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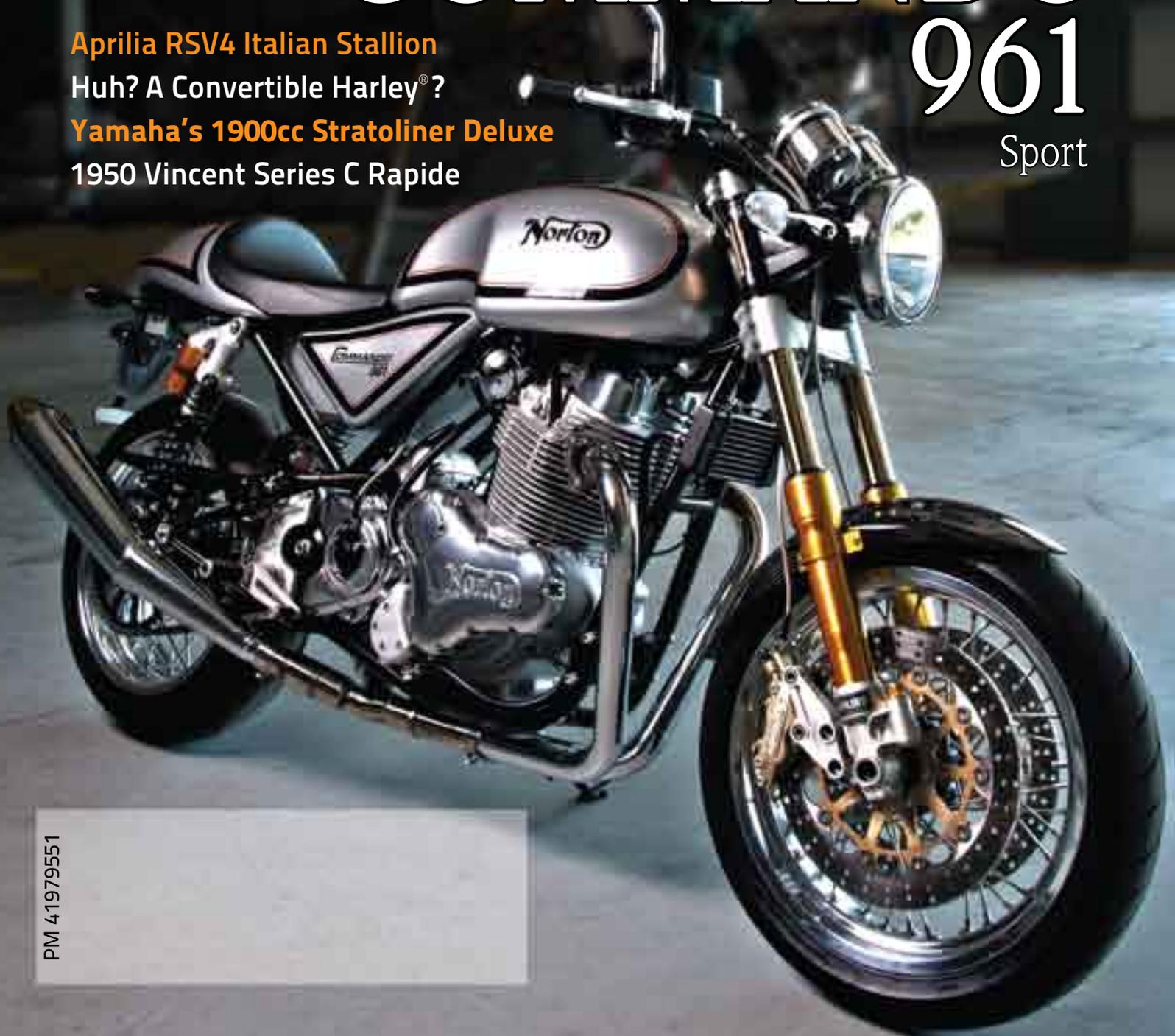
The New NORTON COMMANDO 961 Sport

Aprilia RSV4 Italian Stallion

Huh? A Convertible Harley®?

Yamaha's 1900cc Stratoliner Deluxe

1950 Vincent Series C Rapide



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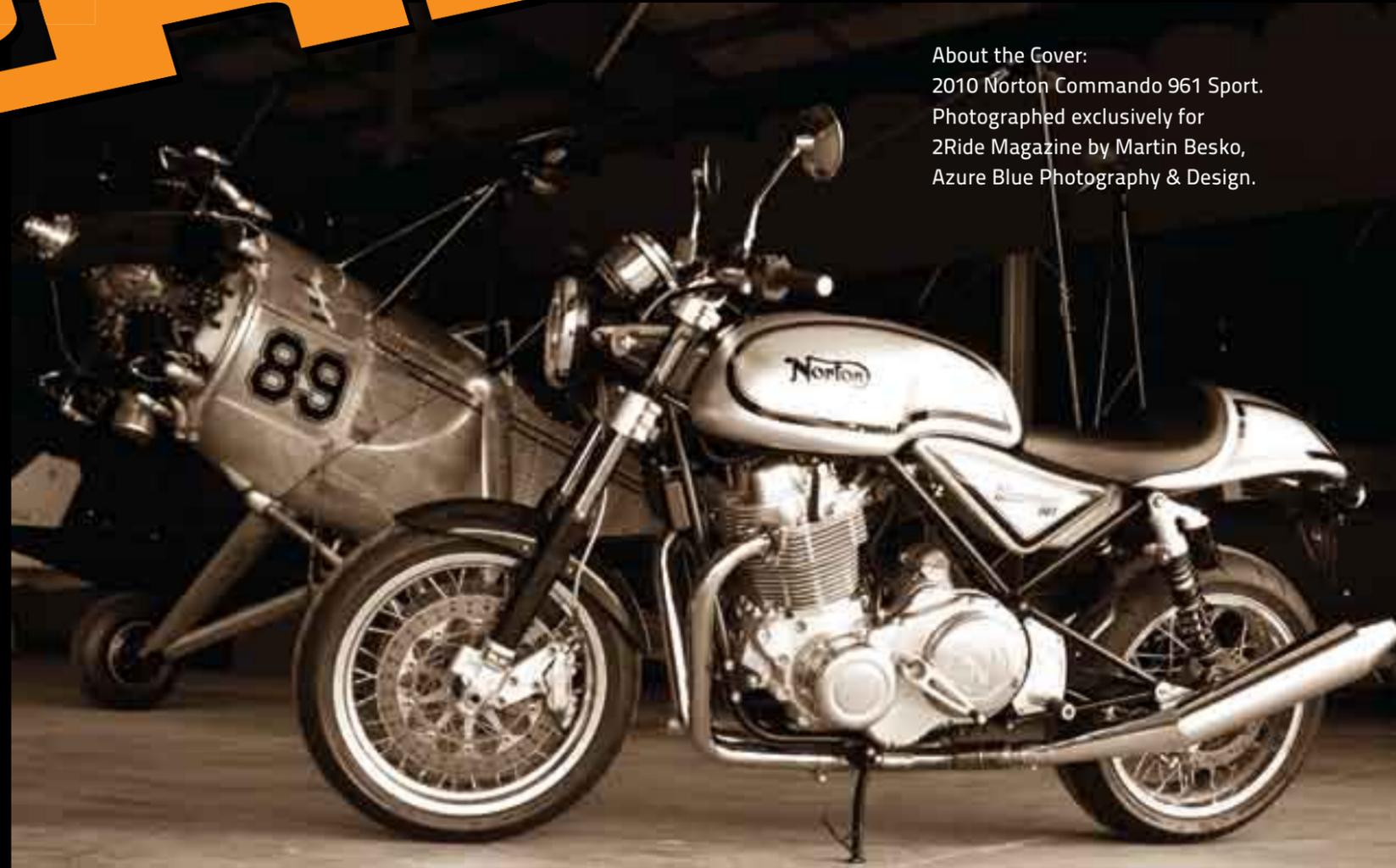
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Photographed exclusively for
2Ride Magazine by Martin Besko,
Azure Blue Photography & Design.



General Inquires Contact
info@2Ride.ca

Chief Editor
Marc Agozzino

Editors
Marc Antony
Paul Balsamo
Alex Collins
Veronica Ramos Carrasco
Damien Eaton
Shaun de Jager
Gene Lee
Mr Lee
Mizz Lucy
Sid Rochweg
Paul Rosemond
Stella-The Riding Princess
Rory Tse

Art Direction
Martin Besko
Azure Blue Design

Photography
Wobblycat Photography
Marco Fernandes
Eric McBride
Don Roy/Royal Images
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WOW, the 2Ride team managed to accomplish a lot within this issue! 2Ride was able to cover the new Norton Commando 961, the only one here in Canada. Peter, the President of Norton Canada, invited 2Ride to the uncrating of this amazing new Norton. We were also able to be part of a few anniversary events such as VRRRA's 30th anniversary, Mosport's 50th, and Port Dover's Friday the 13th's 50th event celebrations. We are very excited to be also covering vintage/classic bikes and racing events.

Thank you to all of our subscribers, supporters and sponsors. Our subscribership has been growing faster than ever - so much so, that we've had to increase our numbers of print. Even our Canadian troops overseas in Afghanistan are enjoying reading 2Ride.

As 2Ride grows we are set on improving from issue to issue. We have redesigned our 2Ride.ca website which will be online very soon. We have now added a Submit Your Readers Photos section for those special moments you would like to share. Also, submit your articles and photos for the possibility of being published in the magazine and/or on 2Ride.ca to story@2ride.ca. As always we really appreciate your comments so please send them to editor@2ride.ca.

On a final note we will be having a Vintage bike event on Sunday Sept 19th, check our facebook and website for more details. www.2ride.ca
Marc Agozzino



Going off the Rails On the Crazy Train...

Into the Stratosphere on Yamaha's 1900cc Stratoliner Deluxe

STORY BY DAMIEN EATON

PHOTOGRAPHY BY MARTIN BESKO - AZURE BLUE

Okay, just so we understand one another, from the get go, I cannot praise this gorgeous machine enough!

Stand by for temper-tantrum, in three, two, one... "I want one, I want one, I want one!"

My initial response when getting my first look at the 2010 Yamaha Stratoliner Deluxe? "Holy shitbuckets Batman, that's a great lookin' scooter!"

I believe Danny at Yamaha Canada might have still been talking to me as I roared away with a grin as long as the 401 stretched across my lips. Oh! And how I contemplated keeping her, running away to Mexico with my little Consuela, high speed chases with the Federales and the like. But no, it wasn't to be, I soon realized that Danny would most certainly notice if I didn't bring the big Strato back! Damn, foiled again.

