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Vol. 1 No. 2 July 2010

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2Ride

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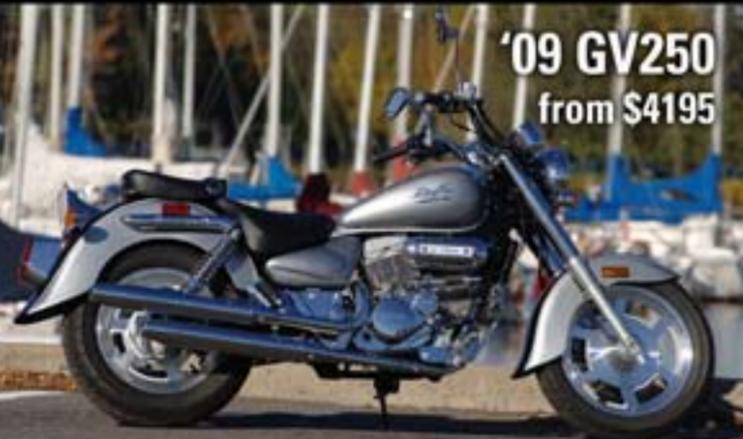
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What's The Catch?

Our first issue was great and the response has been amazing. I have been asked more than once "What's the catch? A great magazine for free delivered to your home, how?" My vision has been to have a local magazine covering all types of motorcycles giving the readers what they want. In order to keep the magazine free the operating costs are covered by advertisers. Our team at 2Ride are dedicated motorcycle enthusiasts, people who love to ride, transferring their excitement into 2Ride Magazine. I also would like to thank everyone for a great turn out at our launch BBQ, and all the positive responses and support from all the events we have been covering so far.

Marc Agozzino
2Ride Magazine



**Ohhh...
HOW SWEET
IT IS.**

STORY BY MR. LEE
PHOTOS COURTESY OF YAMAHA

The 2010 Yamaha YZF-R6

Sleek, aggressive, and sexy... not much has changed from the previous model technically however this year's R6 has been imbued with a fairly generous amount of graphical BLING which gives this beast a fresh new look.

Unfortunately the previous model suffered a slight loss of power due to emission regulations and environment concerns, something that the folks at Yamaha intend to remedy this year. New this year the YZF-R6 with a 100mm-longer muffler giving it improved power characteristics and better noise reduction, revised ECU mapping settings for better performance, revised YCC-I funnels, revised air box and finally a revised 4-into-1 exhaust system. It is easy to see that most changes done to this beast is more about tweaks that a major change done to the bike itself that because the guys at Yamaha already have one of the most advanced production 600cc class ever built remember... this baby is the 2009 Daytona 200 winner.

Tech & Speck:

Compact, lightweight 67mm x 42.5mm, 599cc DOHC 16-valve, liquid-cooled titanium-valved four-cylinder has a compression ratio of 13.1:1, Domed pistons with valve cutouts produce a compact combustion chamber.

Fuel injection mapping for the YCC-T-Yamaha Chip Controlled Throttle dual-injector system complements the high compression ratio for great throttle response and reduced engine braking.

YCC-I-Yamaha Chip Controlled Intake electronically varies intake tract length for a broader powerband.

Revised YCC-I or Yamaha's Chip Controlled Intake means the intake funnels / stacks vary in length between 2 pre-set positions depending on engine rpms. The transition rpm is approximately 13,700 rpms. An electronic servo motor varies the funnels. The revolutionary YCC-I

provides the best of both worlds ...solid low rpm torque and power combined with an amazing high rpm rush. It takes only 0.3 of a second for the funnels to move from the tall to the short position.

Twin-injector fuel injection: shower-type injectors above each intake funnel help achieve optimum fuel atomization at high rpm.

Slipper-type back torque-limiting clutch greatly facilitates braking and downshifting from high speed. Close-ratio six-speed transmission delivers seamless power and maximum acceleration.

GP-style titanium muffler contributes to mass centralization and contains EXUP® for a broad powerband, and O2 sensor for spot-on injection and emissions compliance.



The lightweight swingarm pivots high in the frame, for increased anti-squat effect and mid-corner stability. TZ-type chain adjusters ease rear tire changes.

Four-way adjustable (preload, high-speed compression, low-speed compression and rebound damping) inverted fork with 41mm tubes increases freedom in setting up for street or track use; soak up the bumps and resist bottoming when braking. Dual 310mm front disc brakes use forged one-piece radial-mount calipers and radial-pump front master cylinder with

adjustable lever for astounding braking power and feel.

The casting technique for the five-spoke 17-inch wheels makes the rims light and strong, not to mention wickedly cool-looking.

Removable rear shock spacer and adjustable fork ride height allows the rider to tailor the ride position for the best fit and comfort.

High flow intake and exhaust ports allow more fuel in and more exhaust out for great power delivery at all rpms.

Mikuni fuel injection system with 41mm throttle bodies features twin injectors (primary & secondary). This type of twin injector system is also found on our MotoGP M1 machine. Each of the injectors utilizes 12 spray holes to maximize the atomization process. The secondary injectors, located inside the airbox, begin to function at mid rpms (6,000 to 7,000rpm) thru to redline. This system is lighter and simpler than the sub motor driven secondary valve type FI system. Special short intake tracts allow for higher rpms and improved power.

The F.I. system features separate TPS (throttle position sensor) and APS (accelerator position sensor) sensors.

Ram Air Induction System with centrally located intake duct delivers cool, high-pressure air "force-fed" into the intake tract for optimal combustion and greater horsepower at higher speeds. This design provides straight induction from the central fairing duct to the airbox without a lot of bends or turns.

Close ratio 6-speed transmission delivers seamless power delivery and maximum acceleration. Gear widths, splines and engagement dogs have been optimized to handle the R6's power. The shift drum

and shifting mechanism are located on the right side of the cases for smooth shifting feel under power. The gears use flat contact-type engagement dogs for positive shifting and great durability.

Slipper or back limiter clutch assembly reduces rear wheel hop when making hard down shifts or under hard braking. Key benefit is reduced lap times and smoother control when participating in either a race or track day. This clutch uses 9 paper based friction plates and 8 steel plates, plus 6 coil-type clutch springs.

The oil lubrication system has been optimized to reduce frictional losses caused by "oil drag". It features a "two side" oil pump. There is a separate liquid-cooled oil cooler to insure consistent engine temperatures for maximum performance and extended service life.

High capacity cooling system features a curved radiator with dual ring-type fans for excellent engine cooling efficiency. The ring-type fan offers more airflow than a conventional type fan.

Direct ignition coils, iridium dual electrode spark plugs and high-output magneto deliver reliable, super strong spark. With this system, the ignition

coils are integrated into the plug caps, significantly reducing weight.

Revised "Mid Ship" 4-into-2-into-1 exhaust maximizes engine performance. The header pipe diameter and length have been optimized for improved flow. While the internals of the under engine "muffler box" have been revised. There are three, 3-way honeycomb catalyzers with an oxygen sensor in the system to reduce harmful HC & CO exhaust emissions. The oxygen sensor provides feedback to the ECU so it can adjust for the optimum fuel/air mixture. The "mid ship" MotoGP style, lightweight titanium muffler is located below the engine to central mass and lower the center of gravity for great handling.

The exhaust system also features Yamaha's EXUP System (Exhaust Ultimate Power Valve) utilizing a titanium body and butterfly valves that prevent the "blow back" phenomenon caused by "valve overlap". This design reduces weight and maximizes cornering clearance. The EXUP system eliminates "flat spots" in the power band and reduces emissions too. This is a 1st on a 600cc supersport machine.

Body & Suspension:

Compact, lightweight aluminum Deltabox frame offers an optimized total

rigidity balance for incredibly light and agile handling. This frame is a MotoGP inspired innovation that Yamaha calls a "straight frame concept". This means the top spars of the frame lie as close to possible to the frame's torsional axis (the line connecting the head pipe to the swingarm pivot point). The ram air duct passes through the frame at the head pipe for a straight ram air effect too. A mix of revised mold castings and pressed aluminum plates make up the frame.

Lightweight, detachable magnesium rear subframe.

Lightweight, aluminum "gull wing" type swingarm uses a mix of castings and pressed plates for optimum rigidity. The swingarm pivot area has been modified for increased rigidity. The swingarm pivot position has also been optimized to reduce the "squat" tendencies caused by drive chain reaction to hard throttle openings.

Key chassis geometry figures include: 1380mm wheelbase, 24 degree caster angle, 97mm of trail and a 52.5% front and 47.5% rear weight balance. The maximum lean angle is a knee scraping 57 degrees.

Fully adjustable 41mm inverted front fork provides 120mm (4.7") of wheel travel and offers incredible suspension performance with ultra-precise feedback. Adjustments include: spring preload, 4-way high speed compression damping, 20-way low speed compression damping and 25-way rebound damping. The inverted design not only reduces unsprung weight but also increases the rigidity of the fork. The range of adjustments allows the rider to tune suspension to match riding style and conditions.

Fully adjustable Monocross link rear suspension utilizes a piggyback-style shock providing 120mm (4.7") of wheel travel. 9 steps of spring preload adjustability, 20-way high speed



...this baby is the 2009 Daytona 200 winner!

compression damping, 4-way low speed compression damping and 20-way rebound damping adjustability.

Radial mount, monoblock, 4-piston calipers squeeze large 310mm dual front discs. The radial mounting design helps to reduce caliper distortion for improved braking performance with excellent control and good lever feedback.

Brembo radial pump master cylinder features a 16mm piston. The radial design allows for more powerful braking and improved lever feedback. The lever is adjustable for various hand sizes. Light weight 220mm rear disc brake is

squeezed by a single-piston caliper. Ultra-sleek "new edge form" bodywork features a sharp front profile with centrally located Ram Air duct, engine-revealing side cowlings and ultra-sleek tail section. There are special side fairing intake ducts to allow cool air to circulate around the engine, fuel tank and frame areas. "Minimalism" and "mass forward" movement are two words that best describe this design body.

Compact race inspired multi-function digital and analog instrumentation with adjustable back lighting. Features: analog tach, digital speedometer, dual tripmeters, low fuel warning light,

fuel tripmeter, and clock. There is also a programmable shift light and stop watch/lap timer that is controlled by the LHS handlebar mounted switch gear. Immobilizer ignition system is designed to reduce the possibility of "ride away" theft. This system must recognize the "coded ignition key" in order for the unit to start. If the immobilizer ignition does not recognize the key (or a theft's screwdriver or other type of "jimmy tool") the bike will not start even if the ignition is turned or forced into the on position. If the system does not recognize the correct coded ignition key, the ignition system and starter will not function.



This Boulevard Ain't Nobody's Little Brother...

STORY BY DAMIEN EATON

PHOTOS BY MARCO FERNANDES



"...the **M90's** handling feels surefooted, enhancing its overall manoeuvrability on the highway and through urban streets."

Imagine being one of the Baldwin boys? Always living in big brother Alec's shadow.

Some might have assumed that Suzuki's M90 Boulevard was destined to cower to its larger sibling the M109R? But I'm here to tell you, this Boulevard ain't nobody's little brother.

From the moment Jason at Suzuki Canada rolled her out onto the tarmac, I was struck by its sexy lines. At that moment he was Santa Clause, I was eight years old and just wanted to play with my new toy!

First thing I notice is how beautiful this bike looks. Due largely to the M109R's inspirations. Everything from the headlight to the custom-like taillight seems like Japanese artwork while the dark red color scheme with its hint of flake in the clear coat couldn't have been more appropriate.

The style is ultra modern and aggressive, and in my opinion is less punchy and a nicer looking machine overall than its big brother. Although with a 200mm tire at the rear, opposed to the M109R's gargantuan 240mm, it doesn't fill that beautiful fender as thoroughly but handles through the turns much smoother.

The M90 borrows most of its sexiest attributes from the immense M109R, save for a less flamboyant radiator cover,

a smaller fuel tank (by 1.5L), and a somewhat modified fork head.

The saddle is wide and plush, making for effortless comfort on the longer hauls. Chopped fenders atop cast aluminum alloy rims and straight bars give the M90 that muscular drag bike look.

When I began riding the 1,462 cc V-Twin, I was at once impressed by its seemingly never-ending pull. The seating position may be a bit of a stretch for smaller riders, but I found it quite comfortable at most speeds. At roughly 40lbs lighter than big brother, the M90's handling feels surefooted, enhancing its overall manoeuvrability on the highway and through urban streets.

Its engine produces a nice low rumble and when accelerating it is easy to tell that Suzuki's engineers have put some strategic thought into tuning that exhaust note.

This bike has long legs. Most of its power is felt at low rpm, and at slower engine speeds a slight chatter is evident, but smoothes out incredibly well once the throttle is twisted back. Braking is more than efficient by means of a 275mm disc at the rear and dual fully floating discs up front.

Overall Suzuki has done a terrific job with the M90 Boulevard. It fills the gap between the 805cc and the 1,783cc offerings nicely and with power, performance, and tonnes of style to spare.



NEW ENGINE FEATURES

- 32 bit 512kb ROM engine management computer and state of the art SDTV fuel injection system.
- A spring loaded scissor type split primary drive gear mounted on the crankshaft also reduces mechanical noise.
- The powerful long stroke V-twin engine features single overhead cams, water cooling, and four valves per cylinder, with the cylinders set at a 54-degree angle.
- Aluminum-alloy slipper pistons have cutaway sides to reduce friction and each piston carries three rings.
- An Automatic Idle Speed Control (ISC) system regulates the amount of air fed into the throttle body idle circuits, improving cold starting, reducing cold start emissions and stabilizing engine idle under varying conditions.
- Bore and stroke of 96.0mm x 101.0mm for a full 1462cc (90 ci) of displacement
- Compression ratio of 9.5:1
- Dual chromed slash cut exhaust system features a built in catalyzer that further reduces hydrocarbon, carbon monoxide and nitrogen oxide emissions.
- Each aluminum alloy cylinder is plated with SCEM nickel phosphorus silicon carbide coating which reduces friction and increases heat transfer, durability and ring sealing.
- Each compact combustion chamber carries dual spark plugs, which fire at the same time during low rpm, light load running but fire at staggered intervals during high rpm, high load conditions, increasing combustion efficiency and fuel efficiency while also reducing emissions.
- Each cylinder has its own 42mm throttle body featuring Suzuki advanced SDTV Fuel injection system.
- Each piston rides on a chrome-moly steel connecting rod, which is shot peened to improve durability and strength.
- Large flywheels help smooth out low rpm power pulses, as does a spring loaded primary drive damper bolted to the end of the crankshaft.
- Power is delivered through a wide ratio five speed transmission and a shock reducing damper, through a clean running, reliable drive shaft to the rear wheel.
- Suzuki's proven PAIR system uses a solenoid valve controlled by the engine management system to inject fresh air from the airbox into the exhaust ports, igniting any unburned hydrocarbons and reducing carbon monoxide emissions.
- The forged steel crankshaft's offset crankpins produce the staggered firing order internal combustion heartbeat and elongated exhaust note that attract cruiser riders
- The internal design of the mufflers cancel out reflecting exhaust waves, reducing drops in backpressure and smoothing power delivery.
- The M90 engine is tuned to deliver strong, smooth torque across the rpm range, with peak torque produced at just 2600 rpm.
- The Suzuki Boulevard M90's advanced digital fuel injection system and engine management system is designed to increase throttle response while also getting the most out of every drop of fuel, producing broad power and reducing emissions.
- The underside of each piston is cooled by a stream of oil directed from the crankcase oil gallery.
- The upper compression ring and oil ring on each piston are electro plated with a chrome-nitride coating applied in a vacuum chamber using a physical vapor deposition (PVD) system. The chrome-nitride PVD coating is harder



and smoother than conventional chrome plating.

- To reduce mechanical noise, each cylinder heads cam cover is separate from the cam bearing caps and a rubber gasket is used between the cylinder head and the cam cover.
- Two 33mm intake valves and the two 30mm exhaust valves in each combustion chamber are set at a narrow 20-degrees from the cylinder centerline

NEW CHASSIS FEATURES

- Inverted front forks have 43mm inner tubes and deliver 5.12 inches (130mm) of wheel travel.
- The M90 features a steel tube frame with a hidden rear shock absorber, for the look of a classic rigid hardtail without the accompanying rough ride.
- A sporty front fender compliments the headlight cowl with a smooth tapered shape.
- Careful consideration was paid to the relationship between the comfortable seat, the forward mounted rubber covered footpegs and control levers and a relatively short reach to the flat bend drag style chromed handlebars.
- Chromed drag style handlebars feature a 1.0 inch diameter and control switches and levers are ergonomically designed to improve the machine interface, adding to rider comfort.
- Distinctive cast aluminum alloy wheels carry wide Bridgestone radial tires specifically designed for the M90.
- Dual fully floating front brake discs measure 290mm each and work with dual piston calipers
- Massive rear fender and LED Tail light combination accent the 200mm rear tire
- Special attention to comfort started with the Suzuki Boulevard M90's wide, well padded seat including extra
- length to allow the rider to slide forward or rearward on long rides.
- Tastefully chromed engine covers, air cleaner covers, shaft drive secondary cover, swingarm pivot cover and exhaust system heat shields give the M90 an exciting look
- The Boulevard M90's stylish cutting edge look features sleek flowing lines swooping from a distinctive headlight cowl to a smooth tail section and wider rear fender covering a massive 200 section rear tire
- The comfortable passenger seat can easily be replaced with an optional tailsection cowl for solo rides.
- The frame incorporates three rubber engine mounting points to reduce vibration.
- The long stretched fuel tank holds a full 18.0 L (3.9 Imp gal) of fuel
- The low center of gravity and careful design and positioning of the long chrome plated sidestand help make it more convenient for the rider to pick up the M90 off its sidestand.
- The low maintenance LED tail light features a fisheye Fresnel-cut smoked red lens.
- The multi reflector headlight features a 60/55w halogen high/low beam bulb. The passing light feature both beams are illuminated.
- The swingarm is built from strong steel tubing and incorporates the driveshaft on the left side.
- The rear brake disc measures 275mm and works with a single dual piston caliper.
- To maintain the M90's clean lines the rear brake fluid reservoir is remotely located away from the right-side, forward position footpeg, brake pedal and master cylinder.

THREE WHEELS TO BOSTON

By Gene Lee

"So, I decide to take it for a quick spin to Boston and back. That's Boston, Massachusetts, not Boston Pizza..."



From behind, I feel like I'm following a chariot. It's wide and with two wheels on either side, the rider has his arms stretched out in front of him like he's holding on to the reins of a column of horses in front of him.

I pull up beside the 2010 Harley Davidson Street Glide Trike, and glance over at the rider. Nope, it's not Ben-Hur, it's fellow 2Ride writer, Mike. And there are no horses in front of him, but the way he takes off from the line, I suspect there are plenty lurking within the dark frame of this curious machine.

We pull over to exchange bikes and I get a good first look at the three-wheeler. From the seat forward, it looks like any other Street Glide, but like the mythical Centaur, from the waist down this beast has the tail end of a small car. Towards the front, a low batwing fairing promises a half-hearted attempt at shielding the rider from the elements. This Street Glide is meant for looking cool while cruising the boulevards. So, I decide to take it for a quick spin to Boston and back. That's Boston, Massachusetts, not Boston Pizza...

Mike hands me a flat plastic disc with a key attached to it. This is the hands-free Smart Security System, which allows me to keep the fob in my pocket to enable the ignition. Walk away from the bike, and the ignition is disabled. Smart! And Secure! So what's the key for? Mike opens up the rear luggage compartment and it's a touring guys dream: 120L of storage space! Enough to pack all the stuff you think you might need, but probably won't. This road trip might work out quite well.

