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High-tech V4s new from Honda

Honda's new Aspencade: the ultimate?

MEGATOURING Honda CBX takes on Kawasaki's KZ1100 shaft

DURABILITY Long-term test of Can-Am's 250 Qualifier

POCKET BIKE
Full-size fun in
a 30cc package

TERMINOLOGY A dictionary for the bench racer

DIRT NATIONALS Hard knocks on the half-mile





Honda CBX and Kawasaki KZ1100



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of the others. They've got
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drive chains, putting yellow out front, the flying colour.

After all, nobody knows how to make off-road motorcycles better than Yamaha. Add one more wheel, and find out how much better the funcan be. On a Yamaha Tri-Moto. The YT125 and the YT175.

YAMAHA

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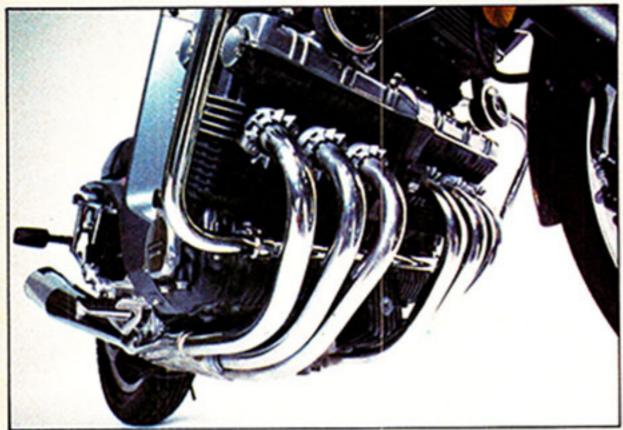


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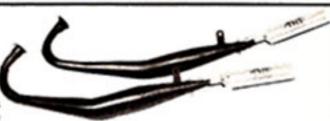
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NEWSFRONT

Almost always you read it here first

50-year veteran is president of new dealer group

WINNIPEG-Walt Healy. owner of Walt Healy Motorcycle in Calgary, completed his 50th year in the motorcycle industry in August of 1981. He celebrated by being elected president at the first meeting of the formative Canadian Motorcycle Dealer's Council, a group he has been instrumental in forming.

Healy and the 24 other dealers involved in the group account for about 17 per cent of Canadian motorcycle sales, according to Motorcycle and Moped Industry Council. Among the concerns of the dealers are computer hardware and programs to aid their businesses, improved professionalism, improved profitability and the possibility of a national non-brand-oriented advertising campaign to attract first-time motorcycle

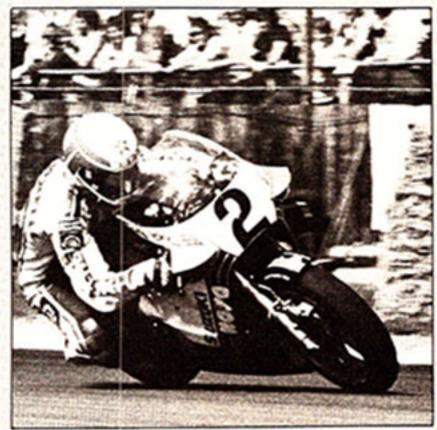
Moto 2001 will bring in Laverda

buyers.

MONTREAL - Laverda motorcycles will again be available in Canada. Dropped by former importer Slater Bros. (Canada) Ltd., as reported in Cycle Canada August, the Italian line has been picked up by Francesco Romanelli of Moto 2001 in



Laverda's brutish triples will be available after all.



Marco Lucchinelli of Italy won the 1981 world 500 cc road race title on a privately entered but factory-backed Suzuki RG500.

Lucky Lucchinelli wins 500 cc world road race crown

ANDERSTORP - It came down to the last race of the season, but Italian Marco Lucchinelli on his factory-backed Suzuki managed to wrest away the 500 cc road racing world title from Ken Roberts and Yamaha at the Swedish grand prix.

Lucchinelli could have lost out only if American Randy Mamola had won while the Italian finished out of the points. "Lucky" rode a cautious race to ninth to score two clinching points, while Mamola suffered problems with his front suspension and finished well down the field.

The race was won by Barry Sheene, ending a two-year victory drought for the Briton who was dethroned from the championship by Ken Roberts four years ago. Riding now as Roberts's Yamaha teammate. Sheene has had a difficult year but still managed to finish fourth in the world standings. Roberts retired when he gambled wrong on tires and his rain tires began to come apart in drying conditions during the race.

Other world road racing champions for the 1981 season are Anton Mang of West Germany [Kawasaki] who took the 350 and 250 cc titles, Angel Nieto of Spain (Minarelli) in the 125 class and Ricardo Tormo of Spain (Bultaco) in the 50 division. Sidecar champs are Rolf Biland and Kurt Waltisperg of Switzerland (Yamaha).

Lachine, Que.

The acquisition of Laverda ups the number of Italian marques handled by Moto 2001 to six; Benelli, Bimota, Ducati, Morini and Moto Guzzi. Romanelli says he'll be carrying the Jota 1000 and 1200 TS model Laverdas in

Meanwile, former importer and Italian motorcycle fanatic Richard White is enjoying his new Harley franchise and plans to add - horrors - the Japanese Kawasaki line to his store in Rock Forest, Que.

Castrol ad okay despite complaint

OTTAWA-Castrol ads comparing its products favorably to competitors are okay, says the Department of Consumer and Corporate Affairs. As reported in Cycle Canada's March issue, Shell took exception to a series of advertisements run last year by Burmah-Castrol that compared Castrol GTX to a number of other oils.

Shell spokesmen claimed that the ads focused on one aspect of oil performance and thereby gave an unfair impression of the overall quality of the oils. Castrol executives said merely that the claims were backed up by documented laboratory tests.

Shell complained to Ottawa and to the Advertising Standards Council. When the Department ruled in favor of Burmah-Castrol, Shell decided to let the matter drop, but stated that it would continue to examine competitors ads for misleading claims.

St. Louis park bike ban upheld

ST. LOUIS, Mo.—The Missouri Court of Appeals has upheld a St. Louis bylaw banning motorcycles from the city's public parks. The effects of the law are worse than might be seen at first glance, as several of the city's major thorough fares pass through parks. No one has yet been arrested under the law, but there's no reason a motorcyclist in traffic on a busy street couldn't be pulled over.

American Motorcyclist Association has been fighting the law since it was passed in March of 1979. AMA was granted an injunction against enforcement of the law while it was being contested, and later that year the City Circuit Court overturned the law, calling it unconstitutional.

The city appealed the decision, and received a favorable decision June 23 of this year. AMA has asked the Court of Appeals to reconsider its verdict and has also requested the case be transferred to the Missouri Supreme Court.

Vintage racing alive and well

SHANNONVILLE, Ont.—
Vintage Road Race Association held its third annual road race Aug. 22-23. In the best entry yet, more than 60 bikes showed up. Everything from Forties-era Velocettes to an early Yamaha TD-1B and a Honda CR450 were on hand; the club reserves the right to disallow entries, but generally permits four-strokes built before December 1968 and two-strokes built before December 1964 to compete.

The biggest exception is the number of modern Ducatis on hand because of a special invitation extended to the Ducati Owner's Club of Canada.

RESULTS

250 cc street: 1—Colin Fraser, Toronto (Duc); 2—John Ciniglio (Duc); 3—Mary McCaw, Brantford, Ont. (Duc).

500 cc street: 1-Jim Garrett, Hamilton (Vel); 2-Bill Earl (Hon.)

McBride's Cycle unlimited street: 1-

Alberta helmet use law is upheld by Supreme Court

EDMONTON—The roller coaster question of whether or not Alberta has a valid helmet use law was finally settled July 30 when the Court of Appeal of Alberta unanimously overruled earlier decisions that the law was unconstitutional.

The question dated back to Aug. 12, 1980, when Judge Roy Thomas quashed a charge of riding without a helmet against Jungle Jim Pennington. Thomas's reasoning was the legislation was contrary to the bills of rights of the province and of Canada.

The Attorney-General appealed, and on Dec. 2,

1980, the Court of Queen's Bench ordered Thomas to re-hear the case and reconsider his decision. He did so, and on April 8, 1981, confirmed his original decision. The government once again appealed.

The highest court in Alberta, the Court of Appeal, now has ruled that Thomas's decisions were incorrect, that the law did not contravene either bill of rights and that the law is therefore in full force. A spokesman for the Attorney-General's office said that effective July 30 prosecutions of anyone charged under the law were going ahead per usual procedure.



Dale Singleton, twice Daytona winner, is finally the 1981 U.S. road racing champion.

Honda in the AMA championship race Aug. 16 at Pocono International Raceway. Singleton had come back from Europe for the event carrying his Yamaha TZ750 in several cardboard boxes as hand luggage. He's spent much of his time this season contesting the 500 cc grand prix series.

Spencer won the F1 and superbike races, while rookie professional Jim Filice, a protege of Ken Roberts, won the 250 cc event with his Yamaha. It was an unusual weekend for Kawasaki ace Eddie Lawson, who finished second in both superbike and 250 instead of taking his usual double first.

Five per cent of Suzuki sold to General Motors

TORONTO - Suzuki Motor Company Ltd. of Japan and General Motors Corp. of Detroit have concluded a pact that will see GM purchase a five per cent interest in the Japanese company. Suzuki, which produced 1,665,000 motorcycles and 504,000 four wheel drive vehicles in the year ending March 31, 1981, has also concluded a partnership deal with Isuzu Motors Ltd., a truck and automobile manufacturer that already has affiliations with GM.

Harry Edge, Toronto (BSA); 2-Richard Lobb, Toronto (Vin); 3-Ron Peter, Ashburn, Ont. [Nor].

Invited clubs: 1—Mark Hopper, Toronto [Yam]: 2—Phil Mahood, Scarborough, Ont. [Duc]: 3—Gary McCaw, Brantford, Ont. [Duc].

Hannigan's BM Specials: 1—Ron Peter, Ashburn, Ont. [BSA]: 2—Hatry Edge, Teronto [BSA]: 3—Allan Tidbury, U.S.A. (BSA).

Unlimited GP: 1-Ken Hodge, Georgetown, Ont. [Noc].

250 cc GP: 1—Rudolf Shaefer (Duc): 2— Joe Rogers (Duc): 3—Richard Furness, Mississauga, Ont. [Duc].

500 cc GP: 1—Joe Lama (Hon); 2—Norm Sheppard, Oshawa, Ont. (Mat); 3—Jim Wood (Duc).

Consolation: 1—Tom Faulds, Toronto (Hon): 2—Don Warwick, Scarborough, Ont. [Vel]: 3—Brian Wood (Duc).

Cycle World invitational: 1—Ron Peter, Ashburn, Ont. [BSA]: 2—Mark Hopper, Toronto [Yam]: 3—Phil Mahood, Scarborough, Ont. [Duc].

Commemorative Triumph planned

COVENTRY — Triumph plans to build a Bonneville model to commemorate the wedding of Prince Charles and Lady Diana Spencer. To be called the Triumph Bonneville Royal, the machine will be built in two versions, one for

Europe and one for the U.S. market.

The bikes will share Bing carbs, Marzocchi shocks, electric starters and steering head plates bearing the limited edition serial number. The American bike gets a polished engine, a chrome-plated gas tank with smoky blueblack panels and a royal wedding badge on the tank.

The European bike gets a black engine, a black-panelled gas tank and fancier cast alloy wheels.

Triumph claims the bikes will have "a number of unique styling features which will make them collector's items."

Dale Singleton is new U.S. road race champion

LONG POND, Pa. — Georgian Dale Singleton won the 1981 U.S. road racing championship by finishing second to Freddie Spencer of Team

NEWSFRONT

Atsushi (Art) Ehara, president of Suzuki Canada, said the deal was intended primarily to assist present Suzuki dealers in four wheel drive vehicles in supply and distribution. He added that GM's interest was a good sign of the strength of the Suzuki company, and hinted that the deal could pave the way for future manufacture of Suzuki products in North America.

BMW inline four may be for 1983

MUNICH—From Europe comes word that a replacement for, or possibly an addition to, BMW's line of boxer twins is nearly ready. Reinforcing earlier rumors, this story has it that the new engine is an inline four, liquid-cooled and using shaft drive.

Unlike Japanese inline fours, however, the engine will sit in the frame longitudinally rather than transversely. Also unique will be the engine's orientation — it'll be laying on its side, with the heads on one side of the bike and the crank on the other.

Bosch fuel injection is said to replace carburetors. The engine is to use a DOHC head with technology borrowed from BMW's car line. A onesided swingarm like that of the R80 G/S is expected.

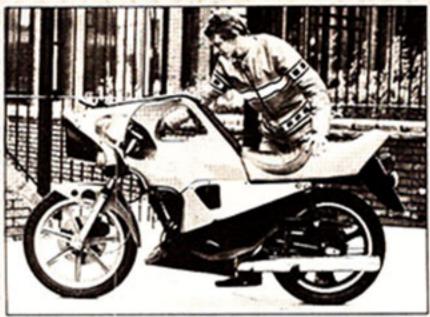
Word is that the R45 and R65 twins will continue, but that the big twins will be replaced by the new four in 1983.

Hitch-hiker was one who should have known better

QUEBEC — Motorcycle dealer Paul Corriveau of Quebec City had a stranger-than-fiction experience in 1980 while riding through the downtown of Quebec's capital. He was hailed near the legislative buildings by a frantic pedestrian who wanted a lift.

Corriveau, wearing his helmet as is required by Quebec law, pointed out to the pedestrian that he, too, would require headgear. "No problem," the hitch-hiker shrugged. "I'm not going that far and I'll pay the fine if we get

Safety bike's idea is to prevent being thrown ahead



Fibreglass and steel enclosure of safety prototype is intended to better protect a rider in a crash.

COVENTRY — English engineering student Mark Bampton has built a prototype safety motorcycle that he thinks will offer considerable rider protection in the event of a crash.

Based on a Yamaha RD400, Bampton's ideaconsists of a fibreglass and steel enclosure around the front of the motorcycle. The most visually dominant section, the raised portion over the fuel tank, is a chest protector intended to prevent the rider from being thrown forward in a crash. In normal riding the rider would rest on the padded enclosure.

The structure goes forward far enough to serve as a mount for headlight and instruments, while steel downtubes provide leg protection from frontal or side impacts.

Weather protection is a secondary aim of the structure. Transparent extensions of the basic structure provide wind protection for the rider's hands while the leg protectors do double duty as fairing lowers. The faired-in section at the bottom of the bike forms a floorboard on each side to replace the conventional footpegs. The idea is to reduce rider fatigue by allowing more latitude of body movement on the bike.

Bampton claims that all elements of his safety structure are quickly removable to allow easy servicing of the engine and frame, which remain unmodified. Seat height has been lowered by fitting a custom seat to allow easier riding for young, short riders.

The British Transport and Road Research Laboratory has expressed interest in the design, and has commissioned a second unit for testing purposes.

caught." Corriveau decided to trust the man, since he was wearing a snappy suit and carrying an eminently respectable briefcase. He also thought he recognized the man's face, but couldn't place it.

Once under way, the passenger struck up a conversation about Quebec helmet law, saying he didn't know there was such a thing and inquiring how long it had been in effect. Corriveau finally put a name to his passenger's face as Denis de Belleval expressed surprise at being told the law had been on the books for some time.

"I should know about that law." he mused. "After all, I'm the Minister of Transport."

Honda 400 four still rumored

LONDON—There's no sign of such an animal in Honda's North American 1982 lineup, but English sources insist that earlier stories of a new Honda 400 Four are correct and that the bike will see the light of day in the 1982 model year.

Said to be a scaled-down version of the CB750/900 engine, a power output of 48 hp at 11,500 rpm is claimed. Pro-Link suspension will put the power down.

Another story is that Suzuki will release a water-cooled "mid-range" V-4 as part of its 1982 line. Stories of Suzuki interest in V-4s and square fours have persisted for years. We'll have the details of the '82 Suzukis in our December issue.

Toronto welder has a unique insurance scheme

TORONTO—Local welder Ross Sully has come up with solutions to two problems confronting racing riders. The first is a technical trick and the second is an insurance scheme.

The technical trick is rubber-mounting engines of Yamaha TZ250s, up to and including G model bikes. Sully says he makes up a new front hanger of better-quality aluminum and uses three minibike swingarm bushings on the rear motor mounts. Riders have told him they can no longer feel engine vibrations and that frames are no longer cracking.

The insurance scheme came from his attendance at road races. He started taking welding equpment to Shannonville this year, but found that although he was getting business from riders who broke things and crashed, it wasn't covering his expenses. He decided to start an insurance scheme.

Riders can insure themselves by subscribing S5 per day or S8 for the weekend. In the event they need welding work, their premium entitles them to one hour's free welding. Sully takes up all the equipment from his shop and is equipped to do pretty much anything.

Sully figures his scheme will let him break even on his race-watching, while riders who need his services will get off cheaper than they would normally.

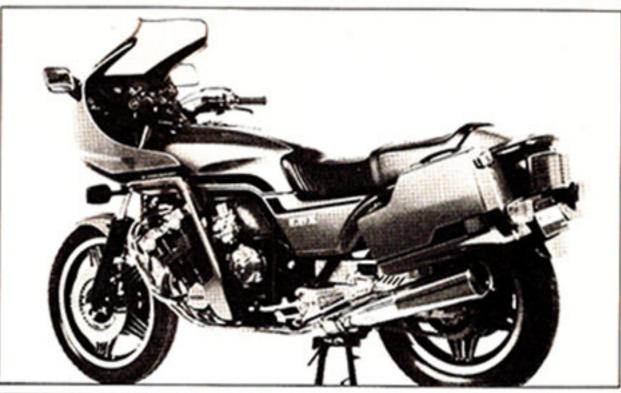
Newsfront is edited by Larry Tate.

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Editorial

More than merely circumstantial evidence

We often blame the medium for the message it brings us. If we don't like what we hear, bash the bearer of the bad news. If much of the content of our daily newspapers is devoted to matters which are aggravating or depressing, it's the medium which is increasingly selfish and perverted, not ourselves and others like us.

The call for a cleanup of news comes occasionally from various quarters, often from advertisers who find their message

diminished when positioned near pictures and reports of the latest atrocity. Good news creates a better selling envir-

Same for the accounts of personal misfortune which affect us all, whether we're close to the victim or not. It's important to find a culprit; the threat of random tragedy which might aim its bolt at us next time is too uncomfortable. And no one would speak ill of the departed; the fact that dear old Joe was the author of his own demise is an unbecoming notion.

But it can be a delusion. That dear old Joe was a prince of a guy does not alter the fact that he went canoeing in November when he was too drunk to speak. Or that he was feeling so good after the post-race party that he tried to re-enact the start of the superbike final all the way home.

Wherever home was and however they didn't get there, there is an ever-increasing number of good old Joes who will never arrive. Their common legacy is a strong whiff of booze.

Members of the Canadian Medical Association got together recently in Halifax to discuss matters of mutual concern. One of the most significant topics they agreed on was no great surprise. What is noteworthy is the vehemence with which they stated their point: Alcohol is "the greatest public health problem in Cana-

Nor did the chairman of the association's council on health care mince words. Alcohol and its related diseases are "the most potent killers we have in Canada," says Dr. W.R. Ghent. Mercury in the lakes, dioxin in the rivers and acid rain in the air are a rightful source of worry, but at this point you're far more likely to be done in by a brightly labelled bottle of friendly fluid.

Those same medical men, first to give aid whenever one of us comes to harm,

link alcohol with one-half of all crime, one-third of all homicides and the vast increase of liver disease. There are many ways of putting onself into a hospital bed, including being about to give birth or newly born, too old to cope otherwise, or struck down by any number of major and minor diseases. Regardless, doctors say

> that a quarter of our hospital beds are occupied because of

alcohol.

The Canadian Medical Association went sofar as to recommend that

abuse of booze be studied by a federal royal commission. After all, we've more than paid its cost with taxes on alcohol in the past 40 years, it says. CMA knew better than to advise a repeat of prohibition. The U.S. experiment in the 1920s produced nothing but profiteering and bloodshed, something akin to the illicit

drug business today.

The medium blamed

is the motorcycle,

the dangerous vehicle

which brought the

poor chap to grief.

It's the near-epidemic role of alcohol in injuring, maiming and killing people which reminds me of the association between medium and message I mentioned at the start. The message may be that young loe didn't make it home on his motorcycle yesterday. The medium blamed is the motorcycle, the dangerous vehicle which brought the poor chap to grief. But the silent parner is, in 40 per cent of fatal bike accidents, drink.

Whether Joe's confidence was bolstered, his reserve lowered and his perceptions reduced by three drafts after work, or the chronic drinker's vision blinded to the point that he "just didn't see the bike" from the seat of his car, it's too late to prevent one accident. It's not too late to prevent others.

All these terrible happenings aren't just motorcycle accidents, or canoeing accidents or domestic arguments or whatever. They're alcohol deaths, booze murders too. We just haven't expanded our perceptions to include them.

When I recall the motorcycle crash which took the lives of two local young men during my own youth, I also remember how both of them liked to party. And it's not so long since a middleaged ape of enormous build charged on to the road in front of me from the sidewalk. arms outstretched like Count Dracula, as I rode a CM200 past the liquor store.

Circumstantial evidence, I know, but what the hell. Every little lesson counts.

-John Cooper

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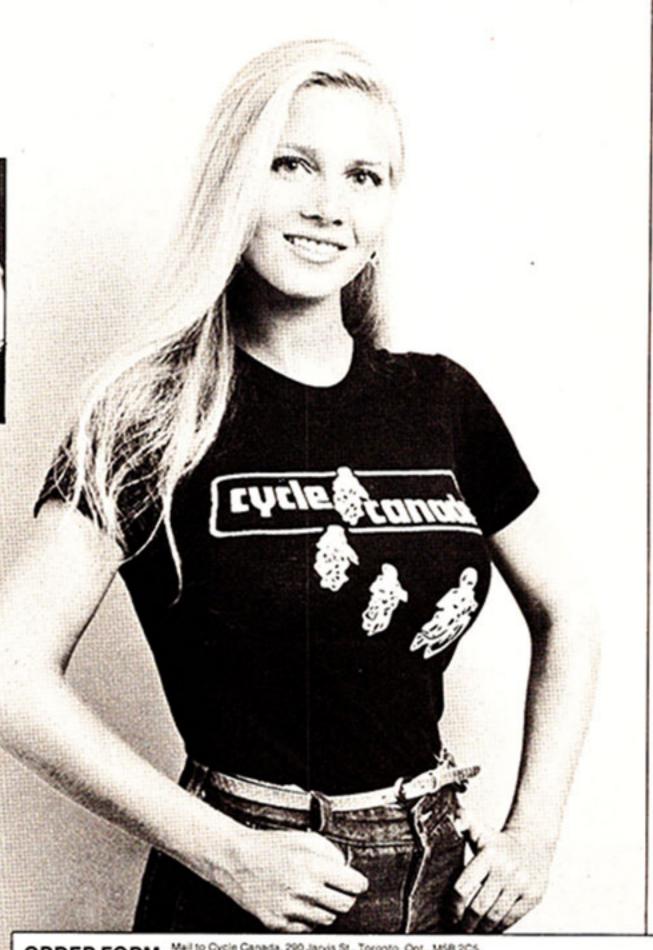
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Fireworks in the boondocks

MASTHEAD

We light up the night for the patron saint of Quebec

Cycle Canada sometimes seems like one big revolving door, what with all the comings and goings and other doings.

We recently bid farewell to Helen (Where's The Party?) McCabe, the lovable lady who has kept our books for half of our corporate years. She is leaving the big city to try her hand at farming, kind of leading the life of a tax write-off, you might say. Her successor is Accountant Judy Brander, who has worked at a number of large firms such as Bell Canada.

There are two other new names on the masthead. Promotions Manager John Luciani and Publishing Assistant David McCue.

They are both occupying new positions at Brave Beaver Pressworks Ltd. John is responsible for the promotion of all our publications, shows and other products and services, and will work closely with sales and circulation department heads. David is a trainee in all aspects of magazine publishing, starting with the editorial and advertising areas.

John comes to us from F.H. Hayhurst Co. Ltd., the advertising agency at which he was an account executive on the Yamaha account. David comes to us as a graduate in journalism from Ryerson Polytechnical Institute. John is what is known as a self-confessed bike nut, while David, fresh out of school, doesn't even own a bicycle.

We haven't seen a great deal of Assistant Editor Damian James in recent weeks, what with his Honda turbo test assign-



Helen McCabe has left book-keeping in favor of farming for a living.

ment in California, his vacation in Ontario's Algonquin Park and his adventures in the backwoods of Quebec on a 600-km trail ride organized by Moto Journal, our companion magazine in French.

"The 30 miles of railroad tracks at 70 mph close behind a train was the freakiest thing I have ever done on a motorcycle." Damian says. "It brought a whole new meaning to the term straight-line stability. After living through that I'm not afraid of trying anything on a motorcycle."

Damian showed his French-Canadian hosts how to celebrate St. Jean Baptiste Day by doing a long wheelie in the night with an emergency flare taped to the spokes of the front wheel of a Yamaha TT250. Salut!

-Georgs Kolesnikovs



Damian (The Tall One) James helps celebrate St. Jean Baptiste Day.

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READERS WRITE

REPLACEMENT PARTS PROBLEMS, A HINT, A CRITIQUE AND A COMPLIMENT

Reader says parts impossible to find

I'm mad as hell and I'm not going to take it any more.

My brother and I each purchased a 1981 Honda CR250 in March. The price was hundreds above what Yamahas sold for, but we didn't mind since we thought the Honda was better.

I rode mine for less than two hours before the clutch seized at the very first race of the year right on the starting line. The bike sat at Cycle World for five weeks before the parts came in. I never rode it again, but traded it for a Suzuki RM125, which gives me no trouble.

My brother's Honda lasted three weeks longer than mine before the transmission stopped working. We found two bent shifting forks and replaced them. An hour of riding found the same problem. We went to order parts and found there were none to be had. A call to Honda Canada revealed a shortage of parts for the CR line due to its poor reliability record.

We're still waiting in August to get a basically new bike running for the first time since May. Honda, Ihope youdon't think I will ever consider buying another of your motorcycles.

Please print my address so anyone with similar problems can write me. When I get enough letters I will send them to Honda and maybe then they will build a better bike or at least upgrade their parts availability.

Tim Mols 43 Thicket Rd. Etobicoke, Ont. M9C 2T4

An easy way to make a fast bike even faster

In the April and July issues of Cycle Canada there were articles referring to potential modifications of the 1981 Yamaha RD350 liquid cooled motorcycles. In April it was stated that a TZ250 or TZ750 cylinder could be easily bolted to the RD350 cases. The July issue contained a correction that stated that these modifications took a lot of work, which I have seen proven at the Westwood track.

Nobody made mention of the TZ350, which bolts on rather easily. The only modifications come in attaching the expansion chambers to the back part of the frame, which requires a small amount of welding.