Yamaha's 2010 Stratoliner Deluxe is just art, plain and simple. I mean, let's face it, its name alone suggests it's above the competition, somewhere in the stratosphere, no? To me it seems like the bike that everyone has been trying to build, but only Yamaha could pull off. The stylish lines of the Strato's sculpted and elongated version of the "Bat-Wing" with a short windshield, Flangeless teardrop tank, adorned with stylish chrome 3D speed lines, massive, fitted hard bags and flowing front and rear light assembly gives it a "New-Classic" appeal, that I believe many are after, but few have achieved.

Look over her lines and you will at once notice the fearsome 113-cubic inch pushrod V-Twin engine. Floating floorboards lie beneath weighty forward heel-toe controls that scream open road comfort. The Strato offers you a long and low hung aluminum frame for hours of riding enjoyment, and a plush form fitting seat to further ensure you do so. There is more than enough chrome to curb even the greediest among us and just enough flat black components in amongst the high gloss finish to be appreciated subtly. Take her for a ride and the 1.25" thick pullback bar gives you the impression you are at the reins of a chariot, while your left thumb navigates the iPod controls. Oh! Didn't I mention that? The Strato Deluxe comes standard with integrated speakers and an iPod jack hidden in the wing, plus a convenient, handlebar-mounted audio control system. Also, the instrumentation is done in a, what Yamaha calls "Classic-Clock" theme, to me it looks more like an old radio set from the thirties, but either

way, it's a pleasure to look at while riding the crazy train. In-town or from town to town, the Strato begs to be ridden. It handles like a dream, at no time feeling overpowering to the rider, yet not leaving you wanting more.

Most of us that ride, especially on the cruiser or bagger side of things, are all about personalizing our rides. Yamaha's Star catalog provides an endless array of ads for your new Stratoliner Deluxe. Now to be honest there is not too much I would do to this artful dodger, less for maybe a pair of fishtail pipes, rather than the stock two-into-one exhaust, firstly to accentuate that throaty exhaust note and to keep its symmetry flowing. Although it kills me to say it and I hate to give any naysayers a leg up here, but there are two things that I dislike about this incredible bike. First - the tiny windshield atop the fairing? I mean really, the head buffeting on the highway can be atrocious, I ended up losing a set of glasses that literally flew

off of my face. Not to get too down-hearted though, as this can be quickly rectified by changing out the windshield for a taller one, based on your height. The second and slightly more concerning, is the rather small gas tank, and large displacement arrangement. Yamaha suggests 16.5kpl/45mpg (Imp), but as a rider, I found myself at the pump more frequently than those specs may suggest.

All said and done, Yamaha's 2010 Stratoliner Deluxe, is one breathtaking motorcycle, that I could see myself riding quite happily for years to come. They have managed to design a jaw dropping, gorgeous, love at first sight machine, with gut wrenching; I think I just left my intestines on the last block, torque and high gloss style and value to spare. So if the big-wigs in Hollywood ever decide to remake "The Wild One", it may take them some looking to re-cast Marlon Brando's part, but I'm pretty sure, they've found their bike.

...All aboard!



New for 2010

- New model based on the XV1900 Stratoliner platform
- Classic design hard fairing with mini windshield.
- Fairing amenities includes integrated speakers and pre-wired for easy connection of an iPod® player.
- Convenient handlebar mounted audio controller.
- Beautifully styled, colour matched hard saddlebags.

Engine

- 1854cc, air-cooled, long-stroke, OHV, 4 valves per cylinder, 48°, V-twin powerplant produces massive torque and class leading acceleration.
- Traditional pushrod valve actuation keeps engine height down for a lower centre of gravity and ensures more uniform heat dissipation due to absence of a cam chain case. A lower centre of gravity helps to insure light, easy handling.
- Four-valve cylinder heads provide optimal breathing efficiency for great power delivery at all rpms. The two spark plugs per cylinder means faster, more complete combustion for maximum power output.
- Cylinder head design utilizes a pent roof combustion chamber design and features an oil passage near the exhaust valve seat to improve cooling and durability. The new heads also feature engine mounting points on each side of the head for increased chassis rigidity for exceptional handling.
- Large size valves increase engine horsepower and torque. The intake valves are 36mm in diameter while the exhaust valves are 31mm.
- Specially designed valve train includes short design intake and exhaust rocker arms that reduce inertia during high-rpm use.
- High performance spec twin, crankcase-mounted, high-lift cams ensure strong torque and class leading acceleration.
- Mechanical centrifugal decompression mechanism located in each of the exhaust camshafts insures fast, easy starts. This system reduces weight and complexity since no solenoid etc. is required.
- Hydraulic valve lifters driven by the twin camshafts deliver exceptional performance and significantly reduce maintenance and tune-up requirements.
- Large-diameter pistons are both durable and lightweight. Yamaha's exclusive "controlled forged construction" keeps the pistons light for faster response and reduce vibration and reciprocating mass. The pistons feature an Alumite coating to reduce friction.
- The dry sump oil lubrication system has been optimized to ensure maximum lubrication and cooling. Special oil nozzles direct oil at the bottom of the pistons to cool and lubricate them.
- Special "dual chamber" crankcase design. The front section is for the crank assembly while the rear is for the transmission. Two, 3-rotor high capacity oil pumps optimizes oil flow in each of the two main sections of the engine.



So if the big-wigs in Hollywood ever decide to remake **"The Wild One"**, it may take them some looking to re-cast Marlon Brando's part, but I'm pretty sure, they've found their bike.

- Ceramic composite-plated cylinders provide uniform heat dissipation, reduce weight, reduce friction and increase cylinder service life.
- Cooling fin thickness and depth is optimized for maximum heat dissipation, thereby eliminating the need for liquid cooling, while maintaining that traditional, stylish air-cooled engine appearance.
- Optimized "damper-less" crankshaft allows the rider to feel the directness of the engine's power. For each rotation of the rear wheel, in 5th gear, the crank spins 3.14 times providing an outstanding rear wheel driving force feeling to the rider.
- Compact design dual counterbalancers reduce vibration for exceptional rider and passenger comfort. The balancers are positioned on either end of the crankshaft to vibration.
- "Tri-axis" crankcase layout means the crankshaft, main axle and drive shaft are specially arranged to minimize the size of the engine cases and centralize mass.
- Mikuni 43mm, twin-bore, downdraft throttle body fuel injection (FI) with throttle position sensor (TPS) ensures great throttle response and maximum power throughout the rev range. This system is a "closed loop" system since it utilizes an oxygen sensor in the exhaust to monitor the concentration of oxygen and adjust the FI system if necessary. The benefits of fuel injection include chokeless operation, increased fuel economy, instant throttle response and reduced emissions.
- The 12-hole, 2-directional Mikuni fuel injectors produce a wide spray pattern for complete cylinder filling. This special spray pattern combined with the dual spark plug heads ensure complete combustion for maximum power. An Idle Speed Control (ISC) has been adopted to ensure stable idling performance.
- High capacity electronic fuel pump is located in the sub tank under the seat.
- State-of-the-art Electronic Control Unit (ECU) ensures precisely metered fuel delivery and optimal ignition spark control using 3D transistorized coil ignition mapping for each cylinder.
- 3.5 litre dual inlet air filter box is located under the tank. There are intake ducts at the front and rear of the air box for maximum breathing efficiency. This design not only maximizes air flow but also reduces weight. A viscous paper type air filter is used.
- Air Induction System (AIS) injects fresh oxygen at the exhaust port to insure complete combustion thereby reducing harmful exhaust emissions (HC & CO) while a special air cut valve reduces

- backfiring when decelerating or coasting off throttle.
- High-performance, 2-into-1-exhaust system features large size header pipes for maximum flow. The single muffler contains a 3-way honey comb matrix catalyzer to reduce harmful exhaust emissions. The stylish muffler helps to boost torque and horsepower while producing a throaty, V-twin growl.
- The exhaust system also features a lightweight titanium EXUP exhaust power valve most commonly found on high performance sport bikes. The EXUP system not only provides crisp throttle response and eliminates "flat spots" but also improves acceleration and reduces fuel consumption and harmful emissions.
- Dry sump lubrication system means a more compact engine design since the oil tank is not part of the engine, which lowers the centre of gravity for great handling and a light feel. A handy, spin-on oil filter means fast, easy oil changes.
- Frame mounted oil cooler is a first on a Yamaha cruiser. The cooler maintains consistent oil temperatures for optimum cooling and lubrication of this massive V-twin powerplant.
- Smooth-shifting, 5-speed transmission features optimized gear ratios for strong acceleration and relaxed cruising at highway speeds.
- 2-piece heel-and-toe shifter adds versatility and enhances



- the overall cruising experience. The 2-piece design allows the rider to individually adjust front and rear portions to suit foot size or remove the rear section if not desired.
- Heavy duty 10 plate clutch is designed to compliment engine power characteristics. This clutch is operated by a hydraulic master cylinder instead of a cable. The hydraulic clutch design is low maintenance, self adjusting and very stylish.
- Low-maintenance belt drive system not only significantly reduces maintenance but is also clean and quiet. A belt drive system uses less power than a shaft drive and reduces unsprung weight for great rear suspension performance.

Chassis/Suspension

- Aluminium, die cast, double-cradle frame reduces weight, while balancing strength and rigidity. The critical head pipe area features box type construction for additional strength. The frame not provides excellent handling characteristics but also compliments the beautiful flowing lines of the rest of the chassis and bodywork. The engine is rigidly mounted in the frame for added rigidity.
- Lightweight C.F. die cast aluminium swingarm offers superb

rigidity and ensures excellent stability and handling. The C.F. die casting process allows for beautiful shapes that are both strong and light. This new swingarm is a fashion statement in aluminium and compliments the rest of the Stratoliner's eye catching styling.

- Rigid 46mm front fork offers 130mm (5.1") of wheel travel for exceptionally stable handling and great ride comfort. The fork features "slash cut" large diameter blacked-out fork shrouds to enhance the "neo-streamliner" styling.
- Beefy, cast aluminium, top and bottom triple clamps help increase fork rigidity and reduce weight.
- Link rear suspension features a spring preload adjustable single rear shock delivering outstanding ride comfort and precise handling. The shock is horizontally positioned under the engine for a lower center of gravity and is hidden to provide that classic "hardtail" look. Rear wheel travel is 110mm (4.3").
- Powerful dual 298mm floating front discs are squeezed by ultra rigid, 4-piston, monoblock calipers provide sport-bike spec stopping power. Providing exceptional stopping power, these brakes also provide great lever feel and feedback.
- Huge 320mm rear disc is squeezed by a single piston caliper mounted below the swingarm for a lower center of gravity and that customized "hidden look".
- Lightweight polished 12 spoke cast aluminium mag wheels reduce weight and enhance handling and styling. The front wheel is MT 4.00x18 while the rear wheel is a MT 5.50x17. Both are fitted with tubeless radial tires that provide excellent



traction and reduced rolling resistance.