I walk around to the left side of the bike to mount and all of a sudden feel foolish for wasting my energy. You can get on from either side! It's a trike! There are a lot of 2-wheeled habits that I will have to learn to shake (like no kickstand). And new ones to learn as well, like the parking brake near the



right rear wheel that you can kick up with your right heel. A bit tricky to do this without scratching the rear fender though, I'm guessing the more fastidious Street Glide Trike owners will probably reach down with their hand to do this.

Thumbing the starter button fires the 103-cubic inch Twin Cam engine to life, bringing forth a pleasing burble from the powerplant. For us up here in MetricLand, that's 1687 cc. Like with most Harleys, there is considerable shake at idle, but the vibrations smooth out when the trike is in motion. The exhaust note is not excessive, but should still be able to alienate your neighbours when you leave for your early Sunday morning cruise. Making its peak torque of 101 ft-lbs at a low 3500 rpm, the Twin Cam 103 is certainly capable of getting all of its 1100 lbs under way.

Thankfully, with all this weight, the Street Glide Trike comes with a reverse

gear that is all operated via the starter motor. It's a nifty system that pulls the bike backwards in little jolts as long as you have your thumb pressed on the reverse button on the left hand side. But it does get a bit awkward when you're trying to reverse while turning the bike and you have to pull on the left handlebar at the same time. As well, the Trike is equipped with two front disc rotors, a rarity on Harleys, and this combined with the two disc brakes in the rear, help to bring the heavyweight down to a complete stop in a very short distance with very little drama.

Steering is fairly heavy at low speeds, and you're constantly reminded that you are not on a 2-wheeler because there is no counter-steering through turns. At no point during my ride did I ever feel I was on a motorcycle, in fact this has more in common with a quad or an ATV. That is until you start taking

turns a bit faster and you feel the inside rear wheel start to get a bit light! Didn't they ban ATC (All-Terrain Cycles) in the 80s because they were prone to tip over? From reading the trike forums on-line, lifting the inside wheel carries as much bragging rights as dragging a knee through a turn on a motorcycle.

The first test for the Street Glide Trike was a 1000 km freeway ride on the 401 east and then down through the scenic Thousand Islands bridge to Interstate 90, which shoots across New York all the way to Massachusetts. We've had an early spring in Ontario, but the mid-May early morning air still had a bit of bite as I headed out. I could tell immediately that the feet forward position was not going to work out for me for the next 9 hours. I finally settled on a sportbike favorite: feet directly below my hips resting on the passenger-pegs - actually my heels resting on

It's wide and with two wheels on either side, the rider has his arms stretched out in front of him like he's holding on to the reins of a column of horses in front of him.

the front section of the passenger floorboard. In this semi-squatting position, I must have looked like a hen laying an egg. But I didn't care, I was ready to face the next 8 hours and 45 minutes in relative comfort.

As expected, the low-cut windshield did little to stop the windblast from creating a lot of noise around my helmet. I did stop by a Harley-Davidson dealer somewhere along my travels and I stared in envy at the Tri-Glide Ultra Classic, which is basically a touring version of the Street Glide Trike. Price difference between the two: The Street Glide Trike carries an MSRP of \$33,109 CDN, and the Tri-Glide Ultra Classic will cost you \$36,689 CDN. What do you get for this premium? A more comfortable-looking seat, an extra topcase for more luggage room, and a nice full fairing including lower panels to shield the legs. Luxury well worth the price! I consider trading in my loaner for the Tri-Glide on the showroom floor...

Back on the road, I was getting about 300kms to the tank. At gas stations, the trike would garner a few glances and a couple of stares. Most of the looks were of the "What is that?" variety. A trike aficionado approached me to ask which kit I had installed and was surprised to learn this was a factory bike. For a long

time the trike market has largely been catered to by specialty companies like Lehman, who provide conversion kits for existing motorcycles. Now Harley has contracted Lehman for parts and has begun assembling its own trike based on the Street Glide model. Built on a solid rear axle, Lehman claims this "No-Lean" suspension allows for greater cornering speed reducing the fear of a tipover.

Speaking of cornering, there is definitely a technique to getting around



turns comfortably. I found that locking the outside arm while pulling on the inside one created a stable position on the bike, as well as squeezing the outside knee against the tank to give the inside arm more leverage to pull against the bar. Leaning into the turns seems to help as well, even though there is no actual

(intentional) leaning on a trike. I found that bumps in a turn seemed to unsettle the front end a bit and caused a bit of understeer at speed, but other than that it was a novel experience trying to lighten the inside wheel instead of reaching for the ground with your knee.

Because you are riding a vehicle that is almost as wide as a Smart Car, lane positioning is a no brainer. You ride in the center, just like cars do. However, unlike a car, your head is right in the middle of the lane, which makes for some interesting moments trying to see traffic beyond the car in front of you, like when you're trying to pass on a two-lane road or trying to make a left hand turn at a stop light and there's a truck facing you turning left as well. And don't be fooled by the motorcycle front end when you're pulling up to the gas station or a toll booth. If you pull in too close, you're going to give your rims some lovely curb rash.

The weather never really warmed up, and I spend the entire ride inside my windbreaker. At least the Street Glide Trike has an electronic cruise control. I spent a good amount of time playing with the controls on the motorcycle, including the 40-watt Harmon/Kardon stereo which includes a CD-player built into it. I found the stereo system a bit underpowered for

highway use, and the touring version Tri-Glide Ultra Classic confirms this giving the stereo system a bump up to 80-watts. Self-cancelling turn signals will ensure you're never That Guy who rides for miles and miles with his indicators on. There is an option for a factory navigation system, but this wasn't installed on our test bike.

After some serious (and uninterrupted) seat time, I began to get a clearer picture of the test rider who helped Harley-Davidson develop the Street Glide Trike. First of all, he's a lot taller than my 5'7" frame. With my feet comfortable on the floorboards, I found my heels resting against the heel portion of the heel-toe shifter. Mr. TestRider

also has hands like Paul Bunyan. All the better to wrap them around large diameter hand grips and to pull in a clutch lever that feels like those spring-loaded hang strengtheners you find at exercise stores.

I arrived in Boston in pretty good shape with just a little bit of fatigue from battling the wind noise in my helmet, and I spent the rest of the day showing off the trike while riding through the streets of Beantown. An excited woman approached me while I was taking pictures of the bike on a sidestreet and exclaimed to her partner, "Now THIS is a bike that I could ride. It's got three wheels!" The trike market has a pretty diverse audience, there are some that

are new to riding and others returning to riding that may not have the strength or confidence to balance a heavy two-wheeled machine. Then there are those who are seeking a different experience. And although I love being on two-wheels, I found another reason why you would ride a trike: sitting in traffic on the I-93 out of Boston during rush hour. Not having to put a foot down every 20 meters was a godsend!

I enjoyed my time with the 2010 Harley-Davidson Street Glide Trike, it was a great change-up to a tour that I normally do on two wheels. I did still miss leaning into turns though!



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YOU-ROPE ON 2WHEELS

(Continued from May issue)

STORY AND PHOTOS BY GENE LEE

Welcome back to the second half of our European motorcycle tour. To refresh your memory, in last month's issue we shipped our bikes to London, tunneled underneath the English Channel to France, rode through castles of the Loire Valley and then over the Pyrenees mountains to Spain. The final act of our trip promises plenty of action, more suspense and lots of drama!

The following entries are taken from a daily blog that I updated for friends and family, so they could keep up with our travels in real-time. The entire log is on-line at <http://www.ridedot.com>, if you are interested in the rest of our trip or other trips we have done.



Beautiful Harley-Davidson Night Rod in Valencia

Wed Aug 1 2007: The Road to Valencia

We woke up early to get out of Bérchules. Not because we didn't like the place, in fact we had the most fun in this out-of-the-way Andalusian village. But we needed to get out of Spain! We've been here for a week now and it's eating into the time allotted for other places. Originally, I thought we could make a run to Barcelona, just over 800 kms away, but it would take 2 hours to navigate the 100 or so twisty kms out of the mountains, so we decided to head in that general direction and see how far we could get. Up at 6:30AM, we were on the road by 7:30AM.

When we told Andrew our plan last night, he asked if spending our vacation on the Autovia was any fun. The answer is no, but with limited time in Europe, we wanted to see as much of it as we could. And it isn't the usual Paris/Barcelona/Monaco/Rome tour. We could do that anytime by flying into those cities and renting a car or hailing cabs. Being on a motorcycle, the excitement is seeing how time has shaped the landscape into mountains and valleys, lakes and coasts. Because it's in these unyielding, irregular forms that people have carved

thin, twisting ribbons of asphalt that folks on two wheels crave. The coast of Normandy, the Pyrenees mountains, the rolling hills of Andalusia. And the odd motorcycle store in between... That's what this vacation is all about!

Thu Aug 2 2007: Andorra

Started the day around 6:30AM, out on the road by 7:30AM. The ride out of Valencia was uneventful. Hit the Autovia for 400 kms towards the central Pyrenees. North of Barcelona, we got off the highway and took some amazing roads up the mountain, I'll let the pictures speak for themselves.

Entering Andorra was like nothing I expected. I knew it was a very popular ski destination in the winter, but I was unprepared for the lines of people trying to get in and out of the country. Getting in wasn't a problem, but we saw the queue leaving the country back to Spain. There were lots of people being pulled from the line for customs inspection. Andorra has no sales tax and is a haven for shoppers from France and Spain who cross the border to buy everything from cigarettes and alcohol, to bigger ticket items like motorcycles and cars. The greater the value, the bigger the savings.

When I saw the roads on the map, I thought the small towns lining the main road into Andorra would be quaint little Swiss-like Alpine villages, speciality spas and little places where you could buy obscure coffee beans and the like. What I saw as we crawled at 20 km/h was wall-to-wall commerce. And motorcyclists all over the place. The reason was two-fold: the awesome roads up and down the Pyrenees, but also motorcycle stores! It seemed that one out of every ten storefronts was some kind of motorcycle or moto apparel store.

After a few of these wall-to-wall storefront towns, we ducked into a mountain road and had a bit of fun in the twisties. Then back on the main road up to the last town before France, Pas de la Casa, which is also the highest point in the Andorran ski resort, Grandvalira. There is a toll tunnel which goes under the mountain to get to Pas de la Casa, but we opted to actually go up and down the peak, travelling through the stereotypical "staircase of roads", 90 km/h straights, with the speed limit dropping down to 30 km/h in the hairpin turns, a total of 15 turns going up and down the peak. Why pay to ride in darkness, when you could be doing these instead? As we got to the peak, we were greeted by what looked like fog. It was actually a cloud! The peak is about 7000 feet above sea level. I didn't realize this until later when I was trying to climb the stairs in the hotel to get up to our room and I ran out of breath! It was also cold! Finally! Dipped to about 17 degrees when we reached Pas de la Casa, and actually got to 7 degrees overnight!

At Pas de la Casa, we were greeted with the same kind of storefronts lining the main street. It was around 6PM, so all the stores were closing and shoppers and motorcyclists were all leaving the village en masse. Apparently no one actually stays in Andorra in the off-season. We had trouble finding a hotel that was open; most are closed until the snow starts falling. After walking around the small town (about 5 or 6 main streets), I finally found a small hotel for us to

unload our stuff for the night. By the time we got out to dinner, most of the stores were closed, so we resolved to hit as many motorcycle stores tomorrow as we could. We poked our heads into a couple of restaurants and found a curious blend of languages. The official language in Andorra is Catalan, but the majority of the people speaking either French, Spanish or Portuguese. My tongue was confused, speaking a mixture of Spanish and French (Spanch? Or Franish?) at every place we stopped into.

Fri Aug 3 2007: More Shopping & Ski Resorts

This was a bit of rest day, as we really wanted to hit all the motorcycle stores we had seen on the way up. Got up very late. 10:45AM! Didn't get out to the town until noon. The weather in the ski town was slightly chilly, around 17C. We decided to only do the motorcycle stores in Pas de la Casa only. There are about 10 stores in town, but in the main city Andorra de la Vella, I'd estimate there are over 50! It's very weird, the motorcycle stores are only open probably 4-5 months out of the year, but while they are open, hundreds of motorcyclists roam the streets, sporting

their leathers or textiles, helmets in hand. We saw the same folks follow us (or we were following them) from store to store, shopping bags growing larger and heavier each time we met up again!

We headed back the same way we came from, bypassing the tunnel again and doing the staircase of roads back down to Andorra de la Vella. It was so tempting to drop into the Ducati store, but we had spent enough money earlier on in the day! When we got to the customs line-up, we did the local thing and lane-filtered all the way past customs. Apparently they don't stop motorcycles as the big ticket items don't seem to fit in the sidescas. I think they're looking for new cars and the like. We were now back in Spain! Just can't seem to get out of this country!

It was such a nice relaxing day, shopping in the morning, some nice roads in the afternoon, lazing about the lake in between. I don't even want to think about leaving Europe...

Aug 4 2007: Central Pyrenees & Côte d'Azur

We wake up to a chilly morning on the Spanish side of the Pyrenees. The plan is to head towards Lourdes and then

double back all along the mountain range, hoping to see more of the amazing scenery that we've experienced yesterday. But first, some maintenance on the oilheads - the affectionate term for our BMW air-cooled boxer-engined motorcycles, so-named because of the oil-filled cylinder heads that stick out on both sides of the bike. Neda's ST seems to burn a lot more oil than my GS, despite it being exactly the same engine. We stop at a gas station to top off both our motorcycles.

I wanted to try to make it as far as Marseille for the night, but I did not count on the weekend traffic as well as many accidents on the highway. For the last week, we had been riding during the weekday with experienced commuters who drove well and were mindful of traffic etiquette. Well, it turns out that Europe, like North America, has it's share of weekend drivers who just don't know how to drive. Our progress was impeded by accident upon accident on the highways in France, and by the time we arrived in Marseille, it was quite late.

Sun Aug 5 2007: Disaster in the French Riviera!

We're in a small town just south of St. Tropez called Rayol-Canadel-Sur-Mer. Probably here for a couple of days. Because my bike has a flat tire. Because it fell over. While I was riding it. Quite stupid really. Who falls off a bike going straight at 60 km/h? Me, that's who. No heroic get-off rounding a tight corner... I was daydreaming, strayed off to the side of the road (wrong side, narrow road!), tried to get back on, but hit the dreaded edge trap, which put the bike sideways. Slid a bit. Got up, no injuries, bike not good. A Dutch family who were sightseeing on the side of the road ran over, horrified, fearing the worst for me. They helped me right the bike back up, and pushed it over to the side of the road. A guy on an MV Agusta slowed down to see if I was okay. Too bad we couldn't have met under better circumstances! I surveyed the damage.



Canadian bike in the Pyrenees

Right turn signal broken off, the Dutch father found it, handed it to me and into the tankbag it went. My windshield was missing bits off the bottom. Right cylinder head scraped to hell, but not leaking oil. Wow those things are made of indestructanium! Right sidescase was bashed in a bit, that was what saved me from a lot of hurt. The worst was a gash on the sidewall of the front tire. Air leaking quite fast, I had to navigate down a twisty road to get back to the main road, the handlebars shaking quite violently above 10 km/h!

We stopped at the bottom of the hill and tried to figure out what to do. Being Sunday, everything was closed, so we booked into a hotel on that same road I fell off on. I thought maybe tomorrow I could phone the closest BMW dealership that I could find on the GPS, which appeared to be a place called Bavarian Moto in Toulon, 35 kms away. They could perhaps tow the bike and patch it all up for me. The hotel we're staying at, Des Mimosas is not the best-looking place, but being August in the south of France, our choices were quite limited. It's run by an elderly French lady, a younger woman who we at first thought was her granddaughter, but turns out is just hired help. We had a nice dinner and

slept quite peacefully that night despite all the excitement of the past few hours. I'm a bit disappointed that this will cut a couple of days off our trip and that it was such a stupid avoidable accident. But I'm glad that I escaped unharmed, the textile suit and my right boot really took the brunt of the slide!

I'm not sure anyone will be interested in how the beginning of the day went, seems kind of boring compared to The Incident. We left Marignane fairly late, around noon, having slept in till 10:30AM. The weather was getting quite hot by the time we were on the road, probably 30C. Took the highway past Marseilles up to the hills and stopped for lunch at a town called Duges-Les-Pins. What brought us to this place was a some kind of band playing at a bar, and it seemed quite happening. We stopped at an oyster bar just down the road and saw that same band walking up the street towards us, still playing while they approached our restaurant. Sat around and listened to some music and then headed back down the street for some lunch (I'm allergic to oysters). The bar we went to was quite loud, there was some kind of weekend festival being launched from that place and lots of people dressed in Spanish vacation gear.

We watched them march out of the bar, and then had our lunch in relative peace. Back on the road, we headed down towards the coast again and got a terrific view of the French Riviera coastline. We decided to stop at a beach actually just a couple of kms away from our current hotel and stayed there for a couple of hours soaking up the sunshine of the late afternoon. It was such a perfect day up to that point! We were running late so decided to hotfoot it to where I wanted to start the next day, which was up in the mountains. The GPS led us through this narrow, tight, twisty uphill road, which ultimately led to my downfall (pun intended).

Mon Aug 6 2007: St. Tropez

I woke up bright and early, around 7:30AM to figure out what to do. I walked downstairs and the old lady was up in the kitchen. In my broken Grade 9 French, I enlisted her help in trying to contact the BMW dealership. She told me that was a bad idea, as it was so far away and that she knew a closer mechanic a couple of kms down the street. I was a bit hesitant, but she persisted so off I went, on a flat tire down the street (handlebars wobbling like crazy at 10 km/h) to visit



Camera tricks out in the roads around Andorra

the mechanic she knew. The large man who ran the garage/petrol station spoke no English at all, so again, with the Grade 9 French. I wish I had paid more attention in class back then! He went into his office and made a few phone calls and I poked around in his garage. He had a vintage Bentley he was working on, and some kind of cruiser in the back, so I felt a bit better that he was qualified to work on motorcycles. While he was on the phone, I called the BMW dealer that the GPS listed, but they said they were sales shop and that they would give me the number of a BMW repair centre. That's right when the SIM chip in my mobile phone ran out of money. *sigh* When the large mechanic guy came back he told me that in the whole of France, they had a shortage of the brand

you sip lemonade under a parasol on a beach in the south of France. I could think of worst places to be stranded!

Tue Aug 7 2007: Getting Restless in the French Riviera

Going stir-crazy. We've checked into the Hotel D'Alizee, quite a step up from the house of terror that we left this morning. The check-in had to be done in two trips, because my bike was in the garage. Cavalaire-Sur-Mer is about 10 kms away from Rayol, so I took half the luggage on my first trip, checked in, and came back for Neda and the other half of the luggage. When I got back to Rayol, Neda was very upset. Seems the old lady stiffed her out of €15 when she tried to



Climbing a staircase of roads to get to Pas de la Casa

and type of tire I needed, so they were shipping one straight from Germany. We agreed on a price for him to mount the tire, and he informed me that shipping could be one or two days, so I was stuck here till Tuesday afternoon at the earliest, Wednesday evening at the latest. With my luck I'm betting Wednesday evening.

Hey, when life hands you lemons,

pay for the night, taking advantage of the language barrier. Rather than fight with the old lady, she just left in disgust. So we packed up the bags, and as we were leaving, the younger woman who worked there, came running out and offered us the €15 that she snuck out of the old lady's register. She was very nice and told us the old lady was kind of a bitch. Glad we were out of there.

On the way to Cavalaire, we stopped by Paul's garage to say hi. As expected, the tire still hadn't shown, so we were here until Wednesday for sure. Paul seems to be a very jovial guy and despite the language barrier, his humour really shone through. Hopefully the tire mounting goes without a hitch. Rode to the new hotel, checked in and headed out for lunch at a restaurant just around the corner from the hotel. We should have stayed here the very first night! The town is a typical French Riviera marina, tons of sailboats line the harbour along the main strip and lots of touristy shops and restaurants eager to grab precious Euros from the visiting folks. The weather was nice, around 30C but not very humid.