Those of you who want more horsepower with good handling ability should consider the RD/TZ350. My special thanks to Yamaha Motor Canada for hurrying rings and an expansion chamber for my motorcycle and to E&S Motorcycles of Redwater. Alta., for helping with the modifications.

> Jim Fahey Edmonton

English reader is not impressed by distance

The May edition of Cycle Canada took time to get to this side of the pond, but I have just been reading your report on the Kawasaki KZ440 LTD.

Jeepers, what a thorough test, covering the fantastic distance of 215 km.

Tell me, what did your rider do after the test? Have breakfast and go to the office?

> Bob Metson Henfield, England

Traffic safety trainer liked the booze test

It's getting better with every issue. Loved the booze test in July. Thanks for the plug.

Peter Fassnacht Canada Safety Council Ottawa

Color-coded light might increase night safety

It is true that night riding motorcycles cause quite a panic to some oncoming traffic—is it a car with one light or a bike? I have a suggestion for cleaning up this portion of motorcycling.

If a blue light were to be made common on motorcycles at night confusion would end. It could be placed on the front portion of a motorcycle near the headlight so it would be visible to oncoming traffic. No other vehicles should be allowed to use blue lights in this location except emergency or public works vehicles.

The motorcycle would be recognized instantly. We would have to insist on blue. The law wouldn't care if they were green, yellow or some other ungracious color.

Perhaps the Blue Knights can handle it. I'm a solo rider and dig it like that. It is too heavy a ball for me to carry, but the more I think of it the better it is.

> Bryan Sayers Oshawa, Ont.

The time for Triumphs is long gone, he says

After reading your article on Triumphs in the September issue. I feel it was not up to par with Cycle Canada's usual high standard of journalism. If only 11 people in all of Cycle Canada's readership responded to your inquiry, there are either very few Triumph owners in Canada or some of them can't read. Too, it seems all the people who responded owned only 650/750 twins. What about the 500 twins or 750 Tridents?

The main reason that parts are so available is because Meriden has produced the same engine for 20 years. Triumph is alive today because the British government, through incredible mercy, wiped off a \$25 million debt! New Triumphs, as you state in your article, are hard to come by. "It's still possible...to track down and buy your very own brand-new, factory-fresh Triumph Bonneville."

Needs change. Businesses have to respond to these changes to stay in business. If they didn't respond to consumer demands we'd still be driving black '28 Fords, using foot-operated sewing machines, doing the laundry by hand, cutting grass with push mowers, farming with horses, etc.

Attitudes are changing, though. Witness the success of the Yamaha Virago 750. People will still embrace old concepts if accompanied by new or innovative technology. The Triumph was good for its time, but not for the present.

Henry Van Weeren London, 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., MSB 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.

Valve train is like a kinetic circus

Design of camshaft shape determines power and life of engine

By Gavin Illingworth

Deep within a kinetic circus, the valve train is riding on a bizarre roller coaster of constantly shifting acceleration and deceleration ramps. Designed by mindwarp mathematics, the camshaft controlling it is the central factor in the determination of a motor's characteristics.

Torque is the name of the game, and torque is a function of how much fresh charge you can pack into the cylinder during the intake time. So the whole design thrust of a camshaft is to maximize cylinder filling over a given rpm window and then show the spent charge to the back door.

Bear in mind, however, that there are constraints placed upon a four-stroke that valve timing can do nothing about. For example, port length, diameter and flow characteristics all limit charge intake and extraction. As crank speed rises, the time in which to move this gas around shrinks radically.

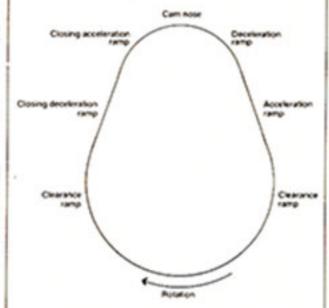
As usual, this calls for systems thinking, and should drive home one point: A camshaft is the conductor of an unwieldy orchestra of physics.

It is the inertia of the valve train that makes cam lobe profile such an intricate topic. Valves are heavy, and in older SOHC designs the rocker mass is added to this. Not only does this mass resist being moved, it resists being stopped once set in motion.

In order to control the valve at all, you need a spring to force it back to its seated position. What we have then, is a recipe for a Slinky toy with a vengeance. The cyclic nature of cam ramp accelerations can introduce resonances into the valve train. Valve springs start to surge at their resonant point and the induced wave motion begins to oppose spring tension.

Heat produced by this surging action is enough to smoke the oil film right off the spring. The momentum of the valve assembly then allows it to lose contact entirely with the cam nose, and disaster is just around the corner. This is politely known as valve float. In its worst mani-

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



The face of each camshaft lobe is carefully ground to control acceleration rates and amount of valve opening.

festations, harmonic resonances can reduce the entire valve train to shrapnel.

To stop these effects, both the cam ramps and the spring design must be carefully thought out. Excepting desmo Ducatis, which use rocker arms to both open and close the valves, most four-stroke motors use two valve springs per valve. A small inner spring is located inside the outer one to give an interference fit, and its winding runs opposite to the outer spring. Like shock springs, one end will be wound more tightly than the other.

All of these are attempts to damp out destructive resonances, which in turn produce tension-destroying heat. In the worst case, drag racing set-ups use a third coil of spring steel between these two springs, but that's what you get for spinning a Chevy motor at 10,000 rpm.

What do these ramps look like under the close eye of a dial gauge? The terms acceleration and velocity are critical here. Velocity means only distance divided by time. Uniform chunks of valve lift in uniform amounts of crank angle give uniform velocity. Changing chunks of valve lift in uniform amounts of crank angle give acceleration or deceleration.

A plot of valve lift versus crank angle shows that for the first few degrees, the cam will lift the valve very gently, about .0005" per degree. Valve clearances must be taken up slowly to avoid punching the

valve open. This is essentially a clearance ramp. The fact that these ramps are an integral part of cam design dictates that valve clearances be kept to specification. Set the clearances too loose and the valve doesn't even see this ramp. Then it gets banged open on the next ramp, where sudden acceleration loadings become dangerous.

When the clearances have been taken up, the valve train must be eased into its loaded position by a preload ramp. At this stage the design gets tricky, especially for SOHC motors. If accelerated too fast, the rocker arm itself will tend to act as a spring. Uncontrolled rocker arm flex can start the valve spring resonating.

Some drag racing and NASCAR motors are forced to use a complicated polydyne profile in which lift is accelerating and decelerating in stages as the valve train is taken out to full lift. This tends to reduce the instantaneous loading on the rocker

DOHC motors as a rule don't need a preload ramp, because the 'bucket' follower, in which the valve and spring sit, is quite light and a good deal more rigid.

After this initial phase, the cam will accelerate the valve in earnest. Acceleration will be maximal at about 25 degrees into the valve cycle, and it will decline just as fast to stabilize valve velocity as it moves towards maximum lift. Acceleration rates even on a street cam may be as high as 800 to 900 times the force of gravity, while racing cams can nearly double this figure.

This is the danger point: a valve accelerated too hard and too fast will lose contact with the ramp as it turns around at the nose.

Once the valve is at maximum lift, it must be returned in much the same manner, and it faces the same problems. The valve will accelerate on the downward trip, and if unchecked will crash into the valve seat. Valve bounce reduces precious cylinder pressure and will destroy the valve and seat in short order. So the trailing lobe of the cam must repeat the profile of acceleration and deceleration to ensure that valve velocity approaches zero as the seat looms up.

Next month, we'll continue this discussion, concentrating on the valve timing of Suzuki's GS1000 motor.

Biking in Europe is good for you

ON THE ROAD

Travel company removes much of the difficulty of a European trip

By Claus Hafner

A dream which many of us share seemed to come close to reality in the spring of 1981. CONTINENTAL WHEELS invites you to TOUR GREAT BRITAIN and EUROPE BY MOTORCY-CLE! read the headline of an advertisement and subsequent three page flyer from Kuehne & Nagel Travel. The gist was that Kuehne & Nagel offered to fly one person and one motorcycle, regardless of the size of either, via Wardair from Toronto to London and back for a flat rate of \$1,200.

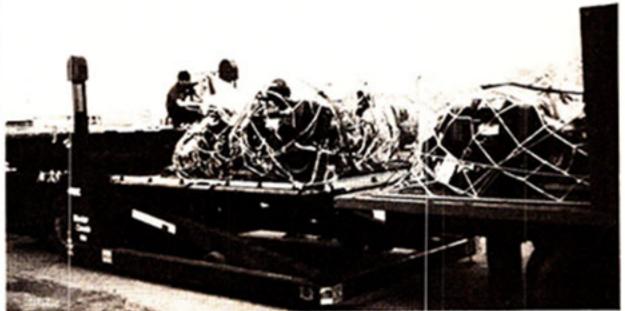
This included plane fare, airport taxes, cancellation insurance, packaging, loading and unloading of the bike.

Not included were insurance against loss or damage of the bike while in transit this is voluntary but highly recommended at \$70 for the round trip; insurance while travelling in Europe; provison of documents such as passport, available from the external affairs passport office for \$20; visas, required for travel behind the Iron Curtain, while in western Europe a valid Canadian passport suffices; international driving permit, available from Ontario Motor League or other CAA afiliates for \$7; out-of-country medical insurance, available at nominal but varying rates, depending on coverage, from Ontario Motor League. Blue Cross and others: and any arrangements for travel and accommodation beyond London. In other words, once you and your bike were off the plane you were on your own.

Kuehne & Nagel is also accumulating information on sources of insurance for driving in Europe. Earlier this year the impression was that only the Ontario Motor League could provide this type of insurance and then only third party liability (PL & PD), and this impression was confirmed by numerous inquiries to prominent insurance companies and agents.

It is now known, however, that comprehensive insurance can be obtained in Canada for travel in Europe; Kuehne & Nagel

The author is a management consultant and construction engineer who rode motorcycles when a young man in Europe. He returned to the sport six years ago.



Bikes were tied down four to a pallet, then blocked and tied with protective nylon nets before loading into the hold of the plane. Travel damage was minimal.

will have the appropriate information available.

Several parties left Canada without the required insurance coverage, counting on buying it upon arrival in London. This proved difficult, time-consuming and expensive — up to £180 per month — particularly to youthful riders. Be sure to arrange for insurance and all other documentation and bookings well in advance. If you don't you may find yourself at the mercy of people in foreign countries where you have no rights. Europeans generally are well-organized and traveloriented and they will help you if you are stuck and in trouble, but they will do so at exorbitant prices.

In accordance with conditions set out in our travel instructions I delivered my Gold Wing to a Kuehne & Nagel warehouse near the Toronto airport two days before flight departure. Preparation of the bike to meet safety regulations was confined to draining the gas tank and disconnecting and taping the battery leads. On the morning of the departure the bikes were placed on wooden pallets, four bikes per pallet, blocked and tied down and then protected with nylon nets. It looked all very safe and secure but two bikes still received some minor damage, probably owing to in-flight turbulence.

In London we simply walked out of the arrivals lounge without customs or immigration holdups and were met by a typical Wardair lady, friendly, knowledgeable

and helpful, who got us our bikes and provided assistance, cheerfulness and help for a couple of guys without insurance. You can't get your bike cleared through customs without proper insurance coverage.

Upon leaving the ferry in Ostende, Belgium, a smile and a wave from customs got me onto the European continent. Driving on the E5 and E3 through Belgium and Holland into Germany is a real eye-opener for a Canadian. The two most immediate and obvious variances from Canada are the tremendous speed and skill with which traffic moves and the almost complete absence of police. I travelled for 10 days in five countries, covering almost 2,000 kilometres when I saw my first policeman, a patrol car in North Germany.

There are no speed limits on the Autobahn in Germany and in other countries they are quite disregarded; equally, speed limits on secondary highways are not observed. It takes some getting used to when you go down the Autobahn at what in Canada is considered to be the excessive speed of 140 km/h and find yourself getting into the way of everyone except heavier trucks who mostly travel at 100 to 130 km/h. Such bad and unsafe manners as hogging the passing lane, pulling out in front of faster traffic, and lane changes without signalling I have not noticed in over 8,000 km of European travel.

I saw one accident, a collision between two cars at an intersection in Hamburg. It seems that statistically the accident rate is lower than in Canada, but whatever accidents do happen on the Autobahn are severe. Hornblowing is not done in the Germanic countries where blinking of headlights is the accepted way to ask for the right of way. The Latin countries are more reminiscent of Montreal, Quebec City and Rimouski.

Beware of driving when your alcohol level is above the legal limit! Police patrols are rare, but they do happen, and if you are caught with too much booze in you, gone is your driving permit and impounded is your vehicle. It would be a sad and expensive end to a beautiful adventure.

Crossing from one country into the next seldom requires stopping to show your passport or be questioned by customs. Twice when the border guard saw my internationally recognized and required CDN emblem I was greeted "Welcome Canadian". Three times I had to produce my insurance certificate, but never was I asked what the purpose of my trip was, where I was going, how long I was going to stay or any of these questions which are so often asked in North America. Nor was my luggage ever examined.

In preparation for the return trip we were required to have our bikes at least five hours before departure at the British Airways cargo depot. There was some confusion and contradictory information, but this is now all past. We are told that in future all should go smoothly.

Before loading the bike for the return trip, Wardair in London made us sign a total waiver of responsibility. This had not been required on the trip from Toronto to London and we were not told of this until we checked in at the Wardair passenger counter. I wanted to refuse or amend the form but was told politely but firmly: "No signature, no bike back in

The potential disputes between the owner, Wardair and their respective insurers defy imagination. This will have to be corrected and Kuehne & Nagel is working on it.

The return from London via Montreal to Toronto was again smooth, pleasant and efficient. Customs clearance in Toronto required some time but no more than we have been conditioned to.

A few words about prices and costs;

bear in mind that these are summer 1981 figures and be prepared for increases in

Return flight Toronto to London, \$1,200 for one person and one bike, based on a regular three week round trip; changes are available at extra cost.

The cost for crossing from England to continental Europe varies between ports, ferries, seasons, even times of day; allow at least \$25 one way between Dover and Calais for you and your bike; \$50 between Dover and Ostende. Gas is roughly double, oil four times Canadian price, varying some between countries.

Hotels in large cities are very expensive, exceeding \$100 per night for large chain hotels. In rural areas, small hotels and inns are reasonable to cheap, \$10 to \$30 per night, and are usually pleasant and clean and good places to meet the locals. All are equipped with common baths or showers.

Bed and breakfast accommodation is common and provides you with at least all necessities, at times pleasant luxuries. Incidentally, breakfast is almost always included in overnight room prices in hotels and inns across Europe.

Youth hostels are economical and well organized and clean, also excellent places to meet a great variety of international travellers; accommodation is not always available, but there is provision for advance reservations in some of them.

Campgrounds are cheap, plentiful, well run, clean and usually beautifully located; again, advance reservations are recommended and available.

Food prices vary greatly as does quality, but count on them being 25 to 100 per cent higher than in Canada. Consider buying your own and stopping for picnics at some of the many beautiful park areas. A word in passing about roadside stands in some areas of Denmark: the stands feature fruit and vegetables and a scale. There is an open box with change money; you help yourself to your needs, put your money in the box taking change if need be. and away you go. There is no one there to mind the shop.

Alcoholic beverages range from being sold in Sweden under the same conditions and at about the same prices as in Canada to being cheap, freely available and of excellent variety and quality in France,

Italy, Germany and others. Strange that the only drunks I saw were in Sweden.

Clothing, especially leather, is cheaper in Canada.

Camping gear is about the same as in Canada, but a wider variety is offered.

Motorcycle parts originating in Japan are cheaper in Canada than in Europe; naturally, Italian parts are cheapest in Italy, BMW parts and accessories can be bought in Germany at the lowest price, etc.

Is is worth taking your bike to Europe? Biking in Europe is lovely, exciting, free. Bikes can be rented there, but what's most advantageous depends on your choice of bike, which countries you want to travel in, length of stay, what insurance coverage you want (for your own bike the minimum requirement is for PL & PD only. rented bikes carry comprehensive). Collect information on the different options available, then decide.

There is something nice about tooling around Europe on your own bike with Canadian emblems and licence plates. When stopping to take pictures of parades, I was often invited to the festivities which included great food, drink and sometimes lovely company. At campgrounds and hostels there is never need to be lonely. It seems that every European has at least two aunts and three cousins in Canada whom you simply must know; having established that you don't, you then get around to getting to know the sisters, nieces and daughters in Europe.

Europeans are friendly and hospitable. the further south, the more so. It helps if you speak the local language, but almost all Europeans speak English to the point of understanding you. The countries are so close together and international trade and travel is so common that multilingualism is a way of life.

No one ever needs to be afraid of "not fitting in". This year's bikers from Canada included students just out of school, a 2 dentist, a lawyer, some guys between jobs ₹ and a couple of vice presidents of large scompanies; in short, just ordinary people like you and me. Some guys were accompanied by their girls, one couple even \(\) went each with their own bike.

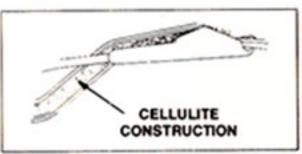
The best approach, I think is, "If you like ? it, it's good for you; if it's good for you, do 5 it." Biking in Europe is good for you.

NEW PRODUCTS

PORSCHE-DESIGNED HELMET PIVOTS VISOR INSIDE ITS PLASTIC SHELL



It may be expensive, but it's a lot cheaper than a 924 Turbo. It's the Porsche helmet. Designed by Porsche for Romer, one of Europe's leading safety equipment companies. the CP-3 polycarbonate helmet meets DOT and European safety standards. It comes in extra-small to extra-large sizes and uses a combination of leather and nylon for the interior and the strap. The face shield mounts and pivots inside the helmet to provide the smoothest possible surface to minimize air turbulence. A vent system controls air circulation inside the helmet. U.S. price about \$200; information from Fitch-Wyckoff International Ltd.



Designed to reduce tiring tingles, the Absorber handlebars from M/C Enterprises are filled with foam. Tightly packed with tiny cellulite pellets, the bar does not vibrate like a normal hollow one will, says M/C, aiding rider comfort on a long ride. Available in several different bends from low rise to custom cruiser. They can be identified by the purple caps on the bar ends. Distributed by Di-Jer, R. Bell Sales and Trans Can Imports.



Race pipes from DG for the Yamaha YZ125H are claimed to increase horse-power and create a wider powerband than stock to turn your little screamer into a torquer as well. About \$135. DG material distributed by Aurora Cycle Supply and R&M Motocross Specialties.

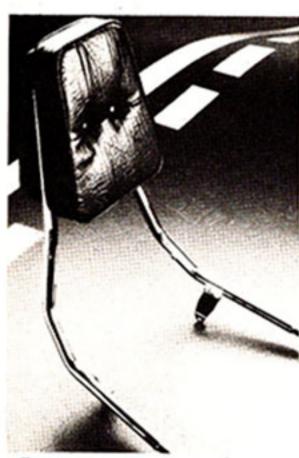


Canadian Cycle Accessories is building a new tour rack for Honda Interstate top boxes. Constructed of heavily chromed tubing, the rack doesn't interfere with normal opening of the box. Suggested retail \$79.95.



Timed for issuing with the company's independence from former owner AMF is a series of four Harley-Davidson gas cap medallions with American eagle and Harley logo motifs. Available in chrome or

gold, the medallions clip to the top of late model H-Dgascaps. They have an antique finish protected with clear epoxy. Matching sissy bar insert available. From Harley-Davidson dealers.



For passenger support and carrying convenience you might want to try this sissy bar with zippered pouch. Made by Connecticut Cycle Accessories, the bar features a new modular design the company claims makes mounting to various machines easier than ever before. Suggested retail \$106.25 from Boyes and Rosser, Simplex Cycle or Torvan Motorsports.

SOURCES

Aurora Cycle Supply, P.O. Box 433, Aurora, Ont., L4G 31.5. [416] 727-6044.

Boyes & Rosser Ltd., P.O. Box 846, New Westminster, B.C., V31. 4Z8. [604] 522-4626.

Genadian Cycle Accessories, 8131 Keele St. N., Genoued, Ont., L4K 184, [416] 669-4014.

Di-Jer Canada Lice., CP 122. St. Eastache, Que., J7R 4K5, [514] 473-3575.

Di-fer International Ltd., P.O. Box 906, Santia, Out., N7T 7[9, [319] 336-4201.

Fitch-Wyckoff International Ltd., 305 N. Harbor, Ste. C-8, Fullerton, Galif., 92363, [714] 738-6262.

Fred Deeley Imports Ltd. (Harley-Davidson). 12269 Vulcan Way, Richmond, B.G., V6V 1[8, (604) 273-5421 and 55 Penn Dr., Toronto, Ont., M91, 2A7, [416] 741-5445.

RAM Motocross Specialties, 1441 Kingsway, Vanosover, B.C., V5N 2R6, (604) 873-4554.

R. Bell Sales, 441 Burrin Ave., Winnipeg, Man., RzV 1G3, [204] 586-5012.

Simplex Cycle Ltd., 468 Ross Ave., Winnipeg, Man., R1A 00.8, (204) 944-8277.

Torvan Motorsports Co. Ltd., 245 Midwest Rd., Scarberough. Ont., MIP 3A6, [416] 755-1151.

Trans Cen Imports Ltd., 8159 Wagner Rd., Edmonton. Alta., T6E 4N6. [400] 465-0126.

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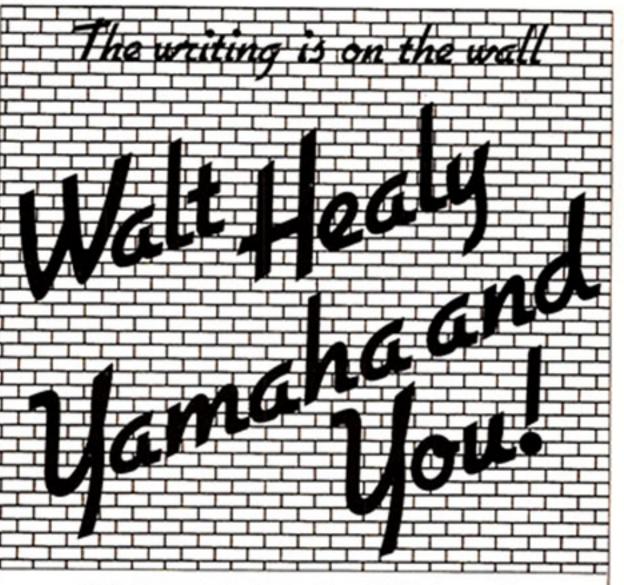
I purchased a leather jacket, custom made, from you about six years ago. It has given excellent service ... I have decided to replace it and get ... pants made as well."

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PRODUCT TESTS

CANADIAN-MADE RAINSUIT IS ABLE TO WITHSTAND A HEAVY DOWNPOUR

Weather-Wise suit is well designed

A rain suit called Monsoon had better live up to its name. We're pleased to report that Monsoon gear will withstand a monsoon and the Canadian manufacturer's name of Weather Wise seems particularly well chosen.

Available in one piece or two-piece styles, the Monsoon gear is made of nylon coated with polyurethane. The jacket and the upper part of the one-piece suit have an inner lining of nylon that allows some breathing near the body, reducing the clammy feeling you get when a wet rainsuit moulds itself to your form.

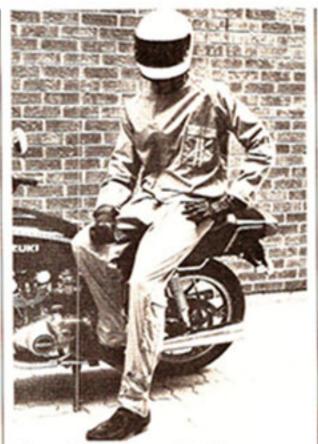
The full width of the back has a ventilation slot, covered by a sewn-in strip of outer material about three centimetres deep, to provide additional air.

The two-piece has a high-bibbed pair of pants that are held up by elastic suspenders permanently attached to the pants. The bottoms of each leg are loose enough that they're easy to put on or off even over boots. Long plastic zippers and wraparound straps that locate by Velcro provide a seal once they reon. An elastic strap goes under the foot to hold the legs down and prevent creeping up the rider's leg. Cuffs seal in a similar fashion, with zippers and Velcro wrap-around straps. The neck uses a high, corduroy-lined interior with a flap that again seals by means of Velcro.

The suit's few problems relate to cuff. neck and ankle sealing. The zippers are large and easy to use even with gloves on. but catch the loose nylon backing almost every time they're used. It's infuriating to have to unjam the zippers most of the time they're used. Sewing or sealing down the backing would eliminate the problem.

The Velcro loop strips in all three places should be bigger. As it is, the range of adjustment is somewhat limited, particularly at the neck, where only about one centimetre of Velcro is provided. Either it fits or it doesn't. Again, merely sewing more Velcro in place would fix the thing completely.

In all other respects the suit is excellent. Pockets on the left breast and left knee close with Velcro strips and are easily accessible while riding, particularly the one of the knee.



Heavy-duty nylon repels rain effectively. Bright blue color with orange striping makes the rider highly visible.

Wearing the suit proves it comfortable except that the jacket feels a bit sticky after a half hour or so, a common fault of nylon. A different lining might be the ticket here. It's not a serious problem, though, and worn over other outerwear you'd likely never find it a problem.

The bib of the two-piece covers the rider from the chest down, and from about midback. Suspenders are elastic and adjust over a wide range. The jacket could use a belt or elastic mid-section to reduce wind whip, but again, it isn't too bad as it is.

The entire suit is light enough to pack easily. Either one folds into a package small enough for any tank bag or saddlebag corner. The color is electric blue. with vivid orange striping on shoulders. arms, back and both pockets. It's easy to see, even in dim light, a good safety feature.

Except for some leakage around the loose neck and a bit of soaking through below the knee where the fabric is stretched tight by the instep elastic, the suit keeps the rider even on an unfaired bike almost completely dry even in torrential thunderstorms. The one exception is around the crotch, which soaks through in fairly short order on an unfaired bike. The one-piece suit was worse this way, perhaps because the fabric was stretched more tightly. It's excellent for up to an hour, the longest we tried it in heavy rain without a fairing. Another rider on a 1981 CBX rode an entire day and found that with the fairing's help he stayed dry except for the neck leakage.

The Monsoon rainsuit offers excellent protection and construction, it works well and the double-stitched seams are treated with sealing compound that's dried and sealed in by infrared heat, so they should stay watertight a long time. The one-piece suits list at \$119.95 and the two-piece at \$139.95 from Action Accessories Ltd., 77 Enterprise Dr., London, Ont., N6N 1A5, [519] 681-0990. Also distributed by Techno Sports, 5-3000 rue Watt. Ste. Foy. Que., G1X 3Y8, (418) 653-9203.

Vetter tank bag is as big as you need

One of the newest of many tank bags patterned on the classic Eclipse is the Vetter. Brought to you by the same folks who build Windjammer fairings and Vetter luggage, the bag is one of the best of its kind.