- Two-piece seat design features a wide, flat profile for excellent rider comfort. The passenger seat features a small lip at the rear of the seat providing a secure feeling for the passenger.
- Teardrop shaped rider floorboards with floating rubber inserts that reduce vibration.
- 51w /55w high efficiency Irradiation headlight. This is a 2 bulb design, one for low beam and one for high beam. The unique headlight body compliments the "neo-streamline" styling.
- Steel fenders front and rear can be easily customized or painted to suit personal preferences. The front fender features a classic chromed fender stay.
- Flangeless teardrop style fuel tank. This is the first flangeless tank used on a Yamaha cruiser. There are no welds visible, providing that custom look. The total fuel capacity is 17 litres thanks to a 3 litre sub tank located low in the frame below the seat. A high pressure electric fuel pump with quick connect fittings provide fuel to the EFI system.
- Large 1.25" diameter handlebars. All electrical wires are hidden inside the handle bars for that clean custom look. Selected meter functions can be controlled by buttons on the back of RHS switch.
- Fuel tank mounted instrument panel. This panel has the classic "clock" image face. Just below the large analogue speedo is an analogue tach and fuel gauge. Other functions include digital odometer, dual tripmeters, fuel reserve trip counter and clock. Background illumination can be adjusted to suit personal

preferences.

- Classic design hard fairing with mini windshield provides a unique styling cue while offering great wind and weather protection. This handlebar mounted fairing includes integrated speakers and is pre-wired for easy connection of an iPod® player.
- Convenient handlebar mounted audio controller.
- Beautifully styled, colour matched hard saddlebags provide ample storage for causal weekend tours.

Details

- Industry-leading, Star Family fit and finish creates a machine as stunning as it is powerful.
- Extra wide, brake and clutch levers provide that quality feel and look.
- Highly visible, clear look LED taillight
- Self-canceling turn signals (15 seconds or 150 meters) with stylish clear lenses.
- Stylish 3D speed lines on the fuel tank
- Low-fuel warning light
- Low maintenance sealed battery
- Fork lock integrated into main ignition switch for extra convenience
- Numerous blacked out components including: forks, handlebar switches, selected engine covers



engine

Type	Air-cooled, OHV, 8-valve, 48°, V-twin w/EFI
Displacement	1,854cc
Torque	17.1 kg-m (123.7 ft.-lbs.) @ 2,500rpm
Bore and Stroke	100 x 118 mm
Compression Ratio	9.5:1
Fuel Delivery	Mikuni Dual 43mm cross bore throttle body F.I.
Est. Fuel Consumption*	16.5kpl / 46mpg (Imp)
Lubrication	Dry sump / 5.2 litre
Ignition/Starting	Digital TCI/ Electri

Transmission	5-speed
Final Drive	Belt

suspension

Front	46 mm fork
Rear	Adj. link Monocross

tires

Front	130/70R18
Rear	190/60R17

brakes

Front	Dual 298 mm disc
Rear	320 mm disc

specifications

Length	2,580 mm (101.6")
Width	1,100 mm (43.3")
Height	1,320 mm (52")
Wheelbase	1,715 mm (67.5")
Ground Clearance	155 mm (6.1")
Seat Height	705 mm (27.8")
Fuel Capacity	17 litres (3.7 Imp. gal.)
Wet Weight	approx. 368kg (810 lb)
Colour(s)	Metallic Black





Roman Emperor For a Day

Riding the 2010 Aprilia RSV4 R

STORY BY GENE LEE

PHOTOS BY MARCO FERNANDES

I am perched atop an emperor's throne; all other superbikes bow down before me. I weave my way through my subjects, one by one, dismissing the Italian pretender from Bologna with nary a glance behind me. I pass all manner of Japanese warriors, Samurais of Slide and Ninjas green with envy. My pace is confident as I stride ahead, and my subjects push and shove each other to fall into line behind me. This is the seat of power: 180hp of V4 fury that propels an emperor to the top step of the podium of production motorcycle racing. This is the Aprilia

RSV4, the latest offering from the manufacturer with the most victories in the history of GP racing.

I am Max Biaggi, if only for a day. As his RSV4 Factory leads the World Superbike Championship by 60 points with only 6 races left, the Roman Emperor (as he is known) seems certain to bring home Aprilia's maiden victory in this series. So it was with great anticipation that I clambered aboard his ride, to find out what makes a championship-leading bike tick, and to feel like a Superbike Caesar for a day.

Built as a replacement for the aging

RSV 1000 R, the RSV4 is a clean-sheet design that adds two more cylinders to the 1000 R's V-Twin configuration. And what an engine! A narrow 999.6cc 65° V4 allows the bike to carry quite slender proportions. In fact, every dimension of the motorcycle seems much more compact than your average litbike, seemingly built around Biaggi's diminutive frame. Being of similar stature (though lacking both racing talent and a dodgy Peter Sellers moustache & goatee), I found the seating position and ergonomics very aggressive but track-friendly. The 33.3" seat is

higher than most Japanese sportbikes. To compensate, the footpegs are also mounted higher for cornering clearance, folding your knees and legs up above them, and there is a long reach to the low-slung clip-ons. This is a focused bike that puts the rider in a good position to move around the motorcycle while railing around the corners of Assen, Misano, Brno and um... Shannonville...? However it is probably not a good position for crawling around the curves on the DVP at 5PM on a weekday. I know this from first-hand experience.

Our 6'2" tall, 1098-riding photographer

Marco swung a leg over the RSV4 and remarked that the position was not too uncomfortable for him. I suspect Marco also enjoys poking his eyes out with a sharp stick and lying on a bed of nails as a relaxing pastime.

An interesting feature of the engine is the ability to switch between three different riding modes, purposely crippled, I mean, offering differing levels of maximum output and throttle response in each mode. The modes are labeled Track, Sport and Road. The most aggressive Track mode will deliver all 180 horses to the whim of your right hand and grow hair on your chest (and

upper lip and chin), while the Road mode magically transforms the bike into a CBR125R. Sport Mode: um, a CBR1000RR? Just kidding! An indicator on the dashboard may let you know which mode you are in, but a twist of the throttle will quickly confirm whether you are in Track mode, or in the wrong mode.

The engine comes alive around 6500 rpm, whereupon a butterfly valve in the exhaust opens up to optimize power. It's best to keep the revs around this clip-level, in ready response to the fun grip in your right hand, but be prepared to re-fuel the 17L tank within 150 kms





Engine: 999.6 cc longitudinal 65° V-4 cylinder, 4-stroke, liquid cooling system, double overhead camshafts (DOHC), four valves per cylinder, 13:1 compression ratio, 78 x 52.3 mm bore x stroke

Maximum power/torque (at the crank): 180 HP at 12,500 rpm / 85 lbs-ft at 10,000 rpm

Fuel system: Airbox with front dynamic air intakes. 4 Weber-Marelli 48-mm throttle bodies with 8 injectors and latest generation Ride-by-Wire engine management. Choice of three different engine maps selectable by the rider with bike in motion: T (Track), S (Sport), R (Road)

Ignition: Magneti Marelli digital electronic ignition system integrated in engine control system, with one spark plug per cylinder and "stick-coil"-type coils

Exhaust: 4 into 2 into 1 layout, single oxygen sensor, lateral single silencer with engine control unit-controlled butterfly valve and integrated trivalent catalytic converter (Euro 3)

Gear box: 6-speed cassette type gearbox 1st: 39/15 (2.6) 2nd: 33/16 (2.063) 3rd: 34/20 (1.7) 4th: 32/22 (1.455) 5th: 34/26 (1.308) 6th: 33/27 (1.222)

Clutch: Multiplate wet clutch with mechanical slipper system

Front suspension: Upside-down Showa fork with

Ø 43 mm stanchions. Forged aluminium radial calliper mounting brackets. Completely adjustable spring preload and hydraulic compression and rebound damping. Wheel travel: 120 mm

Rear suspension: Twin sided aluminium swingarm; mixed low thickness and sheet casting technology. Sachs piggy back monoshock with completely adjustable: spring preload, wheelbase, hydraulic compression and rebound damping. APS progressive linkage. Wheel travel 130mm

Brakes: Front: Dual 320-mm diameter floating stainless steel disc with lightweight stainless steel rotor and aluminium flange with 6 pins. Brembo monobloc radial callipers with 4 Ø 34-mm opposite. Sintered pads. Radial pump and metal braided brake hose Rear: 220-mm diameter disc; Brembo calliper with two Ø 32 mm separate pistons. Sintered pads. Pump with integrated tank and metal braided hose

Tires: Radial tubeless. Front: 120/70 ZR 17 Rear: 190/55 ZR 17

Dimensions: Length: 2040 mm Width: 735 mm (at the handlebar) Height: 1120 mm Height from the ground: 130 mm

Seat height: 845 mm Trail: 105 mm Steering angle: 24.5°

Dry weight: 184 kg

Fuel tank capacity: 17 litres (4-litre reserve included)

Thanks to Tim Sarch at BMW Toronto for supplying 2Ride with an RSV4 R for a test ride and photo shoot.



"I pass all manner of Japanese Warriors, Samurais of Slide and Ninjas green with envy"

to pay for all this fun. The low, throaty growl emanating from the stock pipe tells the world it's not just another howling inline-4. Power builds steadily until a torrent of thrust arrives at 10,000 rpm and peaks at 12,500 rpm, but by that time the world (or the next corner) as far as you could've seen has already arrived and it's time to put the Brembo monobloc binders to good use.

Our test RSV4 R came shod with a Sachs rear shock and Showa forks which do an admirable job handling an urban terrain, but this setup would better be

put to the test on a proper race track. On the road, the bike is enjoyably agile, and turn-ins are lightning quick. It's easy to see why this bike is at the sharp end of the Superbike race pack every Sunday. If you're serious about your suspension, opt for the upgraded RSV4 Factory, which buys you fully adjustable Öhlins forks, shock and steering damper, and also a raft of carbon fiber bits and bragging rights in the Timmie's parking lot. As further confirmation that this is truly a track-ready weapon, both R and Factory models come standard

with a slipper clutch, with just the right amount of engine braking dialed in to prevent free-wheeling into a corner.