I've spent most of the last couple of days watching the time go by in little ways. Like staring at the sea-water drying on my skin leaving salt stains that stick to the arms of my hair. Like the sun slowly moving from behind the shade of the parasol, playing a slow game of tag with me, as I move my beach chair another foot back into the shadow. That was good for yesterday, but today I'm in first gear, revving the engine, clutch half-way out, but I'm striving against the front brakes, which are engaged beyond my control. I need to go.

Wed Aug 8 2007: Going Crazy in the French Riviera

Very bad news today. In the morning, we ride two-up on Neda's bike to Paul's garage, hoping to pick it up and resume our journey. When we arrive, Paul has the bike up on a lift and is just unwrapping the Tourance that arrived from Germany. He mentions something in French that sounds like, "Your brakes don't work". WTF? I squeeze the front brake, and sure enough, I hear nothing from the ABS servos, and there's a flashing light on my panel. Cripes! When I rode it to Paul's garage the other day, I was going so slow that I didn't even notice that I had no servo assist for the brakes! The ABS system is electronic so there's nothing Paul can do. He shrugs. I



Disaster in the French Riviera!



shrug. This is very very very very bad.

I thank Paul for his help, and I ride off sans brake assist back to Cavalaire, keeping an eye on my speed and downshifting to slow myself down. Not only do the brakes not work, but the brake light doesn't go on, which indicates a problem with a contact somewhere. Neda rides behind me to make sure nobody rear ends me when I slow down. We park the bikes at the hotel and try to figure out our next move. This is where the comedy (tragedy?) of errors begins. I try to find my BMW Roadside Assistance card and discover that it's missing from the document pouch I carry! ARGH #1! So I call the closest BMW dealer, who is in Toulon, about 40 kms west, where we came from. My cellphone doesn't work. Turns out the SIM chip which I got in England doesn't work across service providers. ARGH #2!. I found out much later you can enable roaming, but you have to do it before you leave the local dialing area. I send Neda off to purchase a French SIM chip while I try to find the number for BMW Roadside Assistance in France. That led me to an Internet cafe, where I had to interrupt a woman during her session with my tale of woe, so I can look up the number. Normally,



I pride myself on my above-average Googling skills, but for whatever reason I can't find the BMW Roadside Assistance France #, and the woman is still sitting patiently behind me, waiting for me to finish, so I hurriedly type a message on ADVRider.com, the Adventure Touring web forum, asking for assistance. Thanks to a poster called Railbender (in 22 minutes! I love ADVRider!), I get the number for BMW Roadside Assistance in France, and Neda comes through with the new SIM chip. Thank god the operator from BMW RA speaks English! But now I discover all the BMW dealerships in the area (the one in Toulon and also another one in Frejus, 40 kms east), are booked solid until the end of next week. ARGH #3!. We're set to ship the bikes from Germany next Friday, so that's not going to work. After a frantic back-and-forth with BMW RA, they

manage to book me an appointment in Monte Carlo, which is a couple of hours away, but in the direction we need to be. The rub is that they can only accept my bike on Friday, and may not be done with them until Tuesday at the latest. That means we'll have to head straight to Germany from Monte Carlo, but it is what it is, so we go ahead with that plan. They then tell me that towing the bike to Monaco will cost me an arm and a leg, as my warranty Roadside Assistance coverage doesn't extend outside of North America. When it rains, it pours... To top it all off, in the middle of this exchange, I run out of money on the SIM chip ARGH #4! and have to send Neda to top off the card so I can resume the conversation with BMW RA.

What this means is that I have another day to sit on the beach and contemplate what a dumbass I was for crashing my bike. It's been a real struggle the last couple of days, and I feel like I've been very unprepared to deal with this situation. So sorry, you'll have to deal with another couple of days of me posting pictures of us on the beach...

Thu Aug 9 2007: Finally!

If you think that the title, “Finally!” means that we are up and running and continuing with the journey, think again. What it means is that finally something happens... BMW RA arranges for a tow truck to come by in the evening to load the bike on a flatbed. They’ll leave early tomorrow morning for Monaco.

Fri Aug 10 2007: Tow to Monte Carlo & Slab through Italy on 4 Wheels

We’re up at 5AM today. The tow truck leaves from the garage at 6AM, so we quickly pack our gear onto Neda’s bike and ride the 1/2 km away. Cavalaire is very small and everything’s closeby. The driver is ready to go when we get there, so Neda hops in the truck and I ride behind the whole two hours to Monaco.

Mon Aug 13 2007: Bologna & Monte Carlo

It’s another 5AM start as we leave Pula to head back to Monte Carlo to check on our motorcycles. Along the way, we decide to pop by the Ducati factory in Bologna, as it would only add 50 km to our trip. We got there around noon to

an empty parking lot, which didn’t bode well. After parking and walking up to the gates, we ran into a few bikers milling around the entrance to the gates. I asked one of them if the factory was open, he replied sadly, no. They were closed for the month-long Italian vacation known as Ferrogosto, which translated means, “We are a nation of lazy bastards”. I felt worse for the bikers I talked to: they rode all the way from the UK! At least Bologna wasn’t their final destination, they were on their way to see the Czech MotoGP in Brno next weekend. That’s cool!

We arrived in Monte Carlo around 3PM and headed straight for the BMW Dealership. I was kind of hoping they would have the bikes done and we could ride out before dinner and be in Italy at least for the night. While Neda was waiting for the service advisor, I parked the car and poked around the area where they kept the bikes. I found ours in the corner and they hadn’t started on them yet! So much for getting out that day. Talking to the service advisor, they said they would get to them tomorrow morning and they should be done by 11AM. I’m not holding my breath... We’ve got to be in Munich in a couple of days so I’ll have to figure out a scenic

route to get there.

Monte Carlo is at it’s most beautiful at night, you can see the city lights from atop the hill where the Prince of Monaco’s castle is situated. We walked the Formula 1 circuit, which is actually the city’s main street to the ritzy area where all the “Bvlgari” stores are, nearby the casino. In Monte Carlo, every car is either a 430 Spyder, AMG SL55 or 911 Turbo. I don’t think I’ve ever seen as many Ferraris in one place than around the casino. A Bugatti Veyron is parked at a hotel nearby, causing all the Ferrari owners some amount of distress, as their “common-place vehicle” is overlooked by a throng of cameras clicking away at the king of all sports cars. A pretty young woman in a very expensive evening dress gracefully climbs into a 575 Maranello, the owner (of the car, I mean) drives off hurriedly, the Ferrari’s exhaust note exorting an air of indignation as it leaves the oblivious Bugatti back at the hotel. Just another night in Monte Carlo...

Tue Aug 14 2007: On the road again to Merano

Even though the dealer said to come by around 11AM, the plan was to wake up around 9PM and camp out at the dealership at 10, maybe they’d feel pressured to get the bikes done if we were waiting. It’s shame leaving the hotel that early as we’ve booked into a nice place overnight. We got there at 10AM and to our surprise the bikes were already done! Sweet, we’re back on the road! By the time I dropped the rental car off, got back and had lunch we were on the road by around 11:30AM.

Neda had an interesting conversation while I was dropping the car off. She was speaking to the Groupe Rold BMW receptionist (who was quite nice to us while we were camped out at the store the last couple of times we dropped by) while she was having a cigarette



My tire comes in, followed by a tow truck to Monaco!

break and she asked Neda, “How do you like Monte Carlo”, to which Neda answered, “It’s very beautiful!”.

The receptionist then asked her, “Don’t you find it a little fake?”. Neda replied, “We’re from North America. Everything’s fake!”. Too true! I really have to commend all the people at BMW Groupe Rold, especially Alain, the service advisor and the receptionist. Despite the language barrier, they were very friendly and helpful and got everything done when they said they would. Very pleasant experience!

It feels really good to be back on the bikes again. We felt like we’d left behind a member of the family when the GS was at Paul’s garage and then both bikes were at the Monaco dealership. Everything we’ve brought with us: the bikes & the luggage, all form some kind of traveling show that we carry from city to city, country to country. Whenever we leave one or both bikes behind, there’s a sense of incompleteness and a nagging urgency to make the family whole again. Past Milano, we made our way north towards the Italian Alps. The



scenery changed dramatically with mountains rising from either side of the valley that the highway ran along. It was all very beautiful until we

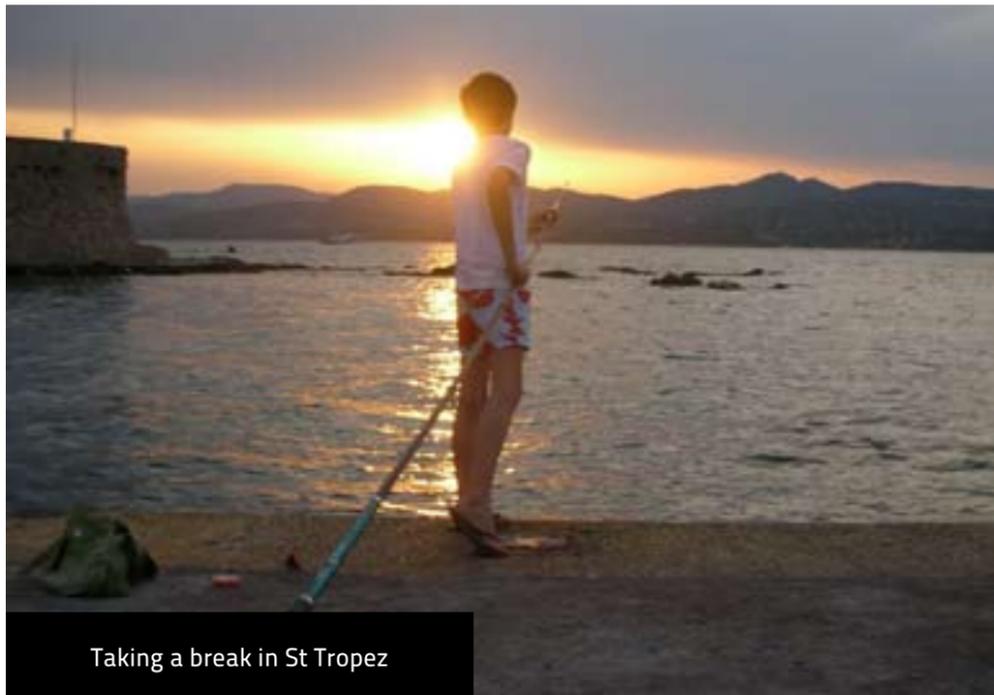
rounded the corner to Balzano, where the actual Alps began. A huge mountain stretching to above the clouds loomed ahead of us in the distance. That’s what we’re going to climb tomorrow. I’m so excited!

As I mentioned, the downside to arriving in Merano is that every single hotel in the downtown was booked solid. We stopped in the centre of the city and I walked from hotel to hotel knocking on doors. An older couple from Verona saw our Canadian flags on the motorcycles and stopped to talk with us for a while. The woman lived in Kingston when she was younger and they now owned a summer home in Merano. They suggested that we go towards Lagundo, a couple of kms outside of the downtown. There, we happened across a gorgeous German-style hotel, overlooking an orchard just at the foot of a tall hill. Again, another stroke of fortune!

Wed Aug 15 2007: Stelvio Pass

We woke up later in the morning in Merano to attack the Stelvio Pass. I had read that it gets pretty cold up 9000 feet above sea level; previous days forecasts had pegged a high of 10C, so I thought we would try to reach it in the afternoon as opposed to the morning. As we checked out, we got to know the owner of the Elisabeth Hotel, Paul (another one!), who told us that the houses up in the hills in the surrounding areas were once only accessible by cable car. The remnants of the cable are still visible, but the cars no longer run as new roads were put in recently. Paul’s establishment was a family run business, and the hotel was named after his mother. He took great interest in our bikes and our trips and confessed that motorcycles and travel were high on his list of things to do if he could find time away from the hotel business.

The ride to the Stelvio Park took about an hour and we passed through many picturesque towns. I can see how this would be a popular tourist destination. As we approached closer, there were many signs warning us of all the bikers who have died in the area.



Taking a break in St Tropez



Visiting the (closed) Ducati factory in Bologna

A cautionary notice to slow down and be careful! The very first hairpin we took was a narrow, 1st gear affair, and both of us went wide on the exit, as we were trying to keep in our lane in case oncoming traffic was approaching us, unseen. We both panicked a little. What had we gotten ourselves into? There were 47 more similar hairpin turns in total to reach the peak! How do I know there were 47 more? Because on the outside of each apex was a sign telling you what number the turn was as it counted down to the peak. That was number 48!

There are many destinations that all motorcyclists have to do in their lifetime. Roads like the Pacific Coast Highway in California, Sea-To-Sky Highway in Vancouver, Million Dollar Highway in Colorado, Deals Gap. The Stelvio Pass is probably at the top of the list in terms of challenge, fun and scenery. As we negotiated more hairpins, we saw how the other motorcyclists, bicyclists, cars and buses (!) did it, and essentially, you have to use the entire road available to you no matter if you are going up or coming down. Oncoming traffic is aware of you as they approach the hairpin and each vehicle will slow down or stop to allow each other to use

all the road to pass through. That's the theory. We saw an F650GS Dakar that a guy was trying to bring back upright right in the apex of a turn. It seemed he tried to share the apex with an oncoming vehicle and he had to brake fully in the middle of the turn and dropped it! The hairpins are actually tighter and narrower at the bottom and they start to become more roomy as you reach the top. About half-way up we stopped at a restaurant for a beverage and watched the locals zoom through the pass at 3 times the speed we were doing it! When the numbers of the hairpins left till the peak reached single digits, we noticed a lot more people stopped at the side of the road, taking pictures and revelling in the sight of the Tyrolian Mountains all around us. As soon as we reached the peak, we were greeted with a mini village of souvenir stands, restaurants and hotels. Hundreds of motorcyclists and bicyclists lined the side of the roads, their riders dismounted and walking around in full gear perusing the shops hoping to snag that one memorable souvenir to commemorate such a remarkable feat as conquering the Stelvio Pass.

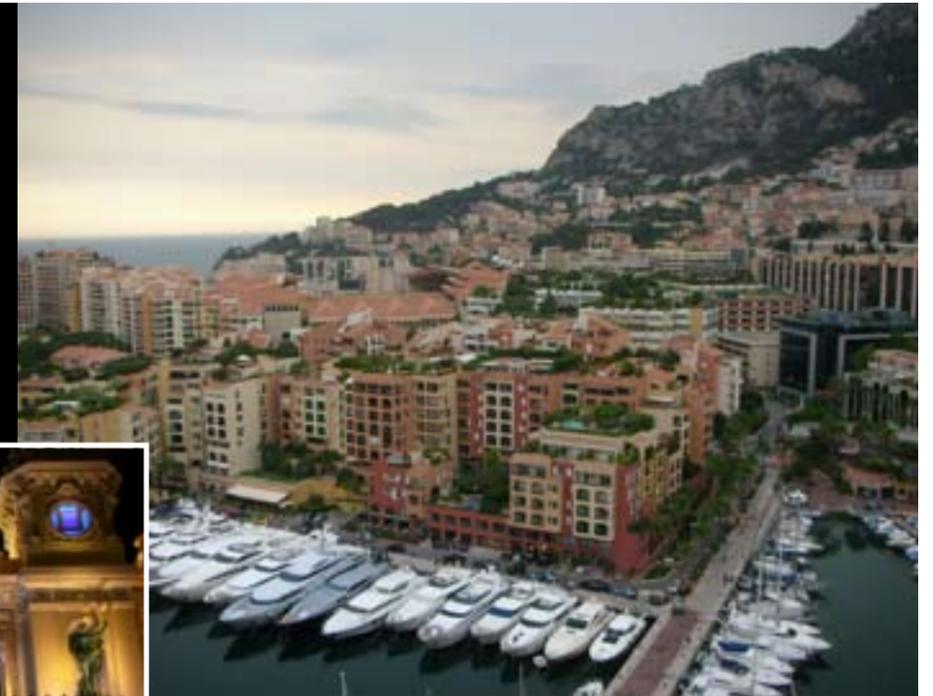
When we reached the German border, the road we were on became an

Autobahn, and we were given license to go as fast as we pleased. There must be some sort of check before you enter the Autobahn to make sure your vehicle can maintain sustained speeds of 150 km/h or more, otherwise you run the risk of being rear-ended by a Porsche, Mercedes or BMW! It's such a kick being passed in the slow lane doing 150 km/h like you're standing still. Lane changes are a cautious and vigilant affair, because even after you've checked your mirror (nothing in the horizon...?) and signaled your intention, you should check again to make sure a 911 Twin Turbo or Audi RS6 hasn't warped in in the last couple of milliseconds waiting to take your tail lights out!

We reached Munich around 8PM and checked into the middle of BMW-Land. BMW had built the biggest motorcycle-only store in the northern part of the city, quite coincidentally across the street from a Dainese Pro Store. So I checked ourselves into a hotel about 50 metres away from the both of them, to prepare for tomorrow's festivities! :) Thu Aug 16 2007: Motorcycle Gear Shopping in Munich

Raining today. Which is okay, because the Dainese Pro Store is 50m away from the front foot of our hotel, and the BMW Motorrad Store is 100m across the street! Sweet! We woke up fairly late and just shopped for a couple of hours. The Dainese store was a bit disappointing because here was a store dedicated to nothing but D-Stuff, but their sizing was pitifully limited. I could have easily brought back a ton of jackets, helmets, etc., but they didn't have my size or color. Blame it on being late in the season (snowboarding clothes are being stocked in a couple of months) and those damn Italians and their month-long holiday - all the D-Stores are unable to stock up until after August vacations are over!

The BMW store was a bit better, what a nice facility! Two stories of nothing but Motorrad Schtuff (that's German for Motorcycle Stuff). We even had lunch at the cafeteria there, amazing



Fri Aug 17 2007: Shipping the Bikes Home from Munich

We have to drop the bikes off at the Cargo Terminal at Munich Airport today. I'm not looking forward to doing this. Even though we're not leaving Munich for a couple more days, having our babies wrapped up in a cargo warehouse brings about a sense of finality to our motorcycle trip. It's a quick 20-minute ride north of the city on the Autobahn, and both Neda and I are feeling those last-ride blues. Which

food and service! We wanted to go there everyday for lunch, seeing how we were staying so close! The area that we're staying in is called Frankfurter Ring. That's German for "Circle of Hotdogs". It's where almost all the BMW factories and offices are. BMW practically owns Munich, as all the signs in the city have some kind of sponsorship deal with the Bavarian giant.

actually, we shouldn't have, but more about that later. We were expecting the worst with the Cargo folks at Munich, given the experience we had at Gatwick Cargo in London. I had reserved the whole day to wait and jump through whatever hoops the cargo/customs folks had to throw at us. It started off badly, when the cargo office wanted us to pay them €300, which they wanted in cash, not credit card. So I had to ride around looking for a bank machine in the airport area, and then came back. We got sent down to the loading dock of the warehouse, and faced our next problem, which was entirely of our doing. A couple of days ago, entering Germany, we had filled our gas tanks up to the brim, as was our customary habit. However, right after doing so, I made a mental note that we had to drain our tanks by doing some mileage before we shipped the bikes out, as the cargo folks wanted no gas in the motorcycle for shipping. But since we've been taking the subway for the last two days, both of us had over half a tank of gas left, which was unacceptable to the shippers. So 1/2 a tank of gas, no siphoning equipment, the Autobahn awaiting us, the only question is where could we go? I estimated we had a 75 km range



Leaving Monaco

to burn off 150 kms (1/2 tank) worth of fuel. One place stood out on my GPS. Ingolstadt. Wasn't Audi based out of there? And I remembered reading they had a great automotive museum as well. So our last ride got extended just a little bit longer. We made sure to try to stay above 150 km/h on the Autobahn to decrease our fuel-efficiency. There's something perverse about trying to burn off \$2.00CDN/litre gas just for the sake of it. When we reached Ingolstadt, we immediately noticed more Audis on the road. Not just a few more. Lots of them! Just as BMW owns Munich, Audi owns Ingolstadt. Kind of a consolation prize - who's really heard of Ingolstadt, right? But Audi has one hell of a great automotive museum, and a cool Movenpick restaurant in the lobby as well! :) I've heard Volkswagen has a

great museum as well in Wolfburg, and BMW must be feeling the heat, because in the last couple of years, they've been building a huge structure that will house a pretty awesome museum. But, true to the luck we've been having with timing, the BMW Welt (as they call the structure) is only opening in late October.