It adheres to the Eclipse model in that it has a large central compartment, two medium-sized side pouches and a detachable rear pouch that can be clipped over a belt and will serve as an extra pocket or storage for cigarettes, wallet, etc. There's a clear map pouch on top and a carrying strap at the narrow rear end of the bag.

The bottom of the bag is covered in artificial fleece that's intended to slip harmlessly on a tank's paint without scratching it. The system in our experience works pretty well as long as you keep the fleece clean; dirt particles caught in it will act like sandpaper on the paint after a while.

The bag is built of the ubiquitous Cordura nylon, which looks and feels something like fine canvas. The stuff resists tearing, carries incredible amounts of weight without complaint and stretches a bit to accommodate inveterate overpackers.

The material is also water-resistant, but if you desire complete protection from the wet you'll have to resort to tried and true plastic bags. The Cordura is fine for light intermittent rain, but it will soak



Vetter bag will easily mount on almost any tank, carries enough for a comfortable weekend or a spartan week.

through eventually, starting at the seams. There are no stiffeners in the body, but the side pockets provide enough support

that the bag keeps it shape.

The mounting system is simple and will install on any bike in a couple of minutes as long as there's some space between carburetors and frame tubes. Two straps circle the tank and are joined together by two more straps that run longitudinally down the top of the tank. At the four corners where the straps meet are metal tabs into which snaps dot fasteners on the four corners of the bag. Putting the bag on or removing it takes only seconds. Snap it on or pop it off.

The straps on the tank are Cordura on top with leatherette on the bottom that grips the tank and won't slip. Those materials sandwich a nylon strap that feeds right around the tank and back up to a slip buckle. It's easy to tighten the strap with a pull, and it loosens the same way. It won't slack off by itself no matter how much

weight is in the bag.

The only problem with the bag is that the map pouch is a pain. The opening is far too small for the size of the transparent window; getting a partly folded map in and out is time-consuming and annoying. Other than that we had no problems. The thing is easily big enough to hold enough gear for one person travelling light for a week or fully equipped for a weekend, it's attrative - the sand-colored finish is neutral and suits most bikes - and it's built well enough that it should last for years.

The bag is expensive at a suggested

retail of \$159.95, but it's one of the best ones we've tried. Distributed by Marquette Marketing Corp., P.O. Box 3450, Don Mills, Ont., M3C2G2, [416] 495-9650.

Chest protector a valuable purchase

Endo. That terrible word all dirt riders fear. There you are flying head first through the air, while the bike disappears somewhere below and to the rear of you. Spectators look away and cringe in painful anticipation. This is going to hurt.

But you get up and walk back to your bike with your body, if not pride intact. The route sheet holder was punched into the odometer by your chest but you can still breathe and talk. Thank your

shoulder and chest protector.

The Yoko motocross shoulder and chest protector from Finland is light, easy to put on and take off and comfortable after 210 kilometres of mud and slippery trails. The rider who used it most wasn't used to wearing chest or shoulder protection aside from a strong jacket. His earlier encounter with chest guards had left him feeling like a corseted Victorian matron; it was an irritating contraption that became worse the farther he rode. But the Yoko gear is different.

It is easy to get used to. The securing straps run down from behind the neck and across the lower back. A small plastic spring clip holds them in place. The lower strap, which is adjustable, can be made tight enough to keep the chest protector from moving. Only one hand is needed for undoing the clip. You'll appreciate this feature after a long and tiring ride. Slots in the front keep you cool.

The shoulder pieces are held on the rider's arm by an elastic strap and pivot easily with the rider's movements.

We expected it to be less comfortable than it turned out to be. After the first 15 minutes, the rider forgets about it and it doesn't intrude on his concentration thereafter. We would no longer enter any kind of off-road competition or even go fast trail riding without this piece of protective equipment.

That endo mentioned in the first paragraph actually happened, and more than once. In one riding session down a leaf filled ravine, a large rock hidden in the



Protecting the muscles and tendons of your upper body is easy and relatively cheap with a plastic protector.

piles of leaves stopped the front wheel dead. The rider went straight over the bars, with enough force to bend them and landed shoulder-first on yet another large rock.

Normally, that's enough for a trip to a hospital. But although slightly stunned, our rider felt no pain and proceeded to beat his handlebar back into shape before riding off again.

The proof of any pudding - or riding gear - is in the eating. When you eat it but good in a crash like that and can walk away, you become a believer. We wouldn't ride hard without one.

Suggested list price is \$61.95. Distributed by Kari Products, 25 Brookridge Dr., Scarborough, Ont., M1P 3M3, (416) 757-

Mega-motor tour bikes are truly at home only on the open road with a rider who has a heavy enough hand.

ngines are what these two bikes are all about. They're touring bikes, and will carry great quantities of luggage with a rider and passenger as far and as fast as anyone could want.

But any number of smaller bikes will do the same thing. If the person who buys one of these monsters is honest with himself, he'll have to admit that

he just flat likes horsepower.

Not that there's anything wrong with that. Horsepower does wonderful things for heavy loads, for uphill roads and for shortening the elapsed time between two points, things that serious tourers all have to worry about. Honda and Kawasaki both realized this when they decided to build their respective big tourers, but went about it in entirely different ways.

We chose these two bikes because they're both new for 1981 and they both fall loosely into the category of sport tourers. The CBX engine has been around since 1978, but everything else on the bike is new from the fork to the tail section. Nineteen eightyone is the first year for the Kawasaki, although its engine shares a great deal with the GPz1100 and KZ1000J models, and as such can trace its ancestry

back to 1973 and the first Z-1.

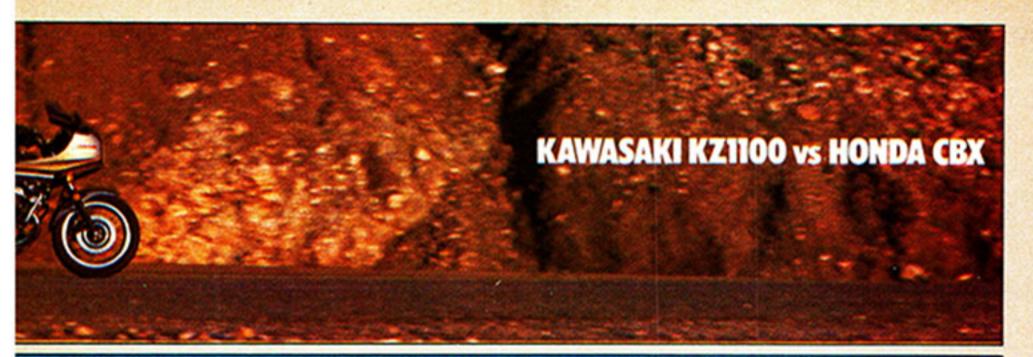
The fully decked Honda is obviously aimed at the up-market grand touring position held almost exclusively by the BMW R100 RS. The European riding position, integrated fairing and luggage containers and high-tech approach to performance all shout touring with a healthy dose of sport laid over

the top.

The Kawasaki is much more in the tradition of Japanese tourers of the past. It comes to you naked from the factory, ready for the owner's personal touch to transform it into the vehicle of his dreams. We wondered how much it would take to match the integrated, factory-to-you approach of the CBX, and if indeed you could easily and cheaply build your own sport touring machine.









TOURING

To approximate the CBX fairing's wind protection we mounted a Shoei FM-2 fairing to the Kawasaki's handlebar, and to match the CBX's luggage capacity we used the Skookum-Pak soft saddlebags tested in the September issue. The Kawasaki chassis has enough suspension adjustments to keep any handling fiddler happy. Settings from plush to Mack truck stiff are as close as your tire pump.

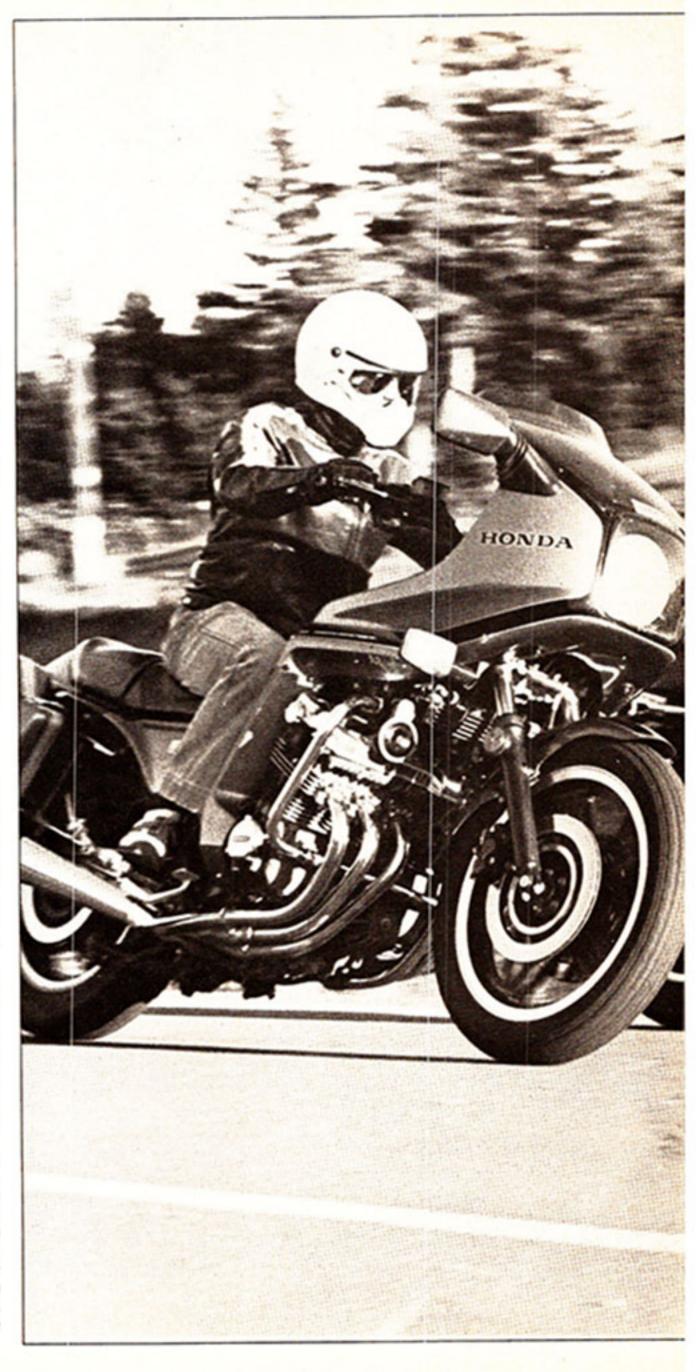
We chose a tour route of about 3,000 km that covered every kind of road you'llever find, from super-smooth four-lane to baseball-sized rocks on a construction road bed. To give the comfort levels of the machines a true torture test we allowed ourselves only four days for the trip, including one reserved for photography. Two 5 a.m. to 7 p.m. days showed us how well you could live with each machine. Weather ranged from perfect summer weather to heavy rain and cold.

How Kawasaki did it

As much after as before the trip, impressions of the engines of the two bikes dominate discussion of them. The Kawasaki is by far the more conventional of the two, with its four cylinders of two valves each. Unlike its GPz stablemate, four carburetors are fitted, which reduces cost and complexity somewhat, things that may well matter more to touring riders than to the all-out sport riders who'd want the fuel-injected GPz.

The gearbox is the same as in the GPz, even to the internal ratios, but a taller final drive ratio is fitted. Final drive is by shaft, a great benefit to touring riders. It's one less component to lubricate and to adjust, and your luggage and back stay much cleaner. The taller final drive ratio gives a more relaxed ride at cruising speed, as the engine is turning about 300 rpm less at 100 km/h.

Wheelbase is fractionally longer than the GPz's at 1,545 mm compared to 1,540. The extra is accounted for up front, where there's 125 mm of trail compared to 120. Rake is the same on both KZ and GPz at 29 degrees. The frames are different in that the KZ engine has an additional rubber mount; on the GPz the upper rear engine mount is rigid to resist fluctuations in chain tension. It is not a problem on the





The Honda is the better handler of the two. The Kawasaki is a bit nimbler but the CBX is steadier when heeled over.

shaft-equipped KZ, and so rubber is added to further smooth out engine pulsations.

Suspension on the shaftie is also different from that of the GPz. It has a leading axle fork, where the GPz's is centremounted, and the air caps on the KZ are joined so that you don't have to fiddle in an attempt to match pressures. At the rear, air shocks replace the multi-adjustable conventional units of the GPz. The KZ shocks also have a common air filler; it's hidden under the hinged seat but is easy to reach once the seat is open.

The shocks have four positions for changing the damping rate, adjustable by turning a small dial at the top of the shock. It's not quite as easy as twisting the entire top of the collar as you do on the GPz, but it's no great problem regardless.

A nice touch, one shared by the CBX, is the inclusion of a pressure gauge in the tool kit, something that should be standard on any air adjustment-equipped bike. Air pressure range on the forks is 7.1-10 psi, while the rear range is 5.7-21 psi. For those who can't resist overloading the adequate 190 kg load capacity, absolute maxima of 36 and 71 psi are recommended.

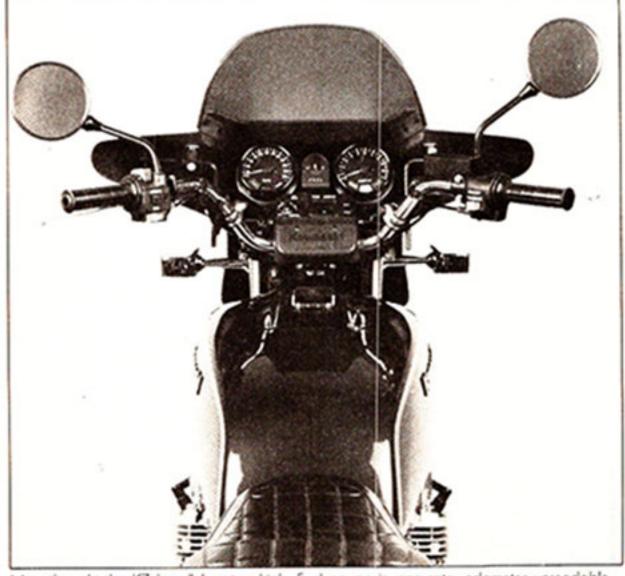
Tubeless tires, either Dunlops or Bridgestones in 3.25H-19 and 130/90H-16 sizes, are fitted to Kawasaki's own cast wheels. Our test unit was fitted with Bridgestones, and while they didn't wear much in 5,700 km and stick reasonably well in normal conditions, traction is mediocre on wet pavement. Use them up and change them for better rubber at the first opportunity.

In appearance the KZ1100A is typical Kawasaki and about as different from the CBX as it's possible to get. It looks tough and burly and massive. It reminded several people of a Yamaha XS-11; not flashy fast, but tough-guy don't get in my way fast. It's a look that breeds respect in onlookers and in fellow riders who pull up

alongside at traffic lights.

Finish of paint and chrome seemed better than on some other Kawasakis we've tested in recent years. The paint is an unusual metallic blue with red and gold pinstriping. It's not much like the paint on most bikes, and it seemed that more non-

After his first ride, one staffer asked where Kawasaki hid the hyperspace unit.



Most thought the KZ handlebar too high. Fuel gauge is accurate, adometer unreadable.

TOURING

riders than riders liked it, another proof for the theory that motorcyclists are a pretty traditional lot in most ways.

Most seemed to think it was as goodlooking and well-finished a product as Kawasaki Heavy Industries has turned out for a while. The little black accessory fairing that we fitted seemed to suit the bike even though it's mostly planes and angles while the Kawasaki's shapes are rounded. The black color and businesslike appearance fit in well with the KZ's air of purposefulness.

Honda CBX's new incarnation

Purposeful is an adjective that can be applied equally well to the Honda. There are few motorcycles in the world that so plainly declare Look at me! or Arrest me!, depending on whether it's stationary or in motion. You just know it has to be fast. Gas station attendants are disappointed to learn that it's "only "geared for 210 km/h and won't break into the 11-second bracket at the drag strip.

Yet the appearance of speed doesn't put off the run-of-the-mill onlooker; it's so well assembled, painted and finished that even old ladies totter over to admire its lines. They apparently think that if you own something so pretty, you must be a good person. It's to be hoped your local police force thinks the same way.

When Honda decided to give up trying to beat GS1100s and such at their own game and find another niche for the incredible six, the company pitched everything but the engine and started over again. The 24-valve six-cylinder engine has been slightly changed in several minor ways to aid longevity and broaden the power band. It's still far from a torquey engine, but is somewhat less peaky than its predecessors. Nevertheless, the changes are minor enough that you can think of the 1981 version as the same motor as that of last year.

Steering geometry has been changed, as have the fork tubes themselves. The biggest single change comes at the rear, where a version of Honda's Pro-Link single-shock suspension system now keeps the wheel apart from the fender and in contact with the ground.

Up front, fork tube diameter is now a hefty 39 mm. Rake is 29.5 degrees, up from 27.5 on earlier models, while trail is still 120 mm. Interconnected air caps allow fine-tuning of suspension action, with a range of seven to 13 psi recommended.

At the rear the Pro-Link uses air as its primary suspension medium. There is a coil spring as well, but it's there primarily in case of air pressure failure. A sensor keeps track of air pressure; should it fall too low, a red light on the instrument panel warns the rider to keep his speed below 80 km/h.

Damping is easily adjustable. The air pressure filler is behind the right side panel, but the push-pull knob for damping adjustment is just beside that, outside the cover. It's possible to reach down and adjust it while riding if you don't mind taking your hand off the throttle. There are three positions from soft to hard, and the difference between them is immediately noticeable.

The Pro-Link, aided by the air pressure springing, provides a progressive rate of spring action and damping control. The farther the shock is compressed, the more the leverage ratio changes so that the shock resists movement more and more. This allows it, in theory, to develop a smooth, relaxed ride that is plush and comfortable over the little bumps and firm enough to maintain control without bottoming over the worse stuff.

The other fancy mechanical change to this year's CBX is a new set of brakes. The front rotors are internally vented like those of some high performance cars. Each is an impressive piece of casting that lets air flow though the discs radially as well as axially near the hub, where the discs are open in a fashion similar to that of having holes drilled through.

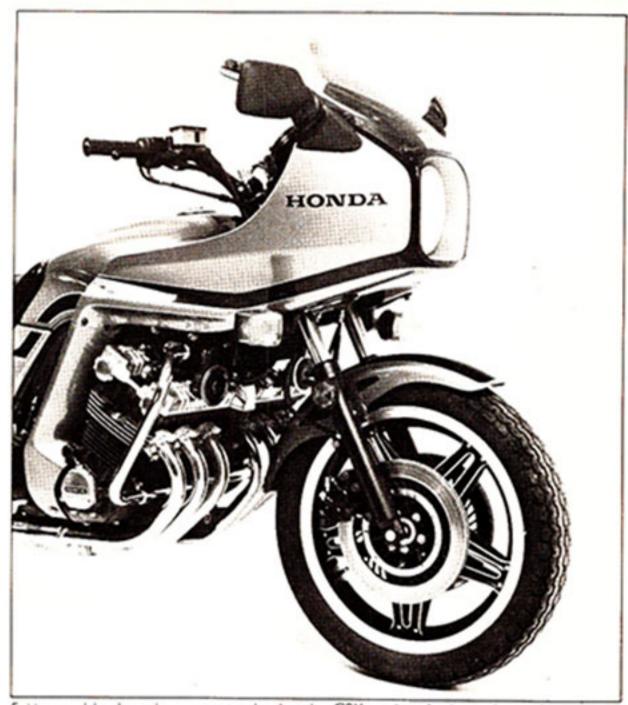
The calipers doing the clamping are the excellent dual-piston units fitted to other big Honda street bikes. They actuate a longer and narrower than usual set of brake pads, which work well in the wet and are claimed to offer better mechanical advantage than standard pads because more of the clamping force is near the outside of the rotating disc.

Whether it's the venting, the calipers or a combination of both, we think the CBX has the current ultimate in street brakes. Limited only by the traction of the front tire, the CBX effortlessly hauls down from speeds nearing 180 km/h time after time (at the drag strip) without fading or otherwise frightening the rider. They are impressive.

The most obvious aspect of the new CBX is the bodywork. From fairing nose to saddlebag tip, the entire machine looks as though it was carefully designed in a wind tunnel. It was. Fairing position and shape and also saddlebag size were determined after extensive wind tunnel work.

The bags fit close to the bike and lock in place with the ignition key. A sliding cylinder lock pins the top of the bags in place after the bottom is snapped on to a rail mounted to the frame; they don't wobble or shake at any speed we travelled, over any road surface.

The same key operates the two locks on each bag. As is the case with the luggage on other Honda touring bikes, the ignition key operates all the locks and the latches can be left locked or unlocked as you prefer. These bags are a bit smaller than those on the Silver Wing Interstate, but have a similar shape and also have the same elastic strapping inside to help hold your luggage in place. Again like the



Fairing and bodywork are spectacular, but the CBX engine dominates impressions.



Huge CBX tank is necessary because of poor fuel economy. It's sculpted to fit knees.

TOURING

Silver Wing bags, the CBX's have a small scissors hinge that holds the open part of the bag horizontal while it's on the bike. It pops off and the bag will lay flat for packing. Four small rubber feet let the bag stand on its own when it's off the bike.

The fairing is narrow and presents a clean shape to the onrushing air. It offers excellent protection from the neck to below the knees, but falls down in covering the hands, arms and head. The mirrors mounted to the fairing do act as hand

fairings to a degree, but they work better in theory than in practice in that respect.

The worst problem is the severe head buffeting that the low windscreen produces. It's actually worse than riding without a fairing, where at least the wind pressure is fairly steady in one direction. The fairing seems to direct an unending series of severe gusts directly at the rider's head. It's noisy and tiring.

Ducking down behind the screen changes the world completely. Suddenly there isn't a sound other than the subdued mechanical humming from the complex valve gear

of the six and the lovely howling whine of all the gears and shafts spinning away below. The ride would be delightful if Honda would raise the screen enough that the rider could enjoy it all the time, instead of only when crouched in behind the screen.

It's so quiet that you can hear the sound of the tires rolling along the highway. The stock Dunlop Gold Seals are similar in performance to the Bridgestones on the Kawasaki. Both manufacturers use either brand interchangeably, depending on supply at the time of manufacture. Tire life is good, and traction is acceptable in ideal situations, but you'll appreciate better rubber if you ride hard or in bad weather.

Traction of the front tire of the CBX just disappeared on one petrified rider in the rain at moderate speeds on a freeway ramp. Other riders complained that the CBX's front often felt vague and that the tire seemed to slide excessively when cornering or braking hard. We're not talking about racing, but about normal brisk street riding.

Premium motorcycles demand premium tires. Riders with older-model CBXs have told us that Continentals or top-quality Dunlops such as K181s work magical changes to their bikes; we think the same would be true with the 1981 model.

On the open road

The Kawasaki feels like a feather-

weight after you've spent some time on the CBX; not only is it 36 kg lighter according to claimed dry weight, but it doesn't carry as much up high and doesn't have as much on the front wheel. Consequently it steers with much less effort, aided by the greater leverage of the wheelbarrow-type handlebar.

The CBX, however, is considerably more wobble-free. The KZ tends to start undulating through almost any corner at much over 100 km/h, while the Honda tracks straight and true. In a high speed sweeper, the CBX will also pick up a bit of a weave, but it isn't nearly as bad as that of



Once moving, size and weight of mega-tourers aren't problems.

the Kawasaki and doesn't appear until much higher speeds have been reached.

The CBX is a little more reluctant to change direction at speed; one rider likened it to coaxing a train into a corner. There's a lot of mass that you must convince to change direction. Still, only the speed of response is affected; the bike will do it if the rider wants to work at it.

Of the two bikes, the CBX is the handsdown winner in any handling contest.

Everyone agrees that the predictability of the Honda is preferable to the hair-trigger response of the Kawasaki. The fault seems to be in the rear shocks; they permit a pogoing motion that alternately increases and decreases the bike spushon the front end, which makes it try to wander. It happens too quickly for you to adjust for each movement. Best to slow down a bit and let all the bits of the bike catch up to one another again.

We think the Shoei fairing made the wobbling worse, as we've noticed the problem on other FM-2-equipped bikes. But we're convinced it wasn't the entire problem.

Adjusting the air pressure and damping didn't make much difference. With the fork at the maximum of 10 psi and the rear a bit over the 21 psi maximum the bike felt more controlled, but it lost out in ride quality and ability to absorb bumps. The CBX always delivers a reasonably plush ride no matter how high things are dialed up, but the Kawasaki works best with the rear toward the middle of its adjustments.

If it gets too stiff, ride quality suffers and just as bad, the rear end starts bouncing around. There's enough slop in the drive line to make throttle control more than a bit awkward at such times. We recommend leaving it a bit softer and using the engine to work around the cornering deficiency.

What the CBX gains in handling, the Kawasaki gains in motor. It's the closest thing to the irresistable force we've yet run across in motorcycling. The Honda goes like hell at the slightest provocation; the Kawasaki kicks sand in its headlight and walks away from it in an acceleration

> contest in any gear, from any speed.

> Not that the Honda is slow; it's without a doubt fast enough to fry your eyeballs unless you've lived on a steady diet of high performance for a number of years. The Kawasaki is just that much stronger.

> Torque is the name of the game. The Honda works better the faster it spins: the Kawasaki seems to be in its powerband as long as it's running. Whacking open the throttle at any rpm results in strained arm muscles and squawks of complaint from anyone who happens to be on the back.

In the big city

Despite the awesome power on tap from the two bikes, they're both models of civility. The Honda has a conveniently located choke on the left handlebar, while the Kawasaki has a push-pull arrangement with an intermediate position located near the left carburetor. The Honda's is easier to use, but with both bikes starting is a matter of using full choke to start, going to the half-way position to ride for a block or two, then flipping them off.

The Honda needed more rpm to get off the line and has a slightly touchier clutch. It also has a more recalcitrant gearbox, although neither one is as good as we'd

The Honda missed shifts going up into second and third gear often enough that we stopped blaming the riders for it. The Kawasaki, on the other hand, missed shifts going down from fifth and fourth quite often.

The Honda had the additional problem of a lying neutral light that sometimes came on in first. That led to one zero km/h spill and a dented left-side crash bar when the starter button was pushed. The clutches on both machines were strong and survived the drag strip and hard use in the hills without complaint.

Despite the heavier feel of the Honda, it isn't much more difficult in low-speed manoeuvres than the Kawasaki. The saddle is narrow enough that even relatively short riders can reach terra firma without problems, and once the bike is moving it loses the top-heavy feeling that terrifies those not used to the machine. Even plonking through traffic or doing full-lock Uturns, the CBX is not the handful you'd expect. Just be careful where you put your feet when you stop; one slip and you've got a heavy lift ahead of you.

The Kawasaki's light front end makes it easier to ride around town and the torquey engine lets you get away without shifting as much .For these reasons the KZ is the better choice as an around-town bike, but anyone who buys a 100-plus horsepower motorcycle for its commuting ease

has missed the boat. We think both of these touring monsters do a good job of being civil and reasonably manageable when they aren't in their element of the open road.