One thing I have to admit: this bike is easy on the eyes. Aprilia has done a terrific job of styling one of the best looking sportbikes in the market. By far the prettiest feature is the MotoGP-inspired tail piece. Small and upturned, it sports two racy fins that echo the same theme on top of the tank and the sides of the fairing. The bare aluminum dual spar frame is a continuation of the RSV 1000 R's design and the Mille before



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it, providing some genetic continuity across generations. The exhaust is a large, stylized rectangular box slapped on the side of the bike, centimeters away from the bottom of your right boot. At a standstill the heat from the pipe is a sole-melting experience. If you are going to ride this bike, keep it moving. And keep it moving fast!

As the RSV4s do battle with the other Italian entry on the World Superbike circuit, so too do they go head-to-head on the showroom floor. The base RSV4 R gives Ducati's 1198 some stiff competition, coming in \$500 cheaper

at \$19,499 CDN, while the upgraded RSV Factory model is priced at \$25,995 CDN, again priced under the Ducati's upgraded 1198S.

And just recently Aprilia has announced the drool-worthy RSV4 Biaggi Replica, sporting team sponsor's Alitalia white, red and green colours, a lot more WSBK-spec kit and an extra 20 ponies. Although Canadian pricing has not been announced for this top-range model, European pricing already puts it above the 1198R. It seems that since Aprilia race bikes are beating Ducatis on the racetracks, the race replicas

have been valued accordingly!

Aprilia has delivered to the marketplace a thinly disguised racebike in beautiful street trim, which should appeal to both track day junkies and freeway riders who want a great handling bike with lots of power and that turns heads wherever they ride or park. Cutting through highway traffic, this bike hates to have anything in front of it but a chequered flag. It was born to lead. I may never be a Superbike king, but at least I can sit on the very same cramped throne that the Roman Emperor himself sits upon.



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From Bagger to The Boardwalk in Seconds Flat

STORY BY GENE LEE

PHOTOS BY MARCO FERNANDES

In bright sunlight,
you will need a pair of
Harley-Davidson®
branded sunglasses to
stare at this monster
of chrome.



I was told that we were picking up a Harley-Davidson® CVO™ Softail® to test-ride for a week.

Rag-top cars from the MoCo? Really? I guess if they're building trikes now, then 4-wheelers can't be that far behind.

The 2010 Harley-Davidson® CVO™ Softail® Convertible is not a car. In fact, just as a convertible automobile refers to the fact that you can “convert” an enclosed vehicle to an open-air one, the convertible in this case means that your cross country bagger can now be easily converted into a ‘round-the-town cruiser, without the need for any tools. And best of all, you'll be doing it in style, as the CVO™ (which stands for Custom Vehicle Operations™) treatment means that Harley® has thrown every option in the parts catalog onto this bike.

All this comes at a price though, as the base model comes in at a hefty \$33,259, an almost \$13,000 premium to the basic Softail® Custom. One could argue that most owners would probably spend close to that figure upgrading and customizing their ride over time, so to spend it all at once might be a painful, but very quick way of getting the bike the way you want it. And you do get quite a lot for that premium!

The first thing that catches your eye is the dazzling amount of chrome that adorns this beauty. A little part of your brain



kicks in and starts calculating how much time it's going to take to keep this thing shiny and clean. But it's the larger part of your gray matter, the part that gets hypnotized by shiny things, that marvels over the chromed grips, chromed levers, chromed reservoir, chromed fuel lines, chromed footboards, chromed etc. In bright sunlight, you will need a pair of Harley-Davidson-branded sunglasses to stare at this monster of chrome.

Certain items stand out once your eyes get accustomed to the glare. A very pretty chrome gauge on the tank displays the speed in large digital numbers, as an analog tachometer needle sweeps around the circumference of the display. The indicator lights are a bit difficult to read with a full face helmet, and it's clear that Harley engineered the display for the beanie-sporting riders. Special 5-spoked chromed Stinger wheels are a crowd favorite, especially if you are diligent about polishing them to a mirror finish. And the view of the rear wheel is decorated with a belt cover made of, you guessed it: shiny chrome.

To move all this extra gleaming metal, the CVO™ team has opted to install the colossal 110-inch Screamin' Eagle® Twin Cam engine. That's over 1800 ccs of metric muscle! Our tester included a Ventilator air cleaner kit with a protective rain sock cover that drew lots of pointed fingers at the local Timmies.

The grunt from this engine is palpable from launch, as the CVO™ Convertible will strain the neck muscles of both the rider and other motorists as they crane their heads to get a better look at what just passed them.

The ride is for the most part very much like a typical Softail, a bit heavy and tipsy at slower speeds. The riding position is feet forward, arms outstretched, which is accentuated by the customized low-seat (24.4" seat height). During aggressive turning, clearance is always an issue with the Softails, so unless you want to grind down those expensive chrome footboards, it's best to set a prudent cornering speed. But if prudence does give way to exuberance, the floorboards are hinged. Don't ask me how I know...

I've always wondered why most

Harleys only have a single front brake rotor, and this question becomes more pertinent when there's more machine to move, and more engine to move it with. Stopping in an assertive fashion means really squeezing the front brake lever, and it doesn't help that Harley® levers also double as hand-grip strengtheners for the exercise-conscious.

But now the best part: you've ridden for days with clothing, a chamois, and about three or four bottles of Quik Detailer in the stock leather saddlebags. After checking into the motel, a turn of a couple of hand screws inside the bags and a few clips on the windshield and you can leave the bags, shield and passenger seat (and passenger) in your room, ready to hit the boulevard with a lean and mean street machine. That is, after you've finished

polishing all that chrome...

Gene Lee has tried to set a record for the number of times the word chrome has been mentioned in a motorcycle article. That number is now 14.

2011 Harley-Davidson® FLSTSE2 CVO™ Softail® Convertible

dimensions

Length	94.9 in. (2,385 mm)
Weight	754 lbs. (343 kg)
Running Order	781 lbs. (355 kg)
Ground Clearance	4.3 in. (110 mm)
Wheelbase	64.2 in. (1,620 mm)
Seat Height:	
• Laden	24.4 in. (619.8 mm)
• Unladen	26.19 in. (665 mm)

engine

Engine	Twin Cam 1108™
Displacement	110 ci (1,803 cc)
Bore x Stroke	4 x 4.38 in. (101.6 x 111.25 mm)
Torque	110 ft. lbs. @ 3,000 rpm (145 Nm @ 2,750 rpm)
Compression Ratio	9.15:1
Fuel System	Electronic Sequential Port Fuel Injection (ESPFI)
Fuel Capacity	5 gal. (18.9 l)
MPG Rating	34 city / 50 highway
Clutch	Multi-plate with diaphragm spring in oil bath
Cooling	Air
Exhaust	Chrome, shorty-dual with chrome mufflers and muffler shields
Oil Capacity	3 qt. (2.8 l)

drivetrain

Transmission	6-speed
Primary Drive	Chain, 34/46 ratio
Final Drive	Carbon fiber belt
Gear Ratios	1st: 9.311 2nd: 6.454 3rd: 4.793 4th: 3.882 5th: 3.307 6th: 2.79

brakes/wheels/tires

Brakes	Front: 4-piston fixed Rear: 2-piston floating
Wheels	Front & Rear: Chrome Stinger™ cast aluminum
Tires	Front: 130/70R18 63V Rear: 200/50R18 76V

operational

Rake	32°
Trail	5.8 in. (147 mm)

other

Colors: Two-tone Maple Metallic / Roman Gold with Burnished Copper Graphics, Two-tone Scarlet Red Pearl / Dark Slate Pearl with Metal Grind Graphics, Two-tone Midnight Sky / Candy Cobalt with Blue Ice Graphics



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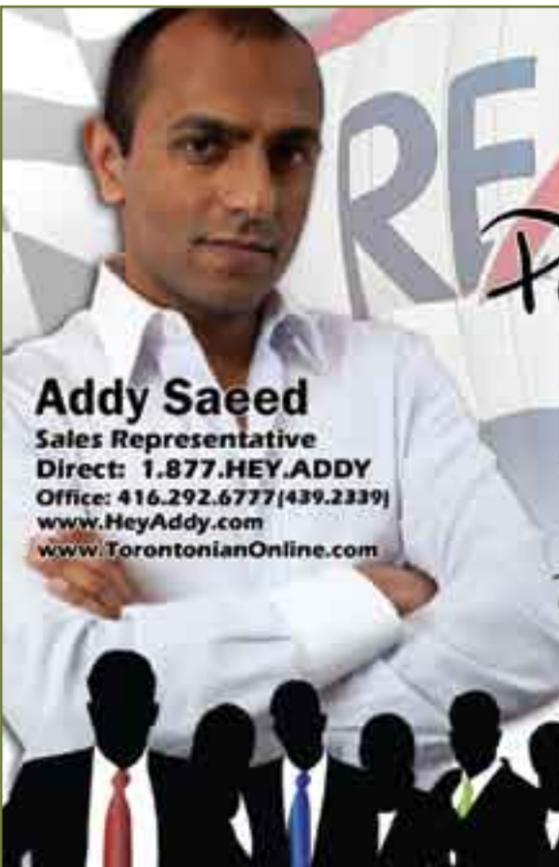
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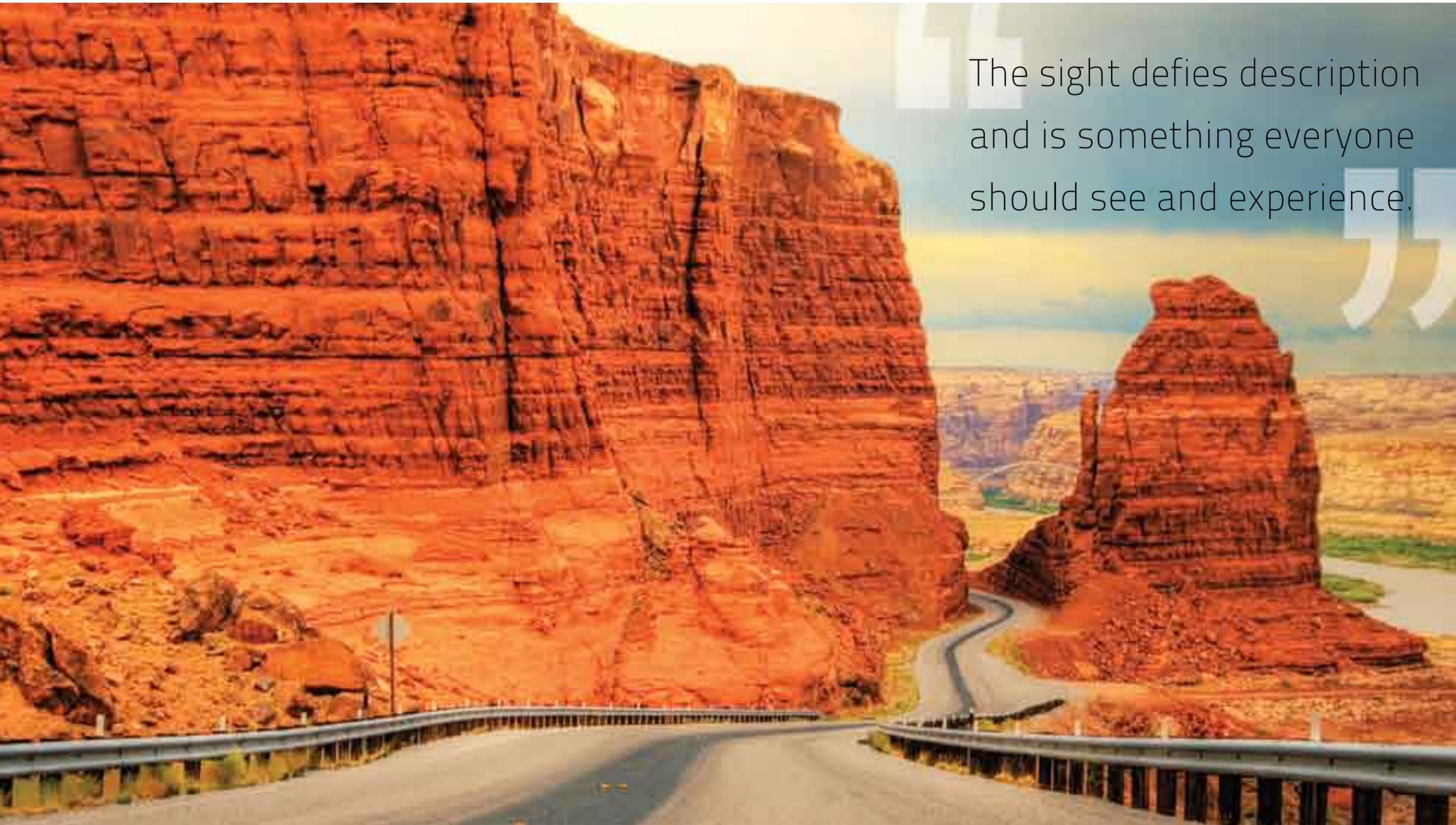
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The sight defies description and is something everyone should see and experience.