Halfway back to the airport, we hit the reserve levels of our tank and the miles-to-go counter starts ticking down rapidly. We slow to a sedate 120 km/h for fear that we'll run out of gas, and I pull into the cargo warehouse with 36 kms left in the tank. Calculated it perfectly! The cargo guys were really nice and everything from that point on went smoothly. We met a guy who just flew his BMW motorcycle in from Vancouver. He was nine months into a

tour that just included riding from the southern tip of South America all the way to Alaska. As we waved goodbye to our motorcycles, our minds were abuzz with the logistics of doing such a trip ourselves.

The train ride back to Munich had us discussing what it would take to do a motorcycle tour for over year, possibly two, that would take us around Europe (properly this time), Eastern-Europe, Africa and Asia, and even back to the Americas (south and central). It probably won't happen for a few years, but I think we're both committed to this idea. Last year, after riding to California and back, the seeds were planted for this Europe trip. Now, at the end of this trip, we've got to up the stakes again. "Ride The World", indeed!



STORY BY PAUL BALSAMO

2Ride Launch Party- Pegasus Bar & Grill

You have got to love a well-planned event and the 2Ride.ca launch party hosted by the Ruff Ryder crew at the Pegasus Bar and Grill, who was launching their Sunday Bike Night, certainly fit that bill.

As if to celebrate the ushering in of summer, the 2ride.ca crew, the Ruff Ryders and Stunters Inc. hosted a charity event on Sunday the 20th of June in the Pegasus Bar and Grill parking lot on Dundas St., raising money for a good cause in the process. Without the precious help of the Pegasus staff who were launching their Sunday Bike Night and who made sure we had a parking lot to play in, a patio to remain hydrated on and a BBQ to keep our bellies full, none of this would have been possible, so let's not forget them if you happen to ride in the area.

Being Sunday morning, it was predictable that the day would start slowly, and it did... This is Toronto after all and while we know how to have fun, even hard-core motorcyclists need some time to recover from the previous night. A few bikes were in the parking lot well before 11 am, but the bulk of the

riders started rolling in around noon. As any self-respecting bike/car wash should, some very attractive young ladies were present to insure that every square centimetre of every vehicle that went through their hands got cleaned to a perfect shine. Who would choose to watch golf on TV when you have such a spectator sport going on live? The action did not stop all day: The attending crowd was treated to a ladies' leather biker-wear fashion show and various impromptu photo shoots involving girls, cars and motorcycles. Several Ruff Ryders brought some impressive rides and everyone got to gawk at all kinds of custom bikes, from cruiser to sport bikes, and some cars and trucks, sparkling in the sun. The DJ's tunes kept the crowd animated all day while people kicked back and enjoyed the patio. The Stunters Inc. show took over the parking lot as the day neared its end and their show was a fantastic and impressive conclusion to an already awesome day.

The crew at 2ride.ca would like to thank all those involved in organizing this fantastic event and we look forward to many more over the season.



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the MAN the Machine

STORY BY MR LEE
PHOTOS BY MARCO FERNANDES



The MAN

Builder: Mark Gornik
**Profession: Architectural
Technology**

Mark loves classic cars and exotic bikes. His other hobbies include flying (Cessna 172), scuba diving and photography. Travelling extensively, he spends several months per year abroad.

Mark has been building hot-rods and motorcycles since he was a wee 16 year old lad. One of the builders of Big Brute Motorcycles (established in 1998), Mark also owns a nice collection of motorcycles (Ducati, Buell, and Japanese bikes). Being diverse, he has also built industrial robots, ultra-light planes, and buses for handicapped people. Mr. Builder is also a very active participant within the local motorcycle community, helping where he can.

As with a lot of us bikers, who have gone down, Mark tells us “I had a bad motorcycle crash in the summer of 2002 followed by months spent in hospitals, wheel chair, learning to walk, etc... Taxi cab pulled a U-turn in front of me on the highway. The accident resulted in several stainless steel and titanium body parts and implants. However, I continue to ride and build motorcycles in my spare time.

The MACHINE

Build time: 3 months

“I tried building a chopper that would look different from other choppers being built today.

I stayed away from lots of chrome, the typical wide rear tire and stretched out front end. I wanted a sinister looking bobber that would fuse the old time chopper look with the latest, state of the art sport bike technology. I wanted such combination to flow together despite several obvious contradictions like: competition rain tires but no fenders to deflect the water, or inverted fully adjustable forks up front but no suspension in the rear of the bike at all.

I decided to powder coat the entire bike instead of painting it because powder coating is much more durable. Powder coating also gives the bike that tuff, utilitarian look. Choppers are all about chopping parts off, so cluttering the top fork clamp with a tachometer and speedometer was not in the plan.

After all, the bikes ignition has a built in rev limiter. And the lack of a speedometer? Well.., I like to ride by the seat of my pants. Besides, I usually have the cop with a radar gun tell me how fast I was going with precise accuracy anyway.”

Challenges:

“Fuel injection wiring was difficult to sort out and reduce in size to look presentable, and neat. Several unnecessary sensors had to be eliminated to reduce bulk which combined with the open exhaust pipes did not make the ECU particularly happy.

The chopper was a lot of fun to build and after it was finished it won multiple show awards in Toronto last year.”



Statistics

Motorcycle: Custom made rigid chopper

Engine: 1200cc Buell 45 degree V-Twin, Thunderstorm motor

Compression Ratio: 10:1

Fuel delivery: Dynamic Digital Fuel Injection (DDFI)

HP/Torque 100 hp @ 6000rpm; 90 ft. lbs. @ 5500rpm

Valve Adjustment: Self adjusting

Cooling system: Air cooled

Transmission: 5-Speed, wet multiple

Final drive: Belt

Front suspension: Showa inverted forks

Rear suspension: None

Steering dampening: Ducati 748

Front brake: Six-Piston caliper, Stainless Steel floating single disc (340 mm)

Rear brake: Single piston, single stainless steel disc (230 mm)

Wheels: 3-Spoke light alloy

Front tire dimensions: 120/70-ZR17

Rear tire dimensions: 180/60-ZR17

Frame: Modified Redneck Engineering frame

Fuel tank: Modified Sporty tank

Oil tank: Redneck Engineering

Seat: Custom

Exhaust: Custom stainless steel, ceramic coated

Rear Fender: Twisted Choppers Customized fender blank

Chin fairing: Custom

Gauges: Auto Meter

Headlight/ Tail light: Custom

Paint: None. Every component of the bike is powder coated black, including the tanks and fender.

"More than a casual relationship..."

STORY BY RORY TSE
PHOTOS BY AZURE BLUE
PHOTOGRAPHY



Motorcycles are like relationships. Sometimes they are like a summer romance - short, intense and full of drama; other times you commit with an "I do" and become joined at the hip. My 2005 Honda ST1300 was bought new in 2006. This June, she turns 4 and what a glorious 3 previous summers it has been.

Initially, I felt I had committed myself to her by default. I can only guess that this is what marriage in the early stages must feel like with self doubts and second guessing. In 2006, there wasn't much choice in the sport-Touring category with an emphasis on touring. One of my major requirements was shaft drive; I didn't want to deal with chain maintenance while on extended trips. So the field was pretty narrow. The BMW RT didn't appeal to me. The Yamaha FJR was an extremely hot running bike and Kawasaki had not brought out their Concours14 yet. What I really wanted was a Honda Goldwing, but I just couldn't bring myself to justify the additional cost of \$10,000 so I "settled" for my ST. Looking back now, I can say I made a good choice...as the old saying goes, hindsight is always perfect.

In the past 3 years, my ST has seen quite a bit of road with a smattering of gravel, sand and even snow. I can honestly say I'm intimately familiar with how she behaves. She's currently sitting at 103,000 km and we haven't even hit this year's big trip yet. The ST and I get around quite a bit. She's been to the Pacific twice (third trip this summer), seen the Atlantic five times and ridden through 36 states and six provinces in between.

Reliability overall has been good with only one hiccup. One fall day in 2009, she wouldn't start. Having the extended warranty was a boon as Honda Roadside Assistance picked up the bike, transported her to the dealer where they found a short in the wiring harness and a bad sensor. Everything was replaced and covered under warranty with nothing

out of pocket. The cost of the extended warranty paid for itself on this one bill and I'm glad I had bought it.

Prescribed maintenance per the Honda schedule has been followed pretty much to the letter. A steady stream of synthetic oil, premium gasoline and tires, and she's a happy camper. To save some money on maintenance, I do all my own oil changes at roughly 6000 km intervals. Changing oil on the ST requires no major pieces of bodywork to be removed, just a service cover that is easily taken out by a pop rivet. The drain bolt is easily accessible on the front left side of the oil pan, while the filter is behind the lower left fairing. I switched to synthetic oil after the first 5000 km and for summer riding use 20W50. I found the heavier weight oil made the engine just a tad smoother.



Luckily, the ST uses the same filters as a Honda Accord which cuts down the cost of oil filter changes. For minimal cost and time, I also change the rear shaft drive fluid every oil change; it takes a fifth of a bottle and I definitely felt an increase in smoothness. Tire life seems to fluctuate based on how heavily I would load up the bike and how hard I was riding. I managed to achieve 23,000 km on one Michelin Pilot Road rear when I was cruising cross-country,

and yet a trip to Deals Gap to tame the dragon lasted me only 8,000 km.

The engine still feels like new and power has not diminished over the years. This was confirmed by the dyno run that was completed during the first and third summers; she's still producing exactly the same power. The motor isn't a marvel of high horsepower but has a torque curve that is wickedly flat and usable. For normal riding conditions, gear selection is a non-issue and you can short shift every gear if you want better mileage. But to give it a bit of extra poke to make a quick pass, I would still suggest a tap on the shifter. The sound emanating from between your legs isn't like a racy inline four, or the booming of a V-Twin. She's got her own unique soundtrack that sounds similar to an outboard motor and it takes some

getting used to. Gas mileage seems to fluctuate a bit based on how hard you are riding. If just cruising, you can expect 4.8 to 5.5L / 100 km and 6.5 to 7.2L / 100 km if I was flogging it. With an onboard 29L gas tank, you're almost guaranteed to run someone else out of fuel in your group before you will. If I'm riding solo and easy, I routinely see 500 km before the reserve light starts to blink.

“She’s got her own unique soundtrack that sounds similar to an outboard motor and it takes some getting used to.”



Handling on the ST definitely shows 2 totally different characters. On one side, it isn't easy to hide a 760 lbs curb weight (Honda.ca). You will definitely feel it doing slow speed maneuvers in a parking lot or moving through traffic. However, once you're under way a different personality shows itself - the weight disappears, she's ready to dance. I've often had riders approach me after a very twisted section of road and comment on how amazing it is to see something so big and heavy ride through the curves so quickly and gracefully. Unfortunately, the front forks are not adjustable and the rear is only adjustable for rebound and preload. This is something that could be remedied with aftermarket springs and shock which I opted to stay away from for cost reasons. The only item I added for an improvement in handling was a fork brace. I can only feel it working when riding at my 8/10ths street limits. Two years ago I took her to Shannonville for an afternoon at the track. Ground clearance was definitely an issue, as I

continually dragged my boot sliders, pegs and lower fairings. Increasing the preload only helped slightly and she went home that day a few grams lighter.

Comfort is also relatively good, and I rode her to California in 2006 bone stock before making any changes. However, for long haul riding, it's best to invest in making the bike fit you. Fortunately, there's a plethora of aftermarket manufacturers to help. A good resource is the ST-Owners.com forum where a review on almost every product for the bike has been posted. With the ST's power adjustable windshield, relatively safe harbor from the wind is available; however, I found shield selection is critical. The problem with the stock shield in its higher positions is there seems to be a negative air pressure pocket right in front of the rider, pulling you forward. I tried five different aftermarket screens before settling on a CeeBaileys unit, which had a large vent in the centre to dispel the pull affect. The stock seat could also use a bit more support and I purchased

a few aftermarket seats to try, but ultimately decided to go back to stock. The other seats provided a lot of comfort and support but only when going in a straight line; I couldn't hang off easily for quick cornering.

For 2010, there are again only cosmetic color changes. There have been no significant mechanical updates since she was introduced. Some might think this makes the ST a bit long in the tooth but why tinker with something good. On the flip side, since the model has been around for so long, aftermarket support is very strong for customization and tech fixes for the do-it-yourselfers are easily found.

Overall, I'm happy with my ST. She's taken everything that I've thrown at her and not missed a beat. I have no doubt that my ST and I will see many more grand adventures and years together. We fit. How many people can say that about their relationships?

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“Is it a Sport Bike? Adventure Tourer?

Dual Purpose or an Extraterrestrial Life Form?”

Kawasaki won't be labelled or painted into a corner, will you?

STORY BY DAMIEN EATON

PHOTOS BY AZURE BLUE PHOTOGRAPHY

The first comment I got when pulling up to my local bike hangout on the Versys was, “What the hell do you call that thing? It looks like an alien or a praying mantas or something?”

It may look like something you'd expect to see Sigourney Weaver stabbing in the throat but Kawasaki's 2010 Versys, is not as alien as you may think.

Standing for “versatile” and “system”, the Versys was first released in Europe and Canada in 2006 to many a question and more than a few raised eyebrows. Even its mighty manufacturer originally referred to it as a “dual purpose”.

The Versys shares many features with siblings the ER-6n and the Ninja 650R but with an advanced inverted fork, an asymmetrical aluminum swingarm, retuned engine for greater midrange power, the 649cc parallel twin powered “bike/alien-thing” is striking and undeniably, its own entity.

As I began to ride the Versys, I soon realized that it is one solid machine, and a whole lot of fun to ride.

This style of bike is undoubtedly sold in greater volume in Europe by people who are going to be more enthusiastic about a machine like this. Having said that, until you've taken the Versys by the bars, you don't know what you're missing.

With a saddle height of 840mm, it's not what you would call a “low rider”, but that's the idea, isn't it?

So to put it as simply as possible, this bike is tall, for the long tours. This bike is nimble and has plenty of snap in the corners, as a “sport bike” should. When the road under you turns rough, the suspension inspires you to eat up the miles, an attribute you'd probably not find in the sportier family members, the ER-6n, or the Ninja 650R, given that the Versys' offset laydown single shock has almost an inch on them.

Its power and torque is felt through the low to mid range but seems to leave the rider a little flat at higher speeds. Not so drastic as to put you off a long



haul as the pickup is pretty much continuous through to red line. From a stand still, if the twin is revved heavily, the front end wants to lift off the ground, and does if you're not careful (grin). Stopping power is not out of this world fantastic, but ample at front and at the rear.

The Versys has also received a face lift this year, by way of dual stacked headlights, new plastic on its semi-double-cradle, high-tensile steel frame, including a re-sculpted fairing, rad shroud, engine covers and rear fender.

Let's face it, we, at times live in a cookie cutter world. Someone builds a nice looking bike that sells fairly well, and then everyone is building one that looks the same. This bike is probably not going to become the “it” bike, because fortunately, yes, I say fortunately, it's not for everybody, it's far too individual for that.

Is it “sporty enough” for the younger rider? Is it “sports-toury” enough for the older more experienced set? Who knows? Who cares? Kawasaki has been an innovator among innovators for as long as I've been alive.

I'm afraid this is one X-File that Mulder and Scully won't be able to easily categorize or reference anytime soon.

engine

| | |
|-------------------|---------------------------------------|
| Type | Liquid-Cooled, 4-Stroke Parallel Twin |
| Displacement | 649cc |
| Bore and Stroke | 83 x 60 mm |
| Compression Ratio | 10.6:1 |
| Valve System | DOHC, 8 Valves |
| Fuel System | Fuel Injection ø38 mm x 2 (Keihin) |
| Ignition | Digital |
| Starting | Electric |
| Lubrication | Forced Lubrication, semi-dry sump |

drivetrain

| | |
|--------------|-----------------|
| Transmission | 6 Speed, return |
| Final Drive | Sealed Chain |

frame

| | |
|------|-----------------------------|
| Type | Diamond, high-tensile steel |
|------|-----------------------------|

suspension

| | |
|-------|--|
| Front | 41 mm inverted telescopic fork with step less (right-side) adjustable rebound damping and adjustable preload |
| Rear | Offset laydown single-shock with 13-way adjustable rebound damping and 7-way adjustable preload |

brakes

| | |
|----------------|---------------------------------------|
| Front | Dual semi-floating 300 mm petal discs |
| Front Calipers | Dual piston |
| Rear | Single 220 mm petal disc |
| Rear Caliper | Single-piston |

dimensions

| | |
|------------------|----------------------|
| Overall Length | 2,125 mm |
| Overall Width | 840 mm |
| Overall Height | 1,315mm |
| Ground Clearance | 180 mm |
| Seat Height | 840 mm |
| Curb Mass | 206 kg |
| Fuel Capacity | 19 litres |
| Fuel Consumption | 4.5L/100 km (63 MPG) |

performance

| | |
|----------------|--------------------------------|
| Maximum Power | 47kW (64 PS) / 8,000rpm |
| Maximum Torque | 61 N•m (6.2 kgf•m) / 6,800 rpm |

BMW S1000RR

Sharpening the Senses

"...an extremely slender bike with world class-leading power, a unique chassis beyond reproach and a sophisticated electronic package second to none."



STORY BY STELLA THE RIDING PRINCESS



I first saw the 2010 BMW S1000RR at The North American International Motorcycle Supershow in January. What a splendid motorcycle I thought. In acid green metallic it was not mainstream and the asymmetrical headlights made the machine stand out in a crowded field of Japanese super sports. It was a very popular attraction at the show and shortly after, BMW Toronto reported that they were all sold out with the next available unit being available in September 2010.

Comments on the machine were varied, but my favorite one was, "it doesn't look like a Japanese bike!" The look of the S1000RR certainly requires a little getting used to. BMW has tried to develop a serious contender in the 1000cc sportsbike segment, where Japanese bikes reign supreme. In designing their new S1000RR, which features an unorthodox asymmetrical design, BMW is offering as standard an envious package that includes race ABS, Dynamic Traction Control and Gear Shift Assist. These features are very enticing even for the most stubborn R1 fan.

Any change, even for the better, is always accompanied by a little discomfort. BMW's attempt to provide an alternative silhouette to the usual conformist sportsbike archetype only reinforces that beauty is indeed skin deep. Under the angular lines, split fairings and crazy shaped taillight, a beast is lurking below. The S1000RR clearly stands out from its competitors and winks mischievously right back at you.



One can look at the S1000RR from different angles and realize that beauty is only a matter of perception. Despite BMW's uncanny artistic talents, all components are well thought out, practical and provide optimal comfort and aerodynamics on all surfaces. The headlights are simply a tribute to endurance racing and were designed to offer maximum illumination with minimum weight. The result is nothing short of spectacular and evolutionary. Not only did BMW shock our senses with a sharp visual result, the Bavarian company also made an unpredictable move by launching on the market, a machine that to the core is based on Japanese ideology!

