with a population almost five times that of Canada, has a well developed highway system but with a land area larger than the mainland U.S. there is a need for a reliable long-legged vehicle like the Amazonas.

With a price of about \$6,500, the Amazonas is not cheap. Importing one wouldn't be easy. But look on the bright side, if you ever got one you can be quite sure that you wouldn't see another in your neighborhood, city, province ...

The VW-powered Amazonas Tourer is king of the road in its native Brazil.



**Coming
soon
in**

CYCLE CANADA



The story of Ken Roberts begins on the cover of the October issue of Cycle Canada.

• **Honda CX500 Turbo:** Are you ready for a turbo-charged, fuel-injected, computerized 500 that can slay a 750 in acceleration and top speed yet still use less fuel than a standard CX? Honda's first Turbo ushers us into a new dimension.

• **Hail to the Chief:** And the four, and the Scout and all the rest of the eminent Indian tribe. We'll tell you what it's like to ride the legendary Indian four and give you a look at other milestone models.

• **Husqvarna 250 WR:** What do you get when you buy a Husky enduro bike, apart from a large invoice? Does European handling and quality make it worth \$2,875? Strap on your boots and come with us.

FULL COVERAGE

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



Our thanks to **SHOEI** helmets.

ONE SIZE FITS ALL

Regardless of how big or small you are, the Kawasaki KZ440LTD is the right size for you. It's low-rider styling allows even short riders to feel comfortable and in control. But that's not all. The 440LTD will change your idea of what city riding is all about. It's light weight makes it manoeuvrable and easy to handle. And the gutsy 440 engine gives you all the power you'll need in city traffic, with enough left over for cruising on the open road. This trim twin has increased power, efficiency and reliability, without increased weight. It's simple. Nimble. And quick. Get on and give it a ride. You'll find it's a perfect fit for your size and your kind of riding. In or out of the city.

Kawasaki

Let the good times roll.