"ADIOS, RED ROCK"

STORY SUBMITTED
BY RICKI LETOFSKY

After a cold night's sleep we awoke to a clear blue sky and cool mountain air, with the promise of a much warmer day to come. We grabbed a quick breakfast. Bryce Canyon and Highway 12 were two items on our 'to do' list today and we were jazzed!

The entrance to Bryce Canyon National Park was unassuming. It foretold of nothing of which we had yet to experience. The guide at the Visitor's Centre told us the road was twelve miles long. She said to go to the very end and stop at the look-outs on the way down because they are all on the right side. We took her advice and headed onto the road. It climbed ever upward with forests on both sides. Some patches of trees looked blackened from fire which was a sad sight to see. The road wound around and the air was cooler and thinner than it had been just a few miles ago.

We reached the summit at an altitude over 8000 feet. We walked towards the edge of the lookout. My heart started thumping and my blood was pumping. The sight defies description and is something everyone should see and experience. As far as the eye could see there were enormous and incredible red rock formations rising straight up out of the deep canyons beyond. Struck against the clear blue sky, they appeared unworldly and prehistoric. It was as if we had landed on another planet. Although many people were there, the sounds of the voices melted away into the immensity of the opening. The shapes were the result of millions of years of wind, ice and rain erosion. The result was stunning. We had never seen anything such as this. It cannot be found anywhere else on earth.

We pulled ourselves away and rode to the next lookout. People were so nice. When they saw us taking pictures of each other they offered to take a picture of the two of us together in front of these amazingly beautiful views. Even looking at our pictures later, there is

“When faced with the beauty and complexity of the canvas before us, it left us breathless with wonder.”



nothing comparable to the reality of being there and seeing it. I am definitely at a loss for words! Each lookout has a name and the elevation. There were views with structures which appeared as rock bridges, the stone worn away through the middle over time leaving enormous yet tenuous links between two sides of the canyons. We kept going down to each new lookout and each time we could not believe our eyes. It was so immense it was almost too much to comprehend on a human level. When faced with the beauty and complexity of the canvas before us, it left us breathless with wonder.

The last lookout had a path for a better view. Although I am not fond of heights, I ventured out, walking carefully and slowly. I hugged the inside part of the path and hugged Bernie tighter! We could see for miles. The formations climbed high into the sky and we could see where ‘windows’ had formed inside the rock. The sight went on forever and it is something neither of us will ever forget.

We eventually tore ourselves away from this mesmerizing view. We had a destination, but the ride was the adventure which awaited us. It was time to venture onto Highway 12. We left the

Canyon and struck out northward at the start of Highway 12. After the beauty we had just experienced we wondered how America’s Number One Scenic Highway would compare. We were not disappointed. This time man and nature combined to bring a startling and incomparable vista to our senses.

We started descending so that eventually we were riding on the roads below and outside the canyons we had just left. The beautiful red rock mountains surrounded us in the distance. Lush green grass meadows and ranches made up a small town whose population enjoyed an unbelievable

every day of their lives. For us, it was a startling change from the miles of immense solid rock we had just viewed.

Gradually the road began climbing. We were on a mountain and the two lane highway wound around and around. Sometimes we were on the inside lane and sometimes we were on the edge with sheer drop offs thousands of feet down. The sun was shining; the sky was clear blue – not a cloud. It was hot but while we kept moving the air was cool. The highway is going up, up, up and the curves were hairpin tight. The signs indicated speed limits of 5 mph - there was no need for speed here!

I am snapping pictures to the left; to the right; in front and below. Bernie had to keep his eye on the road. We never knew when we came around a turn what would await, but no matter where we

looked, there was an incredible sight. The summit was at 9600 feet. Around another curve and suddenly we are faced with nothing but red and white rock mountains below us – spreading out for miles. The height at the summit is dizzying and the sight is blinding. The road starts to descend. We stop for a photo op near a stream running through the rocks. I know we both want and need to catch our breath. Especially Bernie, after he maneuvered the bike up and around countless curves, left and right, on the edge of the mountain, carrying me and my H-D t-shirts – not light baggage!

We are back on flat ground, for the moment anyways! The terrain changes as the mountains recede into the distance with desert floor surrounding us on both sides. Before we know it

we begin to ascend upward again. The highway is following another mountain side and we follow the highway. Now as we climb the mountain sides are covered with huge Ponderosa Pine trees. The highway straightens and another picture appears of meadows and cattle grazing. It is almost surreal. This is indeed the most incredible and scenic byway we have ever seen. Every curve in the road brought a new, sometimes terrifying, but always an amazing sight. The terrain and landscape changed with every mile. The highway sculptors should be proud. At the summit, Bernie had remarked, “you haven’t ridden a motorcycle until you’ve ridden Highway 12 in Utah”. Hey everyone - Get over here!

We reach the end of Highway 12 at the Highway 24 junction. We are on the way to our next destination.



THE
VINCENT



“Shadowized”

ONE MAN'S LIFE ASTRIDE A 1950 VINCENT SERIES C RAPIDE...

STORY BY DAMIEN EATON
PHOTOS BY ERIC MCBRIDE

Recently I had the pleasure of meeting a gentleman named Andrew, and, as he calls it his, “Albino Vincent.”
“Come out to a CVMG BBQ in Kawartha Lakes” he says, “Take the old Vincent out for a run.”

His machine is actually a 1950 Vincent Series C Rapide, which has been in Andrew’s family since the mid-sixties. As a lot of Series C owners would have done, Andrew’s machine has been “Shadowized”, by way of installing bigger carbs, different cams and superior brakes.

HRD Motors Ltd. was the brainchild of Royal Flying Corps (RFC) Pilot Howard Raymond Davies in 1924. Various models were produced, generally powered by JAP (JA Prestwich Industries) engines. By 1928, HRD, running at a loss went into liquidation and was bought out by Philip Vincent. The company was renamed Vincent HRD Co. Ltd. Production commenced in Stevenage, England, the new trademark sporting a very small “Vincent” logo under a large HRD banner, so as to capitalize on the existing brand. By 1949 with export to the United States expanding, the HRD was dropped, to eliminate confusion with the HD in Harley-Davidson®.

In 1948, the Series C was introduced, based, obviously on the 998cc V-Twin Series A of 1936, and the Series B of 1946, with modifications such as the use of Girdraulic front forks. The Vincent Black Shadow was basically a Series C with a blacked out engine and gearbox unit,

The “Albino Vincent” was purchased in England by Andrew’s Uncle characterized as somewhat of a basket case.



Andrew’s Father had been an avid motorcyclist back in England years before, and had never owned a car.

large 150mph speedometer and the aforementioned modifications. The engine could produce 54HP at 5700 RPM in Black Shadow trim.

On the morning of September 13th 1948, on the Bonneville Salt Flats of Utah, motorcycle racer Rolland (Rollie) Free dressed in only a Speedo style bathing suit, shower cap, and borrowed sneakers, set a new American land speed record of 150.313 MPH (241.905 KM/H) on an HRD Vincent. There is dispute to whether it was a Black Shadow, or a modified Black Shadow, that later became known as The Black Lightning (the fastest Vincent ever made). The Black Lightning was a racing version of the Black Shadow with all steel parts being replaced by aluminum, and any non-essential parts being removed altogether, shaving 75lbs plus off the bike. Legend has it that there were only 16-30 Black Lightning's produced. A picture of Rollie Free on his run at the salt flats taken from a speeding car, is said to be the world's most famous motorcycle picture, and is referred to as "the bathing suit bike."

Rather than continue to suffer a loss, Phil Vincent announced that he would not compromise on quality to compete with newer manufacturers, one week before Christmas 1955; the final machine rolled off the assembly line, and was aptly named "The Last."

The "Albino Vincent" was purchased in England by Andrew's Uncle characterized as somewhat of a basket case. The tank had a fresh coat of white paint at the time, and as Andrew admits, his Uncle being rather frugal, simply continued to paint the Vincent white instead of reverting back to its original black.

It got a new lease on life back in London, England as Andrew's two Uncles reassembled it. One Uncle, being an Engineer set about to make some improvements to the Vincent by way of relocating the voltage regulator out of sight under the battery tray, with all the bullet connectors attached to a printed circuit board to handle the electrical

distribution. Wires were then run in stainless steel tubes to the rear light assembly and headstock.

His Uncles acquired a second Vincent, a 1955 Series D Shadow and rebuilt it also, giving the brothers a matching pair. When one of the brothers passed away in 1969, arrangements were made for his Vincent, the 1950, to be shipped to Canada, for Andrew's Father. In May of 1971, the "Albino Vincent", arrived at the Port of Toronto and was swiftly uncrated and stowed away in the family shed.