Living with them

Once you're rolling, the comfort factor becomes important. The CBX has a seating position similar to that of the Yamaha XJ650 Seca—the bars are fairly low and forward, the pegs area bit back and the seat locates you well in relation to both. Your weight is spread across all three locations, minimizing the

strain on your back and butt that an overly upright position will cause on the long haul.

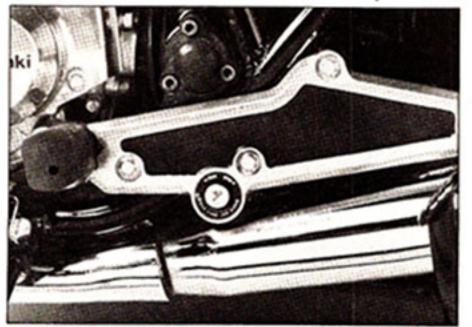
The only flies in the ointment are the too-low windscreen mentioned previously, and the seat. It's too hard, and it's too narrow. The narrowness we can understand; it's the only way to allow smaller riders to touch the ground. The hardness is more difficult to forgive; numb bum sets in early and gets more severe the longer you sit. The saving grace is that the seat is easy enough to move around on, although the shape does tend to return you to one spot eventually. Riders who like to move around on the bike while cornering will think it's ideal.

Riders generally like the control and instrument set-ups on both. The Honda's is very jet-fighterish, with short, stubby needles and red-orange lighting. Both have good horns and quartz headlights. The Kawasaki's light is best by far, especially on low beam. The Honda could use a fuel gauge since it's so thirsty, but the way it worked out we usually stopped for a break from the saddle just about the time the bike was ready to go on reserve.

The Kawasaki has a new single switch for the starter and the kill button. Riders leery of fancy electrics weren't impressed, but it never acted up. There's also an automatic turn signal canceller that has the usual distance/time calculation feature. Some liked it, some didn't. It's easy to use.

A quirk of the KZ is that you can't read the odometer while riding. It and the tripmeter are in a flat-faced box separate from the main instrument cluster. It's possible to read the tripmeter, but not the total figure. The Honda instruments are all together, angled toward the rider. The speedometer scale looks a bit cluttered with both mph and km/h scales, but the mph scale is smaller than on some other bikes that still have both and it isn't as intrusive when you're trying to read the meter.

Both bikes excel at vision in the mirrors. The Kawasaki barvibrates a bit at idle, but as soon as therpm is above that level the mirrors smooth out and stay



Kawasaki has a lock that inserts a pin to lock centrestand.

that way right to top speed. The Honda's mirrors simply never vibrate. They have a unique mounting system that allows them to be folded flat forward or back. The mirrors have a memory and return to their original position at a push of the finger. Adjusting them requires that you move them in two directions at once — up and back, or forward and down — or they just return to where they started. Fancy.

Vibration on either machine is an academic point. You can detect a slight high-frequency tingle in the CBX's bars and pegs at highway speeds and the KZ bar shakes a bit at idle. That's it. Passengers on either bike don't feel even that much.

Speaking of passengers, they're much happier on the Kawasaki. The seat is better shaped, the pegs are lower so the legs can stretch more — they must be high on the Honda to angle knees around the saddlebags — and there's a decent grab rail at just the right height. The Honda has two handholds moulded into the body section below the seat, but only one person found them useful. Everyone else found them much too low to be of any help in hanging on.

Packing for a trip is in some ways easier on the Kawasaki despite the Honda's saddlebags. Installing a tank bag on the CBX is awkward because of the tight fit between the carbs and the frame tubes, which makes it hard to get a strap through. The other problem is that the swoopy bodywork at the back of the tank makes it hard to move a bag well back on the tank to get it away from the controls when the bar is turned.

The KZ has small pegs welded onto the grab rail that serve as attachment points for bungee cords. It makes strapping on luggage so much easier.

On the other hand, the Honda's bags are big enough for a week's worth of clothes and foul weather gear, so addons aren't as necessary. The fact that they're easily detachable is a big plus.

When you're safely ensconced in

your motel sauna. your bike will be safer than most, no matter which one you have. The Honda comes with a length of braided cable in one saddlebag. The small looped end wraps around the bike and a solid object, then goes back through the big looped end and locks onto the helmet lock.

The Kawasaki has another good idea, a centrestand lock. It's a simple pin lock operated by the ignition key that prevents anyone from rolling the bike off its centrestand. There's also an optional cable lock available. If you buy it, you can store it inside your

frame; one of the rear downtubes has an opening with a rubber cap. You just slide the cable inside when it's not in

Troubles

Over a week's hard running, neither bike developed any serious problems. The Honda's rear tire vanished by the end of the trip, but by that time there were 13,000 km on it. Not bad considering the horse-power and weight. We learned to watch out for the Honda's neutral light, too, which consistently came on before the transmission was in neutral.

The Kawasaki started to use a bit of oil. It leaked around the No. 1 cylinder from the head gasket, and occasionally smoked from the left-hand pipe. We've heard that it's a common complaint of GPz and KZ1100 owners. It didn't seem to affect the bike's performance, which remained at the Superman level throughout the test.

Before we left on the tour the Honda developed a bad flat spot in engine response which got worse and worse, finally stretching most of the way up to 3,000 rpm. The ignition advance unit had not been tightened down properly and when the lock nut loosened the advancer started backing out, affecting ignition timing. It was part-way finished boring its way through the ignition pulser plate, which had to be replaced. That would have been a major problem on the road.

Tools supplied with the bikes aren't

Continued on Page 44



CANADIAN ENDURABILITY

If you're thirsty for an enduro win, try 250 cc of Can-Am's tall, slim Orange Crush

ver notice how many Can-Ams there are at enduros? Orange is the dominant hue. Do so many people buy Can-Ams because they have a reputation for winning or do they win so many events because they are so common on the starting line?

What about the legendary reliability and durability? Does that materialize for the average rider or do they last only for the person who knows "just what to do"?

We put a 250 Qualifier through a long term test of more than 2,000 hard kilometres in enduros, on trail rides and a tough expedition into the backwoods of Quebec. With generous abuse and neglect we pitted the legend against reality. Here's what we found.

In his very first enduro, the rider on the Can-Am trophied.

No big deal, mind you, but it tells much about the ability of the stocker when the going is

rough. The event was more than 200 km long and had the usual deep water crossings, muddy bogs, slimy uphills and slippery downhills. The bike never gave trouble, never loaded up, never stopped running like a brick you-know-what. Hmmm.

It feels and looks different from any other enduro bikes on the market. The appearance of the Qualifier series is, ahm, unique. Some think it is ugly, others don't care. As far as we are concerned, beauty is as beauty does. Finishing or trophying in an enduro is better than winning a beauty contest. There is a rumor that the person who designed the body pieces also design luggage for Samsonite. The appearance



The Can Am 250 Qualifier is slim, powerful and unbreakable.

does tend to substantiate that.

Our test bike was straight out of the crate with a staffer involved in the assembly and preparation from the start. It is amazing what you learn about a bike when you can put it together. Few get such a chance. Most people buy their bikes off the dealer's showroom floor already assembled.

The components are top-quality material and reflect the Can-Am factory's policy of buying various parts from outside sources that are acknowledged the best. The forks are 35 mm Marzocchi spring-air units with 250 mm travel. With 7.5 psi they work just fine, especially when you get surprised by the grand-

father of all ruts. They contribute much to the bike's superb stability over rough ground at

Rear suspension units are gas Girlings which have acquired a dubious reputation. for no particular reason. Throughout our test they remained in perfect shape. never leaking or fading. They are not as good as Ohlins but are much cheaper and for the average and even aboveaverage rider, more than adequate.

Rims are Sun shod with Dunlop tires. The rims are reputed by the endurocrowd to be the best. Spokes will loosen once, then bed in and require only minor tuning. None broke despite hitting gaping holes at speed.

The headlight number plate leaves room for improvement. The fender blocks much of the light going to the ground and while this may be of little importance to an enduro competitor who rides the bike only

during the day, at night on the trail visibility is reduced. The light should be higher, and have a plastic screen over the glass lens. Ours was broken by a rock-throwing thumper. Most of the competition have plastic covers. The Can-Am should too.

The seat is comfortable and durable. It is firm but not hard and shrugs off rough use. It has developed no sags or holes and is a treat for the posterior on a long ride. Very few seats on dirt machines can compare with the 250 Qualifier's. Most riders found the seat, footpeg and handlebar relationship ideal, both in the woods and on the wide-open stretches.

The exhaust system tucks in nicely and never bothers the rider. It is quiet, much quieter than most off-road bikes. Even more surprising considering the quiet, is the power. Can-Ams have always had a

If you're a good enough rider, the 250 Qualifier will rise to the occasion. Fast, open fire roads or tight, gnarled, muddy sections pose no problem for the Can-Am.

QUALIFIER

reputation for plenty of horsepower but this enduro bike with compromise porting and quiet exhaust puts out the kind of power that makes riders look twice at the engine to make sure it is really just a 250. Rotary valve induction and an excellent Bing carb gives it that top-end rush.

Shifting through the six-speed gearbox, the bike feels peaky. It will easily lift the front wheel in the first three gears and sometimes even fourth. In one enduro, the tester almost looped the motorcycle in fourth gear when he shifted out of third on a slight rise while racing for the first place on a tight trail section that was coming up. Near crash and all, he got there first.

The first ride through a tight, nasty section was an eye-opener. There is all kinds of torque right off idle and the bike which felt somewhat peaky on the open section would also play trials bike in the woods. Unlike many two-strokes, it

doesn't load up or foul.

The 250 Qualifier has a dual-purpose powerband. Let the revs drop and the bike will slog its way through all kinds of nasty stuff. The flywheel is heavy enough to smooth out the power pulses and give traction on the slippery surfaces found in the typical enduro section, but light enough to allow the engine to put out the beans when the rider demands. It's like having a choice between Clark Kent and Superman with a twist of the throttle.

Handling is forgiving. In an enduro, you never know what is going to be around the next corner or the next rise. And most of the time you're going too fast to come to a stop anyway. So you grit your teeth, tighten the grip on the bars and prepare for the worst. Nine times out of ten, the worst will be a jolt as the fork soaks up the impact and the rider carries on as usual.

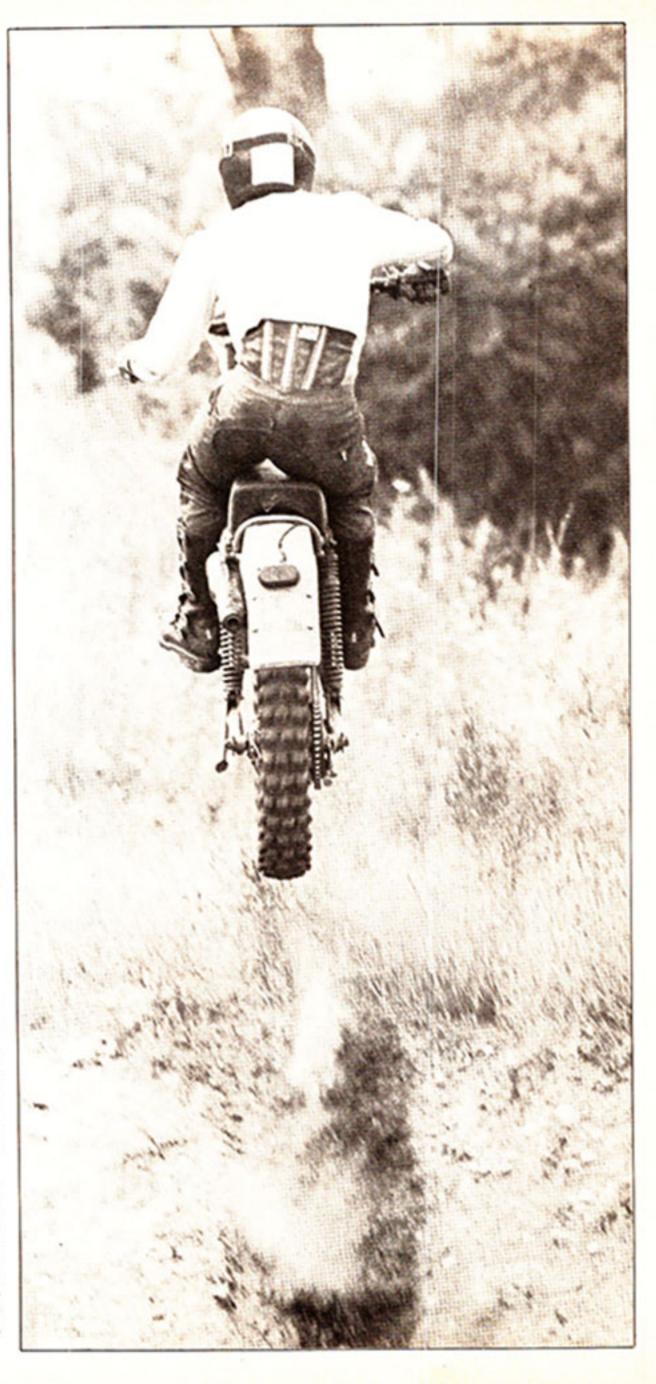
Picture this. You're in the infamous Massassauga Enduro peat bog screaming flat out in third over the bushes trying to avoid a "black hole". Naturally, you hit one and the front wheel stops, right now. Our tester flew partially over the bars, hit his helmet on the front fender but didn't crash. He didn't feel better for it but he stayed up on two wheels. That's forgiving handling!

You'll be glad for the great handling of the 250 Qualifier, thanks to the strong chrome-moly frame and good suspenders, but there is one glaring fault on the Can-Am that makes this almost a necessity. The brakes are among the worst we have

experienced.

It has been said that Can-Ambrakes are a bad copy of a bad Rickman design. It has also been said that there are two ways of looking at an enduro brake. Make it almost waterproof and it never dries out when water eventually gets in, or make it

A common view for the opposition, Landings are easy thanks to the sturdy suspension.



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QUALIFIER

easy to get in and then out. We don't subscribe to the latter theory. Recent models from competitors have very good brakes and properly routed front cables. Top Can-Am riders have brake setups which are decidedly non-stock. The stockers, especially the front, have no place on an otherwise high quality machine. Be prepared to pull them apart after every muddy event to clean the crud

With the superb disc-valve engine there is no need for an overhaul after every event. After all the hard hours of abuse heaped on the 250 in enduros, it never even whimpered. In normal use the Qualifier's powerplant should last an entire season of enduros with maybe rings and a hone job at the end. Magnesium cases keep weight down.

One rider we met while trail riding had this to say about his 250 Qualifier: "I don't ride enduros but I wanted something fast and the motocrossers are too loud and illegal in many places. I can ride my Qualifier all weekend and not have to be wrenching all week, either. I like to ride, not practise mechanics. Also it is quiet and people appreciate that."

The gearbox on the 250 Qualifier is not as crisp as on the Japanese bikes. It does not snick into gear as easily as most others and although it can be shifted without the clutch, the engagement is much more positive when the clutch lever is given a stab. Sometimes the rider has to prod the lever twice to engage a gear. False neutrals pop up occasionally.

The clutch stands up well to harsh use and although it will drag a bit when slipped heavily in a bad enduro section, it never slips under load. Pull at the Magura lever is stiffer than on most Japanese bikes.

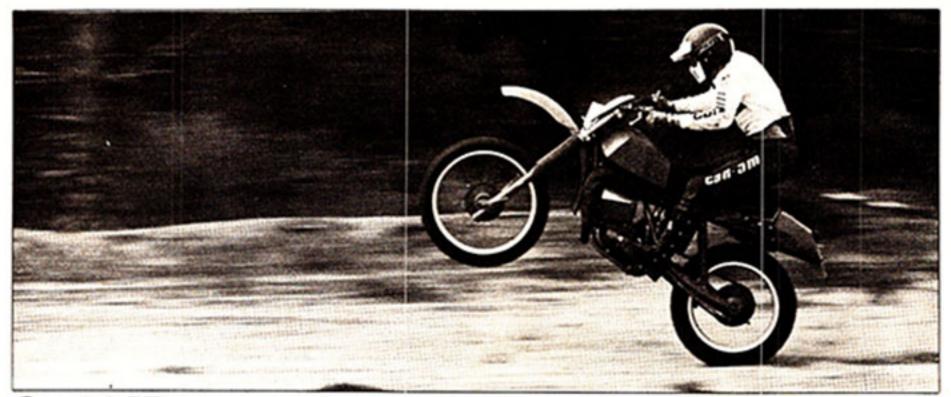
Aside from the long-term durability of the machine, the 250 refuses to quit in even the toughest event. It just keeps on running. While this is in part due to the high quality of the components, there are some unique design features which are significant to reliability.

The air intake is behind the seat. Air flows below the aluminum seat base to a K&N gauze filter covered with a foam sock. The filter fits in a depression with a drain hose for the inevitable water. Air then goes into a huge still-air box which supplies the German-made Bing carburetor. The volume of the air box contributes to the ability of the engine to breathe and thus make plenty of horsepower. The rear of the box doubles as an inner rear fender.

Drowning the 250 is near impossible. though it isn't quite as good as the highbreather frames that Can-Am has on the

> The 250 Qualifier's forgiving handling is an asset when you're not sure just what is on the other side of the jump.





QUALIFIER

motocrossers and the 400 Qualifier. Those frames route air from just behind the headlight — the cleanest and highest point of the frame — down through the backbone tube. If you want to go into deeper water than the 250 Qualifier allows, then take a mask and swim fins.

The electrical system is a magneto CDI built by Bosch. Earlier Can-Ams often suffered from black boxes that quit, stranding the rider or making starting very hard. Our test bike never fouled a plug or gave trouble to start, ever. We only changed the plug once, and that was just in preparation for a tough enduro. The original was still working fine.

The true test of rider confidence in the machine came when we were selecting motorcycles for the annual expedition organized by Moto Journal, our Montreal-based sister publication. The planned four days in desolate Quebec backwoods can become a lot longer with an unreliable machine. We took the enduro-veteran 250.

It never even hinted at trouble. After 600 kilometres in four days, two in driving rain, we were impressed. The bike was heavily loaded with camping gear and gasoline, and speeds were high. Trying to keep up with a 400 Qualifier and a Honda XR500 on a sweeping, 50-kilometre-long dirt road, the Qualifier was run at over 110 km/h steadily and refused to even detonate on the low-octane local gasoline.

Aside from the brake deficiencies mentioned earlier, there are a few small points that should be looked after. The sidestand is too straight and long; on level ground the bike isn't very secure. Fuel capacity should be greater: the bike is good for about 100 kilometres before the 10 litres of 32:1 premix run dry. It's barely good enough for most enduros but a little more capacity would help.

The handlebar has a good shape for most riders but bends easily. A sturdy chrome-moly bar would be more in keeping with the bike's other high-quality components. The stock chain is also poor. It stretches and kinks and wears out the expensive sprockets. An O-ring chain would reduce wear, maintenance and long-term cost.

Otherwise, the legend is true after all. The 250 Qualifier is a fast and durable motorcycle that has the potential to keep Rotary-valved Bombardier engine puts out enough power for long wheeles at speed.

you on key time. Every bike has its weak points and Can-Am's 250 Qualifier is no exception, but thanks to quality parts where it counts the most, it keeps running hard in the long run.

SPECIFICATIONS Can-Am 250 Qualifier



MODEL 1981 Can-Am
250 Qualifier
PRICE \$2,249
ENGINE TYPE Singlecylinder two-stroke
with rotary-valve
induction, air-cooled,
six-speed transmission, primary kick
starting
DISPLACEMENT 248 cc
BORE AND STROKE ... 72 x 61
HORSEPOWER 34 at 8,000
rpm (claimed)
TORQUE N.A.

CARBURETION ... One 32 mm

Bing
IGNITION ... Bosch CDI
SUSPENSION ... Telescopic
fork with air assist, 35
mm fork tubes and
248 mm travel; rear
swingarm with dual
non-adjustable shocks
and 244 mm travel
TIRES ... Dunlop 3.00-21 front
and 5.00-18 rear
WEIGHT ... 103 kg dry
FUEL CAPACITY ... 10 litres
Manufactured by Bombardier Liter, Valcourt, Que., 10E
210, [514] 532-2211.



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



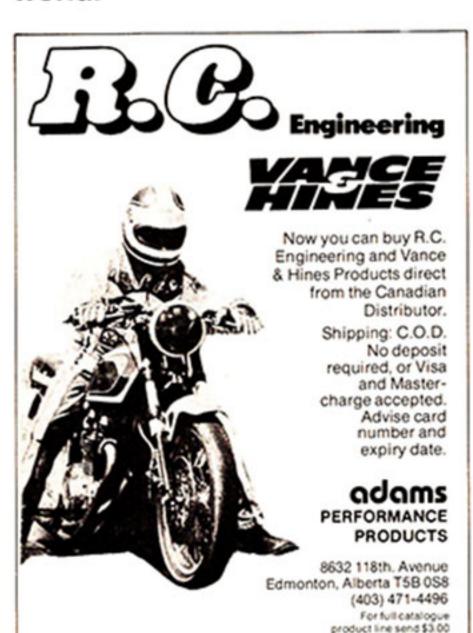
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A 1982 THEW FREVIEW A 1982 THE A

CANADA picked Honda's brains for information on its 57 motorcycles for 1982. Most of the current favorites remain; here's what you need to know about the new models.

CVX750: the V4

The world was not terribly surprised when Honda decided to put the CX500 Turbo into production, albeit limited. After all, the bike was viewed in prototype form by thousands of visitors to the show in Cologne, West Germany more than a year ago.

But not everyone believed the rumors of a family of V-configuration engines in addition to the standard CX. Witness, then, the most unusual motorcycles in Honda's 57-machine 1982 model line — a pair of V4s named CVX750ST and CVX750RC.

Names as well as alpha-numerical designations are becoming more popular with Japanese manufacturers, and thus the sporting CVX750ST is also called the Interceptor and the Milwaukee-styled CVX750RC is called Magna. Honda liked the word Magnum but Chrysler Corporation has an exclusive on it.

Photos were unavailable, since prototypes were still undergoing design changes.

Most vee engines past and present have stressed docility and torque output rather than raw horsepower, but the new Hondas are something else. According to Honda, the bikes are substantially quicker than the current CB750F which is no slouch. Engine output is believed to be in the realm of 81 hp at no less than 9,500 rpm. The unspecified torque peaks at 8,000. Total dry weight of the prototype Interceptor is 215 kg or 474 lb compared to 230 kg for the 750F.

The bikes are 90-degree V4s displacing

748 cc from a highly over-square bore and stroke of 70 x 48.6 mm. Compression is a high 10.5:1, still feasible thanks to water cooling. Cylinders are arranged front to back, with the front pair horizontal.

The CVX750 might be considered a distant spinoff from the NR500 grand prix project, except that its cylinders are circular instead of oval. The only close similarities, apart from the general configuration, are the narrow 38 degree valve angle and the squish combustion chambers which allow freedom from detonation on today's low-grade gasoline.

Cylinder heads are a four valve per cylinder design with forked rockers opening the valves as is done on Suzuki's GS1100. Clearance adjustment is by the nut and screw method which the TSCC Suzukis also use.

Plain-bearing connecting rods are positioned side by side in pairs on the throws of the 360 degree crankshaft. One cam chain sprocket for each cylinder head is machined on to the crankshaft between throws. The chains are tensioned automatically.

Although the cylinder configuration reduces primary vibration to zero, secondary vibration was sufficient to cause Honda to rubber-mount the engine as on the CB900F.

Honda took pains to reduce engine width and bulk. Total width is 415 mm and the engine weighs only 84.7 kg dry, compared to 89.5 for the CB750F. The engine rotates backwards from the normal direction, allowing one less shaft in the gearbox. A longer swingarm can be

The CB650SC Nighthawk is one of three Custom cruisers redefined with sporting looks on dirt track lines. There is also a 750 Nighthawk and a twin-cylinder 450.

used, giving better handling.

The robot-welded high tensile steel tubing chassis is 16 per cent lighter than it
would be if made from normal mild steel,
thanks to reduced wall thickness. The use
of high-strength chassis tubing is new for
Honda and necessitates more accurate
alignment during welding — hence the
use of robots as is becoming common in
the auto industry.

Honda claims the V4s have a cornering bank angle of 43 degrees with the suspension compressed 65 per cent at the front and 75 per cent at the rear. Comparative figure for the CB750F and 900F is 41.5

Both CVX models have shaft drive and a five-speed transmission plus a 20 per cent overdrive for cruising economy. The hydraulic clutch is self-adjusting and immune to the effects of expansion of the plates due to heat. A shock absorber is incorporated into the drive shaft.

Cast wheels are used in place of Honda's standard Comstars for appearance. Tires are H-rated and tubeless, of a new abrasion-resistant rubber.

The four carburetors are arranged in pairs: two sidedraft and two downdraft. They are diaphragm-type for compactness and good throttle response, requiring no accelerator pump. They are internally vented to the air cleaner and are designed not to leak even if the motorcycle falls over.

Honda's Aspencade is a dazzling dresser version of the GL1100 Interstate which offers plush seating, a sound system with unparclieled options and on-board compressor for its air suspension.





N 1982 W PREVIEW ODELS

Not to be outdone by the electronic gadgets on Yamaha's 750 Seca, Honda has made the Interceptor a travelling computerized toy show. In addition to esoteric circuitry controlling the new self-cancelling turn signals, the Interceptor has an electric speedometer, odometer and tachometer, an eight-section liquid crystal display monitoring functions such as water temperature and fuel level, an LC trip meter, a digital clock and stop watch, a digital gear position indicator which doubles as a warning panel for one or more of six possible faults, and FOIL—for Fibre Optic Integrated Lock.

FOIL is an anti-theft device consisting of a heavy cable which incorporates a fibre optic conductor. The cable is wrapped around a solid object and plugged into its own battery-operated control box. A key turns it on and a light-emitting diode monitors battery level. If the optic circuit is broken, as by cutting the cable, an alarm sounds.

Both bikes have a TRAC anti-dive front fork as is described further in the report on the production CX500 Turbo.

The Magna has conventional twinshock rear suspension with aluminum shock reservoirs as on the CB900F. The Interceptor has a Pro-Link suspension.

The Magna has a profile so similar to a Harley-Davidson Sportster that it could almost be designated CVX750HD instead of RC. The small peanut tank is hollowed out underneath to accommodate the air box. In order to provide reasonable fuel capacity, Honda gave the Magna an auxiliary fuel tank under the seat.

As with other Honda models, prices for the CVXs had not been established by our deadline.

CB500FT ASCOT

Part European cafe racer and part North American dirt tracker in profile, the 1982 CB500FT is named after the famous dirt oval in American Honda's home town of Gardena, Calif. It's called Ascot.

The Ascot is a street-going 500 single closely based on the dual-purpose XL500. What other big thumpers don't have is the Ascot's electric starter. It's grafted on to the top of the engine behind the cylinder and is actuated by a 12 volt, 14 amp-hour battery. The lubrication system is modified for greater oil flow and capacity, and transmission gears have been increased in width and improved in heat treatment. Engine balance factor has been changed to reduce vibration at cruising speed.