No telelever holding the front wheel and no eccentric engine configuration. Instead, BMW opted for a winning recipe and unveiled a chain driven motorcycle with upside down telescopic forks, a cast aluminum dual swing arm and a 4 stroke in-line four-cylinder engine. The reason for this combination is quite simple; it offers significant benefits in terms of riding dynamics, long-distance endurance, and straightforward production. No more Boxer engine heads scraping the pavement in corners. Although it may be similar in essence to Japanese designs, this bike is purely German and takes technology to a new level. BMW achieved its mandate in delivering the "Ultimate Driving

Machine" by offering a purebred sportsbike with 193 prancing ponies at 13,000 rpm! A tempting invitation to riding the propeller on Planet Power.

So what does one actually get for a competitive price tag of \$17,300 CAD? The answer is simple, yet unbelievable: an extremely slender bike with world class-leading power, a unique chassis beyond reproach and a sophisticated electronic package second to none. However, power without control is nothing. A significant feature of the S1000RR can be wrapped up into one acronym: DTC for Dynamic Traction

Although it may be similar in essence to Japanese designs, this bike is purely German and takes technology to a new level.

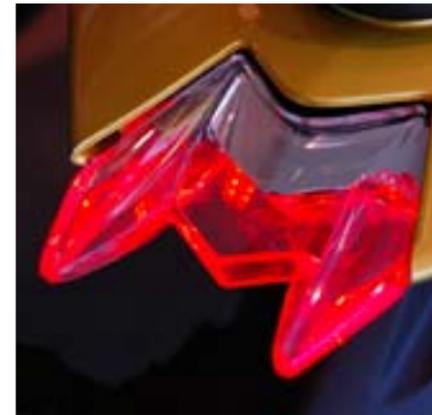
Control which works in conjunction with the electronic ABS system to ensure a supreme standard of performance and safety. There are four modes to choose from: Rain, Sport, Race and Slick. The rider is able to switch from one mode to the other from the right-hand end of the handlebar while riding, by simply pulling the clutch and turning the throttle to idle to confirm the change in mode.

In Rain mode, the rider is offered a smooth and communicative throttle

response but the enthusiasm is limited to 150 horsepower. The DTC restricts the throttle application at lean angles greater than 38 degrees. This prevents an over zealous rider from a close meeting with the pavement on slick surfaces. To increase the fun factor comes the Sport mode with its full and progressive delivery of 193 horsepower for regular road conditions. The requirement for the use of the full 193 horsepower is that the operator does not lean the bike beyond a 45 degree angle. In the GTA area, one may be limited in doing so on an on-ramp, if not greeted by a congested highway up ahead. Next is the Race mode which allows a 48 degree lean angle and the best place to do so is on a racetrack with supersport tires. A rider has to feel rather heroic to ride in the most aggressive option available. The Slick mode can only be accessed and enabled by an optional accessory that plugs into a port underneath the seat. This mode is not to be confused with slick traction but rather slick tires.

When I first rode the S1000RR, lent to me by BMW Toronto, I opted for Rain mode...in the rain. This mode should actually be called "bore mode" as it rendered a sedate ride with

straightforward rideability and light-footed handling. I began to wonder if there was a beast lurking underneath. The temperamental machines I encountered before were not as tamed as the S1000RR which revved quietly below me. The apprehension I felt prior to mounting this snazzy supersport dissipated with every kilometer that passed. What I thought would be a scary neck-snapping experience proved to be a joy ride under full control.



BMW shock our senses with a sharp visual result

I was able to unearth the beast within during the BMW exclusive female test ride event. BMW Motorrad Canada enticed the ladies to the Hockley Valley roads with the Motorrad Motorsport S1000RR in an exquisite colour scheme of Alpine white non-metallic, Magma non-metallic and Lupin blue metallic. This second time around, I chose Sport mode as my curiosity was left unsatisfied the first time and needed further investigation.

I was greeted once more with the same electronic perfection and dexterity, yet the machine took on a new willingness for speed. A slight roll of the throttle and the S1000RR launched forward like a tiger on its prey, in this case the nice curves up ahead. The focus put on the superior ergonomics not only resulted in a lightweight structure and compact dimensions but gives the rider assurance and comfort. The S1000RR is the real deal: extreme sportiness and riding dynamics, combined

with everyday urban qualities, communicative handling and stability, outstanding performance and safety, unique design paired with optimal ergonomics.

The bottom line is that the S1000RR is the absolutely ideal motorcycle for the customers looking for new, unprecedented standards and qualities in the supersport segment. And most surprisingly, BMW has catered the S1000RR for riders of all skill levels. It is devastatingly powerful, yet easy to manage and its electronic package is more advanced than anything from its rivals. It is a responsive handler and comes in four different personalities! If beauty captures your attention, then personality captures your soul and the S1000RR has both.

Special thanks to Tim Sarch and his awesome Motorrad team at BMW Toronto for their ongoing support and for supplying the 2010 S1000RR for the test ride and photo shoot.



To Be or Not to Be

STORY BY MIZZ LUCY

Since way back, in the days of riding, with a few along side of one other, there has come a code, a code of riding ethics. Where did this all originate? Who decided to make these codes? We have heard of the Bikers 10 Commandments, and what you should and shouldn't do, when riding with a group, chapter, gang, or bunch. What do you do when the code is broken? How do you justify the very person you call a brother or sister who has done the unforgivable on a ride.

It can discourage riders to say 'to hell with you, I ride alone'. Sure riding alone is still a great feeling of freedom, but it can be more of an adventure when riding within a group. You share the same passion, the thrill of the ride, whether somewhere planned or not. It has been a tradition, that once you get your wheels, you are committed to hit the pavement with others of the same intentions. This holds especially true for new riders that want the best places to go, routes to seek, and talk about chrome, bikes. All it takes is a wannabe to shatter that illusion of ride and have fun. Not by their attitude? But by how they think it should be done!

Let us break down a riding chapter and all its pieces of authority. You have the director, who basically keeps us all informed on what's happening and has some what the final decision if the other members are in agreement. Assistant director, that stands in for the director and helps with decisions, a secretary keeps us all up to date on meet 'n' greets, takes notes, and informs of any changes, a treasurer is self explanatory. Then there are fine tuning positions, like public relations, an editor, a road captain, and someone in merchandising, give or take a few more positions. This helps Chapter members or your riding groups to have a sense of direction and allows for some sort of organizational skills come together to make a great riding experience for all to enjoy.

You can also share responsibilities by changing up your



positions and have another member take on a task and maybe have other great ideas to share, keeping it tight and fun. There have been riders of all sorts keeping the same groups going for many years, simply because they have been enjoying company of their counter parts, seeking adventure on roads unknown, laughing till your sides split, sharing stories, consoling the grieving, even helping others in need.

Pledging to charity runs to raise funds or necessities for the less fortunate, while still enjoying the ride, and going home fulfilled with gratitude, while having the chance to be with friends, family and

meet others along the way. This makes for a solid relationship within our community of bikers.

I also have found in my riding years, you can't do all of it!! You can't be the boss and ride too, what happened to share the wealth? Enjoy what each one has to offer? How directorial can one be, before they stick their foot down their throat and choke? This can be discouraging your fellow riders to ride elsewhere or on their own. The experience can be overwhelmingly difficult to understand as to why someone would assume they are invincible and can conquer all. Yes! They are the Riding God and can see no wrong in what they do!! Oh yeah? Do they think about the consequences? Who really wants to ride with a dictator? Have to do only what is suitable for them, enjoy no riding time, because there is no time to ride, as your too involved with what's not important to you, but is important to them, which is NOT riding unless it is when they say it is? Are you following me here? OK, so there have been bad experiences.

I may be venting, but it is true to life situations, that some of us have gone through. My advice to any one that wants to find a chapter, group, gang or bunch to ride with is to make sure there is no drama. With lots of good vibrations in the throttle, you get a chance to feel them out, as they seek the same in you, to ride and have fun!!!

Scoot Over This Way

STORY BY VERONICA RAMOS CARRASCO

PHOTOS BY AZURE BLUE PHOTOGRAPHY

Ciao! The classic scooter has met another sleek, modern, and yes, reliable match. Its European popularity - particularly in Italy where its respective Honda manufacturer originally designed and built it to proudly bear the Japanese brand name - has been staggering. The North American market has now turned a curious eye to see what all the fuss is about. Weighing in at approximately 309 pounds (140kg) ready for takeoff with a full 7.5-litre tank of fuel, please welcome the 2010 Honda SH150i, an economical alternative for keeping up with traffic with a mere twist of the wrist as the three-stage Honda V-matic transmission does the

rest. Available in Velvet Red Metallic or Pearl Nightstar Black on 16-inch wheels (100/80 front tire, 120/80 rear tire) with a seat height of 30.9 inches, the SH150i can transport you and a passenger comfortably on a soft wide vinyl seat. There's even a hook located on the panel ahead of your knees to hang a shopping bag on if it won't fit in the ample under-seat storage space or the standard 35-litre top box. In terms of suspension, you'll find a 33mm hydraulic fork with 3.5 inches of travel in the front. Dual shocks with adjustable spring preload and 3.3 inches of travel in the rear ensure a smooth ride over the inevitable bumps in the road. Because the need to stop is just as important as the need to go, the SH150i's Combined Braking System includes a hydraulic two-piston caliper and 220mm front disc paired with a rear drum arrangement. The powerful yet quiet liquid-cooled, fuel-injected 153cc four-stroke, single cylinder, SOHC engine certainly won't wake the neighbors while starting up in the morning (which may disappoint you if you're into that sort of thing) or intimidate fellow commuters even at its top speed of 100kph full throttle while you're on your way to work or play. Keep in mind, however, that the point here is practicality and ease of riding over the desire to be the largest, fastest, or loud-

est machine on the streets. There are plenty of rides to satisfy those urges, and this one will meet the needs and priorities of some Canadians who want some style and some value after paying around the suggested \$4,999CAD. At the risk of sounding redundant, with climbing gas prices, it's nice to boast that your classy ride prefers its fuel sipped, not guzzled. One can benefit from its 32km/L fuel economy and lower insurance premiums when compared to other bikes. Bottom line: more money left in your wallet means more play when this little wonder takes you to your subsequent destinations. Joining the large speedometer on the dash, you'll see easy-to-read indicator lights, cooling temperature and fuel gauges, an odometer, a trip-meter, and a handy LCD clock. Other features include folding passenger footrests and a rear cargo rack. According to their website, Honda Canada offers a one year, unlimited mileage, freely transferable warranty. From enjoying maneuverability on the street to keeping pace and controlled handling on the highway, this versatile scooter just might be what you've been waiting for.



FIVE ALIVE!

STORY BY SID ROCHWERG

Many articles and studies have been done and written about riding a motorcycle safely. The grand daddy of all these studies was done back 1981 is known as the "Hurt Report" (Motorcycle Accident Cause Factors and Identification of Countermeasures). Within that report is found some common factors in motorcycles accidents that has always remained in my memory.

The "Hurt Report" found that one of five factors was always present in the motorcycle accidents studied. What stuck out for me in this study was that these five factors were all controllable and they seem to create a solid line between those who rode responsibly and those who didn't. So here are the five accident factors of which at least one was found to be present in all related accidents.

NO HELMET

This factor is an easy one to control. Just wear your helmet. A lot of accidents in which riders were wearing their helmets don't ever get reported or become accidents. This is because the rider, most likely involved in a single vehicle accident, gets up, surveys the damage and rides away. Had the rider not been wearing a helmet, he/she would lie unconscious on the road with a head injury waiting for help to arrive while being exposed to other vehicular traffic.

NO LICENSE

It seems that there are many riders out there who have never bothered to get a license to ride motorcycles. Although you may have all the skills and abilities to ride a motorcycle safely and your license is only proof that the government is aware of your skills, those who choose to not pursue a license may have an attitude that causes them to not bother with safety courses, safety articles or safety thinking. Since these people have already broken one law, they may have an attitude towards ignoring some laws which are meant to protect them. This teenage invincibility mind set causes this group to be over represented in motorcycle accidents. A motorcycle needs to be treated with respect. I will go so far as to say, treat a motorcycle with the same respect you would a gun: on its own, it is not dangerous, but when in the hands of someone irresponsible, it can maim.

NEW VEHICLE

Whenever I'm riding a vehicle that I'm not familiar with, this factor pops into my mind. In a lot of accidents studied, the vehicle involved in the accident was either never ridden by the rider before that day or was very new. It was found that not knowing the vehicle well contributed to under braking and lack of avoidance ability. When we know our vehicle, we can brake harder and swerve if necessary, all within the capabilities of ourselves and our machines. Whenever I have a new motorcycle I always try to find a quiet parking lot where I can get to know the machine better by

practicing braking, clutch control and counter steering.

ALCOHOL

This factor, I'm sure, is not a surprise to you. Alcohol, or riding impaired, is represented in a lot of motorcycle accidents. We know alcohol impairs the car driver. You don't have to be a rocket scientist to know how it will impact us when balance and honed skills are needed for our survival. Need I say more?

EXCESSIVE SPEED

The motorcycle was travelling at a speed faster than the posted limit. Even if the accident was caused by a car driver pulling into the path of the motorcyclist, the speed of the rider limited the options available to avoid collision. Excessive speed is probably the most likely factor that will cause a seasoned rider to get into trouble!

We know that the car driver pulling a left turn in front of the rider is the most common accident. Speeding through an intersection in the passing lane (left lane) limits the speed judgment and visibility of the car driver. In a lot of cases it takes two to have an accident. We need to try to not supply the second ingredient that, when mixed with the error of the car driver, causes an unavoidable accident.

Another consideration when travelling in the passing lane is, which part of the lane are you riding in? Most educated

riders know that when in the curb lane we ride approximately to the left of center which is known as the left tire track. We do this for many reasons, a few of which are: to avoid the oil in the center lane, to be it seen in both mirrors of the car in front, to give us more room to maneuver and to protect our lane so cars must pull fully out of our lane to pass us. But when riding in the passing lane; we should position ourselves in the right tire track. This is so we can be more visible when travelling through intersections: protect our lane when being passed, and give us more room to maneuver if needed. Anyone want to guess what lane position to take when riding in the middle lane of three-lane highway? Remember, when it comes to speed, motorcycles are small in size compared with automobiles and this causes some car drivers to have difficulty judging how fast we may be travelling. Our lack of size and single head- light

reduces the depth perception ability of those looking at us and they may misjudge our speed.

As you can see, all the items above are within your control as a motorcyclist. Keep in mind that most of the time we do control the items above. But, at the end of a long day on the road or at work, we start to get tired and our skills begin to slip. When you get that sense that you are almost home, remember - you are not home yet...and you are in the danger zone if you let your guard down. Always pretend you are invisible to others on the road and second guess what direction or movement they may impart on their vehicles. Expect to be pulled out in front of, or pushed out of your lane. If a vehicle ever makes a movement you didn't anticipate, then you probably weren't considering what that vehicle's options were, or perhaps you were not even noticing it.

These factors will help you ride more safely. Remember though, that not all situations can be avoided. Circumstances may collect themselves against you and an accident will be the result. That day may never come or, if it does, it may be a minor one. But it is called an accident because it wasn't planned. So dress for the occasion and protect yourself with knowledge and thought.

When I first started riding and learning to ride safely, I wondered how I could possibly remember all the things I'm supposed to be thinking about while maneuvering the bike and, in the end, have a good time riding. Well, don't worry. After a while it will all become second nature to you and will allow you to enjoy riding even more knowing that you have the best skill set possible to protect yourself and your passenger.

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STORY BY DAMIEN EATON
PHOTOS BY MARCO FERNANDES

The Norton Roadster Revisited... Going Commando, one more time.

Remember a time before cell phones and laptop computers? Recall the year Carole King dominated the pop charts, winning Grammy's for record of the year, album of the year and song of the year? How about the year that M*A*S*H* premiered on CBC, and Atari released the first ever video game called Pong to your local arcade?

You know, the year The Godfather hit the theatres and The French Connection won best picture at the Oscars? Tricky Nicky was still in the White House, and

Trudeau was our Prime Minister? Give up yet? The year was 1972.

Tough to recall a particular year, isn't it? Unless of course you have reason to remember, like perhaps, you graduated that year, or got married, bought a house, or sailed the seven seas.

Take Brampton man, Ken for instance, he remembers 1972 very well. It was the year he bought his first real motorcycle.

Those were simpler times, Ken recalls, who at the time lived in Lachine Quebec. He remembers as a youngster, building little motorbikes out of chainsaw engines

and old wheelbarrows, with a boy's eye for mischief and a disregard for personal safety measures, which might be a catch phrase these days, but in the early seventies meant dull and un-cool.

Back then they made machines that went, not stopped. In those days, there was no safety gear! And if there was, you couldn't afford it. You went out in a jean jacket and your everyday shoes, likely without a helmet. You rode in the sun, rain, sleet, day or night, it didn't matter. As for graduated licensing, they were lucky if you even bothered to

get a licence. A riding course, you ask? Your hours were spent chewing up the mud in the back forty, that's how you learned to ride. Your bike was not only your passion, it was your transportation. Washing it was a pain in the arse, not a weekly ritual. You came home smelling of gasoline and covered in oil. You had little insects buried in places bugs had no business being. You had metacarpal tunnel syndrome before the term had even been invented, by the time you reached the end of the block. You had a flat arse, a spine as crooked as a politician, and bruised bollocks. And you loved every second of it...

In the late sixties / early seventies, the question wasn't, 'do you want a British bike?' that was a given, the question was Triumph or Norton? BSA or Matchless? For Ken the answer was simple, he wanted a new Norton Commando 750cc Roadster.

And so it went, Ken worked hard and eventually picked up his new Norton from a dealer in Montreal and set about enjoying long rides, endless days and shimmering sunsets along the Laurentians and Eastern townships. No saddlebags, no windshields, no choice... back then, you either bought a car, or a bike, very seldom could one afford both. And at a mere \$1,600.00, less than half the price of the average car, the Norton meant cheap transportation, in relative terms.

For the next three years, wherever he went, so went the Norton, until that fateful day, when the toils of adulthood had set about, and Ken had to make that gut wrenching decision, he needed a car. So, with tearful goodbye's, the Commando was traded in for a 69' Chevy Malibu.

As John Lennon once said, 'Life is what happens, when you're busy making other plans'. And in keeping with the ways of the world, Ken got busy doing what men of that era did best, marriage, 40-60 hour work weeks, raise a family, buy a house, mow the lawn, do the renos to the family room, be a husband and a father.

Fast forward thirty something years



and like many people whose kids are growing up and mortgages are maturing and who are finding it easier to come up with a little extra cash and the time to spend it, Ken reacquainted himself with the sport of motorcycling via a metric cruiser.

For a time trundling through the Caledon hills and Southern Ontario twisties on a shaft driven couch was enough for Ken, until it became apparent that something was missing. He longed for the rumble of that indestructible British twin, and so began the search.

'Anyone can build a motorcycle',

says Ken with a grin. 'But back then, they were tough, sure they were temperamental, but they had character.'

Ken kept his eye open in the locals and on the net for such a find. It didn't have to be a particular year, or color, just as long as it was a Commando.

But when he saw the bike, he knew. In amongst the usual mixture of everyday iron, was a 1972 Norton Commando 750 Roadster, virtually the same machine he had owned as a much younger man. Less for a few minor differences, such as the absence of the combat engine and its paint scheme on the cylinders,



A New Riding Season Brings New Riders

STORY BY SHAUN DE JAGER - FOUNDER OF RoadAwareness.org

“An old bike is like a classic movie, its classic every time you revisit it, not just sometimes.”

it was as if fate had raised an eyebrow his way. And with the repair of a slight oil leak at the primary and a brief refresher regarding shifting with his right foot again, Ken was on his way.