Andrew's Father had been an avid motorcyclist back in England years before, and had never owned a car. Once He had made the move to Canada in December of 1956, it became immediately obvious that he needed a car, thus ending his motorcycling days for 20 years.

In 1977, The Vincent Owners Club held its World Rally in Shadow Lake (Coincidence? I think not, says Andrew!)

In 1949, HRD was dropped to eliminate confusion with "HD" in Harley-Davidson®.

Enthusiastic club members shipped their bikes from around the world, but not Andrew's frugal Uncle, no Sir!! A call was placed to Andrew's Dad to procure the use of the "Albino Vincent", to save on those pesky shipping charges.

In spring of 1977, Dad acquired his Motorcycle license on a borrowed Honda XL175, as he had never ridden in Canada. Old Whitey was dragged from the family shed as Dad settled in for a time to do some repairs and put her back in shape for the rally. Andrew remembers wondering "What is that? Where did it come from?" The then teenager would have been a mere boy when the bike had arrived years earlier.

Battery acid had frozen and leaked all over the fancy circuit board. The Clutch was another story altogether. Vincent had designed an unusual clutch called a servo clutch. It is merely a single plate that actuates on a set of clutch shoes,

much the same as a drum brake. The single plate triggers the shoes which in turn fling out to grip the drum, which drives the gearbox. Idea being, the more torque applied, the harder the clutch grabs. Andrew still remembers his Dad and Uncle installing new corks in the clutch plate and then doing a burn out with the front wheel of the Vincent against the house, to test it, Mum, must have loved that!

Andrew still remembers his first ride on the "Vinny" when he was 13 years old. It was one of those perfect warm summer days that never seem to end, the kind only the young can truly appreciate. His Uncle and he rode to Fenlon Falls; Andrew recalls the peculiar shadow that the bike cast on the road, and how it seemed to fold up as the suspension ate up the bumps along the way, being that the engine, is more or less the frame. The lovely exhaust note as the bike seemed to effortlessly plunk onward.

That started a long list of Vincent, and other motorcycle events. His Uncle returned the following year to attend a Vincent rally, called the Hillbilly Hoedown, in Georgia. His Dad had always said, "If you can start it, you can ride it." That may sound easy enough, but as Andrew remembers, it was quite a horror to kick over in those days, done wrong; the "Vinny" would kick you back, and hard! That was enough to put young Andrew off till the age of 17.

In the 80's after a little fine tuning to the ignition timing, thus, taming the "Albino Vincent", Andrew was away, singing, "just me and my shadow!" (Cheese, that was uncalled for! Sorry couldn't resist!). Our hero remembers riding to college in downtown Toronto and leaving it parked on the roadside, no key, and no lock. Merely pull in the decompression lever to kill the engine, and walk away.



Unfortunately his Uncles and Father have passed now, but the Vincent ties them together like few objects could ever do.

Andrew recalls one of his most memorable rides, when he took his first real road trip on the "Vinny". It was the CVMG Sarnia Section's 1st Annual rally. He loaded the camping gear on the bike and made the 400km trip. He met a guy on the 402 who was driving a Turbo Trans Am, they decided to get on it a little, and Mr. Trans Am gave up at roughly 125MPH. Andrew would have really opened her up if it wasn't raining at the time, but the amphibious and indestructible Vincent plowed onwards.

When Andrew reached the campground on Friday night, most were shocked to see an 18 year old kid riding a Vincent. He met a guy named Terry who showed a great deal of interest in the Vincent. Andrew said, "take her for a ride." Terry was shocked by being offered to ride such a legendary bike, that most could only dream of owning. Terry did ride the bike, and after he an Andrew tried several comparisons between the "Vinny" and Terry's Kawi K1100, ending in all out speed runs, eventually leaving the Kawasaki in the dust. But then again Andrew recalls, "I never did get out of 3rd."

As mentioned before, Andrew offered me a ride on the Vincent, an opportunity, like his lifelong friend Terry, I could not refuse.

Without getting to wordy, as this is not a ride/review article, I will say that as all vintage bikes do, the Vincent has its own eccentricities. She is a beautiful machine which I don't think will ever be bested again, in our lifetime. Only the owner can ever start her first time (laugh). It still handles fantastically on the uneven roads, and well not to put too fine a point on it, she goes like a dragon with an arse full of bumble bees.

And as I'm sure Terry said, all those years ago, thank you Andrew and your Dad and Uncles wherever they may be, for bringing a lifelong dream of mine to fruition.

Devil in a Blue Dress...

Suzuki GSX1250AE Sports-Tourer

STORY BY DAMIEN EATON

PHOTOGRAPHY BY MARTIN BESKO - AZURE BLUE

From a bang for buck standpoint, I believe Suzuki has nailed it with the fuel injected 1255cc inline-four.

Sometimes things are not always as they appear? But almost always, the devil you know is better than the devil you don't!

When Suzuki realized it needed a Sports-Tourer the likes of Kawi's Concourse, or BMW's K1300GT, they decided to stay with the familiar. So was born the 2010 GSX1250SEA, incubated largely from the DNA of the trusty Bandit.

The 1250SEA featured here and available in Canada, is currently not available in the United States. The U.S. model is the GSX1250FA, same model without the hard bags and top box. The FA model is also available in Canada, for those who don't need the cargo space.

The big difference on the 2010 model, from the previous, is the sportier, more aggressive look, with blacked out engine, stacked headlamps and full fairing. This year's beef up seems to put the bike more in keeping with its Gixxer brothers, the GSXR600, 750 and 1000.

From a bang for buck standpoint, I believe Suzuki has nailed it with the fuel injected 1255cc inline-four. It has the right balance of sporty and nimble handling, but with enough horses released by the power plant to make two-up highway cruising a breeze.

I took the machine on a long daytrip to Grand Bend, Ontario. Some friends and I left very early one Sunday morning, taking a lazy back road route there, and the more direct highway option back. Although, you can ride around all day very mild mannered, when necessary, or when feeling mischievous, with a twist of the throttle, the GSX morphs into somewhat of a little devil. All told, I was on the GSX1250 for about 12 hours. I wouldn't say the seat gave me all day comfort, as the last few hours became somewhat tiring, but for an hour or two between stops, the seat and general setup of the bike was fantastic. There is plenty of pull for passing on the highway and the removable side cases and top box fit an amazing amount of road swag. The seat height can be adjusted 20mm up or down, as can the suspension



for a more or less aggressive ride, or for two up comfort.

When riding the new Suzuki, you can be rest assured that the chassis you sit on is tried and true, as is the dependable 1255cc inline four. From a safety standpoint ABS brakes are standard, along with discs front and rear. The Instrument display has digital speedometer and analog tachometer, and even a gear selector and shift indicator, for those of us losing our memories (grin).

When the touring is done you simply spray off the road grime, unclip your three hard bags, and you are ready for some sport riding. You will notice that you have two separate keys for your luggage. One for the top case and one for both the side cases, which is slightly inconvenient, but Suzuki assured me that they are working on replacement locks to integrate to one key. I also noted that opening and closing the boxes can be a little frustrating, but that most likely is the operator. The GSX also comes with a center stand for making chain maintenance far more convenient.

All told, Suzuki has managed to offer

an amazing Sports-Touring package with the GSX1250SEA; Performance, handling, safety, fantastic and utilizable looks at an affordable price.

Only question now is, where will you tour next?

CHASSIS:

Brakes Front Disc brake, twin, ABS assisted*
 Brakes Rear Disc brake, ABS assisted*
 Colour Black, Blue

Curb Weight 257 kg
 Final Drive Chain
 Fuel Tank Capacity 19 L
 Ground Clearance 135 mm
 Overall Length 2130 mm
 Seat Height 805/825 mm Low/High
 Suspension Front Telescopic, coil spring, oil damped
 Suspension Rear Link type, coil spring, oil damped
 Tires Front 120/70ZR17M/C (58W), tubeless
 Tires Rear 180/55ZR17M/C (73W), tubeless
 Transmission 6-speed constant mesh
 Wheelbase 1485 mm

ENGINE:

Bore Stroke 79.0 mm x 64.0 mm
 Compression Ratio 10.5 : 1
 Engine 1255 cc, 4-stroke, liquid-cooled, DOHC
 Fuel System Fuel injection
 Ignition Electronic ignition (Transistorized)
 Lubrication Wet sump
 Starter Electric

WARRANTY:

Warranty 12 Month unlimited mileage limited warranty



A Weekend in the Life of a MOTORCYCLE INSTRUCTOR

STORY BY GENE LEE

How do I like to spend my weekends? I prefer standing around in a parking lot caught in the crossfire of hurtling motorcycles, piloted by folks who hours earlier could not tell you the difference between a clutch and a choke. I like cultivating a tan that would make a farmer envious, despite liberal reapplications of 120 SPF sunscreen throughout the weekend. But most of all, I like wearing a snazzy fluorescent safety vest that proclaims to the world: "I am a construction worker!" A bright, loud vest that makes me a conspicuous target to the aforementioned hurtling motorcycles...

I've interviewed a few of my fellow instructors for this article and asked them why they teach. One co-worker tells me, "I've learned a lot over the years from people willing to share their knowledge and I want to give back to the community". Uh huh. I suspect he's probably a foreign aid worker for the UN during the day, and he spends his evenings teaching blind kids how to play the piano. Personally, I teach motorcycle riding for the cocktail party stories. I could bore my own mother to tears talking about how the widgets my company makes are better than anyone else's widgets. But tell people you teach motorcycle riding and that you do all this wearing a snazzy fluorescent safety vest? You'll be the coolest person in the room! Well, except for that other guy at the party who actually does construction work.

Ever wondered what goes into putting together a weekend motorcycle riding



course? Despite how much fun it looks like we're having, there's actually a lot of work behind the scenes to make the course a success.

Saturday starts early for the instructors. We arrive about a half-hour before the students do to wheel out all the motorcycles from the bin and line them up all nice and neat in a row. We take a mental picture of this, because the bikes will never ever be parked this neat again all weekend... Then we sweep the parking lot for any debris that might cause an accident during the day, such as standing water or sand. Other items like broken beer bottles and used condoms are not uncommon, leftover from an eventful Friday night. There are other unmentionables that we find on the lot on Saturday morning, but you'll have to join the Club of the Snazzy Fluorescent Safety Vest to find out for yourself.