Fuel mixture is admitted by a 35 mmCV carb. Peak power is 35 hp at 6.500 rpm while peak torque is 4.0 kg-mat 4,500 rpm. The torque figure is slightly below that of the XR500 off-roader, although Honda says it is greater than the XL's output thanks in part to muffler changes and a

larger air box. Claimed top speed is 155 km/h.

A smaller rear sprocket reduces engine revs by 20 per cent. The meters and quartz-halogen headlight are squared off for styling, and a box-section swingarm pivots on needle bearings.

Other changes to adapt the trail bike engine to street use include increased alternator output, thicker clutch plates and an automatic cam chain tensioner. Claimed dry weight is 159 kg or 350 lb. The leading-axle air fork carries a single front disc brake and has a travel of 150 mm. Rear travel is 120 mm. A disc is also mounted on the rear wheel. Calipers are the dual-piston type seen on last year's CB750F and CB900F. The price is not yet available.

ASPENCADE

As you would expect from a model named Aspencade, the new fully decked GL1100 Interstate with rally package has everything and more.

Most obvious are the CBX-style ventilated brake discs, metallic silver paint scheme and plush padding on the seats. Other differences between the Aspencade and the familiar Interstate include its piece de resistance, a self-levelling air suspension with on-board compressor.

Air suspension pressure is variable through its full range at a push of a button located on top of the dummy fuel tank. A diverter valve directs air to the front or rear from the small electrically driven compressor. An adjacent gauge indicates system pressure and a bleeder valve can reduce pressure for a softer ride. The entire operation can be done with one finger, but not while the bike is on the road; the ignition key must be in the accessory position.

There is even an extension hose for pumping up the tires. The whole system weighs 1.2 kg and has a maximum pressure of 8 kg/cm² or 120 psi. Honda says the compressor is fail-safe for up to five minutes of continuous use.

The Aspencade's other special equipment like twin snap-on passenger tote bags, quilted insert and map case for the top box, hinged rear fender for easier tire removal and anti-glare mirrors seem minor by comparison.

The standard GL1100 and Interstate, as well as the Aspencade, have larger tires front and rear for wear life which is claimed to be improved by 100 per cent.

All three models have a new computerized self-cancelling turn signal assembly.
No simple device, it measures speed, handlebar rotation and elapsed time after the
handlebar is straightened — all in order to
shut off the blinker an identical distance
after every corner, no matter the point at
which the signal was turned on. A timer
starts after bar rotation decreases by 1.8
degrees and a computer sorts it all out.

Two different sound systems are optional on the Interstate. The Type I has

an AM-FM multiplex digital radio and intercom with stereo speaker system and power booster, all available separately. The Type II system has an AM-FM digital radio and clock with choice of handlebar-mounted signal-seeking radio control or mute switch, intercom system, cassette deck or 40-channel CB with passenger talk switch. Plus there are helmet headsets with microphone available to fit all types of open and full-face helmets.

A type II radio with clock and remote selector is standard on the Aspencade.

The usual range of optional instruments including air temperature gauge and altimeter can also be ordered.



The MBS is a 49 cc two-strake screamer.

CB450s and MB5

Toward the lower end of its street range. Honda has increased the displacement of its CB400 series, added a new 250 twin and included the 49 cc MB5 miniature cafe racer.

The bore boost in the new CB450s is intended to raise torque rather than ultimate horsepower. The new displacement is 447 cc, thanks to a bore increase to 75 mm from 70.5; the stroke remains 50.6 mm. Otherwise, the bikes are the familiar six-valve, single overhead cam twins which first appeared in 1978 and are quite different from the 450 Hellcats of the 1960s.

Engineers paid considerable attention to improving lubrication of the CB450 engines in order to reduce oil leaks and wear of piston rings and camshafts. Oil jets aim lubricant directly toward the bottoms of the pistons for better cooling and all models now have an oil cooler built into the crankcase. Previously, the cooler was fitted only to the CN400A automatic. It reduces maximum oil temperature to 170 degrees C. from 185.

The CB450 Hawk retains the closeration six-speed gearbox of the 400, while an overdrive gear is added on top of the five-speed on the other models excluding the automatic.

The CM250C is a new bike, but also an outgrowth of the popular CM185 and CM200 twins. It's substantially beefed up, but still a low-price and low-performance machine scarcely intended for enthusiasts. There are larger drum brakes, a five-speed gearbox instead of four, adjustable rear springs, a silent cam chain and no kickstarter. A counterbalancer is not provided.



XL500 and XL250 have Pro-Link suspension, 21-inch front wheel and 17-inch rear.

It offers economy and docility with a single 26 mm CV carburetor, light weight of 129 kg or 284 lb, and a low seat height of 740 mm—same as that of the CM200.

Finally, the MB5, which although it has a disc front brake, Comstar wheels and laydown shocks, is lighthearted in intent and has a top speed barely in excess of 80 km/h. Contrary to our report in the September issue of Cycle Canada, the Canadian version of the MB5 won't have a fairing-just a flat black engine and a TZ750-style fuel tank to scare superbike riders you meet.

MOTOCROSSERS

Vociferous arm waving from Roger De Coster reportedly helped motivate Honda R & D to take the motocross line back to the drawing boards. Perhaps rider complaints about fried clutches and blown Pro-Link dampers supplied additional impetus.

In any case, the CR80R, 125R, 250R and 480R have been revamped from fuel tank to exhaust pipe, with new frames, swingarms, dampers, ignitions, transmissions and patented crankshafts. Forks have three-way adjustable damping on all but the CR80R, but the 80 has larger fork tubes and Pro-Link rear suspension.

Clutches are modified on all the bikes. and the CR250R has managed to shed 5 kg. bringing its weight down to a competitive 101 kg. It continues to use water cooling, as does the 125.

The CR480R has 41 cc more displacement than last year's CR450 for even more horsepower, torque and rideability. Its gearbox remains a four-speed - modified, of course, for more strength and positive gear engagement. The engine color is changed to black from red.

XL250 and 500

Major change on the dual-purpose XL lines is to bring the 250 and 500 closer in specification to the strictly off-road XRs. Both bikes now have Pro-Link rear suspensions.

A host of other refinements includes 37 mm fork tubes, tapered-roller bearing steering heads, stronger clutches, O-ring chains, CD ignitions with electronic advance, new air cleaners and aluminum skid plates and on the 250, a six-speed gearbox and elimination of one counterbalancer for improved throttle response.

Double leading shoe front brakes improve stopping power, while flexible stalks for the turn signals reduce damage in a crash on the trail. The 23-inch front wheel has vanished, replaced by a 3.00 -21, while both the 250 and 500 sport a 4.60 17 tire on the rear.

Like nearly all of Honda's 57 models for 1982, the smaller XLs have also been revised in some way, although to a lesser extent than the XL250 and 500.

NIGHTHAWKS

Honda's Custom look hits the dirt in the new three-model Nighthawk line. The Nighthawks, with SC suffix designation. are designed for more sporting appeal than Honda's C models. A tapered fuel tank and tail give a dirt track look; engines are painted black and the CB750SC and CB650SC retain the four-pipe exhaust system of the C models for an image of power. There is a CB450SC twin as well.

The 750SC also has Honda's TRAC anti-dive. Like most street Hondas in 1982, it has dual-piston calipers for its slotted disc brakes which first appeared on the CB750F. There are also new cast

wheels in place of Comstars, and the tires are massive. The front tire on the 750 Nighthawk is a 120/90-18 instead of the 110/90-19 on the Custom. The rear is a 140/90-16 instead of 130/90-16. Fork tube diameter is increased to 37 mm and rear shocks have reservoirs like those of the CB900F, except that there is no provision for damping adjustments.

CX500 TURBO

Honda says four minor changes will be made to the CX500 Turbo when it goes into production as part of the 1982 model

The most significant alteration is the addition of Honda's TRAC anti-dive front suspension. Provisions for adjusting the waste gate and throttle sensor on the prototype machine tested in the October issue of Cycle Canada will be eliminated. Finally, the shape of the seat will be altered to reduce the forward slope which tended to push the rider into the fuel tank.

TRAC is an acronym for Torque-Reactive Anti-dive Control. It is a system which reduces the tendency of the conventional telescopic front fork to compress under braking loads, altering steering geometry and using up fork travel which may then cause bottoming if a bump is hit at the same time.

Similar hydraulic devices have been seen on various prototype road racing machines, and Preston Petty produced a mechanical version for dirt bikes. Yamaha first put it into mass production on the 1981 XJ750 Seca and Suzuki offers a similar system on the 1982 GS1100 Katana.

Honda's TRAC offers a progressive rate of anti-dive control, rather than the purely off-on response of the Suzuki and Yamaha systems. Like the Yamaha system, TRAC can be adjusted four ways to increase or reduce anti-dive action, but in each mode the Honda system gives greater damping automatically as braking effort is increased.

Like the other anti-dive systems, TRAC uses a piston valve to open or close an orifice in the bottom of the fork slider. Movement of the valve controls the rate at which damping oil can flow from the outer to the inner fork chamber, thus affecting the fork's damping rate.

However, instead of moving the piston using brake fluid pressure in the line from the master cylinder to the caliper, the Honda system uses a pivoted caliper bracket which allows the bracket to press against the back of the piston. Pressure of the caliper bracket depends on how hard the caliper is clamping the rotating disc. The harder the brake is working, the farther the caliper bracket moves the piston against its return spring and the more damper fluid is restricted. Thus, the antidive effort is automatically variable within its preset range.

No additional external fluid lines are required.



ROBIN



ROBIN'S ROCKIN' **POCKET ROCKET**

If you like to drag knees, shins, ankles and feet, get a Robin.

TAKE TIME

TO SPEAK TO the riders at any motorcycle track and you'll hear the same complaint over and over: expense. Racing is getting more costly, and nowhere is this more apparent than at the road races.

In the past four years the cost of a TZ250 Yamaha, the staple of the professional road racer's diet, has more than doubled. Experts expect next year's Yamaha 250 GP machines to be over \$10,000.

Clearly, an opening exists for a cheap, easy-to-maintain grand prix machine. The bike that can fill this void is the Fuji Industries Robin, of a class known as pocket bikes in its native Japan.

For those riders used to struggling with 225 kg superbikes, the Robin's weight will be a surprise. At 15 kg. the Robin can be carried anywhere.

Instead of needing a long-tailed, gasguzzling truck to go to races, a Robin owner could carry his mount to the track on the parcel shelf of his VW Rabbit.

The Robin's engine, a two-stroke, fancooled single-cylinder powerhouse requires little maintenance, and a complete tear-down wouldn't take much longer than a jet change on one Lectron carburetor.

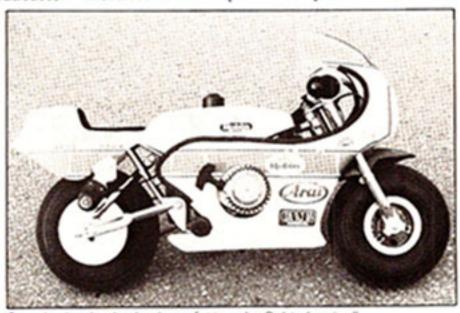
You can also forget about those tricky run and bump starts, since the Robin has a conveniently located pull cord. And if the motor should destroy itself, there are several other household appliances that could be burglarized for parts, especially if you have a small lawn mower or chain

The frame on the Robin is rigid, so you can't ruin the handling by misadjusting your air forks, rebound damping, ride height or travel. Any possible chassis adjustments lie in the area of tire pressure. and we found the maximum suggested amount of 30 psi offered the best handling with only a small loss in ride quality. The brake, a single hydraulic disc on the rear, is capable of stopping the Robin smartly

Diminutive compared to normal grand prix bikes, the Robin has advantages in light weight and nimbleness. It loses out in top speed and in acceleration contests.

after top speed runs, and never fades.

Although not in the hunt against a Honda RS125, in the hands of 1980 Canadian No. 1 George Morin the Robin had the legs of a Suzuki JR50 ridden by Ontario superbike champion Lang Hindle, due to the faired Robin's superior aerodynamics.



From hydraulic disc brake to fairing, the Robin has it all

The sound level is very low for a race bike, although the characteristic twostroke buzz is evident after the revs get high enough to drown out the engine cooling fan. The gearing is a bit short, since top speed can be reached exiting the pit lane.

Since the Robin we tested is the only example of the marque in Canada, owner John McBride of McBride Cycle in Toronto was naturally anxious that we use the best available pro road racer to put the Robin through the initial shake-down sessions at the track. Fortunately, Canadian No. 1 road racer and superbiker George Morin was available and without a GP ride. The riding report that follows reflects Morin's impressions as well as those of the braver staff members.

To start the Robin, you pull out the cable-actuated choke mounted on the top triple clamp and turn on the gas by your right leg. The gas tap is hidden under the carb behind the fairing, and is a difficult reach. Keeping a child handy in the pits greatly simplifies the starting since a kid can more easily reach the tap, but he usually expects a ride on the bike in return.

After getting the gas on, a light tug on the starting cable should have the Robin puttering merrily away. Be sure not to give it too much gas; combined with the direct driving centrifugal clutch that will make the bike try to drive out from under you.

Riders over five feet tall also require some effort to get their feet properly located. Once in motion any leg movement, like trying to get your feet on the pegs, causes wobbles.

Once the speed is up past 15 km/h, the Robin's handling becomes light

> and responsive, to the point of being twitchy. This twitchiness may be due to the lack of a steering damper, generally considered a necessity on a racer, or perhaps to the relative bike-to-rider weight.

To ride the Robin quickly in the corners, the traditional high racing boots must be exchanged for running shoes, since a great amount of ankle mobility is required due to the close footpeg-to-seat relationship. Most riders found it best to turn their feet sideways on the peg. and stick out their knees a la Kenny Roberts.

Riding with this style under hard cornering, the footpeg and the rider's foot and knee contact the ground with regularity. This works well on the Robin, since Morin discovered that if he lost the front end while heeled over he could simply ride along on his knee until the front tire regained traction. Although the bike was pushed repeatedly to its limit and huge slides were common, not one crash was experienced, a tribute to the frame's design.

Of course, you can always just stand up should worse come to worst.

As with most racing bikes, the smaller rider is at an advantage on the Robin. A shorter person doesn't cramp up as easily in the somewhat confining riding position, but his real advantage lies in fast left-right transitions or chicanes. A bigger person can't easily move from left to right on the seat, while a smaller type can change his weight balance far more easily. However, bigger riders are hard to pass. since their knees block more of the track.

Considering the light weight, simplicity and sheer fun of the Robin package, it's not ≥ surprising a large crowd of racers surrounded the bike whenever it was carried \(\) out of the truck. There are currently more ≥ than 70,000 pocket bike racers in Japan. 3 and there may be more in Canada soon. In terms of the smile to cost ratio, you can't find a better bike than the Robin. find a better bike than the Robin.

TOURING



CBX brakes are intricate castinas that let cool air flow radially and axially.

up to torquing cylinder heads or replacing ignitions, but they're above average for Japanese original-equipment sets. The metal quality is good, there's a decent selection - enough, it seems, to actually work on all the fasteners and at last even an air pressure gauge in both. Good stuff for emergency use or average home fiddling.

What's it all mean?

We ended up concluding that our home-made sport tourer compared well to the factory job. They're different, sure, but where one is lacking the other is strong.

The CBX slices the air more cleanly at high speed, but the Kawasaki is a more comfortable place to sit. The Kawasaki engine is stronger at any rpm range, but the CBX can make better use of its power on a winding road.

The Kawasaki has the better seat, but the CBX suspension delivers a much better ride. The CBX is down a bit on power, but the Kawasaki skips around on the rough stuff, making precise throttle control difficult. The Kawasaki has shaft drive, but the CBX chain is still in good shape after 14,000 km and only four adjustments. The chain seems strong enough to tow an ocean liner.

The Kawasaki is cheaper, even with a fairing and saddlebag set added, and gets much better fuel economy. The CBX is a beautifully integrated package that makes the nicest noises this side of a racing superbike without the raucous volume that implies.

Staff riders are evenly split in personal choice. There's little doubt that the KZ1100A is the better buy for daily use and value-per-dollar efficiency, but the romance of the six and the beauty of the CBX package are worth something, too. What it came down to was that the older guys on staff preferred the Kawasaki and the younger ones the Honda.

Are you a romantic or a pragmatist? Either way you cut it, have we got a bike for you.

Specifications on Page 68

Less is just less

When I first laid eyes on the '81 CBX I thought someone had raised the Titanic and I hadn't heard about it. It looked big.

But the six-banger and I came to be good friends. Physical dimensions of the rider have a lot to do with his enjoyment of the CBX. Fortunately, I have enough height, 6'-6", to feel comfortable. It was the best-fitting stock bike I have ever ridden. The indents for the knees in the fuel tank corresponded to my needs exactly, and the handlebars were in the right place. It fit me like a glove.

Having spent a fair bit of time viewing a slanted horizon from the cut-down seat of a 1,015 cc machine, I never suffered the problems of adjustment of riders coming to the CBX from a small bike. In city traffic, the highway or the twisties the Honda's weight was never a problem. The bike handles well enough to run almost off the tires in fast sweepers without touching down or wobbling. All that is required is a steady hand on the throttle.

I didn't ride the KZ1100 as much but I know it isn't the bike for me. Despite weighing less than the CBX, the steering felt heavier. The KZ was much better in a roll-on but the CBX was fast enough. Except for its seat, the Honda was much more comfortable in the real world of windy highways. Wind protection and luggage space are nice to have.

Few people would buy either of these bikes for economic reasons. There are cheaper bikes that get better mileage, cost less to insure and maintain and are much simpler mechanically. But based simply on what I want, the CBX would be the bike for me. The magnificent engine and the feel it gives the rider take it out of the league of the KZ1100, which is just a little less in most areas.

Less after all is really still less. Giveme the incredible six.

Damian James

Six hours in four

I started out disliking the CBX before I'd even ridden it. It just seemed to be so excessive - too many cylinders, too much weight, too much flash, too many gizmos. The Kawasaki, on the other hand, I approached with a more neutral attitude; it seemed to be more of an unknown quantity.

As the week progressed, however, the CBX started to grow on me. Compared to earlier incarnations the six is marvellously well behaved when the road starts to turn and twist. The fairing works like a dream - too bad the windscreen isn't about six inches higher. The small-looking saddlebags

THE VIEW FROM THE SADDLE

Romance of the six attracts everyone who rides the Honda

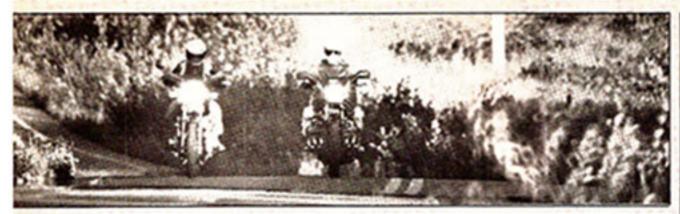




will hold more gear than you'd expect and it even proved possible, eventually, to mount a tank bag without getting too badly fouled in the plumbing for the six carbs.

The Kawasaki was much as you might expect - big, brawny and torquey. With the little Shoei fairing we fitted the upright seating position was at least tolerable, and the seat was great for me for all-day comfort.

Swapping back and forth between the two bikes immediately showed up the performance strengths of the two the Kawasaki has the kind of engine everyone would like to have, including CBX riders, and the CBX handles





amazingly well for such a big, heavy bike. It'll even turn around without problem on a narrow two-lane road without the rider having to resort to dabbing his feet.

Still, I was all set to call the Kawasaki my categoric favorite, for its shaft drive, excellent fuel consumption, good comfort level and astounding engine. Then I had a six-hour ride home on the CBX late on the last day of the tour trip, starting just before dark. I made it in four hours, feeling superbly comfortable and safe the whole way.

That's the secret to enjoying the CBX - ride it hard and fast. The thing seems to come into its own between

140 and 160 km/h; you and the bike and the road come into a world of dynamic harmony that just doesn't exist on most machines.

So that little ride ended my idea of categoric favorites. I'd still choose the Kawasaki if I was buying, but if ever again I have to do a six-hour night ride in four hours, I'd like to have a CBX.

-Larry Tate

CBX is intoxicating

The best way to make comparisons between two bikes is the way we did it. Riding, riding, riding, in the wet and dry, on hills and curves, good and bad pavement, switching from bike to bike. lust eat up the miles.

I'll always remember the intoxicating sound from both engine and exhaust of the CBX as we climbed the high mountains of the Gaspesie with a splendid view of the sea bordered by the cliffs of the coast. The CBX takes to the road like a true grand touring machine, perfect for the long haul. It's capable of provoking sudden adrenalin rushes when you crest a hill and find a tight corner, yet you can make it through without the drama you'd

The Honda's sole problem is its gluttonous appetite for gasoline, but I can easily forgive it that.

The Kawasaki KZ1100 makes a poor figure beside the CBX. It wasn't as complete a package, the Shoei quarter fairing surely contributed to its wobbling and I found it less comfortable after several hours on the road. The pegs are too far forward and the seat's a bit too firm.

The bike's strong points are the incredible power and low consumption of fuel, both important considerations in a touring bike.

If I had the choice for a personal bike, the CBX is the one that appeals to me. It makes me feel like I did the morning in Percé when we finished the photo session and a tourist approached me. He asked me what we were doing. and I couldn't keep the grin off my face as I said: "We're working."

-Robert Langlois

Two-wheeled Maytag

The CBX seems too heavy to have only two wheels, it's got an engine with more cylinders than most cars on the road and when your idea of a big bike is a Maico 490, swinging a leg over it is like putting a horse jockey on Thelma the elephant.

Still, I put over 1,600 km on the CBX and loved every single one. It's fast, comfortable and gorgeous. The appearance and sound of the motor and the way people drool over it make it unique.

I don't usually think much of these big Maytags, but the CBX is really neat. The day of the two-wheeled motor home probably isn't that far away.

I don't really care much for the KZ1100. Sure the motor is nice and torquey and it's fast as hell, but the way it twitches under hard acceleration and while cornering on rough pavement makes you feel more like a passenger on a runaway train than part of the machine.

Once you get tired of or used to all the power, there really isn't anything left that stands out. The KZ550 is a fun motorcycle. The KZ1100 is just fast.

—Claude Leonard

définitions made easy

What does it all mean?

If you've ever wondered,
here is a dictionary of
biker banter terminology.

By Max Burns

etting started into the exciting world of motorcycling can be a difficult thing. Right away, you come face to face with a barrage of esoteric terms that no dictionary even attempts to define. Pick up any motorcycle magazine and you are confronted with a mysterious jargon that turns away many a would-be biker.

It is time we experts shared some of our secrets with the uninitiated. Here is a glossary of various motorcycling terms, combined with a few handy hints, to make entry into this wonderful sport a whole lot easier.

The first thing that comes up in any discussion of terms is SPOKE WHEELS, which is basically what we are doing here — talking about motorcycles. This is a popular pastime of any enthusiast. Often you will notice motorcycling fans congregating at bike shops, generally leaning over the counters, swapping many a yarn. These raconteurs are known as COUNTER BALANCERS and the stories they tell are called COUNTER STEER, primarily because most of them are bull. A phrase often used in association with COUNTER BALANCER is BIG BORE.

While we are at the cycle shop, another term you should be familiar with is MONOSHOCK, a slurring together of the two words Money Shock. This usually occurs after inquiring about the price of your latest two-wheeled desire. In extreme cases, it can lead to a SEIZURE. Your banker, or SHOCK ABSORBER, sometimes is of help here.

When travelling, you should become aware of the CAFE RACER. This is any European fast food outlet, like Chez Wendy's or MacDolinski's. Over-indulgence at these diners can result in CAPACITOR DISCHARGE IGNITION, necessitating

Max Burns began riding on a hand-shift 125 cc James. He is currently rebuilding his aged home in North Bay, Ont. frequent stops. The only cure for this ailment is a shot of bicarbonate of soda, referred to as a CARB ADJUSTMENT. Taking your own food and picnicking along the way is known as FORK TRAVEL. Sticks cut and trimmed to hold hot dogs above a fire are called FORK TUBES.

You will likely become familiar with BREAKER POINTS on your travels, particularly if you happen to own a British bike. BREAKER POINTS are the locations at which you suffer a mechanical failure, most often the furthest distance between two service stations. They usually result in SWINGARM, or hitchhiking, as it is known among non-bikers.

A lack of success with SWINGARM will lead to SINGLE LEADING SHOE, the method of walking whereby the traveller starts out with one foot (usually the right) and follows soon after with the other. A mix-up with LACING, the art of managing those strings on your shoes, can lead to DOUBLE LEADING SHOE. This occurrence will likely produce a SPILL. Taking the bus home is known as FULL FAIRING. THREE-QUARTER or QUARTER FAIRING is not having enough money to ride the bus.

One thing that may keep you from travelling is the girl next door. If you are lucky, she is known as JUGS. If not, she is known as FLAT SPOTS. SERVICE INTERVALS refer to the frequency of

your visits to her home.

Her mother is called a CRANKCASE; her father is called a CRANKCASE STUD. A CRANKCASE considers your obsession with motorcycles to be IDLING. If you get stuck with her as a mother-in-law, it is known as a CRANKSHAFT.

Fashion, too, plays an important part in motorcycling. The recommended code of dress for normal street riding occasions is the PRIMARY DRIVE GEAR. This outfit will vary according to the weather (known as the ALTERNATOR), so a serious enthusiast will pay constant attention to the old barometer in order to stay with it.

You will probably hear the term BOON-DOCKS bandied about by the off-road crowd. This refers to your friendly family physician, whom you are sure to become acquainted with if you should have an accident, known by bikers as a COM- PRESSION TEST. A rider who has a number of COMPRESSION TESTS is called an IMPACT DRIVER. TROUBLE SHOOTING is what you hope the farmer has when he sees you racing through his crops.