To see and hear Ken’s Roadster today, you would swear it had just rolled out of the Birmingham works all those years ago. Now as stated before, Ken paid \$1,600.00 for the Norton brand new in 1972. He paid over five times that for it in 2010, not bad, since the old girl is pushing 40 years.

There are bikes, and then there are

the classic Brits. They are no longer the fastest or most coveted, and God forbid you ever need to stop in a hurry with those old drum brakes! An old bike is like a classic movie, its classic every time you revisit it, not just sometimes. After all, there’s a reason we watch TV or listen to music, go to the cinema, or ride a motorcycle..... Most of us are at least somewhat sentimental, and grew up doing some of these things. Sometimes, if only for nostalgias sake, it’s good to try and recapture a little of our youth. One day, years from now, perhaps the Ninjas,

Hayabusas, or V-Rods of today will be hailed as classics, and some of us will be out at the swap meets and searching the classifieds trying to pick one up to take a ride down memory lane.

And although the golden age of motorcycling has long since passed, there are those of us that look forward to our own golden age, if one actually exists.

Until then, I hope Ken lives to be a hundred years old, blasting along a country lane on that beautiful old Roadster.

Each Spring, more and more people take up motorcycling and they do so for a wide range of reasons. As such, motorcycle training schools across the country quickly fill up with students who are new to riding or those who are returning after taking many years off.

Whether you are new to riding or someone who is taking up riding again, the question that is often asked is “Why take a course? Isn’t it just like riding a bike?”

The short answer is no...it’s not.

Riding a motorcycle comes with risk, just like driving a car does. However, making a mistake on a motorbike can have far greater consequences. The point to taking a safety course is to mitigate and reduce those risks. Instructors start you with the basics of where the controls are and how to use them and rapidly move you up to required skills like emergency braking, obstacle avoidance and proper vision techniques.

Even for those who have ridden before and are returning to riding much has changed in the past decade and so have the bikes that are available today. For those who have many years experience riding dirt bikes, riding on public roads is a very different experience since trees don’t tend to simply jump out in front of you (only those who drive/ride drunk would disagree with that statement).

In general, people take up riding for many reasons ranging from a childhood fantasy to a mid-life crisis, encouragement from their friends or family, to wanting to save on gas, or simply wanting to indulge in the pure joy and sensations that riding provides and that they’ve heard about. Many of the joys of riding are foreign to new riders until they actually get out on their own bike and discover the thrills,

adventures and excitement on their own.

I recently spent some time at “Learning Curves” a motorcycle safety school in Toronto and talked to some of the students and their instructors. The students shared the opinion that they wanted to learn the basics of motorcycle riding and some students went far as to say that they are taking the course to learn to “stay alive”. Although a relatively new school, Learning Curves bring to the table decades of combined motorcycling experience. The owners and head instructors have a long history in the riding community teaching others how to ride and most of their junior instructors come from other schools. What makes Learning Curves different is their personal touch and hands-on teaching style. Let’s face it, we all learn differently and while we may excel with some concepts, we may lack in other areas. These instructors teach differently and adapt to your needs as a student, even spending more time with individual riders to help them in areas where they are weak.

The instructors fully understand what’s involved in



riding on public roads and are there to pass down their knowledge much like native cultures pass down knowledge from one generation to the next by showing them first hand. We all start out the same as newbies, without a clue what we are doing and it's the instructor's passion for riding and willingness to "pay it forward" that makes taking a course enjoyable. Just observing the instructors running along side the students and taking extra time talking to those who required some extra tutelage, showed how much they cared about arming new riders with the basic knowledge and skills that they would need to head out on the open roads. It helps also that the instructors remember what it's like to be new at riding and teach without the "I know more than you so you better listen" attitude found at some other schools. It also helps that they all have a great sense of humour and friendliness that makes students feel at ease from the moment you arrive.

As with other Ministry approved riding schools, Learning Curves offers both M1 and M2 exit courses and administers the Ministry skills test at the end of the program. Most schools focus on teaching you what you need to pass the Ministry tests at the end of the course but Learning Curves takes it to another level with additional tips,

techniques and advice to add another level of safety for their students to take to the road. With that in mind though, if a student doesn't "get it" they won't pass the test. Another thing that really makes Learning Curves stand apart from the rest is their "Street Proofing" program. Once a student passes the M1 course, they will take you out on the streets at a later date (using your own bike once you get it) and show you how to ride in the real world (which is vastly different from pattering around in a safe, controlled parking lot) offering up tips and advice along the way. This is an invaluable service to help new riders navigate the roads safely.

Whatever your reasons are for taking up riding, please take the time to do it safely and take a safety course. It's worth far more than it costs and should be considered a personal investment in you. Most riding schools offer not only a basic course for those who are new to riding but also advanced courses too. Some regions have graduated licensing and local schools, which are certified by their local governing body, offer weekend courses that focus on the skills required and actually administer the ministry tests that are required to graduate to the next level.



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Choose "NatCat" to be the first FEM-FATALE RACER

STORY BY ALEX COLLINS

Natalie Catherine Provost has been making waves recently in the Women's series, as well as making her way up the AM ranks. So it is no surprise that with her killer smile, and winning attitude 2Ride would choose NatCat to be the first Fem-Fatale racer.

Location: Laval
Hometown: Montreal
Age: 40
Status: Attached. 1 son, 13 years old: Loïc Viscasillas.
Favourite dessert: Lemon meringue pie
Day job: part owner of Les Soeurs en Vrac with my sisters: in spices, nuts, candies and pulses
Race Bike: Honda CBR600RR 2009

Q: The hot topic question always seems to be how racers got started; let's start there and see where it takes us.

A: I got my first street bike in 1994, without ever an incident. In 2002, as I pulled into a gas station in the U.S while on a road trip, I hit some gravel and fell pretty hard. Good thing I was wearing full leathers! I'd be pulling gravel out of my skin!

After that incident, I was afraid of everything on the road and just felt I was dangerous especially to the others I was riding with.

That Xmas, I gave myself a F.A.S.T. riding school course for July 2003 to get more comfortable in the curves. I fell in love after 2 laps and remembered I had



seen on a forum that a new women's series had started in Ste-Croix near Quebec City. So I researched and showed up at the track with my street bike.

We were only 7 at that time to race, I finished 4th. That's when it all started...I discovered myself a passion.

I have a friend that offered to make me logo and a website www.racingnat.com

Q: Is racing something you ever saw yourself doing during your school years?

A: I never ever thought I would be racing. Even when I had my street bike I would go to the track to watch the guy's race because I thought they were so sexy. I had never seen a girl racing so it didn't even cross my mind that I could race.

Q: What sort of time in a week do you use towards racing, and what types of

things are you doing at that time.

A: During the week, the only thing I do is go to the gym. We can't practice anywhere

Q: Scariest moment on the track?

A: I know I had a couple of adrenaline moments but scary was at the first regional when my boyfriend lent me his bike for the Women's race because my motor blew and my boot got stuck in his rear sets for about 3 turns during the race. Lol I was freaking!

Q: What sort of foods do you consume on a race weekend?

A: I try to eat properly, I make a shakes in the morning and eat pasta or chicken at night

Q: Where do you hope to take your racing?

A: I will race as long as I can afford it. My son is now racing CBR125 and it is not very expensive. When he gets on a 600, that's when I'll probably retire. I had my time, if he wants to continue in this sport, I need to be there full time for him.

Q: Your boyfriend is Steve Greene, have there been any issues (good or bad) that have come up from the both of you racing?

A: Yes, the first time we raced together I beat him in all 3 races. He was pretty upset with that so the next time we raced together he made sure he got



faster so I wouldn't beat him. Guys tend to get faster because of the girls. They don't want to get beat by us lol

Q: I see from your website that Canada is not the only place you have raced, what other places have you gone to race and what was the draw to these locations?

A: I started going to the US just for the different schools and ended up racing down there, you just get so addicted and want to race all the time. I have to say Homestead Miami is one of my favorite tracks, I love the weather too.

I had the opportunity to race in Spain on the Cartagena race track which was just awesome. I raced in the Europeans Women's Cup thanks to Kevin Graham, Benoit Fillion and Alesia Polita who rented me one of her race bikes. I finished 2nd in the 600 class with a grid of 16 girls from all over Europe.

Q: What sort of issues might someone face trying to race outside of Canada?

A: Racing in the US is very easy; you just have to buy a US race license. Some places even honor the Canadian license. Racing in Europe is so different. It takes weeks even months to get approval from the CMA, you also need a medical. If you want to race in Europe, you have to start organizing early!

Q: If the average street rider wanted to try out the track or racing what steps or advice can you offer the newcomer?

A: There are a lot of different track

days they can attend but I also strongly suggest a school at least for the first time they go on a track. To start racing, you need to do a school that is recognized to get your racing license. I think anyone can race, whether you are fast or not, older or not, have an older model bike or brand new, there are classes for everyone out there.

Q: Racing seems to be in the family blood, your son recently started racing himself in the CBR125 class; was this something he always wanted to do or something he fell into being at the track with you all these years?

A: He's been following me at the track since he was 6; he never really asked to race, he just fell into it. He loves it and wishes he already had a superbike! My heart is not ready for that yet.

Q: If you could go back in your career and change one thing what would it be?

A: Nothing; I'm very happy with the choices I have made.

Q: What thoughts are running through you're head before a race?

A: I get so nervous before a race. My thoughts are usually 'what if I'm not fast enough and slow everyone down?' Everything changes when I put my helmet on.

Q: What is the modification on your bike you are most happy with?

A: Suspension is priority 1.

Q: What are all the different types of bikes you have raced on and which is your favourite?

A: I've always raced Honda and I love my bike. I did race a GSXR600 in Spain, it was a great bike. I tried a GSX1000 once for a race and also a GSX600 for another race. For one race it's hard to compare

but I do love my Honda!

Q: In all honesty how tough is it for females out there in the track/race world?

A: It isn't hard at all, I'd have to say easier to get help from the guys but harder on the ego at first because it seems that it takes us women longer to get up to speed.

Q: Whose times are you looking to beat this year, and in which classes?

A: I always try to beat my own times, if I go slower than my previous times it's a disappointment for me. I do my best when I concentrate on my own things and not to follow others around.

Q: Is there a different racing with all women then with a mix?

A: Definitely for me I find there is a huge difference. It's mentally hard to race against friends. With the guys there is more challenge because you have to make your place amongst 30 to 50 riders. I do really well with the guys and I'm faster.

Q: Most humorous race moment?

A: I was in Daytona with Gigi (another racer) a couple of years ago, she had her under gear wear on and we were heading out to get on the track, she just put her boots on and was ready to go. I looked at her and asked <forgot anything? She hadn't noticed she forgot to put her suit on...That was hilarious...



2010 Track Days Schedule

July 2010

1st - Turn2 - Calabogia
1st - GP Bikes - Mosport RDT
1st - TMP- Cayuga
2nd - Turn2 - Calabogia
3rd - Riders Choice - SMP Long
4th - Riders Choice - SMP Nelson
5th - Pro 6 Cycle - Mosport
6th - FAST School - SMP
6th - Pro 6 Cycle - Mosport
7th - FAST School - SMP
7th - Pro 6 Cycle - Mosport
8th - FAST School - SMP
8th - TMP- Cayuga
9th - SOAR - TMP Cayuga
10th - SOAR - TMP Cayuga
11th - SOAR - TMP Cayuga
12th - Turn2 - Calabogia
13th - Turn2 - Calabogia
16th - RACE - SMP Long
17th - RACE - SMP Long
17th - TMP- Cayuga
18th - RACE - SMP Long
18th - TMP- Cayuga
19th - Pro 6 Cycle - SMP Long
26th - Pro 6 Cycle - Calabogie
27th - Pro 6 Cycle - Calabogie
27th - SMP Track days - SMP Long
28th - Pro 6 Cycle - Calabogie
29th - Turn2 - Calabogia
29th - Riders Choice - SMP Fabi
30th - Turn2 - Calabogia
31st - Turn2 - Calabogia
31st - GTAMotorcycle.com - Calabogia

August 2010

1st - Turn2 - Calabogia
1st - GTAMotorcycle.com - Calabogia
1st - TMP- Cayuga
2nd - Pro 6 Cycle - Calabogia
2nd - TMP- Cayuga
3rd - FAST School - SMP
3rd - Pro 6 Cycle - Calabogia
4th - Pro 6 Cycle - Calabogia
5th - TMP- Cayuga
6th - SOAR - TMP Cayuga
7th - SOAR - TMP Cayuga
8th - SOAR - TMP Cayuga
9th - Pro 6 Cycle - Calabogia

10th - Pro 6 Cycle - Calabogia
10th - FAST School - SMP
11th - Pro 6 Cycle - Calabogia
11th - FAST School - SMP
11th - Riders Choice - Mosport
12th - FAST School - SMP
12th - Riders Choice - Mosport
13th - VRRRA - Mosport
13th - Turn2 - Calabogia
13th - Hot Laps Events - SMP Long
14th - VRRRA - Mosport
14th - Turn2 - Calabogia
15th - VRRRA - Mosport
15th - Turn2 - Calabogia
16th - Turn2 - Calabogia
20th - Pro6 Cycle - Calabogia
21st - Pro6 Cycle - Calabogia
21st - TMP- Cayuga
22nd - Pro6 Cycle - Calabogia
23rd - Pro6 Cycle - Calabogia
24th - FAST School - SMP
25th - FAST School - SMP
26th - FAST School - SMP
26th - Riders Choice - SMP Fabi
26th - TMP- Cayuga
28th - RACE - SMP Long
30th - Pro6 Cycle - SMP Nelson

September 2010

1st - Riders Choice - SMP Fabi
2nd - Riders Choice - SMP Long
3rd - RACE - SMP Long
3rd - Turn2 - Calabogia
4th - RACE - SMP Long
4th - Turn2 - Calabogia
4th - TMP - Cayuga
5th - RACE - SMP Long
5th - Turn2 - Calabogia
5th - TMP - Cayuga
6th - GPBikes - Mosport RDT
6th - TMP - Cayuga
7th - FAST School - SMP
8th - FAST School - SMP
9th - TMP - Cayuga
10th - SOAR - TMP Cayuga
11th - SOAR - TMP Cayuga
11th - VRRRA - North Bay
12th - SOAR - TMP Cayuga
12th - VRRRA - North Bay
17th - Pro6 - Calabogia
18th - Pro6 - Calabogia
18th - Riders Choice - SMP Long
19th - Pro6 - Calabogia

19th - Riders Choice - SMP Nelson
20th - Pro6 Cycle - Calabogia
24th - RACE - SMP Pro
25th - RACE - SMP Pro
25th - TMP- Cayuga
26th - RACE - SMP Pro
27th - Pro6 Cycle - SMP Nelson
30th - Riders Choice - SMP Long
30th - TMP- Cayuga

October 2010

1st - Pro6 Cycle - Calabogia
2nd - Pro6 Cycle - Calabogia
2nd - SMP Trackdays - SMP Long
3rd - Pro6 Cycle - Calabogia
9th - TMP- Cayuga
10th - TMP- Cayuga
11th - TMP- Cayuga
15th - SOAR - TMP Cayuga
16th - SOAR - TMP Cayuga
17th - SOAR - TMP Cayuga

November 2010

7th - TMP- Cayuga

2010 MotoGP Schedule

1. July 4 Catalan Grand Prix Circuit de Catalunya
2. July 18 German Grand Prix Sachsenring
3. July 25 United States Grand Prix † Mazda Raceway Laguna Seca
4. August 15 Czech Republic Grand Prix Masaryk Circuit
5. August 29 Indianapolis Grand Prix Indianapolis Motor Speedway
6. September 5 San Marino Grand Prix Misano World Circuit
7. September 19 Aragon Grand Prix Ciudad del Motor de Aragón
8. October 10 Malaysian Grand Prix Sepang International Circuit
9. October 17 Australian Grand Prix Phillip Island Grand Prix Circuit
10. October 31 Portuguese Grand Prix Autódromo do Estoril
11. November 7 Valencian Grand Prix Circuit Ricardo Tormo

2010 Superbike World Championship WSBK

1. July 11 Czech Republic Brno Report
2. August 1 Great Britain Silverstone Report
3. September 5 Germany Nürburgring Report
4. September 26 Italy Imola Report
5. October 3 France Magny-Cours Report

2010 AMA Pro American Superbike Championship

1. Mid-Ohio Sports Car Course July 16-18
2. Mazda Raceway Laguna Seca July 23-25
3. Virginia International Raceway August 13-15
4. New Jersey Motorsports Park September 3-5
5. Barber Motorsports Park September 24-26



SOAR 2010 SCHEDULE

ROUND THREE
July 9-11
Sprint w/Endurance

ROUND FOUR
August 6-8
Reverse Direction Sprint

ROUND FIVE
September 10-12
Sprint w/Endurance

ROUND SIX
October 15-17
Sprint w/Endurance





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STORM CHASERS

STORY BY PAUL ROSEMOND PHOTOS BY DON ROY/ROYAL IMAGES

The garbage bags lay slumped against my door as if aware of their ultimate fate, while the winter wind howled outside, creating snow devils. I reluctantly pulled on my boots and threw on my big jacket for the icy trek to the garage.

The cold stung like a wasp to the chest at 100 mph as I opened the garage door and tossed the bags inside. As I peered into the dim light I saw my race bike, and the exhilarating memories of last season's SOAR series racing flooded back.

Fast forward and I find myself dusting off the bikes and cleaning the crud out

of my cooler. I scrape the remnants of previous meals from my barbeque and smile at thoughts of what's ahead.

Time to check my weight...whew...the suit still fits.

Practice day April 24th comes quickly and it's warm and sunny...summer has come early to Southern Ontario. The track is alive and buzzing with trucks, trailers, RV's and kids.

But it's the roar of the race bikes that gets the heart pumping!

I mingle and laugh with my fellow racers, and then the game faces go on... it's time to get on the track!

After many years of track days, I felt it was about time to try racing. Incidentally, at that time, Ken McAdam and Tracy McMillan started the Southern Ontario Association of Racing. The inaugural season of SOAR was my first season of racing. I competed in SOAR's Rookie Cup Challenge atop of my 2004 Yamaha R6, and the Lost Era class with old faithful, a 1991 Honda CBR 600 F2.

To the outsider, racing must look fun and exciting. It is. But along with that fun and excitement, comes stress, emotion, and frustration. One thing that definitely helps is money. If you've got

the money to race, that's great. If not, you'll have to find some. That's where sponsorship comes in. This past winter I ventured down the path of looking for sponsors. I often wondered, "How do I represent myself in a way that would be appealing to the sponsor in question?" After some work and research, the proposals became easier. Off I went sending out proposals to the long list of potential sponsors I had. Your proposal becomes your baby, and you need a thick skin to deal with rejection. By late March, the replies came rolling in. Some with good news, some with bad, and some that never responded. To those of you that responded stating that you weren't interested, thank you for responding. I was greatly encouraged by the positives responses from Armour Bodies, Pro 6 Cycle, The Bike Lawyer, 2Ride Magazine, and YSRforums.ca. Now to deal with sponsorship poaching...

Two weeks after the practice day, Round 1 was upon us and Mother Nature was in a foul mood. Day after day I'd watch the 14 day forecast and waited for the forecasted rain to blow through. I was obsessed with the 14 day forecast, wary of the approaching storm. But alas it didn't. I left work Friday evening intending to head to the track. Instead, the dark clouds of the apocalypse rolled in and brought freezing cold temperatures, rain, hail, and gale

force winds!

Saturday morning I woke to a calm sunny sky and cool temps but the sunshine was short lived. A deluge of rain greeted me when I arrived at the track. A scarcity of canopies and tow vehicles was a vivid sign that nasty weather had cut deeply into attendance. Despite the weather, there were a few brave souls that suited up to run their qualifying races. I decided I wasn't one of those brave souls as my riding boots aren't ruby red to take me back to Kansas. Due to the high winds and driving rain forced SOAR officials to end the day early for the safety of the riders.