Next, are the cones. We call them cones, but really, they're flat, plastic, coloured discs that we lay down let the students know where to ride, stop and turn. The point of the coloured cones is to give the new riders something to avoid - in theory. But there is a reason why our cones are now flat and not coned-shaped anymore. I hate the cones. There are a lot of them and they have to be laid down and picked up between each and every exercise. I think I've thrown down and picked up over a million plastic discs in my life as an instructor. The cones invade my dreams on Saturday night. In these dreams, I'm chasing down each and every one of them, as they're run over and kicked around by a horde of 125cc motorcycles, but I can never pick up all of them. In my dreams, there are so many of them and only one of me... I hate the cones.

Anyway, back to the course. As Saturday progresses, we teach the students the difference between a clutch and a choke, and also how to point the bike away from people wearing snazzy fluorescent safety vests. We remind them to check the kickstand before they start their motorcycle. We also remind them to look where they want



to go. And nowhere is this as important as when they are in the port-a-potty, because while the students may leave us every Sunday afternoon, the instructors do have to keep coming back every weekend.

I've honed all my senses to become a high-performance instructing machine. Even from 100m away, my eagle eyes will spot student's fingers hovering over brake and clutch levers, instead of firmly gripping handlebars. My sharply tuned canine-like ears will recognize missed shifts and popped clutches. And my voice is capable of achieving

megaphone-like volumes, capable of addressing students at the furthest end of the parking lot to remind them to push (both pedals) and pull (both levers) in order to avoid going any further down the furthest end of the parking lot.

Lunch is my favorite time of day because I get to ride the bikes around the closed course while the students are eating. I get so much joy in flinging a small bike around a closed course, wringing all 12HP from a single-cylinder in every gear. My favorite bike isn't even a motorcycle. It's a blue Yamaha C3 scooter that goes 0 to 60 in... well, it goes

0 to 60. Lunch is also the time we get to know our students a bit better, and we also get a chance to put a face to their name written on a piece of tape on their helmet.

By the end of the first day, we've taught the basics of motorcycle riding to the students. As they go home, basking in the knowledge of how to be smooth and progressive with their chokes and how to use their clutches when the bike is cold (or something like that), the instructors pick up cones, top up gas tanks and load all the bikes back in the bin. Instructors and students go through very similar Saturday evenings: dinner burning on the stove and a weary motorcycle rider asleep on the couch; Gord Martineau announcing the 6'o clock news to no one in particular.

Sunday is much more exciting than Saturday because it's emergency skills day! It's the day we teach the students how to stop quickly and how to swerve with confidence. The reason why Sunday is so exciting is because in the beginning,

some students do not stop very quickly, nor do they swerve with very much confidence. During the exercise, it's the duty of one instructor to stand in front of a student's moving motorcycle and command them to stop or swerve in a chosen direction. Normally, this instructor is chosen from all the other instructors in the group based on a specific set of skills, namely the ability to move out of the way quickly. Younger instructors have less to lose in terms of possessions and dependants, and being spryer than their older (and much wiser) counterparts, they are usually volunteered to this position.

Sunday morning's excitement is slowly replaced by dread, as time counts down to the afternoon's skills demonstration session, otherwise known as the M1 Exit Test. This apprehension quickly dissipates when we explain each test section and the students realize they have actually been practicing the entire test for the last two days. After the test is finished, relief settles in for both the

student and the instructor standing in front of the brake and swerve section. It's a long couple of days, but every course I teach yields countless tales of triumph and tragedy, incredible highs and unimaginable lows, times of laughter and tears, courage and cowardice. But that's just the instructors. The students pretty much have a good time the whole weekend.

So that's life as a motorcycle instructor. If you're a rider looking to give back to the community, or you want to teach life-saving skills to new motorcyclists, or if you just want to be able to tell a cool story the next time someone asks you, "What do you do for a living?", then consider joining one of the many riding schools in the area.

'Cause you do get this really cool, snazzy fluorescent safety vest...

Gene Lee plays dodgeball with CBR125Rs at the Rider Training Institute www.ridertraining.ca.



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A couple of years ago when I heard rumblings that Norton was going to re-launch in the UK, I was skeptical. Not wanting to get my hopes up at seeing another great British marque come back from the dead, only to be disappointed.

Well, the rumblings soon turned to thunder, no, Royal Thunder... So pour yourself a cup of tea, switch the tele over to Coronation Street, and let's get reacquainted with an old friend!

It's very easy for us to talk about how wonderful a new motorcycle is, how it shines, power to weight ratios, accessories, ground clearance, fuel consumption, maximum torque, etc.

These are matters of science, matters of the mind, if you will? Specifications that once engineered can be dissected by those of us who choose to straddle what is little more than a missile with brakes.

Not to put too fine a point on it, these are facts, which once read, regurgitated, and read again, can be learned or taught and filed away within the little grey cells of the brain for further reference.

Let's be honest, although necessary for us to understand the mechanics of a particular machine, sometimes, most of us would sooner watch grass grow.

Originally founded in 1898, in Birmingham England as a manufacturer of fittings and parts for the growing two wheel industry, Norton would soon become known as 'The Unapproachable Norton' on the racing scene and would remain one of history's most legendary marques.

STORY BY DAMIEN EATON

PHOTOGRAPHY BY MARTIN BESKO -
AZURE BLUE



It's Saturday August 14th, 2010, after being on the road since 4:30 a.m. atop a 500cc single cylinder thumper, I arrive at Mosport International Raceway for the Vintage Road Racers Association (VRRRA) races. I meet with other 2Ride personnel, who like me, had spent 12 hours on the road the previous day, doing the Friday the 13th run to Port Dover. Everyone's a little groggy but eager for the day's events. We make our way to our booth location, next to Norton Motorcycles Canada.

We get some coffee and I spot Peter Howes, the President of Norton Motorcycles Canada Ltd, coming out of his trailer with his adorable little Jack Russell Terrier, "Bingo". The new, Commando 961 Sport is already on its stand, gleaming in the morning sunlight, just as fantastic as I remember from seeing it at Norton's uncrating ceremony in Newmarket, the previous Wednesday. We all sort of help each other get the booths set up for the day and chat about the bike as we do so.

Later in the day, between the crowd, the noise and the exhaust fumes, I remember looking over at Norton's tent and seeing Peter, along with his wife and children, talking to people about the new model, and models yet to come. Showing off their new line of T-shirts, ball caps and so on. I remember thinking, there

is a man passionate about a motorcycle, and a family dedicated to helping him make his company a success.

Originally founded in 1898, in Birmingham England as a manufacturer of fittings and parts for the growing two wheel industry, Norton would soon become known as 'The Unapproachable Norton' on the racing scene and would remain one of history's most legendary marques.

In 1902, founder James Lansdowne Norton, or Pa Norton as he was referred to, offered the first Norton motorbikes, powered by Swiss and French engines.

And as Peter Howes' website says, 'Built with pride in the UK'

In 1907, a Norton ridden by Rem Fowler won the twin cylinder class at the very first ever Isle of Man TT race. So began an illustrious sporting tradition that saw Norton take wins 10 times between the World Wars, and every year from 1947 to 1954 at the Isle of Man Senior TT.

By 1908, Norton was using their own engines, beginning with side valve singles and eventually the beloved twins.

Norton continued to win race after race; in fact, the marquee has won

more races than any other. But by the early fifties, largely due to its racing endeavours the company was sold out to Associated Motorcycles (AMC). AMC then became insolvent in 1966 and was reformed as Norton-Villiers. By 1973 it was again renamed to Norton-Villiers-Triumph.

The Norton Commando was first launched in 1967, with a design history going back as far as the late 1940's, when the Model 7 twin was released. In its first skin, it was a 750cc, whose frame had been isolated from engine and gearbox by way of special rubber mountings, designed to alleviate acute vibration issues experienced on earlier models. The 850cc Commando was released in April of 1973, and by March of 1975, the MK3 Commando 850cc, sported electric start. Specifications remained more or less the same until October of 1977, when production of the machine ceased. In the 10 years the Commando was in production, it was an incredibly popular and well respected bike, winning the MCN (Machine of the Year) award for 5 straight years from 1968-1972. The company changed hands a few more times until it was repatriated in 2008 by UK Businessman Stuart Garner.

As you begin to look at the new 961 Commando line up, consisting of the 'The Sport' (featured in this article),

The Café Racer, and the 961 SE, you can immediately see that the company has an eye for its illustrious history, but is firmly footed in its future. From a Canadian perspective, the company cannot go far wrong with a leader like President Peter Howes and his dedicated partners, Vice President of Norton Motorcycles Canada Ltd, Jim Brown, Sam Agha - owner of Suzuki of Newmarket and a dedicated group of family and friends that continue to work tirelessly

What is perhaps far more difficult to explain are the things that **make us passionate about a machine,** or operating that machine? But then again, who among us could ever explain with any success, **matters of the heart?**





to make this happen.

Mr. Howes shows his passion and dedication to the Norton Marquee every time you speak with him about the motorcycle and their vision for its future in Canada. Taking a leaf out of Pa Norton's book, Howes is embarking on a dealer tour of Western Canada to promote the arrival of the one and only Sport model in North America, seen here in 2Ride magazine.

Norton Motorcycles Canada and its bikes are to be complemented by a full range of vintage motorsport apparel in the near future, some of which is available online now at www.nortoncanada.ca.

According to Mr. Howes and his partners, Norton is going for exclusivity. Pricing details for the Canadian market are not confirmed yet, but details

suggest in the neighborhood of \$22k - \$30k, the top being the SE model which sports a Carbon Fiber package.

The entire machine is handmade and tested at Norton's facility in the heart of the legendary motorsport track, Donington Park, near Donington Castle, Leicestershire, England. At present, only a maximum of 6 Commandos a day can be manufactured at the site, with an eye for detail and performance, over mass production. So with those numbers, I don't think any of us can expect to see a new Norton, every time we go for a ride.

The Commando's overall look in its classic racing livery of silver with black and red pin striping is breathtaking, and although new and refined, it feels somehow strikingly familiar. Its 961cc, air cooled, Parallel twin, looks like art work with just enough attention paid to

its predecessors. The fuel injected Sport brags 80HP, Brembo brakes, front and rear, and Ohlins suspension at either end.

Norton has a dedicated ensemble of engineers and craftsmen in the UK, fronted by Stuart Garner, a man with a definite vision of where he see's Norton fitting in today's world. We have Peter Howes and his tireless partners, supportive family and 'Bingo' chipping away at the preverbal stone here in Canada. Oh, and one beautiful handmade bike!