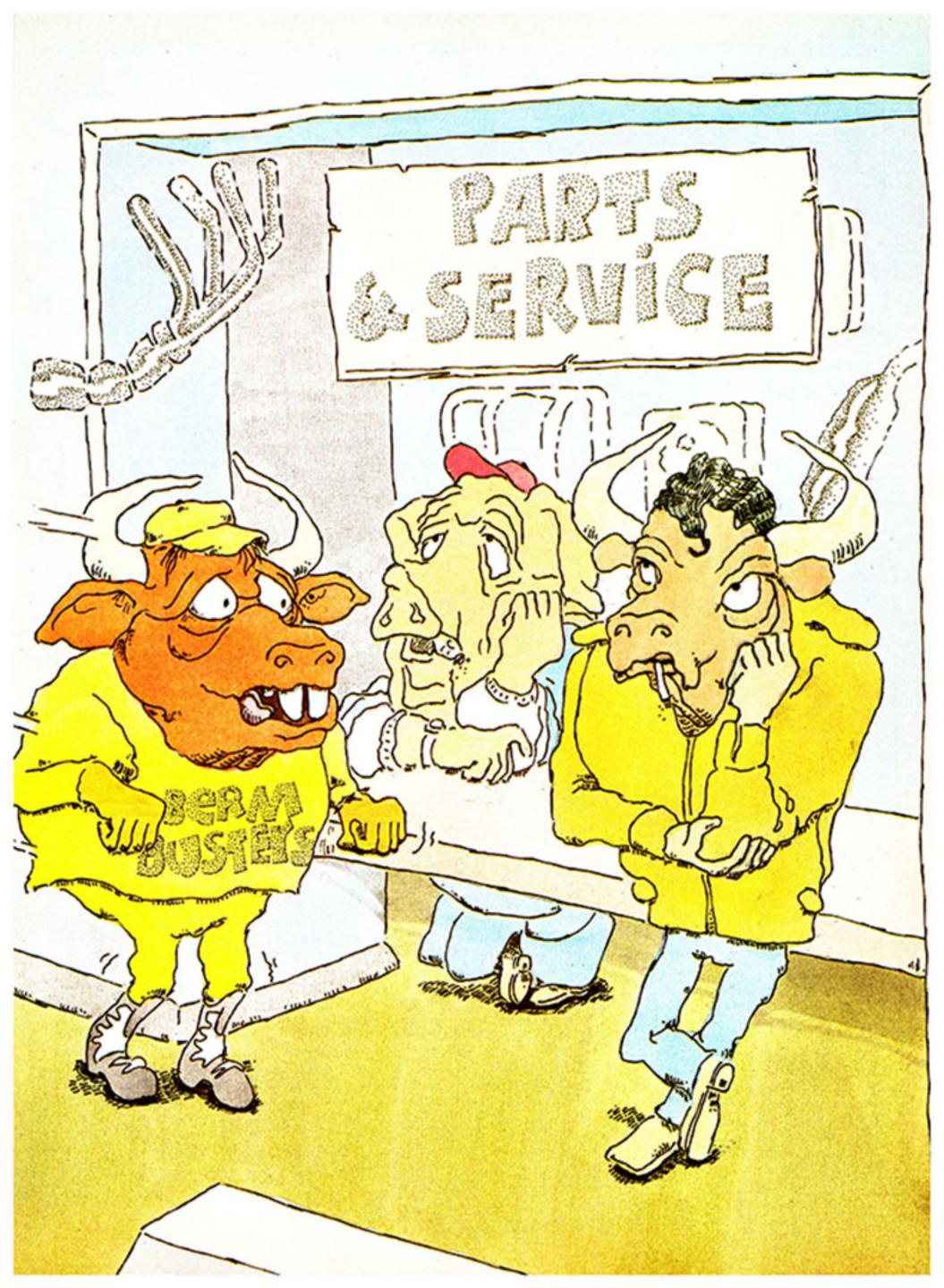
The motorcycle manufacturers have a few terms of their own you will benefit from knowing. A SPECIAL, for example, is the term used to identify their most common model. Rarer models are usually referred to as the STANDARD model. Any street bike having less than 400 cc is known as a FUEL STRAINER.

FOUR-INTO-ONE and SIX-INTO-ONE are simple questions used to test the motorcyclist's mathematical aptitude. Having a good working knowledge of math becomes important when payments are due. A CRASH BAR is something a lender uses on your head to remind you of a missed payment, a good reason to wear your helmet. SPECIFICATIONS are technical details and other falsehoods relating to your bike. Variations of these play an important role in COUNTER STEER, so know your bike.

Finally, we look at a variety of VALVES. An INTAKE VALVE is your mouth, through which all sorts of strange liquids and foods can enter your system. An EXHAUST VALVE is ... well, we won't go into that one (no pun intended). An OVERHEAD VALVE regulates your ability to absorb complicated concepts, like SIX-INTO-ONE, etc., while a DES-MODROMIC VALVE tests your ability to cope with complicated concepts.

A ROTARY VALVE is something bikers use to control the number of Rotarians and Shriners in the community, thereby avoiding a plague of parades that could disrupt the even flow of bikes cruising down Main Street. Last, and certainly least in my mind, is the REED VALVE. This is the device a reader uses to terminate an article. Get yours ready because we're almost done.

There you have it, a comprehensive guide to the seldom understood language of motorcycling. It sure has been fun, right? But enough of this SPOKESWHEELS, time to use your REED VALVE (you haven't used it yet, have you?), and FULL FAIRING it down to your SHOCK ABSORBER for some assistance in obtaining the motorcycle of your dreams. You're ready for it now. Good luck!



CARNAGE AT OLDS

The national dirt track series was to decide a No. 1 plate-holder but after the chaotic final

at Olds, Alta., it is still anybody's guess.

By Harlow Rankin

ty list of the second and final round of the Canadian national half-mile championship reads like the score sheet at a demolition derby. Four of the top contenders for the No. 1 Plate were eliminated before the final checkered flag was waved, August 2.

The Olds Optimists had put in many hours to prepare the oval, but as usual, it rained the night before. This delayed the action until the early afternoon and left the sideways stars facing only a very narrow

groove at best.

Current 250 cc champ Royal Adderson suffered machine problems at the Leamington. Ont., event. But the Albertan turned it around for the Olds affair, winning the initial 250 heat with ease aboard his Blackfoot-sponsored Honda. Ontario's John Parker took the victory in the second 250 race, mounted on Yamaha machinery. With Dave Kukura from Ontario besting the semi on another Honda, the 250 expert main was ready.

Adderson made no mistakes. He led from wire to wire.

Thank you Blackfoot Cycle and Duraprine Products. Ontarian Jon Cornwell challenged Adderson for most of the ride, but just missed the target. However, his second spot was enough to give him the 250 cc national expert championship. Dave Kukura pushed his Honda into a well deserved third place ride.

In the new national class — the 500 cc expert — series leader Martin Lavoie from Quebec, was a no-show. He had crashed hard the previous evening at the Calgary short track national and wasn't up to the

Adderson again showed the troops around the turns on another Blackfoot Honda for the first heat win. Cornwell got down to business in the second go, pushing his Yamaha ahead for the

"Connor's H-D XR750 hit Cornwell and flipped onto its back.

checkered rag. Honda-mounted Kukura again got the nod in the semi.

In the main, it was all Cornwell. The Yamaha star was in command from start to finish without challenge. This win sewed up the second national title for Cornwell in one afternoon. Adderson and Quebec's Ron Beauvais fought it out for second spot, with Adderson getting the better of Beauvais' Honda.

In the senior classes, Honda-mounted Darryl Johnson from Ontario took both victories in the 250 cc and 500 cc categories with superb riding. The junior classes had two separate winners, both from Ontario. Ron Bozan took the 250 cc class aboard his Kawasaki and Dale Kennedy was the 500 cc class victor with a good ride on his Yamaha.

Four Ontario sliders were atop the leader board after Learnington in rolling thunder, the 750 cc expert class. Heavy on the class! Almost naturally, the big H-D V-twin dominates this show. At the top of the list again is Cornwell, followed by Peter Grant, Chris Evans and Peter Thompson in that order. Evans eliminated himself with a crash at Welland. One down; now to Olds.

Cornwell and No. 1 plateholder Grant shared wins in their respective heats. They appeared equally fast, thus setting the stage for an exciting main. Lawrence O'Connor broke the Ontario monopoly, taking his B.C.-based Harley-Davidson XR750 to the flag in the semi.

As Larry Bastedo waved the go flag, Cornwell shot into the lead. Grant came out in third gear, but it didn't work. He charged through the pack without brakes. By lap two, Cornwell had a good lead. Grant shot into turn one with no brake at all and bumped Peter Thompson. Thompson went down and off the track. He didn't get up. Red flag time.

Officials lifted Thompson's machine off him. He was only shaken up, but his machine was out of it. Two down. Grant used up his two minutes for repairs but to no avail and he was disqualified. Three down. While Grant was protesting. Cornwell's bike was misfiring....

Bastedo lifted the flag and Cornwell's H-D XR750 V-twin bogged. Alberta's Darrell MacRae narrowly blasted by, banging bars in the process. Cornwell toppled over, right into the path of Lawrence O'Connor. Four down! O'Connor did a giant lip stand as his machine cartwheeled through the air. Cornwell took a broken pelvis from the impact, ruining his hopes of a victory in all classes and the No.1 plate.

Once more, Larry Bastedo waved the go rag. Peter Grant had filed an official protest, but was refused a ride. He stormed out after the pack only to receive a black flag for his troubles.

Darrell MacRae led the final start on his V-twin. Brad Walters challenged, but MacRae had the groove and the U.S. rider couldn't move him off it. MacRae took the final flag of the day, with H-D mounted Walters in close pursuit. Manitoba's Paul Germain motored his Yamaha in for third.

Who's No. 1? Nobody seems to be sure. As things stand, Lawrence O'Connor

looks like the man. He has the points from both events and he's the only one left. Sponsored by Shoei, Nican, Deeley, and Castrol, the cordial B.C. competitor is the reluctant hero of this series. At least until Peter Grant's appeal of his over-ruled protest is settled at the CMA's annual general meeting in late November.

RESULTS

250 cc junior: 1-Ron Boxan. Ontario (Kaw); Z-Dale Kennedy, Windsor, Ont. [Yam].

500 cc junior: 1-Dale Kennedy, Windsor, Ont. (Yam):

Z—Durcy Detlor, Alberta (Hon);

250 cc senior: 1-Darryl Johnson, St. Catharines, Ont. [Hon]; Z-Todd Sharpless, Don Mills, Ont. [Hon].

500 cc senior: 1-Darryl Johnson, St. Catharines, Ont. [Hon]: 2-Todd Sharpless, Don Mills, Ont. [Hon].

250 cc expert: 1-Royal Adderson, Calgary [Hon]; Z-Jon. Cornwell, Georgetown, Ont. [Yam]; 3-Dave Kukura, Onta-

500 cc expert: 1-Jon Cornwell, Ceorgetown, Ont. (Yam): 2-Royal Adderson, Calgary (Hon); 3-Ronald Beauvais, Val d'Or, Que. [Hon].

750 cc expert: 1-Darrell MacRae, Calgary [H-D]; 2-Brad Walters, U.S.A. (N-D): 3-Paul Germain, Manitoba (Yam).

Darrell MacRoe survived three starts to win the final from American Brad Walters.



PHOTOCIKAPHY BY HARLOW RAD

B.C.'s Tim Krogh spewed dirt at Ulverton but was off the pace.

Serge Gregoire flew his Yamaha to second 125 at Ulverton.

TOUGH BREAKS

Terry Hoffoss is the class of the 125 but he can't afford mistakes.

ULVERTON, Que.

At the first national motocross from the start of the first 250 cc moto August 23 there was little doubt Ross Pederson was the man to beat. The heat, rough track, dust and long motos created many variables but No. 1 plate-

holder Pederson dispatched the opposition as usual.

Because of the tough conditions and length of the races — 40 minutes plus one lap — riders rode only one class and the 250 cc events were the ones to watch.

In the first moto, Zoli Berenyi Jr. from Edmonton took the holeshot. He led for half a lap before Pederson went by to finish about 30 seconds in front, lapping up to the 10th-place rider. Berenyi ran out of steam in his efforts to keep Pederson at bay and faded to fifth, with Mike Harnden moving into second spot after riding extremely well. Couture was in third until heran out of gas.

In the second moto, Harnden took the holeshot with Pederson, Berenyi and Desourdy in hot pursuit. Pederson slipped by on the second lap; a couple of laps later Harnden bobbled and Berenyi and Desourdy got by. Then Desourdy got serious and

moved up on Pederson.

Pederson started slowing with a broken footpeg. Desourdy went by. The No. 1 rider on the green Kawasaki 250 stopped by the track and instructed his mechanic to get a new footpeg while he continued the race on one foot. He stopped again and had the peg installed and took off like a man possessed.

By then, Desourdy had faded and was passed by Harnden, Couture and a hard-riding Currington. Berenyi was in fifth and Buddy Ford, who had not raced since the Toronto supercross

because of a bad knee, was sixth.

Pederson was moving up quickly with his repaired peg, reeling in Berenyi after passing Ford. Berenyi was inspired and surged ahead, only to be passed by Pederson again. Berenyi, riding the refrigerator-white factory Yamaha 250, jammed his transmission and lost touch with the leaders.

Crossing the finish line first with a good lead was Harnden, followed by Desourdy who had reached deep inside to repass fourth-place finisher Currington. Pederson was fifth, now with a cracked pipe, gaining on the leaders — but too late.

In the first 125 cc moto, Terry Hoffoss took the holeshot and left the field for dead. Doug Hoover, Canadian senior 125 cc champ for 1981, got the best of Rick Jones after good dicing for second. Quebec's Serge Gregoire put on a good ride to come from the back of the pack to fifth behind Dave Beatty.

In the second 125 cc moto Hoffoss again led from the start to the finish. Gregoire started well and was closing on Hoffoss when he crashed. He was still well ahead of third at the end. Paul Kingsley diced with Rob Hodgson, finally passing him for third. Meanwhile, Pierre Chaine, after crashing and restarting in last place blasted through the field and moved through the pack like a knife to get into third at the flag. The order at the end was Hoffoss, Gregoire, Chaine, Hodgson and Kingsley.

The riders packed up and headed off to Cowansville, Que., for round two of the national series.

ROSS AGAIN

Pederson, as usual, leaves everyone racing for second place. Forget first.

COWANSVILLE, Que.

When the riders lined up for the start of the first 250 cc moto, Berenyi was mounted on a production Yamaha YZ250 instead of his factory bike. He didn't like the problems his special was giving him and chose a stock machine instead. Harnden, who had previously ridden a production bike, took the OW250 and was the leader of the 250 class. The change of bikes was to have serious implications for Harnden.

Berenyi took the lead, with Pederson close behind. By lap three, Pederson was past and gone. Half-way into the first moto. Pederson had a lead of more than 30 seconds and at the end he was over a minute ahead, never having slowed his blistering pace.

Berenyi finished in second place, followed by Alan Logue who had started fifth. Harnden, meanwhile was in fourth and crashed into Logue when trying to pass. He slipped back to sixth place while his lead in the series also slipped. Ahead of Harnden in fourth and fifth were Pierre Couture and Buddy Ford, both putting in good rides.

In the second moto, Pederson took the holeshot and charged so far ahead that in a few laps he was in backmarker traffic. No one was close. The real race was for second place, where Harnden, Tim Krogh, Berenyi and Pierre Couture, followed by Charlie Desourdy, were fighting it out in that order.

Krogh crashed after the rear suspension on the Honda went away, and was out of the fray. Desourdy got on the gas and moved into second. At the half-way mark, Pederson had a huge lead followed by Desourdy, Berenyi, Harnden and Couture. Then there was another gap and Buddy Ford, Stan Currington, Mario Duhamel and Alan Logue were fighting for fifth place.

Moving up into third to start a tremendous battle with second-placed Desourdy was Couture. They raced wheel to wheel until Desourdy high-sided through the track barrier and about 40 spectators. Fortunately, they were all watching the fracas and moved in time to avoid injury. Desourdy got back on the track and lost only two places. Couture had crashed on the back part of the course and slipped down a position to Berenyi who was tiring at this stage.

Desourdy caught Couture again and they staged another battle for second which Desourdy won. Third was Couture followed by Berenyi, Wally Levy who rode well from a bad start to fifth, and Ford.

In the first 125 moto. Hoffoss pulled his third holeshot in as many races of the season and led to the end. Gregoire started in eighth and worked his way up to second by the flag.

In the second 125 cc moto, a first-turn crash involving many of the 44 riders that started left Hoffoss on the ground. Gregoire was about 14 riders down from the front and by the fifth lap he was up to fourth place.

By the fifth lap too, Hoffoss after an incredible charge was in 10th place and moving up fast. By the end of the race, Rob Van Diemen was the leader with Gregoire second, Daniel Couture third and Hoffoss fourth. This leaves Hoffoss leading the series with Gregoire in second spot followed by Rick Jones.



Pederson didn't race at Cowansville, he just disappeared.

ULVERTON RESULTS

125 cc: 1—Terry Hoffoss, Surrey, B.C. [Yam]; 2—Serge Gregoire, Joliette, Que. [Yam]; 3—Rick Jones, Picton, Ont. [Yam]; 4—Doug Hoover, Mt. Albert, Ont. [Yam]; 5—Pierre Chaine, Victoriaville, Que. [Yam].

250 cc: 1—Mike Harnden, Oshawa, Ont. (Yam); 2—Ross Pederson, Calgary (Kaw); 3—Zoli Berenyi, Edmonton (Yam); 4—Charlie Desourdy, Cowansville, Que. (C-A); 5—Stan Currington, Edmonton (Yam).

COWANSVILLE RESULTS

125 cc: 1—Terry Hoffoss, Surrey, B.C. (Yam); 2—Serge Gregoire, Cowansville, Que. (Yam); 3—Rick Jones, Picton, Ont. (Yam); 4—Doug Hoover, Mt. Albert, Ont. (Yam); 5—Rob Van Diemen, Keremeos, B.C.

250 cc: 1—Ross Pederson, Calgary (Kaw); 2—Zoli Berenyi, Edmonton (Yam); 3—Mike Harnden, Oshawa, Ont. (Yam); 4— Stan Currington, Edmonton (Yam); 5—Pierre Couture, Drummondville, Que. (Yam).

STANDINGS AFTER TWO ROUNDS

125 cc: 1—Terry Hoffoss, Surrey, B.C. (Yam); 2—Serge Gregoire, Joliette, Que. [Yam]; 3—Rick Jones, Picton, Ont. (Yam); 4—Doug Hoover, Mt. Albert, Ont. (Yam); 5—Rob Van Diemen, Keremeos, B.C.

250 cc: 1—Ross Pederson, Calgary [Kaw]; 2—Zoli Berenyi, Edmonton (Yam]; 3—Mike Harnden, Oshawa, Ont. (Yam); 4—Stan Currington, Edmonton (Yam); 5—Pierre Couture, Drummondville, Que. (Yam).

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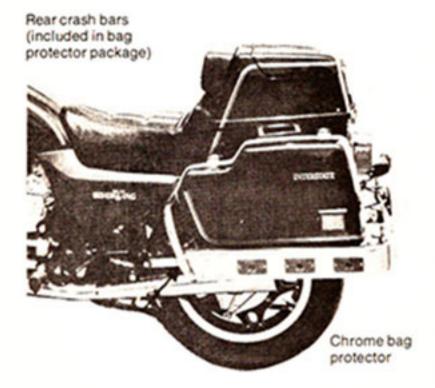
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Jon Cornwell crashed in this national short track in Calgary, August 1, and broke his pelvis in another crash the next day.

Adderson	is No.	1 in short	track
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Hindle injured but victorious 58

Second in 250 and first in 500 in Calgary was enough

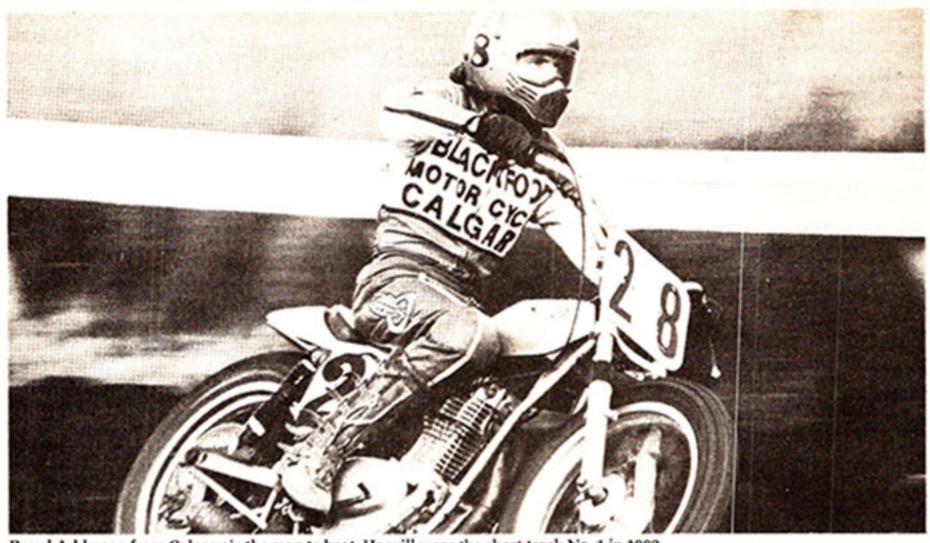
A broken clavicle and spare bike is still enough to win Albertans decide champions

Malherbe clinches second title

A season of road racing boils down to the Edmonton final

Honda team-mate Noyce put up a fight to the last moto

59



Royal Adderson from Calgary is the man to beat. He will wear the short track No. 1 in 1982.

Adderson is No. 1 in short track

Second in 250 cc and first in 500 cc classes in Calgary was enough.

By Harlow Rankin

CALGARY-After two rounds of the national short track series, two riders sat atop the 500 cc expert class. Separated by only one point, Alberta's Royal Adderson had his Blackfoot Honda on the top of the ladder with Ontario's John Parker in drag aboard a Yamaha.

Calgary track conditions were par excellence for this east-west finale on August 2. but only after a lot of hard work and a lot of politicking. Although Adderson had had problems in the previous rounds with his 250 cc machine, he was a force to be reckoned with in Calgary.

As the 250 cc expert crew hit the first turn of their main, Adderson had the holeshot with the Blackfoot fire engine. Jon Cornwell challenged with his Yamaha, but took a spill for his efforts. Peter Grant moved up to pressure Adderson with a Harley-Davidson twostroke. Grant took the lead at the three-quarter mark and never looked back. Adderson cruised in for second place, while Ontario's Todd Sharp-1 less moved his Honda into the third slot at the final flag.

Ontario's Darryl Johnson scooped a double victory in the 250 cc and 500 cc senior classes. Johnson, mounted on Honda machinery, set a Calgary track record in the process, lapping just under 18 seconds. B.C.'s Troy Barnes. also mounted on Hondas, took home the second place money in both classes.

Albertan Terry Marion picked up Bultaco's only gold of the session with his firstplace ride in the 250 cc junior class. Ontario's Toni Sharpless showed her finesse in the oval with a fine second-place ride on her Can-Am.

Tension peaked as the 500cc experts rolled out for the last race of the evening. Adderson grabbed the lead at the drop of referee Larry Bastedo's green flag. The yellow flag went out next, followed by red, as Quebecer Martin Lavoie crashed his Honda. Lavoie walked away only badly shaken, but shattered himself sufficiently to spoil his chances for the half-mile national next day at Olds, Alta.

On the re-start, Adderson



Darryl Johnson from St. Catharines, Ont., won both the 500 and 250 cc senior classes at the Calgary national, August 2.

made a run for the checkered flag. Arnie Wick gave chase. but the U.S. rider was no match for Adderson. Cornwell was secure in third aboard his Yamaha as the final lap went by, then it was over.

John Parker's Yamaha challenge failed to materialize. Adderson captured the short track No. 1 plate for Blackfoot Honda and Duraprine Products of Calgary, And, Carling O'Keefe graciously provided the riders with refreshments while they were collecting 3-jon Cornwell, Georgetown, Ont. (Yam).

their thoughts for the next day's final half-mile round at Olds, Alta.

250 cc junior: 1-Terry Marion, Alberta 2 (Bull: 2-Toni Sharpless, Don Mills, Ont.

250 cc senior: 1 - Darryl Johnson, St. Cath arines. Ont. [Hon]: 2-Troy Barnes. B.C.

500 ccsenior: 1 - Darryl Johnson, St. Cath-arines, Ont. (Hon): 2-Troy Barnes, B.C. (Hon).

250 cc expert: 1—Peter Grant, Wood- ≥ bridge, Ont. [H-D]: 2—Royal Adderson, Cal-gary [Hon]: 3—Todd Sharpless, Don Mills, ≤ Ont. [Hon].





Malherbe clinches second title

Honda team-mate Noyce put up a fight to the last moto

ETTELBRUCK, Luxembourg-Andre Malherbe, the defending 1980 motocross champion, rode his factory Honda to his second consecutive world 500 cc title August The stocky Belgian was followed in the final placings by his English Honda team-mate Graham Noyce who finished only seven points short of Malherbe's 214 point score. This is the third consecutive time that Honda has taken the title and the first time that any manufacturer has captured both first and second places. In the 24 moto, 12 race series, Malherbe took five wins and seven second places.

For the nearly 40,000 spectators who turned up on that overcast day, the title was still undecided even after the first moto had been run. Yamahamounted Hakan Carlqvist from Sweden ran away with the first moto start followed by Noyce. But Noyce faded and was passed by Malherbe who closed on Carlqvist somewhat but decided not to risk the title and settled for second place 25 seconds behind the Swede.

Behind Malherbe, the fight was for third, fourth and fifth places. Noyce held off fellow Englishman Dave Thorpe, a fast-learning young Kawasaki rider who was having his own problems holding off Jean-Jacques Bruno, the Suzuki factory rider. Bruno crossed the line a fraction of a second behind Thorpe.

Nerves were strained at the start of the final moto of the world series, so strained that several riders ran over the official flagman in a false start. When the flag finally dropped, Belgian Andre Vromans, who had ridden to a lackluster sixth place in the first moto, blasted away in a last ditch attempt to secure his second consecutive fourth place in the world series. Noyce was close behind.

Noyce held second place for only one lap before first moto winner Carlqvist went flying by. This effectively doomed



Andre Malherbe (right) and Graham Noyce finished first and second respectively in the world 500 cc motocross series.



Malherbe listened well to five-time world 500 cc motocross champ Roger DeCoster, who now coaches Honda riders.

Noyce's attempt at the championship. He had to win the moto and have Malherbe finish out of the points in order to take the title.

Malherbe crashed on the first lap but recovered quickly and with the title firmly in his sights avoided any heroics to finish in eighth place. Malherbe, very pleased with his world title, commented, "Now the season is over all I'm looking forward to is making it three in a row next year."

American Brad Lackey, second overall in 1980, switched from Kawasaki to Suzuki for 1981 but was unable to secure the title or equal his previous year's result. He finished in sixth place overall.

FINAL WORLD STANDINGS

1—Andre Malherbe, Belgium [Hon] 214 peints; 2—Graham Noyce, United Kingdom [Hon]. 207; 3—Hakan Carlqvist, Sweden [Yam]. 201; 4—Andre Vromans, Belgium [Yam]. 154; 5—Jean-Jacques Bruno, France

6-Brad Lackey, U.S.A. (Suz). 99: 7-Gerard Rond, Netherlands (KTM). 84: 8-Jaak Van Velthoven, Belgium (KTM). 82: 9-Ivan Van den Broeck, Belgium, 48: 10-Gerrit Wolsink, Netherlands, (Hon) 48.

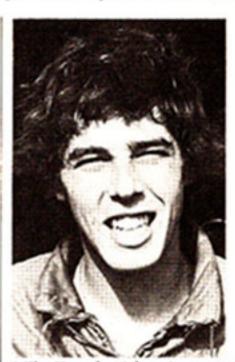
Harnden beats Pederson in 250

Pederson is 125 champion and plans to dominate nationals

WILLIAMSFORD, Ont.-The four-round Ontario Professional Motocross Series is over and standing tallest in the 125 cc class is the 1980 Canadian motocross champion Ross "Rollerball" Pederson. The Calgarian won four of the eight motos, got second place in three and tied with Terry Hoffoss of Surrey, B.C., in another.