Sunday morning was similar to Saturday morning, however, the sun decided to hang out and watch some racing. I mounted new sets of Dunlops on each bike and planned on scrubbing them in during the morning practice sessions. During that time, the new tires spoke a foreign language to me. It's been years since I last rode on Dunlops. Unfortunately, friends of mine were having some issues with their bike and I sacrificed my practice to help them out. But I did manage to squeeze a couple of laps in before the practice sessions were over.

I made my way to the starting grid when the Lost Era class was called. At the line, helmet visor closed, in first gear, one foot down, and the rpms up,

I wait for Major Tom (Peter Schilling). The flag drops, and we're off. We all race to turn 1, then heavy on the brakes. A nervous rider new to the Lost Era class blocks my line, but my eyes remain fixed on my nemesis Dan Dubeau. Dan and I are much like Tom and Jerry. I thoroughly enjoy racing with him. I often find myself looking up at him on the podium, as we usually finish in a 1-2 position. A crash brings a red flag and a delayed start which eventually leads to the fore mentioned 1-2 finish.

After running the Lost Era race, I had a better understanding of the Dunlop tires. Next up was the 600 Extreme Novice class. This particular race class is full of experienced and talented riders. This race had a much larger grid. Due to a last minute class change, I started at the back in the 7th row. Starting at the back felt like less pressure, but sitting on the grid waiting for the flag to drop is one of the most nerve-racking feelings I've ever endured. Imagine you're full of adrenaline, waiting to be told when you can use it. The flag drops and I'm already in the melee. I somehow managed to jump 3 rows right off the start and worm my way through the pack only to be caught behind a bunch of riders going 4 wide squirrely through turn 1. There were few crashes in this race, but nothing serious enough to cause a red flag. I spent the race battling for position while still feeling out my tires. The speed and times were good. I finished the race with a sense of accomplishment from competing in a faster class, and happy to have finished without incident.

I spent the rest of the day watch the remaining races while waiting for the award ceremony which is always a fun way to cap off the day. Special thanks to Ken McAdam, Tracey McMillan, and the SOAR staff for running the show through adverse conditions.

I'd also like to thank my sponsors for this race season. Armour Bodies, Pro 6 Cycle, The Bike Lawyer, 2Ride Magazine, and YSRforums.ca.



UPCOMING EVENTS

July 9-11, 2010

Parts Canada Superbike Doubleheader Weekend Mosport Race Track

Canada's top motorcycle riders compete in a doubleheader points race for the national Parts Canada Superbike Championship. Mosport is the premier stop of the season for the Superbikes

SATURDAY JULY 10, 2010
MIDLAND, ON

Georgian Bay Thunder Motorcycle Ride

The ride will start at Jack n' Jill Recreation located at 105 Fourth St in Midland at 11:00 am.

The fee is \$35 per ride, \$10 for passengers. A family fee includes 2 riders & 2 passengers (under 16 yrs) for \$80. A BBQ lunch will be provided with prizes, raffles, draws, merchants, and more. This fundraiser will help Community Link North Simcoe continue to provide volunteer transportation for those in need.

For more information call (705) 528-6999 or e-mail communityinfo@communitylink.ca

SATURDAY JULY 10, 2010
TECUMSEH, ON

The Breast Ride Ever

The ride begins at www.thebreastrideever.com for the registration and waiver forms.

SATURDAY JULY 10, 2010
PARIS, ON

1st Annual Why Not Paris Youth Center Ride

Starting and ending at Cedarview Evangelistic Centre, 20 Cedar Street in Paris. Registration & breakfast: 9:30 am – 11:00 am, Departure: 11:30 am \$25 per Rider, or \$35 per Rider & Passenger Door and grand prizes. BBQ and Entertainment open to anyone. For more information call (519) 442-2221 or e-mail pariswhynot@gmail.com

SUNDAY JULY 11, 2010
HAMILTON, ON

19th Annual CAPPY Ride

In support of the HYPERLINK "<http://www.childabusecouncil.on.ca>" Community Child Abuse Council of Canada, registration begins at 8:30 am at Gage Park Hamilton. The ride begins at 10:30 am. \$40 per rider, \$20 per passenger. The CAPPY (Child Abuse Prevention and Protection of Youth) Ride is a police escorted ride, planned along a safe, interesting and scenic route with a halfway rest stop at Balls Falls. Registration includes all refreshments, BBQ,

and live entertainment.

For more information call (905) 523-1020 ext. 10 and visit www.cappyride.ca

SUNDAY JULY 11, 2010
TORONTO, ON

GlobalMedic Support Ride

The ride starts at Woodbine Race Track, 555 Rexdale Blvd in Toronto. Registration starts at 7:30 am, the ride begins at 9:00 am. The ride will go through Oakville, Brampton, Orangeville and will end in Etobicoke. The ride includes food, and prizes. All proceeds from the ride will go directly towards disaster programming. For more information call (866) 619-0969, e-mail gmr@stingertrailer.ca

SATURDAY JULY 17, 2010
KESWICK, ON

Ride for Literacy

Registration for this ride is from 8:00 am – 10:00 am at Learning Centre for Georgina, 23324 Woodbine Avenue in Keswick. The fee is \$40 for Riders and \$10 for Passengers. All proceeds will benefit youth and adults aged 16 and over in the community who wish to improve their basic reading, writing, spelling, math and life skills. For more information call (877) 779-0888 or e-mail info@lcgeorgina.org

SATURDAY JULY 17, 2010
WOODSTOCK, ON

John's Journey for Heart and Stroke

This charity ride will begin at C&D Lanes at the corner of Mill St and Main St in Woodstock. Registration will be from 10:00 am – 11:30 am for the 12noon departure. Food and prize draws. \$20 per bike (rider and passenger) or \$15 per single rider. For more information call (519) 421-1219 or e-mail fdeadman@rogers.com

July 25th 2010

Biker Boyz Blocko 7 parking Lot – 7777 Weston Road (NE corner of Western and Hwy 7)

Motorcycle Stunt show, Bikini wash, Show N Shine, Poker Run, Raffles and giveaways

July 31st & Aug 1st 2010
Calabogie Race Track

GTAMotorcycle Weekend at Calabogie with Turn 2.

GTAMotorcycle.com and Turn2 have Teamed up to have there Days together, lots of fun check out GTAMotorcycle.com for more details.

SUNDAY AUGUST 8, 2010
LINDSAY, ON

19th Annual Toy Ride for Victoria's and Amy's

The toy run starts at Riverwood Park on Riverwood Road in Lindsay. Registration begins at 10:00 am and the ride leaves at 11:30 am. Coffee and donuts will be available during registration. The ride will last 1 1/2 to 2 hours in the area around Lindsay. Police will escort the ride through town. The ride ends with a barbeque, music, silent auction, and more. Toys collected will be given to the children and the children's programs at local shelters. For more information call (705) 340-5656 or e-mail dalyn8@sympatico.ca

SUNDAY AUGUST 8, 2010
HAMILTON, ON

Chapman's Ride to a Cure

This ride, sponsored by the Canadian Diabetes Association and many businesses, will begin at Scoley's Home Town Market, 178 Nebo Road in Hamilton. The fee is \$25 per person, with registration from 8:00 am – 10:45 am for 11:00 am departure. There will be live musical performances and entertainment. For more information call (905) 512-3590 or e-mail danila@chapmansridetoacure.com

FRIDAY AUGUST 13, 2010
PORT DOVER, ON

Port Dover 2010

Port Dover rallies occur every Friday the 13th, and thousands of riders are expected to show up. For more details e-mail info@pd13.com and visit www.pd13.com for directions.

SATURDAY AUGUST 21, 2010
MISSISSAUGA, ON

Ride 4 Kidney

This ride is to raise money for kidney patients in Ontario. Registration will begin at 8:00 am for a 10:00 am departure from 151 City Centre Drive at Kariya Gate to arrive at Turkey Point. For more details call (416) 616-0833, e-mail admin@r4k.ca, or visit <http://www.r4k.ca>

SUNDAY AUGUST 22, 2010
OSHAWA, ON

Ride for SickKids

In support of SickKids Foundation, this ride starts at Mackie Harley Davidson, 880 Champlain Ave in Oshawa. The ride will go along Lake Scugog and will include a stop for lunch. The fee is \$30.00 for the rider and \$20.00 for a passenger. For more information call (416) 895-5215, e-mail nfigliano@rogers.com, or visit <http://www.sickkidsfoundation.com/ride>

SUNDAY AUGUST 22, 2010
LASALLE, ON

7th Annual Stan Kuron Memorial

Sponsored by D'Arcy Leader, Windsor Chrome Divas, and Lone Wolf Club House, the ride starts at Brews & Cues, 5663 Ojibway Pkwy in LaSalle. Registration begins at 10:00 am and the last bike goes out at 11:00 am. The ride ends with food, door prizes, and 50/50. The fee is \$10.00 for each person.

For more information call D'Arcy Leader (519) 967-0184, Lorrie Comber (519) 984-1226, Mike Bechard (519) 819-0173, or visit <http://www.lonewolfclubhouse.com>

SATURDAY AUGUST 28, 2010
BROCKVILLE, ON

Ride United Poker Run

All proceeds of this ride will go to the United Way of Leeds and Greenville. Registration will take place between 9:00 am and 10:00 am at Brockville Honda, 1880 Hwy 2 in Brockville. The fee is \$25 for riders and an additional fee of \$15 per passenger. The first 50 riders/passengers will receive a free Ride United t-shirt.

For more information call (613) 342-8889 or e-mail alysa.bauder@uwlg.org

SATURDAY AUGUST 28, 2010
BARRIE, ON

Young at Heart Ride

Sponsored by IOOF Seniors Homes Inc, the ride begins at 20 Brooks Street in Barrie. Registration is from 9:00 am to 10:00 am and the ride fee is \$50.00 and pledges per person. The ride ends with a steak barbeque and prizes.

For more information call (705) 725-4630 or visit www.ioof.com

SUNDAY SEPTEMBER 19, 2010
WINDSOR, ON

2010 Ride for MS Poker Run

Sponsored by Dominion Golf Restaurant, Lone Wolf Clubhouse, and Chrome Divas, the ride starts at 6125 Howard Ave in Windsor. Registration starts at 9:00 am for 11:00 am departure. The ride fee is \$20.00 for each rider and \$15.00 for each passenger. The fee includes a served dinner after the ride. The ride ends with 50/50 draw, prizes, and much more. The ride will benefit the Windsor-Essex Chapter of the MS Society of Canada. For more information call (519) 798-3858 or visit <http://www.lonewolfclubhouse.com/ride-for-ms.php>



BAD Ride 13 May 30th 2010

BY GENE LEE

"If there's one thing you asked that we could have changed from last year's BAD Ride, it was the weather"

- Karen Letofsky, Executive Director of the Toronto Distress Centres

And the BAD Ride delivered! After last year's bitterly cold ride, over 1300 riders were treated to an unseasonably late-May scorcher to kick off the 13th annual ride to raise funds for the Toronto Distress Centres. As they convened in the morning at the AMC theatres in Woodbridge, riders were greeted by the lovely Hooters girls who guided all manner of two-(and three)-wheeled machinery to line the courtyards of the outdoor mall. The pre-ride festivities mainly consisted of a show'n shine as participants walked around munching their free breakfast muffins and coffee and perused the travelling (mostly) chrome show that would soon pick up and head eastwards.

John Derringer, Q107's Morning Man provided, well... Morning Man duties at the main stage and Karen Letofsky gave a sincere thank you and reminded all involved as to why the ride was happening. The Toronto Distress Centre is a 24/7 hotline providing emotional support for those who are socially marginalized, distressed, in crisis, victims of violence or suicidal. The BAD (Biker's Against Distress) Ride started off 13 years ago with a small group

of riders who wanted to raise money and awareness for a cause that while being quite worthy, often doesn't get the attention it requires because of the misunderstanding and stigma behind such issues as mental illness and suicide. 13 years later, this ride has grown to become one of Toronto's largest and most anticipated annual charity biker events. With 100% of all monies raised by riders going to the Distress Centre, this year's ride raised \$210,000!

At the mid-morning mark, the signal was given to start the engines, which resulted in an ear-splitting cacophony of aftermarket exhausts. Motorcycles filed out of the theatre's courtyards out onto Hwy 7 and the BAD Ride was let loose! The route this year led us northwards and then eastwards through some scenic and twisty roads. And even if you ignored the train of hundreds of motorcycles in front of you, large yellow "BAD Ride" signs pointed the way at each turn so there was little to no chance of getting lost along the way. Passing motorists and pedestrians stopped to watch the parade of bikes file past them, the roar of V-twin engines all snarling for a good cause.

It wasn't a fast ride, but after an hour, the motorcycles rallied at the half-way mark for a break in the Belvedere Cookhouse Saloon in Pefferlaw, somewhere between Sutton and Beaverton. Their parking lot wasn't large enough to contain the swarm of motorcycles, and spillover quickly lined the streets of the small town. Bikes trickled in and out, grabbing a quick refreshment before the final leg. Some riders opted for a longer beverage-break in the shade of the Saloon, which spread the riders out a bit as they left Pefferlaw.

This made for a more spirited ride to our end-point at the Markham Fairgrounds.

As a reward for their efforts, all BAD Riders were given a hot lunch under the large tent on the fairgrounds. Entertainment took the form of the ever-popular Hooters Girls photo booth, where you could get a picture of you and your ride with lovely ladies draped all over your machinery. There was also a thrilling stunt show put on by Stunters Inc., live music by the Gary Kendall Band, and comedian and talk-show host Mike Bullard provided MC duties, during which the grand prize of a 2010 Harley Davidson Fat Boy Lo was given away to an ecstatic winner.

But everyone walked away a winner from BAD Ride 13: Excellent weather, a wonderful ride through terrific roads, and an entertaining afternoon hanging out with a crowd of motorcycle-loving folks, all in the name of a good cause. Here's looking forward to BAD Ride 14!

Gene Lee is a rider and a former volunteer at the Toronto Distress Centre, manning the phone lines and taking distress calls. The Distress Centre needs your support. For more information on how you can help, please visit:

www.torontodistresscentre.com



2RIDE Magazine attended Ride for Sight on Saturday June 26th 2010, a day that began with strong showers, but that failed to take the riders' smiles off their faces as they rode to Mosport International Raceway in Bowmanville. The ride, which began at Woodbine Racetrack in Toronto, included sport bikes and cruisers, scooters and even some bikes with sidecars. As they arrived, they took a victory lap around the track. Soon after, every participant made the most of the weather, enjoying the vendors, cruising, socializing, and karaoke. Among many others, Harley Davidson, Suzuki, and Yamaha were sponsors of this year's event. Our crew showed up to support the cause and inform local riders that they have a new

free magazine catering to their needs and covering their stories. We had the pleasure of meeting Erik McKenzie from Oshawa, a wonderful young man with great ideas and a kind demeanor. Erik is visually impaired and is an individual who represents to us the reason why Ride for Sight goes on each and every year, rain or shine. Proceeds go to The Foundation Fighting Blindness - Canada, now the largest source of non-government funding for eye research in Canada. The riders who participated should feel a great sense of pride for having supported a worthy cause just by doing what they love. We hope to see you again or meet you at Ride for Sight 2011.





Ride for Progeria June 26, 2010

BY AMANDA LYNN MAYHEW

with a great bunch of positive riders ready for GRUB! Here we sat down and ordered drinks, food and had a presentation where doorprizes and certificates were handed out. Stoltz was awarded a certificate for donating a chase truck and trailer, which we didn't need this year. The GRIP girls (girls riding independently proud) were awarded a certificate for donating the doorprize for the person that raised the most pledges, which was David White from Kincardine. Certificates also went to The Bruce Steakhouse for the use of their venue, the Sutton Park Inn, for donating rooms for the bands, West Memphis Suicide and Tracenine for Rocking the Bruce, and Daytime TV, KOOL FM and the Elmira Independent for all of their media support. Riders were awarded with items

such as Joe Rocket Motorcycle Jacket, prize packages from Kitchener Harley Davidson, Zdenos, Terez Leathers, Sampsons, Alexandria's Shoes for Women, Jewelry Secrets, Pinnacle Health and Fitness, Lucky Souls Tattoo, The Rock Shop, Yamaha, McDonalds, and Crabby Joe's.

After we grabbed some food, we were involved in a short photo shoot session for the cover of Fytness Fanatik the Magazine. We talked about our day, our ride, and how much we raised. We can't be sure right now but it is \$2000.00 and counting, including pledges, registration fees, admission to the concert and donations. Next years' event is planned for June 11, 2011.

www.fytnessfanatik.com
www.progeriaresearch.org

The Meet and Greet was located in Elmira, ON at the Foodland Parking Lot, which included Tom Mann with Biker TV, Sarah with Rogers TV, riders and friends. In the rain, the riders and support system showed their dedication for this cause. Standing around for 2 hours in the rain taking registration, participating in interviews and posing for photos before starting the day off showed true dedication. At noon, the crew started their engines and rode off into more rain.

Arriving in Kincardine around 4pm

Project "S"

STORY BY VERONICA RAMOS CARRASCO

"The story begins here with a determined young woman who instead of merely purchasing a bike and adding a few personal touches, will take on the task of building one from scratch."

Many motorcycle enthusiasts ride factory produced bikes and add their own details or accessories following their purchase from a dealer. The idea of one's perfect bike changes in description from rider to rider. The story begins here with a determined young woman who instead of merely purchasing a bike and adding a few personal touches, will take on the task of building one from scratch. Sarah

Braid, 20, has minimal experience with bikes aside from taking the passenger seat. Her interest in motorcycles stems from her relationship with her fiancé, longtime motorcycle builder and owner of I.D. Streetfighters, Ian Dunbar. "I go out to the shop with Ian all the time, and I would get bored just sitting there." She wanted to learn how to work on the bikes she saw so often. Ian said, "Sarah has helped me a bit with other bikes, mostly just holding parts in place, and with ideas, this will be her first time doing any big jobs and mechanical work



of her own." Sarah's inspiration for her project is the desire to ride something unique to her tastes. "Ian and a couple of our friends bugged me about getting my licence. If I want a bike, I want it to be something different; I want it to be me." Sarah is prepared to learn the many skills required to build this bike under Ian's guidance and make it her own. Ian will teach Sarah how to weld and will help incorporate her wants into the design plan to create a functional ride. It all starts with a '92 Suzuki GSXR 750 engine and its frame. Project S, as it is aptly named, is still in the design and planning stages, and will be built in true streetfighter fashion, with the entire bodywork consisting of handmade one-off pieces. Girder forks (one of the earliest styles of front suspension for motorcycles) with spoked rims on the tire will make the front end of her sport bike a distinctively rare sight to see on the road. While a projected late August completion date is mentioned, changes in design plans may occur during the process, and there is a lot of custom work to be done. Check out how Sarah's work is coming along in the next issue of 2RIDE Magazine.





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FASTEST STREET LEGAL BIKE?

STORY BY PAUL BALSAMO
PHOTO BY WOBBLYCAT PHOTOGRAPHY



Not everyone can make that claim, but Toronto's own Dan, of Champion Cycle, certainly can: He has the fastest street legal ZX14 around. He clocked 8:30 at 162 Mph at O'Reilly's Raceway in Indiana at an AMA sanctioned event. How does he know it's the fastest ZX14 around? Simple: he's never been beaten.