Terry Hoffoss placed fifth in the series despite not having ridden in either the first or second rounds at London and Oshawa.

Second overall in the series following Pederson's 189.5 points with a score of 149 is Dennis James from Aurora.





Mike Harnden (above) won 250 cc Ontario series while 1980 No. 1 plate-holder Ross Pederson won the 125 class.

Ont. James won the first moto of the series and finished in no worse than sixth place. Behind James in third spot is Robbie Hodgson of Cambridge, Ont. Hodgson earned 136 points.

In the tough 250 cc class, Oshawa's Mike Harnden rode his Yamaha to the overall victory by a mere two points-168-over Pederson's 166. Harnden won two of the eight motos in the series, expectedly so on his home track in Oshawa, Ont. Pederson won every other moto but a DNF in round two in Oshawa was his undoing. Hamilton's Alan Logue was third overall with 138 points.

Hoffoss tough at Walton

But a determined Pederson won overall

by Ferruccio Rizzo

WALTON, Ont.-Calgary's Ross Pederson, riding a production-based Kawasaki. held off strong competition from British Columbia's motocross champion Terry Hoffoss to take the overall win of the third round of the Ontario Professional Motocross Championship, August 9.

Hoffoss held the lead with his Yamaha YZ125 through most of the first moto. However, with two laps remaining 1980 motocross champion Pederson nipped by for the win.

The second 125 moto was a dramatic continuation of the first. Hoffoss held the lead until the last lap but passing a slower rider cost him enough time that Pederson caught up. They crossed the line in a dead heat. Officials awarded Pederson the win since he won the first moto. Hoffoss finished second overall with senior rider Doug Hoover from Mt. Albert, Ont., third on a Yamaha and Dennis James from Aurora, Ont., fourth, also on a Yamaha.

In the 250 motos, Pederson swept his KX250 to a clean pair of wins and first overall



Terry Hoffoss from Surrey, B.C., won't let Pederson rest on his laurels in the 125 cc class. He's out to be No. 1.

for the day. Mike Harnden from Oshawa, Ont., took a third in the first moto and second in moto two to place second overall. Alan Logue from Hamilton got reverse scores to Harnden. He was second in the first moto and third in the second. Logue placed third overall for the day despite his equal points score to Harnden because of Harnden's better score in the final moto.



Senior rider Doug Hoover from Mt. Albert, Ont., was third overall at Walton, Ont. He beat a lot of fast experts.

Hindle injured but victorious

A broken clavicle and spare bike are still enough to win

By Colin Fraser

SHANNONVILLE, Ont.—
Lang Hindle took the featured pro Formula One and superbike races in the eighth round of the Eastern Canada Castrol Challenge at Shannonville Motorsport Park Aug. 16. Riding with a shoulder broken only two weeks previously at Sanair in Quebec, Hindle took his back-up bike to convincing wins while the competition struggled with problems of their own.

Going into the superbike race. Norm Murphy and Colin Gibb were locked in a battle for the points lead, with Murphy holding a slight edge. At the start, Gibb tailed Hindle to corner two, where he promptly hit some oil and bailed off, damaging only his Zdeno Kawasaki. Murphy was then safely in third, but he crashed his Suzuki in the same place on the next lap. Murphy's injuries were also only Suzuki-deep.

This left Hindle far ahead for first, with an everimproving Andrew Turkstra second on his Kawasaki. Preventing a Kawasaki sweep was Canadian No. 1 George Morin, who worked his way up to third after a bad start with his McBride's/CAM 2/ Nican / Rocket-sponsored Suzuki.

Both Murphy and Gibb were busy looking for bikes to ride in Formula One after their superbike crashes. Murphy borrowed an amateur's Suzuki, only to have the battery go after one lap. Gibb was more fortunate. Earlier in the week he'd been testing a new. Canadian built F-1 bike he hopes to ride at the Montreal GP. Although not fully sorted out, the bike showed good speed and Colin opted to run it in Formula One. Built by Peter Cooper, the bike uses a Kawasaki motor as a stressed member and features singleshock suspension and handbuilt brakes. It bears a resemblance to European endurance machinery. Colin rode it to second in Formula One, albeit a long way behind Hindle.



Steve Galbraith, No. 111, winner of 555 amateur production, leads eventual third place Peter Milewski, No. 89, and Warren Milner, No. 731, off the starting line.



Newcomer to racing Art Robbins won the amateur superbike race and goes faster than even some of the expert racers.



Lang Hindle won both superbike and Formula One events despite a broken clavicle suffered two weeks previously.

In the 250 GP final, Microlon-sponsored Yamaha rider Clive NG-A-Kien staged a race-long battle with Shoei/ Rocket-sponsored Yamaha rider Gary Collins. At the flag, they were so close it took a referee's decision to give NG-A-Kien the win. Behind them, Team Canada's Bob Cyr and Claude Leroux diced it up, finishing in that order.

Wildest race of the day was the pro 750 production round, won by Glenn Whilsmith. Early leader Ted Redford crashed when it started to rain, as did new leaders Martin Schubert, Paul MacMillan and even Whilsmith.

In a contest of who could drag their bent machinery across the line first, Whilsmith triumphed with his Ontario Honda/Big Redsponsored Yamaha 350.

In the amateur ranks, several good efforts were put in

by riders guaranteed to join the pros next season. Don Gray-Wheeler clinched the superbike title with his Beaver Cycle-sponsored Kawasaki by placing a close second to fast up and coming Suzukimounted Art Robbins, while "Radical Ron" Damaren again motored the 750 production field on his Zdeno Honda. Fastest of the horde of Yamaha RD350 riders was Steve Galbraith, who took his third 555 production win and placed second to Damaren in the 750 oc class.

RESULTS

125 cc amateur GP: 1—Errol Chapman, Scarborough, Ont. (Hon): 2—Barry Mitchell, Weston, Ont. (Hon): 3—Kevin Hamilton, Stouffville, Ont. (Hon).

250 cc amateur GP: 1—Gilles Lefebyre, Montreal (Yam); 2—Jon Morris, Barrie, Ont. (Yam); 3—Harry Peers, Montreal (Yam).

555 cc amateur GP: 1—Gilles Lefebyre, Montreal (Yam); 2—Harry Peers, Montreal (Yam); 3—Jon Morris, Barrie, Ont. (Yam).

555 cc amateur production: 1—Steve Galbraith, Toronto (Yam): 2—James Pletsch, Taviatock, Ont. (Yam): 3—Peter Milewski, Toronto (Yam).

750 cc amateur production: 1—Ron Damaren. Guelph. Ont. [Hon]: 2—Steve Galbreith, Toronto [Yam]: 3—Peter Milewski, Toronto [Yam].

Amateur superbike: 1—Art Robbins. Toronto (Nuz): 2—Don Gray-Wheeler, Dundus, Ont. (Kaw): 3—Ken Modl. Willowdole, Ont. (Nuz).

125 cc pre GP: 1—Brian Irwin, Toronto (Hon): 2—Norm Sheppard, Oshawa, Ont. [Hon]: 3—Robert Moffit, Guelph, Ont. [Hon].

250 cc pro GP: 1—Clive NG-A-Kien, Pickering, Ont. [Yam]: 2—Gary Collins, Barrie, Ont. [Yam]: 3—Bob Cyr, Montreal [Yam].

555 cc pro production: 1—Martin Schubert, Willowdale, Ont. [Yam]: 2—Robb Cooper, Markham, Ont. [Yam]: 3—Lucas Roskell, Iroquois, Ont. [Yam].

750 cc pro production: 1—Glenn Whilsmith, Willowdale, Ont. (Yam): 2—Paul Mac-Millan, Downsylew, Ont. (Duc): 3—Robbie Meiklejohn, Downsylew, Ont. [Yam].

Pro superbike: 1—Lang Hindle, Scarborough, Ont. (Kew); 2—Andrew Turkstra, Dundas, Ont. (Kew); 3—George Morin, Missisauga, Ont. (Sur).

Formula One: 1—Lang Hindle, Scarborough, Ont. [Kaw]; 2—Colin Gibb, Guelph, Ont. [Kaw]; 3—Gary Collins, Barrie, Ont. [Yam].

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Albertans decide champions

A season of road racing boils down to the Edmonton final

By Don Weixl

EDMONTON-Steve Dick and Frank Sertima each won one GP race. Dick claimed the 250 cc GP race and the 250 Alberta championship while Van Sertima did the same in the 500 GP class. Both riders were aboard 250 cc machines for both classes. The racing action took place during the final round of the Alberta road racing championship, Aug. 9, at Edmonton International Speedway.

Van Sertima won the first six lap heat in the 250 class only to be beaten out for the overall by Dick's win in the second heat. Van Sertima got even by taking the 500 cc win with a second in the first heat and a win in the second. Dick was leading the second heat, when under heavy pressure from Van Sertima, he crashed unhurt at the bridge turn.

The 125 cc class saw Warren McKinnon on his Castrol/ Scona Cycle Honda sweep both heats in the expert class. McKinnon also took the Alberta 125 expert title. Ernie Carter took both 125 cc junior heats. Gerry Bartman captured the Alberta 125 cc junior title by finishing third. Bartman had only to finish to claim the championship, but was dicing for first place with Carter when he lost it in the bridge corner. He suffered a broken collar-bone and wrist, but still managed to push his bike 100 meters to the finish line to finish and claim the champion-

Steve Dick easily won both superbike heats and the Alberta championship on his Blackfoot Cycle sponsored Kawasaki 1000. Dick's main competition, Darcy Detlor, also on a Blackfoot-sponsored Kawasaki 1000, dropped out with engine problems. Steve Cunneyworth finally got his Renfrew Sports/Microlon Honda 900 running well and took second in both heats. Cunneyworth, Detlor, and Brien Smith all tied for second in the Alberta superbike



Expert Goldie Trelenberg, No. 170, holds off hard-charging juniors Gerry Bartman, No.98, and Ernie Carter, No. 54, in the 125 cc GP Aug. 9 at Edmonton International Speedway.

championship.

The under 550 cc cafe expert, over 550 cc cafe expert. and lightweight production championships were all won by Jim Fahey on E and S Motorcycles-sponsored Yamaha RD350s. Brian Woods won both the lightweight pro-

junior titles. The 250 cc GP junior title was won by Derek Sandilands on a Yamaha TZ250, while Erle Holcombe claimed the junior 500 cc GP title, also on a Yamaha.

The 401-750 cc junior production championship was

duction and under 550 cc cafe won by Bob Sweet on a Honda 750. The over 550 cc cafe junior championship was won by Dallas Smith on a Suzuki 1100. In women's competition, Nancy Kirst won the under 550 cc cafe junior championship, while Lori Bateman took the over 550 cc title.

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Deadly pinging proved to be insoluble

Treating the symptom won't always cure the problem

By Mike Duff

"Go up two more, Seki-san. See if we can stop that pinging."

"But Mike-san, engine already run too rich. Look, plug check."

"I know Seki-san, but the engine will never last if this pinging doesn't stop."

The scene was the 1966 Grand Prix of Italy at the famed Monza Autodrome. The final practice session had proceeded like the others, unsuccessfully. The machine beneath me that day, a 250 cc RD56 Yamaha factory twin, would not respond to any of the usual procedures to obtain a semblance of correct running.

All through practice a persistent rattling sound filtered up from the engine compartment, resonating within the fairing. It sounded distinctly like a handful of ball bearings hammering the tops of the two pistons.

In previous race meetings if this condition persisted for more than a few seconds piston failure resulted. Monza's highspeed swervery was certainly no place to suddenly destroy a piston which would inevitably result in a locked rear wheel.

Seki-san, one of the Japanese mechanics, and I were totally baffled. The pinging noise, usually caused by too lean a fuel mixture, could not be remedied by the conventional increase in jet size. The spark plugs came out almost black during the practice pit stops to check spark plug coloration.

With the low rpm magneto and points ignition system employed on the RD56, too much fuel not only resulted in a loss of performance, but also fouled plugs in slow corners. However, plug fouling was never a problem at Monza as no slow corners curved in the autodrome.

Plug fouling on today's racers is seldom a problem since the capacitor discharge ignition system in common use increases spark plug voltage from the magneto's 20,000 or so volts to over 30,000 volts, enough to burn through just about any quantity of fuel and oil.

Still baffled by the malady, I began the race somewhat hesitantly, but after a few laps with no indication of piston failure I began racing confidently. Both Phil Read and Bill Ivy and their works four-cylinder 250s had been unexpectedly and urgently called to Japan for private testing before the all important Japanese GP leaving my privately entered twin Yamaha's only hope for 250 honors.

And the way it was running it seemed few honors would come Yamaha's way. Even in its detuned state the RD56 easily outstripped all opposition except the factory Honda 250 six-cylinder machines ridden by Stuart Graham and Mike Hailwood.

As race results were a foregone conclusion for all three of us, we made a race of it for the massed crowd of enthusiastic spectators. My speed being the slowest of the three, I became the measure, some four seconds outside my previous 1964 lap record time.

About mid-distance a sudden misfire developed from my struggling twin and a quick pit stop revealed a severed internal wire in the magneto which ultimately caused my retirement. Two laps later Stuart Graham also pitted and subsequently retired, leaving Mike Hailwood all alone to race at will.

As a clear indication of Hailwood's riding skills, partially out of boredom and wishing an end to the parade he knocked six seconds off our earlier speed and lapped over two seconds inside my previous lap record. He no doubt was capable of a much faster time if pushed to produce.

Although my ultimate failure during this race in no way was caused by the disconcerting engine pinging it remained a puzzle for many days, since the usual action of richening carburetion mixture did not cure the problem. It wasn't until I talked to other riders after the race meeting and learned that many of them also experienced difficulties with high rpm engine rattling and pinging that the truth revealed itself.

Those riders experiencing difficulties were all using the same brand of fuel as me, and we concluded that a low octane batch or a stale load of gasoline had been inadvertently dished out at the race meeting. This suspicion was later confirmed by the Italian federation after tests were made as a result of a number of rider complaints.

It was something I should have realized, as bad gasoline had caused piston failure in my 500 cc G50 Matchless in the 1964 Senior TT in the Isle of Man where a hole the size of a dime neatly melted through the piston crown.

To stop the pinging all I would have had to do was to reduce engine compression by inserting a thicker or a second head gasket and then re-carbureting to suit the new set of circumstances.

Granted, power would have been less, but it would have been far better than going the route I did.

Experiences of this nature cannot be learned by merely reading a book. Like so many of today's learning experiences only so much can be learned by study and most must be learned by participation.

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Remembering the good old days

Looking back on a career of getting lost, hurt and embarrassed

By Carl Bastedo

A funny thing happened on the way to the ...

One of the great things about being involved with motorcycle sport for any length of time is the collection of fond memories, humorous events and "serious at the time but funny later" things that happened as my friends and I travelled about the country.

I selected a few from my repertoire as I couldn't possibly tell you all of them. As I thought about them, I laughed, but in a strange way. I cried too. You had to be

I've always been known as the person who gets lost, whether it is going to the races, riding enduros or whatever. My classics include getting lost in an ISDT, which is really hard to do, but happened to me in Poland in 1967. I went the wrong way and it ended up putting me out of the event on the first day. I also got lost in the majority of enduros I've ridden. That's why I stopped.

The 1966 Corduroy was held on a wet, cold and miserable day. The only way I knew to get back to the start after getting lost was through very rough terrain. I got back just as a search party was leaving to get me. They all roared in laughter at my rainsuit which consisted of wrist, leg and waist elastics. Everything else was torn off.

Then there was the time I went to Hamilton for a trials event and drove back and forth on the highway looking for the location until I looked over and saw all the competitors waving at me as I went by. They had watched me pass by a couple of times and knew, as usual, that I was lost.

I have enough classic experiences in motocross to fill a book. Back in 1959 I used to ride my Triumph Tiger Cub to Niagara Falls and take the plates off for the race. In the old club motocross events you would see guys racing Norton road bikes and Harley-Davidson Duo-Glides complete with floorboards. I was the only one who wore a helmet.

I went to a race in Ottawa once with lim Kelly and Gerry Vandereyken in my old

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



Carl Bastedo wasn't always the mildmannered businessman you see today. He used to be a wild motocrosser.

Buick. We all had to be at work on the following Monday morning, and so drove home the Sunday night after we all got injured: Gerry with a broken arm, Jim with no front teeth and me with a badly cut foot. The next day at work I had to say that I dropped a knife on my foot while making a sandwich because I would have been fired if the boss knew it had happened while racing.

There was the time in 1967 I was leading my first expert race, being wildly cheered on by my brother, when I crashed on the last lap. I staggered around in great pain as my brother ran up. To help me, I thought. Instead he whacked me for falling off. It nearly gave me a concussion.

In 1967 I had just gotten a job with Manley Kawasaki and my boss, Mike Manley, and his fiancee came to watch the new employee race in Peterborough, Ont. I was still on a Bultaco then and would start working for them the next day. I wanted to impress them and rode 'way over my head. I fell off right before their eyes, breaking my collarbone. They weren't impressed. I had to get a friend to drive me around for the first two weeks on the

In 1974 I rode the Daytona Supercross. A friend had been severely injured in a pit accident prior to practice and I got back from the hospital just in time for my heat which I mistakenly went into without

I got an excellent start and was at the front, turning right in the first corner. Everyone else went left. It was a good

thing that I was not in the middle of the starting line.

Friends and I had a great time racing in Ouebec. Some of the stories from Chicoutimi I can't tell, but there was another classic there in 1965. It was outside Montreal and the promoters wanted an international race so they put flags from various countries on the backs of the competitors. My family name is Spanish from about 200 years ago. You guessed it, my brother and I were the Spanish team.

Then there was the Trans-Am at Copetown, Ont., in 1974 and we decided that our newest rider, Jeff Wecker, would ride a Kawasaki KX450. The KX450, you see, was the baddest motorcycle around but Brad Lackey had with some coaching told leff how great it was. Brad was leff's hero and he wanted to ride the sucker.

We all thought it was a great joke and went out to watch Jeff bounce around the course. Instead, Jeff surprised everyone including his hero by winning the support class. We never did tell him how bad it really was.

There was also that day at the Edmonton nationals in 1975. After the race, a bunch of us stood in a circle and drank some very potent wine that Yamaha's Bob Work had brought along. It was a very hot and dusty day and it was a sight to watch as our mechanic, Cliff White, fell face down in the centre of the circle and didn't move even as the dust settled over him. Next casualty was Kawasaki rider Jorma Rautiainen who was charitably carried and placed in Bill McLean's fancy new Yamaha van. Unfortunately, Jorma became violently ill while sitting in the front of the van and we didn't find out until we went to wake him up later.

Speaking of sick, you should have experienced the food we had in Poland during that 1967 ISDT. Two of our team mechanics houred out before the second checkpoint on the first day. Seems thay had to stop behind every fifth tree they saw.

In reviewing my list of "incidents" I # realize that I don't have the space to get them all in. I also realize that some of my old friends would lay waste to me if I did. ≥ I'll sign off for this month by asking you to ≥ tell me about some of the memorable ? things that have happened to you over the ? years. Maybe in the future they can be \$ included in another list of memories.

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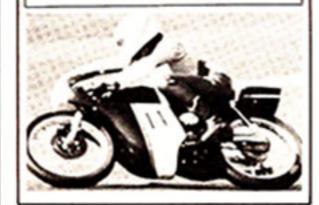
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ROSS PEDERSON CONTINUES TO DOMINATE MOTOCROSS AT WILLIAMSFORD

Motocross		
Williamsford, C	Int	
	/iit.	
August 16		
SMALL-WHEEL SCHO		
1-lan Mellors	Cambridge, Ont.	Yam
2-Dan Thring	Kitchener, Ont.	Kew
3-Ted Mackey	Woodstock, Ont.	Kew
SMALL WHEEL SCH		
1-Jean Paul Vanyuyc	komSt. Thomas, Ont.	Yam
2-Nick Wallis	Milton, Ont.	Yam
3—Darcy Taylor	Barrie, Ont.	Yam
LARGE-WHEEL SCHO		
1-Steve Malpage	London, Ont.	Suz
2—Darren Kirwan	Sarnia, Ont.	Suz
3—Kevin Feehand	Sarnia Ont.	Suz
125 cc JUNIOR		
1—Eric Vankeulen	Wyoming, Ont.	Yam
2-Mike Doucette	Georgetown, Ont.	Sur
3-Pat Sharp	Guelph, Ont.	Yath
250 cc JUNIOR		
1-Eric Vankeulen	Wyoming, Ont.	Yeth
2-Doog Tellmen	Fonthill, Ont.	Yam
3—Ted Vannest	Mississauga, Ont.	Yam
OPEN JUNIOR		
1-Wayne Cooper	Kendal, Ont.	Yam
z-Gary Klassen	St. Catherines	C-A
3-John Muysers	Potnam, Ont.	Mai
125 SENIOR EXPERT		
1-Ross Pederson	Calgary	Kaw
2-Rob Hodgson	Cambridge, Ont.	Years
3-Terry Holloss	Surrey, B.C.	Yam
250 CC SENIOR/EXPE		
1-Ross Pederson	Calgary	Kew
2-Dave Taff	London, Ont.	Hon
3→Mike Harnden	Oshawa, Oot.	Yam
Motocross		
Senior national	championship	
St. Tite, Que.	,	
August 16		
125 €€	1100102000000	2.77
1-Doug Hoover	Mt. Albert, Ont.	Yam
2-Alain Cusson	Cowansville, Que.	Suz

125 cc		
1-Doug Hoover	Mt. Albert, Ont.	Yam
2-Alain Cusson	Cowansville, Que.	Suz
3-Arnaud Bernard	Laval, Que.	C-A
4-Darren Skovmose	Medicine Hat, Alta.	Yam
5-Brad Wattleworth	Wardsville, Ont.	Hon
6-Steve Juneau	Grand-Mere, Que.	Yam
7-Carl Oslberg	Dominion City, Man.	Sur
8 Jim Kuches	Brantford, Ont.	Yem
9-Bob Kuenzig	Cambridge, Ont.	Yam
10-Robin Dopheide	Winnipeg	Hon
250 €€		
1-John Scott	Burlington, Ont.	Hon
2-Craig Kennedy	Aylmer, Ont.	C-A
3-Blair Sharpless	Don Mills, Ont.	C-A
4-Doug Hoover	Mt. Albert, Ont.	Hon
5-Pierre Lucelle	Orleans, Ont.	Yam
6-Jean Legros	Laval, Que.	Kaw
7-Scott Carlton	Calgary	Yam.
8-Denis Pellerin	Grand-Mere, Que.	Hon
9-Shane Scott	Moncton, N.B.	C-A
10-Robert Guichard	St. Bruno, Que.	Yam
Open		
1-Yves Juteau	Bellefeuille, Que.	Hon
2—John Jerk	Burlington, Ont.	Hon
3-Christian Roy	St. Anne des Plaines, Que.	C-A
4-Tom Irwin	Cornwall, Ont.	Hon
5-Luc Robert	Mascouche, Que.	Hon
6-Bill Mitchell	Newbury, Ont.	Hon
7-Yvan Vernier	Mascouche, Que.	Hon
8-Antonello Callimaco		Yam.
9-Bertrand Jean	Cze, de L'Islet	Hon
10-Brian Kenmir	Ottawa	Mat
Road race		



Yves Juteau won open senior motocross title in mudbath at St. Tite, Quebec.

Z-Fraser Mitchell	Vancouver	Yam		
3-Ted Russo	Vancouver	Yam		
550 cc SINGLES				
1-Martin Wilkinson	Seattle, Wash.	Hon		
2-Scott Moon	Scattle, Wash.	Hon		
750 cc PRODUCTION				
1-Craig Turner	North Vancouver	Suz		
2-Rhys Howard	North Vanceuver	Yen		
3-Brian Blangated	Washington	Yam		
550 cc CAFE				
1-Rhys Howard	North Vanceuver	Yem		
2-Bryan Rolls	Vancouver	Yem		
3-Derek Porter	North Vancouver	Yem		
250 cc GP				
1-Daryl Cornwell	North Vancouver	Yem		
Z-Brad Cochlyn	North Vancouver	Yam		
SUPERBIKE				
1-Ray Baker	Seattle, Wash.	Kew		
2-Greg McRae	Questel, B.C.	Kaw		
3-Henry Verschure	Vancouver	Kew		
SIDECAR				
1-John Wildman	Coquitlam, B.C.	Suz		
Rick Davidson	Coquitlam, B.C.			
2-Dave Wildman	Coquitlam, B.C.	Tri		
Ashley Wildman	Coquitlem, B.C.			
3-Bruce Lind	Seattle, Wash.	Yam		
Jack Hert	Seattle, Wash.			
Road race				
St. Croix, Que.				
August 9				
555 cc JUNIOR PRODU	CTION			
1-Francois Poliquin	Quebec City	Yam		
2-Bruno de Roy	Verdun, Que.	Kaw		
3-Andre Fontaine	Montreal	Ywm		
750 cc JUNIOR PRODU				
1-François Poliquin	Quebec City	Yam		
2-Bruno de Roy	Verdun, Que.	Kaw		
3-Daniel Cyr	Quebec City	Yam		
125/250 JUNIOR GP				
1-Daniel Santerre	Cowansville, Que.	Hon		
2-François Potvin	ncois Potvin Thetford Mines, Que. Ho			

3—Graham Kead	Jonquiere, Que.	Flon
555 cc JUNIOR GP		
t-Frencois Peliquin	Quebec City	Yaon
2-Andre Fontaine	Montreal	Yam
3-Michel Legrand	Repentigny, Que.	Yam
JUNIOR SUPERBIKE		
1-Vern Belanger	Montreal	Yam
2-Daniel Cyr	Quebec City	Yam
3-Bernard Gegnon	Montreal	Suz
JUNIOR FORMULA ON	35	
1-Benoit Veilleux	Repentigny, Que.	Kew
2-Vern Belanger	Montreal	Kaw
3-Bernard Gagnos	Montreal	Suz
555 cc EXPERT PRODU	CTION	
1-Dan Witmer	Ottawa	Yem
2-Peter Trevitt	London, Ont.	Yes
750 cc EXPERT PRODU	CTION	
1-Peter Trevitt	Lendon, Ont.	Yam
125/250 oc EXPERT GP		
1-Jean-Yves Ferland	Montreal	Yem
2-Mike Coleman	Montreal	Yam
555 cc EXPERT GP		
1-Steve Bragg	Montreal	Yam
2-Dun Witmer	Ottawa	Yam
3-Peter Trevitt	London, Ont.	Yen
EXPERT SUPERBIKE		
1-Dan Witmer	Ottawa	Yem
2-Mike Coleman	Montreal	Yam
EXPERT FORMULA ON	NE	
1-Steve Bragg	Montreal	Yam
2-Frits van der Veen	Montreal	Yam
3-Jean-Yves Feeland	Montreal	Yatts

Innisfail, Alta.

Motocross Calgary July 12

t-Dory Cerned

2-Ted McDawall

1-Archie Romaine 2-Larry Sharuga

OVER THE HILL

1-David Cranmer

2-Dan Simmons

3-Tim Houston

OLDTIMERS

MINI

2-Kevin Palm	Lillooet, Alta.				
3-David Gilchrist	Innisfeil, Alte.				
SMALL-WHEEL SCHOOL	OLBOY A				
1-Martin Vowels	Calgary				
I-John Webb	St. Albert, Alta.				
3-Paul Cranmer	Calgary				
SMALL-WHEEL SCHOOL	OLBOY B				
1-Richard Wilson	Olds, Alte.				
2-Ken Grabinsky	Calgary				
3-Billy Wedderhorn	Okotoks, Alta.				
LARGE-WHEEL SCHOOL	OLBOY				
1-Jamie Palmer	Calgary				
2-David Cooper	Medicine Hat, Alta.				
3-Kevin Heft	Calgary				
125 cc JUNIOR					
1-Keyin Irving	Olds, Alta.				
2-Troy Erler	Lethbridge, Alta.				
3-Clayton Rockwell	Olds, Alta.				
OPEN JUNIOR					
1-Kevin Irving	Olds, Alta.				
2-John Muellers	Calgary				
3-Simon Wheeler	Calgary				
125 cc SENIOR					
1-Blaire Watson	Sask.				
2-Scott Charlton	Calgary				
3-Dean Simmens	Winterborn, Alta.				
250 cc SENIOR					
1-Scott Charlton	Celgary				
2—Rob Mayzes	Bragg Creek, Alta.				
3—Paul Taylor	B.C.				
125 oc EXPERT					
1- Darren St aruga	Calgary				
2-Ira Constance	Calgary				
3—Ted McDowall	Calgary				
OPEN EXPERT					
1-Darren Sharuga	Calgary				

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Yam Yam Yam Yam Yam Yam Yam Hon Hon Suz Yam Sex Yam Yam Yam Hon Mal Yam Sur Yam Yam Yam Mai Yam Z

North Vancouver

Yam

Westwood, B.C.

410 cc PRODUCTION

1-Rhys Howard

August 9

CMA

CANADIAN MOTORCYCLING SPORT AS SEEN BY CMA

Reflections on a trip to the Bluenose rally

By Jim Kelly

It's amazing what can be accomplished when a club, organizer or an individual is dedicated. The Apple Valley Riders Motorcycle Club, organizer of the annual Bluenose rally, took a situation which would have had people collapsing — no land, no kitchen, no washrooms, etc. — and by dint of sheer hard work, turned what had all the makings of a disaster into a real success. My admiration is endless!

Had occasion to notice an auto on the main highway to Toronto during our rush hour start to the Bluenose. This vehicle dashed hither and yon, screaming up on others' rear ends, jumping on the brakes, using all four lanes of traffic. Back and forth he went, like a man demented.

After 10 miles of this, he was exactly one car length ahead of our small bike group, which had stayed in one lane. Now, I wonder whose nerves were in the best shape?

My nomination for the bravest (or stupidest?) rider I've ever known goes to the biker who was in the passing lane in the mad stretch of Hwy. 20 from Montreal to Quebec. Before he had completed his pass of the inside vehicle, a carload of apparently partying people were about 12 inches off his back fender, flashing lights and blowing the horn.

Did our brave one shrink with fear? Instead, he completed his pass at his own speed and saluted the close attention with a simple single digit. Ouch!

Couldn't help but wonder about the 750 rider cruising through rush hour trafficon the Hwy. 401 Toronto stretch with both feet planted firmly on the crash barmounted hi-way pegs — and no brake extension.

OFFICIALS

What duty has an announcer to race spectators regarding comments which affect official's actions? Two recent instances come to mind where the announcer specifically stated something had happened requiring official action. Many things an official is called on to do

Road rides are part of the annual Bluenose rally in Nova Scotia.

are judgment calls. It's my opinion they should be left to the officials!

DIRT TRACK

A great half-mile national at Leamington, Ont. Jim Robinson and his gallant crew deserve congratulations.

It was interesting to take stop watch lap times on many riders and compare the time differences by rider class and machine capacity. As an example, would you believe the same rider, senior classification, turned at least one lap at a faster time on his 250 than on his 500?

It also constantly surprises me to see the relatively small lap time differences between the 85-plus horsepower 750s and the 50-odd 500s — often less than one second per lap.

Maybe one answer to increasing available prize money is to cut down on the classes. How about running a 240-500 class, at least in the junior and senior rider classifications? This would still permit current 250 cc owners to have a competitive ride without replacing their machinery while cutting out two classes from the program.

I'm sure all those who watched the 500 senior race at the short track national at Welland will agree Brian Barcroft rode a perfect race to win. First off the line and then constantly under pressure from two fine riders in Johnston and Holliday, he never made a mistake. Also interesting to note he rode a stock-framed, almost stockengined 500 cc Yamaha to win over two very exotic specials.

Hospital stop for Alan Loughhead and Chris Evans at the Welland national with broken arm and broken leg respectively. Loughead's crash was terrifying as he got out of control and hit the fence head-on. The thump could be heard all over the grounds as he knocked the fence down.

Will the AMA withdraw the restrictor rule for 1982? Maybe it's already done, now that Yamaha and Honda have entered the 750 fray. However, the next question is, if they continue to be as unsuccessful as so far, how long will they stay? And then, hmm, right back where we started from!

ISDE

Economics have forced many riders to withdraw their applications, with the result that Canada may well have the smallest group at the ISDE in years. Certainly there will not be more than 10 riders and probably fewer, depending on the entry acceptance procedures.

I understand that only teams are accepted by organizers and a single entrant cannot be taken. Anyway, with the withdrawing of several veterans, some of our younger riders will be trained under fire.

Dealing with other countries on various events must be a most frustrating experience. Thanks to Marilynn and the national office are in order for the work they must do for the ISDE as regards entries, regs, accommodation, etc.

TRIALS

A good stadium trial was used as intermission entertainment at a Welland short track. The obstacles were difficult and the calibre of riding good. Spectators seemed to thoroughly enjoy the show.

MOTOCROSS

Invitationals — a word which lately has been more akin to a curse than a blessing. The latest format for motocross, primarily in Ontario, hasn't exactly been receiving rave notices from the senior riders. In this set-up, seniors ride with and are scored with experts.

My personal opinion is we'd be far better off to split invitationals on rider classification rather than on capacity. That way, the seniors would at least be competing with seniors and getting some of the prize money. We'll be hearing more on this, I hope, before 1982.

Great to see Canadian riders having sentries at grands prix. It's a most notable fact that we now have two riders, Rob Hodgson and Ross Pederson, with world championship points.



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TRANSMISSION	for damping with 105 mm travel
TYPE Five-speed constant-mesh, wet clutch	BRAKES Double front discs vented radially and
PRIMARY DRIVE Hy-Vo chain, 2.27:1	axially; single rear disc TIRES Dunlop Gold Seal tubeless, 3.50V19 front
INTERNAL RATIOS (1) 2.43, (2) 1.75, (3) 1.39,	
(4) 1.20, (5) 1.03	DRY WEIGHT 282 kg
FINAL DRIVE No. 530 O-ring chain, 2.33:1	LOAD CALACITI 194 Kg
CALCULATED DATA	HANDLEBAR WIDTH
WEIGHT/POWER RATIO N.A.	SEAT HEIGHT 775 mm with 61 kg rider
SPECIFIC OUTPUT N.A.	GROUND CLEARANCE 146 mm with 61 kg rider Distributed by Hoods Canada Inc., 715 Milliner Ave., Scarborough, Ont., M18 2K8.
RPM AT 100 KM/H 4,510	(416) 284-8110.



TEST DISTANCE	at 8,500 rpm
PRICE	MAXIMUM SPEEDS IN GEARS (1) 88, (2) 127, (3) 162, (4) 199, (5) 224 km/h
ENGINE	
TYPE Four-stroke air-cooled inline four, DOHC,	PERFORMANCE
DISPLACEMENT	QUARTER MILE 12.50 seconds at 177.6 km/h
DISPLACEMENT	er tor
BORE AND STROKE 72.5 x 66 mm	FUEL CAPACITY 21.4 litres total
COMPRESSION RATIO 8.9:1	RESERVE CAPACITY 4.9 litres
HORSEPOWER 100 at 8,000 rpm (claimed)	CONSUMPTION 17.3 km/L (5.78 L/100 km)
TORQUE 9.8 kg-m at 6,500 rpm (claimed)	RANGE 370 km total, 85 km reserve
CARBURETION Four Mikuni BS34	
OIL CAPACITY 3.7 litres, wet sump	CHASSIS
OIL CAPACITY 3.7 littes, wet sump	WHEELBASE 1.5450 mm
ELECTRICAL	RAKE/TRAIL29 degrees/125 mm
IGNITION TYPE Transistorized	SUSPENSION Telescopic front fork with linked
GENERATOR CAPACITY N.A.	air assist, 145 mm travel; rear swingarm
BATTERY CAPACITY 12 volts, 18 amp-hours	with linked air-assisted shocks adjustable
HEADLIGHT 60/55 watts	four ways for damping with 105 mm travel
mn a vice decreasi	BRAKES Double front discs, single rear disc TIRES Bridgestone Mag Mopus, L303 3.50H19
TRANSMISSION	front, G504 130/90H16 rear
TYPE Five-speed constant-mesh, wet clutch PRIMARY DRIVE Gear, 1.73:1	DRY WEIGHT246 kg
INTERNAL RATIOS (1) 2.64, (2) 1.83, (3) 1.43,	LOAD CAPACITY 190 kg
(4) 1.17. (5) 1.04	HANDLEBAR WIDTH755 mm
FINAL DRIVE	SEAT HEIGHT 775 mm with 78 kg rider
	GROUND CLEARANCE 132 mm with 78 kg rider
CALCULATED DATA	
WEIGHT/POWER RATIO 2.46 kg/hp	
SPECIFIC OUTPUT 92.6 hp/L	Distributed by Canadian Kawasaki Motors Ltd., 25 Lesmill Rd., Willowdale, Ont.,
RPM AT 100 KM/H	M3B 2T3, (416) 445-7775.

LENDAR

CANADIANS OFF TO THE ISLE OF ELBA, ITALY FOR THE ISDE

OCTOBER

5-6-Enduro, Isle of Elba, Italy. International Six Days Enduro.

11-Motocross, Kamloops, B.C. Information [604] 931-7811.

11—Motocross, Austin, Man. One hour endurance. Information Willi St. Goddard, 30 Oakleaf Dr., Winnipeg, Man., R2M 4G7.

11—Motocross. Mount Forest. Ont. Information (416) 522-5705.

18—Motocross, Mission, B.C. Information (604) 931-7811.

18-Trial, Ioco, B.C. CPTA Castrol Trophy Trial. Information Don Clark (604) 936-7746 or Graham Jackson (604) 596-0757.

18—Hillclimb, Red Deer, Alta. Alberta championship points event. Information [403] 285-4644.

18-Trial, Sudbury, Ont. Second of three national championship events. Information (416) 522-5705.

18-Enduro, Huntsville, Ont. Information (416) 522-5705.

18—Enduro, Riverview, N.B. Information Henry Wilson (506) 532-4454 days or (506) 386-4368.

25—Motocross, Gibsons Landing, B.C. Information (604) 931-7811.

25—Trial, Victoria. Victoria Motorcycle Club team trial. Information (604) 477-6387. VMC sanctioned.

25-Trial, Waterdown, Ont. Third and final national championship event. Information (416) 522-5705.

25-Enduro, Bewdley, Ont. Information (416) 522-5705.

NOVEMBER

1-Motocross, Aldergrove, B.C. Information (604) 931-7811.

1—Enduro, Port Burwell, Ont. Information (416) 522-5705.

8—Trial. Victoria. Fall trial. Information (604) 477-6387. VMC sanctioned.

8-Trial, Georgetown, Ont. Information (416) 522-5705.

15-Trial, loco, B.C. CPTA Tonka Winter Trial. Information Don Clark (604) 936-7746 or Graham Jackson (604) 596-

15—Trial, Victoria. Mini Scott Trial. Information (604) 477-6387. VMC sanctioned.

22-Enduro, Aldergrove, B.C. Tenth annual team endurocross. Information [604] 931-7811.

22—Trial, Victoria. Brentwood Trial. Information (604) 477-6387. VMC sanctioned.

DECEMBER

6-Trial, Victoria. Border Trial. Information (604) 477-6387. VMC sanctioned.

13—Trial, Spectacle Lake, B.C. Sidecar trial. Information (604) 477-6387.

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

MOTOPINION

FOR A SECOND OPINION LOOK NO FURTHER

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

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

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

we'll put you in touch with an owner.

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

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

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

AIS Stormer Alouette: AX125 Ariel: All models Benelli: Tornado 650

BMW: R100RS, R100RT, R100 7, R90 6, R75 5, R69S, R60 2, R60 6, R60 7

Bridgestone: 350 GTR

BSA: A75 Rocket III. A65 Lightning, A65T Thunderbolt. A10, B44VS, B508S, B258S, Gold Star.

Bultaco: Sherpa T, Metralla, Alpina 350, Alpina 250 Can-Am: Qualifier 370, 250, 175, 250MX4, 250 T'NT. 250MX5, MX125

CZ/Jawa: ISDT

Deepe: 650 Ducati: 900SS, 900 Darmah, 860 GTS, 750 Sport, 750 GT,

350 Sport Desmo, 250, 160 fr Gilera: 300T

Harley-Davidson: 45 Servicar, [D. FX. FXE, FXS, 74 sidevalve, VL, XLS, XLCH Sportster Hercules/DKW: Boondocker 125

Honda: GL1100 Interstate, CBX, GL1100, GL1000, CB900C. CB750K, CB756L, CB750F, CB750A, CB650, XL500. CB550F, CX500, CB500T, CB500K, CB450, Hawk, CB400F, CB360T, CJ363T, CB350F, CB350T, ATC250, TL250, XL250S, CM185, XL185S, CD175, MR175, TL125, SL125, CB125, XL100, S90, XR75

Kawasaki: KZ1000, KZ1000, Z-1R, Z-1R Turbo. KZ1000LTD, KZ900, 750Hz, KZ750, KZ650, KZ650 Custom, W2-650, GPz550, 500H-1, 400S3, 350S2, KZ250, KD175, KDX175, KD125, KE125, 100G4 Laverda: 1000, 750 SFC

Matchless 650, G15CS Montesa: 247 Cote, 348 Cote

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

Nimbus: All models

Norton: 850 III JPS, Combat, Combat Roadster, Commando, Atlas, N15CS NSU: Max

Royal Enfield: Interceptor 750

Sidecars: American Engle, Dnepe, Velovex Suzuki: CS1100E, CS1000, GS850, GS750N, GS750E, GS750C, GS750L, GT750, RE5, GS550E, GS550L, GT350. T500, CS400C, RM250A, RM250C, RM250N, PE250 TS-165, PE175, RM125C, TC125, RM100B, RM100N,

Triumph: Trident, Bonneville, Tiger 650, Trophy 650, Daytena 500, TR25W, T140E, T100R, T100C, Trophy 250 Velocette: Thruxton, Venom Clubman, Viper 350

Vincent: Comet Volkswagen: Trike

Yamaha XS Eleven, XV750H, XS750D, XS7502D, XS750E, TX750, XS750SF, XJ750R, XS650SE, XS500, SR500E, SR500F, XT500, TT500, RD400, XS400E, RD350, XS250, YZ250F, TY250, DT250F, DT1-8, IT175, IT125G, YZ125D, YZ100E, YZ80E

MAKE MODEL YEAR CITY FIRST NAME PROVINCE TELEPHONE NUMBER AREA CODE Please mail to Cycle Canada, 290 Jarvis St., Toronto, Ont., M58 2C5

Honda's new V-4 line isn't the first

Matchless built a luxury multi back in 1930

Did you know that Honda was beaten to the punch by 50 years in offering a V-4 for sale to the public? The only V-4 ever commercially produced before the Honda CVX series was the Matchless Silver Hawk, which was produced between 1930 and 1935. It sold for £75. Expense and complication were its eventual doom; Matchless at the same time sold a 499 cc V-twin called the Silver Arrow that was only £55.

The Silver Hawk looked like an inline vertical twin from the side. Cylinders were set at an extremely narrow angle of 18 degrees. The engine was in effect two V-twins set side by side. A single casting formed the block for all four cylinders and the head was another single casting. Air spaces surrounded the cast-in cylinders. and to further aid cooling exhaust pipes left both front and rear from heavily finned ports. Pipes on each side dumped |

into a common fishtail muffler.

Valve actuation was by overhead camshaft, driven by a tower and gear arrangement up the right side of the engine, something like that of later Ducatis.

The engine displaced 593 cc and was undersquare, with cylinder dimensions of 50.8 x 73 mm. The crankshaft ran across the frame, just like the modern Hondas, and ran in three main bearings. Ignition was by a Lucas dynamo-coil driven from the base of the shaft that also drove the camshaft. A single carburetor provided fuel for all four cylinders.

The 18 degree cylinder angle ensured the most compact engine possible, and with its short, stiff crankshaft and compact internal design, the machine proved efficient and reliable. The strength of its basic design is proved by Lancia, which built cars with similar engines with great success starting in 1922.

Compression ratio was 6:1, and the manufacturer claimed the bike would do a maximum of more than 130 km/h and use fuel at a rate of about 28.5 km/L, or 80 mpg.

The motorcycle was sold only as a deluxe model, and came equipped with a gearbox-driven speedometer, electric lights and horn and a handlebar-mounted instrument panel.

The frame was also unusual in that it had a sprung rear end. In concept similar to later Vincents and ultimately Yamahas, the rear of the bike had a triangulated swingarm pivoted behind the gearbox. Springs at the upper point of the triangle mounted against the main frame tube.

The gearbox was separate from the engine cases and was driven by a primary chain. Final drive was again by chain. Changing gear was accomplished by means of a hand lever mounted to the fuel tank in conjunction with a foot clutch.

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 | Editorial Director, Brave Beaver Press-

what they liked and disliked in this issue.

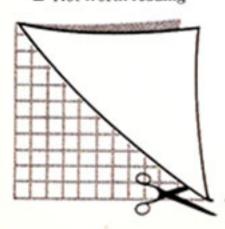
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Thank you.

CHECK YOUR ANSWERS PLEASE

- 1. Which tests did you read?
 - Tour test of Honda CBX and Kawasaki KZ1100
 - □ Long-term test of Can-Am 250 Qualifier
 - Robin pocket bike
- 2. What did you think of the preview of the new Hondas?
 - Very interesting
 - Somewhat interesting
- Not worth reading



3.	How	many	y	ears	hav	re	you	been
	interv	ested	in	mote	orcy	cl	ine?	•

- Less than one
- ☐ Two to five
- Six to 10
- ☐ More than 10

4. What bothers you most?

- □ New motorcycle prices
- Price of gasoline
- □ Cost of insurance
- ☐ Helmet laws
- □ The image of motorcycling

6. Which regular features in this issue did

- □ Contents page
- □ Newsfront
- Editorial
- Masthead ☐ Readers Write
- Technics
- On The Road
- □ Cyclesport
- □ By Mike Duff □ Motocross
 - Canada

- you read?
 - □ Who Won What
 - □ CMA
 - Calendar
 - ☐ Did You Know?
 - Motopinion
 - □ New Products □ Product Tests
 - □ Showcase
 - □ Coming Soon
 - □ Motomarket
 - Ads in general

5. What did you like most about this issue?

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> Lon Towntego Saskatoon Motor Sport Saskatoon, Sask.

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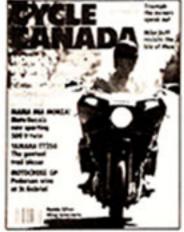
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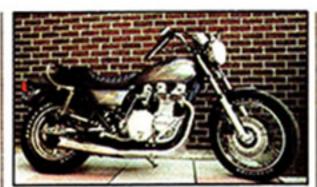
SHOWGASE

This is one piece of art that moves faster than anything in a gallery

Tom Bachly of Mississauga, Ont., is a sheetmetal worker who didn't want to come home to a hot bike after a hard day's work. His 1979 Kawasaki KZ1000 LTD has been subtly modified to provide that individual look without sacrificing rideability around town.

The knockout paint job was done for Bachly by Lamberts of Corvette fame. It started out with a gun metal grey base color which was overlaid with an interlocking system of yellow, gold, red, blue and white stripes. These were covered with coats of clear lacquer which protects the paint and accentuates the three dimensional look of the finished product. The design curls down from the tank to the sidecovers before tapering off on the tailpiece.

Fast as it was stock, Bachly wanted to have a few more horses in the stable. The



Lamberts's paint and Tom Bachly's touch make this LTD 1000 special.

air filter and carburetors are replaced with K&N individual units and Mikuni smoothbores to supply the mixture for four hungry cylinders. Turnout exhaust pipes slip on to the stock headers and speed up the exit of burnt gas as well as providing a throaty sound. Quick acceleration is made even quicker with the instal-

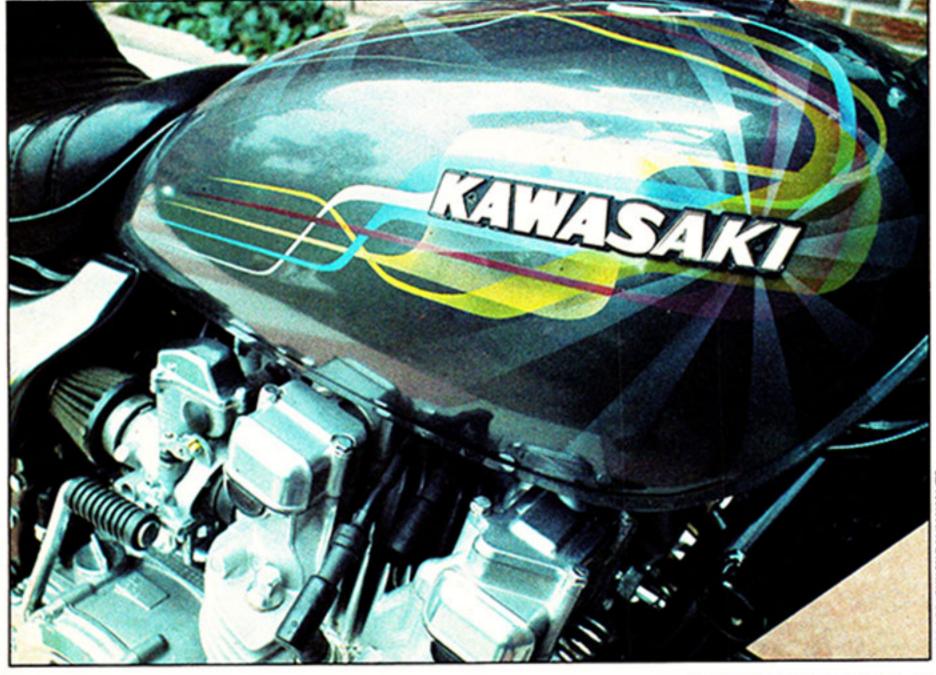
lation of a 14-tooth countershaft sprocket, one tooth smaller than stock.

The rear wheel has been replaced with a six-spoke Invader mag which is gripped tightly by a fat 5.00 x 16 Dunlop K181. On the front a small fibreglass fender covers another K181.

Koni shocks, shorter than stock, keep the movement of the chromed swingarm under control. The rear caliper tension bar is also chromed. Buckhorn handlebars put the Harley-Davidson grips right where Bachly wants them.

The bike is used mostly for commuting but you would have to look at the odometer to find out that it has been used at all.

What has Bachly got up his sleeve as far as future plans are concerned? "Well, I am thinking about getting a Kawasaki GPZ1100 and replacing some of the black with chrome..."

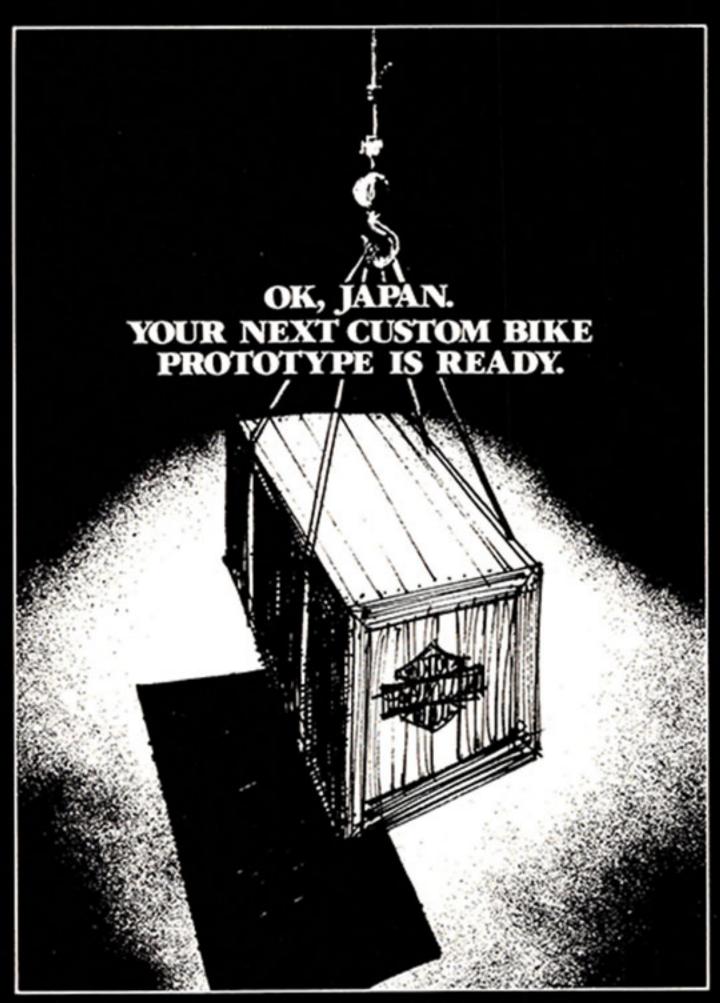


PHOTOGRAPHY BY DAMIAN JAMES



Watch for a test of the production 1982 Suzuki GS1100 Katana to see how it compares to our preproduction June issue test prototype.

- New for '82: You're probably still shaking your head over some of the new Hondas previewed in this issue. Stand by, because we're just getting started. Watch for the new Kawasakis, Suzukis and Yamahas next month.
- · Boy racer: That's Honda's mighty mouse, the MB5. The fiercelooking 49 cc cafe racer is no moped, and it's more affordable than a CB900F. Maybe we'll find out if it's still possible to get a speeding ticket on a bike which barely outweighs Freddie Spencer.
- Awards night: And now the envelope, please. The award for motorcycle of 1981 is ... but wait. You'd better hold on and read the next issue to fully appreciate our Bike of the Year awards in their proper context. the least desirable



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