Dan runs Champion Cycle on Rogers Road in Toronto and his 2006 ZX14 never had the chance to see the tarmac before getting torn to pieces. Dan picked up this monster in stock form from the dealer during a blizzard, brought it to his shop and tore into it right away. Being a completely new version of the model, he had to work with numerous suppliers and builders to manufacture the new go-fast parts he needed: Many of the parts he has on his bike are the prototypes of the parts you can now find for the ZX14 in catalogs. Dan and his shop also pioneered the one headlight trend in Toronto, taking his clients' factory bikes

and modifying the cowl to run a single headlight, streamlining the lines in the process. His bike's body work was modified then painted by Steve at Hot Rod Hell.

Things were not always as glamorous, though... Dan started drag racing on the streets with a ZX12, putting him in an un-enviable position in regards to our friendly law enforcement officers and safety. After a few too many close calls, he quickly realized that if he wanted to last in his favorite sport, he would be wise to take it to the track. Indeed, for a few dollars, anyone can drag what they have all day or until they, or their machine can't take it anymore.

So if you have a scooter in your garage roaring to unleash its bad self on the track, you too can join Dan at the track. No doubt he'll wait for you at the end of the Quarter Mile. Of course, your moped, scooter or motorcycle you plan on launching down the track may not have Dan's bike acres of carbon fiber, a laundry list of billet aluminum, titanium

bolts and various other custom parts specifically made for your ride, but it's safe to say that you will have just as much fun finding all the little tricks that can be found for your specific machine. Unlike some sports out there where you need to spend hundreds just to have fun for a day, you can race what you brought to the track for as low as 30 dollars. Of course, depending on the class that you wish to enter, the cost goes up accordingly.

Like anyone else in the sport, Dan learned a pile of tricks through experience and research. While his ride may be near priceless due to the amount of custom work and the sheer number of unique parts, few, if any one, starts in the sport with that kind of firepower. As a local expert, Dan is easy to talk to and is quick at pointing you in the right direction for your bike needs. Whether you are looking for an extended swingarm or some savvy tech advice Champion Cycle is definitely a local shop to visit.

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WRITTEN BY MIZZ LUCY (THE HARLEY HARLOT)

More and more women want to hop onto the front seat. Heard the saying, 'if you can read this, you've just been passed by a girl' If we go back, I mean wayyyyy back, there where female riders engaging in the 2 wheel wonder, as early as 1906. With war veterans out fighting for our freedom, their Fem-Fatales, at home had to continue what they left behind. This is where women took it upon themselves to make ends meet, by working for their men, even if it included riding a motorcycle to do the job. From doing mail deliveries to supplying dairy products in the neighborhood, they did it with ease and confidence.

Soon after the men returned, women still had the urge to continue what they started. It didn't take long for the ladies to feel the power of freedom that the men have had prior. Not only did they work on 2 wheels, they also found the need for speed.

Racing for women, was an all time faux pas, till one day Dorothy 'Dot' Robinson, known as The First Lady of Motorcycling and was also known to break down gender barriers. Dot was the first female to compete in Endurance scoring a perfect 100 mile run, in 1930 and formed the first women's riding club called the Motor Maids, and still going strong today. Cross Country, was the next big thrill, 'Bessie Stringfield', the first African American to complete a solo in lower States of Europe, Brazil and Haiti in 1940 also worked



Vicki Gray
Founder of Motoress



as a civilian motorcycle dispatch rider for the U.S. Army during World War II.

After serving in the Army, Dot founded the 'Iron Horse Motorcycle Club' earning her the nickname 'Motorcycle Queen', owning 27 Harleys throughout her riding years.

Effie being a young woman in her 20s, her mother, Avis, would not give Effie permission to undertake the journey alone. Thus a compromise developed between mother and daughter: the first mother/

daughter team to cross America, twice. Effie was to buy a sidecar for her new motorcycle and Avis would make the trip with her. Effie and Avis Hotchkiss made headlines. They were the first women to cross the continent on a motorcycle. Their round trip logged over 9,000 miles. By modern standards, they would be two very independent and adventurous women. By 1915 standards, they were remarkable heroines.



Let's bring it up to modern times, women celebrities wanted a piece of History, such as Elizabeth Taylor, who had a Harley custom colored to match her Violet eyes, called Purple Passion. Sarah Ferguson 'Fergie' Duchess of York, would stop in Harley-Davidson stores across the continent for her leisure apparel Bridgette Bardot wrote and sang a hit single about a Harley Fat boy. Here are a few more celeb's with motorcycle interest: Tina Turner, Cher, Pink, Pamela Anderson, Kristy Alley, Wynona Judd, Ann Margret, Mary Hart, Nancy Sinatra, K.D.Lang, and the list goes on.

Today, women riders have brought the motorcycle industry into higher records of bike sales. In past year, signs of revenue



Karen Davidson

have increased by 45%, and numbers are continuously rising, with inspirational women as well. Take for instance, 'Vicki Gray' Founder of Motoress, knew the large number of Women riders, and chose the first Friday in May to see how many women would ride that day.

Passing the word along, it quickly spread across Canada, spilling into the U.S. A. and Europe in the first year, and it was then claimed 'International Female Ride Day,' that created a power that women have had for decades. Motoress has opened the road even more, inspiring young and old, near and far to grab the metal by the bars.

Another inspiration is Karen Davidson, Great-Great Grand Daughter of William A. Davidson the Co-Founder of Harley-Davidson, learns to ride at age 9. I had the utmost pleasure in speaking with her at the 'Precious Metal' Gala fund raiser, she finds herself a Rebel on the road, that doesn't need all the bling and accessories, or a windshield from time to time, to enjoy her long distance rides.



Muscle Bikes are a favorite to Karen, V-Rod, Fat Boy and a Road King share the road she occupies. Her idea of creating Garage Parties has helped women learn more about bikes, on how they work, what makes them run, and find the dip stick. Best part of it all? How to pick up the beast with only two body parts, the legs and your behind.



If you haven't ridden or have been thinking about it? Check out a Garage Party in your area and go see what all the hype is about. What goes around comes around, I mean it in a good way!

As women riders feel more at ease in the front seat, there has been a lot of good that has come about it, female riding groups, do charity runs, fund raisers, poker runs all for great causes, such as Breast Cancer Research, Fibromyalgia, Abuse and Distressed Shelters, and Children's causes, just to name a few.



The greatest thing about it all? Bikers are the most giving, and generous, especially if they too have experienced it close to home. We have women who race endurance and track, placing first with heads held high, Canada's first mother/daughter team to go across Canada in hopes to raise money for orphaned and abandoned children, war veterans with a motorcycle unit amongst them, are women.

I know the gentlemen we love and cherish, have taken a liking to this chick riding thing, and some actually brag about how pumpkin got her bike license today and we are going shopping for one. It's too bad it has to be a bike on which they agree to go shopping with you, but hey? Now we both have a common interest, and the guys cannot wait to show us the roads we travelled, while taking up the back seat.

And speaking of the back seat? Have you noticed how many different Solo seats there are? Not to mention how you can customize your ride to suit your body type, and riding style. I found with Harley-Davidson Motorcycles, there is never enough on what and how you can change to make it your signature ride. Harley-Davidson celebrating just over 100 years of women riders.



THE KING OF BAJA

READY FOR THE STREET

STORY AND PHOTOS BY
MARC ANTONY



The XR650R known to be the King of Baja was always the bike to beat. However, will it be King of the street as I had turned my XR650R into a street legal bike before new laws of being able to turn an off-road/dirt bike street legal. I used a Baja street legal kit for the all the lights and signals needed, and also added a digital Veypor tach. With the aftermarket pipe, supermoto tires, and excel rims this bike is even more fun to ride. It was a blast to ride off-road, one of the best dirt bikes around. Now that it's street legal with sticky rubber it handles like carving your favorite piece of cheese "mmmmmm cheese" this bike is great for all around fun.

The bike is very tall, so stopping at lights on the street can be tricky if one is not used to it. The pep and torque is such a blast, so much fun, that it's so easy to wheelie. I had a chance to take it on the track at Cayuga, I think I had more fun on the track with my newly created supermoto over my usual sport bike converted track bike. It was also fun keeping up even beating some of the big kids with their litre sport bikes in the corners; but of course once on the straight away, my king pig had no chance.

Now I am able to have the best of all worlds being able to carving the corners of Hockley Valley then decide to take a dirt path or trail through farmer Tim's land, then hitting a few track days "what more can a rider ask for". The reliability

is typical Honda fantastic. Honda has been making the same bike for years with very little changes if nothing at all. Why fix something that's not broken?

The XR650R's top speed is not so tops, definitely no sport bike. It was not designed for longer trips, or stints on highways. As for comfort with the anti slip seat I added it still feels like riding on a piece of wood, that's hard wood not soft wood. The small 10 litre tank doesn't get you far regardless of how nice I am to the throttle, having to switch to reserve manually at about 100-120 km's. This bike is all about the basics; for instance you have to manually to switch to reserve when the only warning you get is when the bike coughs, loses power, and then shuts off starving for gas. You had better be quick to switch to reserve and get your butt to a gas station; reserve doesn't last long at all. I found out this the hard way.

If you are looking for a nice 'turn the key, push the button' to fire up the Ol'beast, forget it. It surely is not happening as you need to kick start this brute and that's not always an easy task. One needs to know the sweet spot; mine starts usually with no more than 3 tries.

All in all, if you want a bike that can wheelie like you have no front tire, be able to jump grandma's house, hit the streets to meet up at your local Timmies meet ,and then carve Shannonville to toy with your buddies and their race bikes, then converting your XR650R to a super-moto is the way go.

TECH Corner

STORY BY MARC ANTONY

Make and Model:
78 Yamaha 500 SR-E

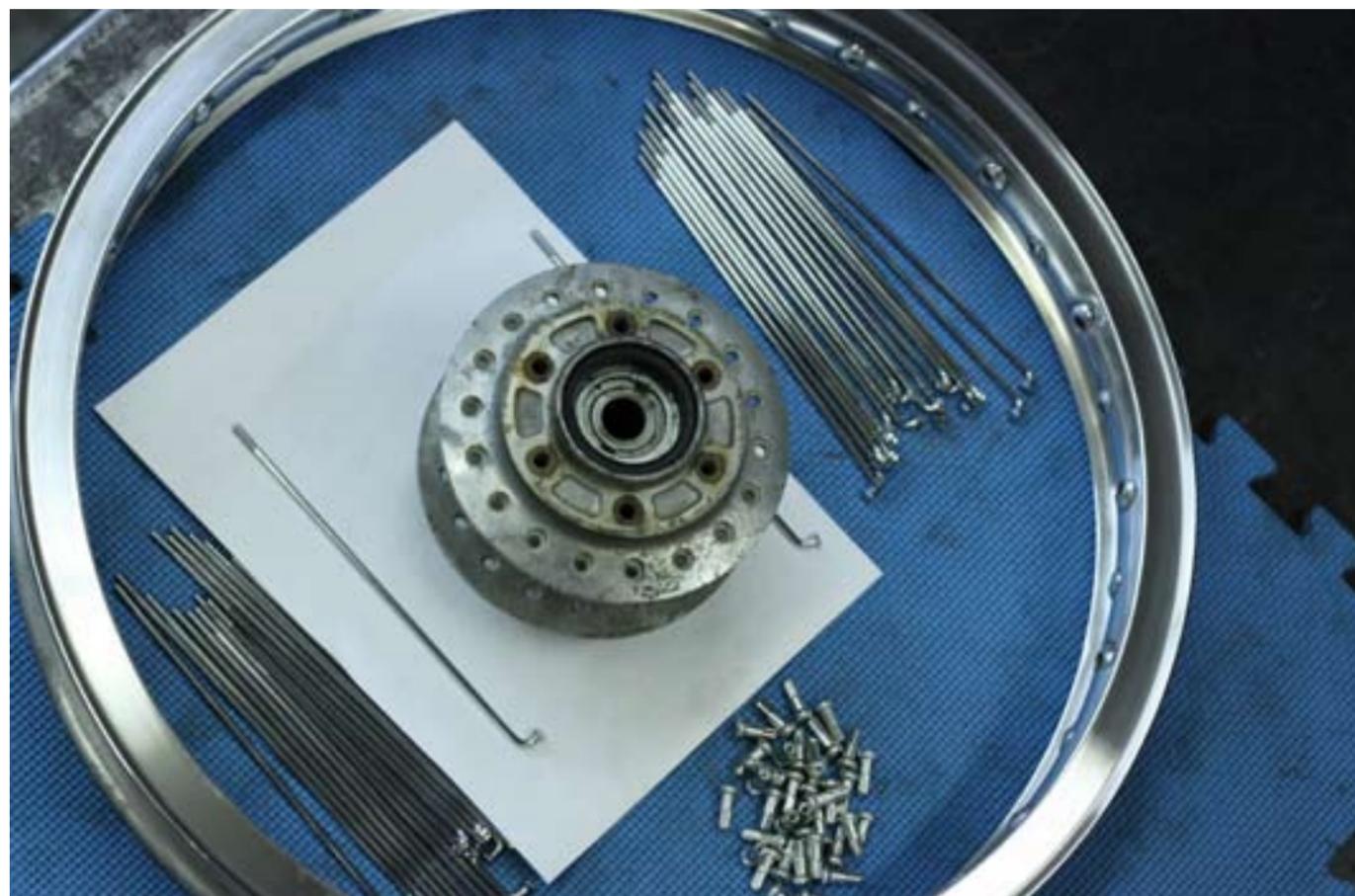
Project:
Re-spoke a rim

Required Parts:

1. New OEM spokes (Inner & Outer)
2. New OEM Nipples

Required Tools:

1. Pliers
2. Wheel Stand or Jig
3. Dial Indicator



Ever have the need or want to re-spoke your rims? Apparently it can be done and it is actually kind of a neat how it is done. I recently visited Junior the head mechanic for 25 years at T.O Cycle on Lakeshore, who let me sit in as he re-spoked the rims for a 78 Yamaha 500 SR-E for a 19" Rim 19x1-85 DOT.

There are two types of spokes, one for inner and one for outer rim. You need to start with the inner ones for the inside of the rim by placing them in every other hole. Note that before starting you should soak the nipples in oil for easy threading. Start with the closest hole to the valve stem; the hole will be angled inwards. Once the first inner spoke is placed count three holes and place the next inner spoke, continue till all inner

spokes are in. Once all inner spokes are in thread on all the nipples but do not tighten only thread about 2- 3 turns just so they are on, you need to keep the spokes loose for adjusting later on.

Once all the inner spokes and nipples are on, you flip the rim and do the same procedure for the other side so all spokes and nipples are connected on the rim but not tightened. The spokes are left loose for alignment and fitment of the hub. Then start to hand tighten all the nipples evenly by giving each nipple a couple of turns until each spoke is tightened evenly.

In order to straighten the rim correctly with all the new spokes you need a wheel stand, also known as a Jig, to adjust the lateral run out, which is side

to side movement, and the radial run out which is the movement of up and down. These procedures are all called truing of the rim, which can take up to 1-2 hours depending on rim and spokes being used. Junior always recommends using OEM rims and spokes.

For perfect truing your ability to tighten the nipples left and right and up and down to adjust the lateral and radial run out for a straight rim/wheel are all the skills required. Tapping each spoke checking which is loose or too tight is akin to tuning a guitar string. The higher the pitch the tighter the spoke, and the lower the pitch, a dull sound, would be a loose spoke. One can also use a dial indicator for finer tuning if need be.

A special Thanks to Junior and T.O Cycle





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2004 ZX6RR, yes a True RR not just an R model, with 12,500Km a Yosh slip on pipe, some scratches from a low slide, Kawi Green, lots of power runs great. Asking \$5600 email Agozzino@hotmail.com



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Elise

What really got me into riding was the rivalry between my next door neighbor and I. We are the same age and grew up together. Every time one of us did something, usually the other followed or tried to outdo somehow. He got two dirt bikes one summer. The same summer I got my first dirt bike a YZ125 (he had the TTR225 :P).

I like how riding can be both social and independent. Going out and meeting new people or riding with your friends is great but on the flip side, just taking some me time on my bike is rewarding too. It's such a rush - specially racing. For a while I used it as filler during the off season when I was skiing. Now it has become so much more.

I see myself currently 8000 miles away from home in the great dust bowl of the middle east. When I hear the jets fly overhead at all ridiculous hours of the night I am reminded my bike is in good hands back home. I also think maybe one day - I'll kick those pilots asses in a race. See how big they feel in the mess the next day when their jet loses to a bike. Take that!

Anyways I have to wrap this up. Rocket fire could come in at anytime and I don't want to lose my work. Ride safe!



Wally

Single
Age: 57

At 17 yrs old, I decided to do something different, so I took up riding, my first bike was a 54 Pan Head Chopper, I got my motivation to continue riding from the Movie Easy Rider and the Easy Rider Magazine, still having my first copy dated back in 1962, and now my first issue of 2Ride 2010.

I enjoy country roads and around the lake, the longest trip I took was to the Milwaukee Original Harley-Davidson building.

I did ride Metric bikes for awhile, but always went back to Harleys, owning two custom Deuces, and the one in the pic is the official Mascot bike for the Florida Gators, as soon as I seen it in a for sale ad, it reminded me of an old 69' 343 Javelin in the same color I used to own.

I think I'd like to ride a Road King someday, as I hear they are a great bike to cruise distances with.



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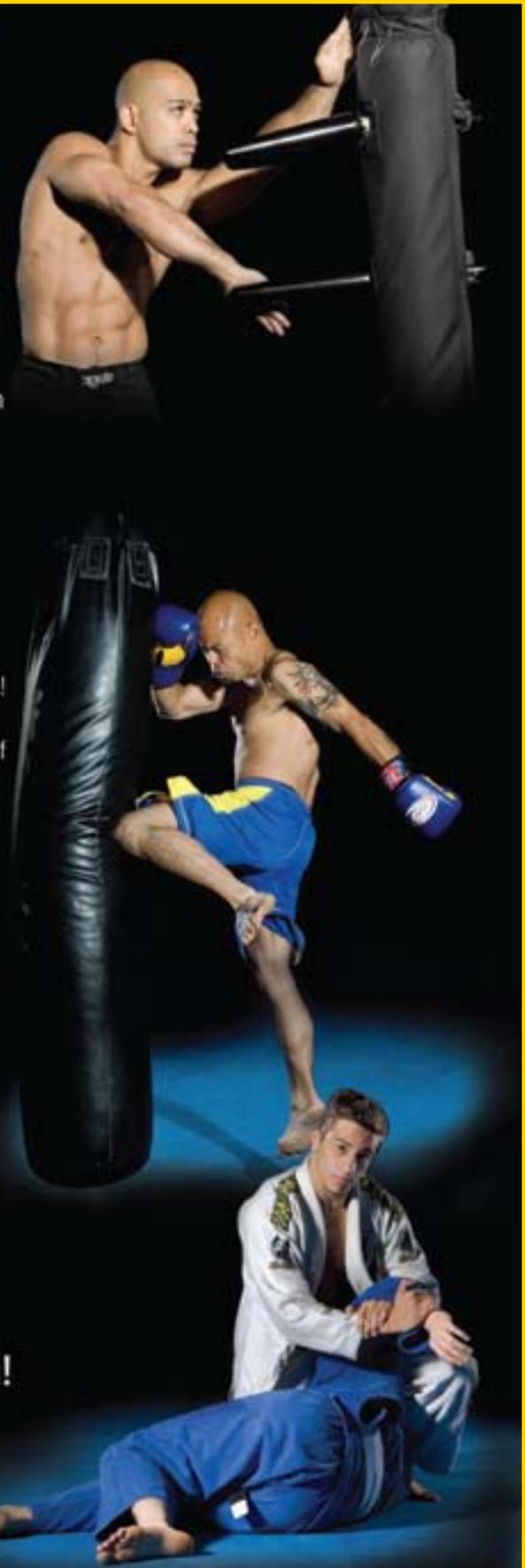
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