So I say, welcome back Norton Motorcycles!
But let's face it ...
they never really went away, did they?



engine

Type	Twin, four-stroke
Displacement	961.00 ccm (58.64 cubic inches)
Torque	90.00 Nm (9.2 kgf-m or 66.4 ft.lbs) @ 5200 RPM
Bore and Stroke	88.0 x 79.0 mm (3.5 x 3.1 inches)
Valves per cylinder:	2
Fuel system:	Injection
Ignition	Crank Fired
Cooling system:	Air
Gearbox	5-speed
Final Drive	Chain
Clutch	Wet multi-plate hydraulic lifter
Exhaust System	Euro 3
Starter	Electric

frame

Type	Steel tubular with integral oil tank. Swing arm: Twin-sided steel construction.
Rake (fork angle)	24.5°
Trail	99 mm (3.9 inches)

suspension

Front	43mm Ohlins RWU - Adjustable preload, compression damping
Front Travel	115 mm (4.5 inches)
Rear	Ohlins reservoir-style twin shocks - Adjustable ride height, preload, compression
Rear Travel	110 mm (4.3 inches)

tyres

Front	120/70-17
Rear	180/55-17

brakes

Front	Double disc. Brembo system, twin semi-floating hi carbon stainless steel discs. Brembo 4 piston "Gold Line" axial callipers
Front Diameter	320 mm (12.6 inches)
Rear	Single disc. Brembo system, 2 piston "Gold Line" calliper
Rear Diameter	220 mm (8.7 inches)

measures & capacities

Dry Weight	188.0 kg (414.5 pounds)
Weight incl. oil, gas, etc.	203.0 kg (447.5 pounds)
Power/weight ratio:	0.4255 HP/kg
Seat Height	813 mm (32.0 inches) If adjustable, lowest setting
Wheel Base	1,420 mm (55.9 inches)





Railing around
berms is almost
as fun as
dragging a knee
around a corner.

2009 KTM 250 XCF-W My first Dirty Bike

STORY BY GENE LEE
PHOTOS BY MARCO FERNANDES

I got into dirt biking reluctantly. My wife, Neda completed a 9-day off-road ride across Colorado for charity last year and was so enamored with riding the great outdoors that at the beginning of this season she decided to get a Yamaha dirt bike. Not to be left behind in her roost, I had to hastily pick up a “Dirty Bike” of my own. I’ve taken a couple of trail riding courses over the years: Canadian Motorcycle Training Services’ (CMTS) Horseshoe Riding Adventures at Horseshoe Valley, and most recently, I rode with TrailTours in the Ganaraska Forest. While it was quite humorous falling over and over again in the dirt with my buddies on small rented Honda CR230Fs, for me it was more of a social event than a serious pastime. So when Neda declared that we were now to be a dirt biking couple, I knew that I had to do some research for a suitable ride given my current skill level and the type of riding we were going to do.

First question: trails-only or dual-sport? A street legal dual-sport would probably be useful for riding to and from the trails without towing the bikes. However, the really good trails were well outside the 416, which meant that there would be a lot of wear on the tires and engine, especially on a smaller bike. And when you got to the trails, the additional weight of the dual sport meant that it would not be as nimble, especially on the single-tracks. I already have a street bike, so trailering a non-streetlegal dirtbike would be acceptable. This would work out well, as I could run some aggressive knobby tires without having to worry about stability and wear issues on asphalt.

Next question: 2-stroke or 4? The traditionalist in me yearned to go smokin’ & screamin’ down the tracks. All the racers seem to zoom around on those light-weight, high-performance banshees. But the more I read up, I realized that the 4-bangers, with their smooth and predictable power made more sense for the kind of woods riding we were going to do. I suppose

I could always put on an aftermarket pipe to compete in the Outdoor Decibel Olympics later on!

So the last decision was which brand to go with. This was a no-brainer for me, as I've always wanted some kind of KTM off-roader. I'm a sucker for the "Win on Sunday, Sell on Monday" campaigns that most manufacturers run, and the Austrian builder seems to claim top honors in almost every enduro and motocross race I've watched, not to mention the biggie: the Paris-Dakar Rally. KTM's catalog of dirt bikes is very extensive and quite confusing at the same time. They've managed to cover every segment (motocross, enduros, adventure bikes, etc), and engine size in increments of 25-50cc. Feel that a 250cc is too small for you? No problem, go for the 300cc!

The three bikes that come up most often in the entry-level trail riding segment are all 4-strokes: the Yamaha WR250F, Honda's CR250X and KTM's 250 XCF-W. KTM's naming convention is as follows: XC is the Cross-Country designation, F stands for Four-Stroke, and W is for the wide-ratio gearing that will push the bike's top speed higher in the over-drive gears for blasting down open fields. The 250 XCF-W is priced for your pleasure at \$8749 CDN.

If you're going to ride a KTM, you're going to have to have an orange crush, because almost all of their off-road models look like they've been broadsided by a truck carrying Florida citrus fruit. The 250 XCF-W is no exception, with a plenitude of body panels, beak and fork guards clad in orange. It's very light at a dry weight of 223 lbs, which translates to nimbleness on tight trails, and it also requires very little effort to pick up from a drop. This might happen a few times if your inseam is considerably less than the stock 39" seat height. I'm used to riding tall bikes, and although the WP rear shock does sink quite a bit when you're on the bike, I've still had to do something about the height so I could at least put one foot down with the bike not leaning over on a precarious angle.

The KTM has a link-less rear suspension, so lowering the bike is not as simple as installing a lowering link, like on Neda's WR250F. I opted not to touch the rear shock in order to preserve the suspension geometry as much as possible. So by dropping the forks a little through the cast triple clamp and replacing the firm and uncomfortable stock seat with a rock-hard and even more uncomfortable lowered seat, I was able to bring the height down to just under 37" unladen, without adversely affecting handling.

Thankfully, the 250 XCF-W comes with both a kick starter and an electric starter. Sorry, that should read: Thankfully the 250 XCF-W comes with an electric starter. I'm not an old-school dirt biker. I didn't walk 10 miles to dirt bike school every day in the snow, uphill both ways. So I like pressing a button to start my bike instead of giving myself a herniated disc while stomping on a kick start lever. I can do it, I just don't like it!

In stock trim, the Katoom (actually, I should call it the Katim) comes quite well-equipped. The bike sits atop 21"/18" black Excel rims, known for their light weight, strength and durability, and stopping power is provided by double-piston Brembo calipers that clamp on to ventilated wave rotors. Nice! WP forks and rear suspension soak up any irregularities the trail can throw at you while providing excellent feedback and handling. A nice feature I like is a little rubber strap under the left side of the tail that can tie the kickstand up and out of the way, so it doesn't accidentally bounce down when surfing the stutters or wailing down the whoops. Strange that a skid guard and front pipe guard don't come as standard equipment. I opted to get a quick-release plastic skid plate that lets me clean out the underside with just a quarter-twist of a Dzus fastener and a nice E-Line carbon fiber pipe guard stops the inside of my right boot from melting onto the front pipe. Because my favorite phrase in the woods is: "Watch this!!!", I also volunteered for the optional radiator



guards, which provides a protective perimeter cage around the liquid-cooling unit up front. Better safe and sorry, than just plain ole' sorry...

Shorty levers come as standard which allows for great two-fingered control of clutch and front brakes. I found the rear pedal is mounted a bit too high and is difficult to modulate with stiff motocross boots on, but they are adjustable so I'll have to lower them for a future outing. Another nice feature is the built-in electronic trip speedometer which also counts the mileage and hours the engine has run. All of this to remind you that maintenance intervals come a lot faster than Japanese dirt bikes, with the first oil change at 3 hours, then minor service every 10 hours and major service every 30 hours. KTMs need more attention than a new born infant!

But on the trails, you forget all about race-like maintenance schedules, uncomfortable seats and exposed pipes melting your right boot. Dirt bike riding is so involving and physical that there isn't really anything else to do but focus on the trail and take in the scenery around it. I absolutely

relish the blur of the Ganaraska forest (our usual stomping grounds) as I whiz by at a breakneck 60 km/h – well breakneck by 250cc standards! The Orange Machine's thumper engine is very beginner-friendly, giving enough smooth, tractable power even at low revs, although steeper hill climbs need to be taken at speed or with a slipping clutch. Breaking traction to steer with the rear wheel provides never-ending amusement and is easy to achieve with a liberal twist of the throttle. This is a bike that will allow a new trail rider to develop their skills, but still have enough reserve left to grow into and give the intermediate dirt rider a very competent woods bike.

I may have begun playing in the dirt reluctantly, but I've really come to enjoy feeling the bike dance below me on loose surfaces and catching the odd bit of air (many times inadvertently) over bumps and jumps. And railing around berms is almost as fun as dragging a knee around a corner. Almost...

All thanks to my beautiful Orange Crush!

Engine	248.6cc single cylinder, 4-stroke, 76 x 54.8 mm bore x stroke, 12.8:1 compression ratio
Starter/Battery	Kickstarter/E-Starter / 4 Ah
Transmission.....	6 gears
Carburetor	Keihin FCR-MX 39
Cooling	Liquid cooled
Clutch	Wet multi-disc clutch, operated hydraulically
Front suspension.....	WP USD Ø 48 mm
Rear suspension.....	WP monoshock PDS
Suspension travel front/rear	300/335 mm
Front brake.....	260 mm disc, Brembo double piston caliper
Rear brake	220 mm disc, Brembo single piston caliper
Rims, front/rear	1.60 x 21"; 2.15 x 18" Excel
Tires, front/rear	80/100-21"; 100/100-18"
Steering head angle	63.5°
Trail	Adjustable
Wheel base	1475±10 mm
Ground clearance (unloaded).....	380 mm
Seat height	985 mm
Tank capacity.....	approx. 9.2 liters
Weight (no fuel).....	approx. 101.6 kg



We Have the **Dirt** on Alex

STORY BY LUCY



From the age of 4 years old, Alex Olsen has been “riding” in his dad’s footsteps by dirt bike riding and racing motorcycles. Alex’s first bike was a Suzuki JR50.

Today he not only continues to reach the winners circle under the sponsorship of Brian Olsen Racing, but he also builds his own custom flat trackers and motocross bikes. One of Alex’s favorite tracks is Niagara Motorcycle Raceway in Welland Ontario. Niagara Motorcycle

Raceway, is a short track where Alex has won many times. All good racers will tell you that practice makes perfect, and we often find Alex at either the 3 Sisters, The Ponderosa, or Erin Moto Crossing practicing.

Alex competes in the 14 to 26 age category mainly racing his custom built 600 ROTAX dirt track chassis, or his CRF 450 Honda motocross engine in a custom dirt track chassis. Being able to customize his own motorcycles, has enabled Alex to cultivate a passion to be Canada’s top custom race bike builder.

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And This Month's Scooter Pick Is...

STORY BY Veronica Ramos Carrasco

Whoa! With the increasing number of modern scooters of various models and makes, it may be dizzying to truly find one that stands out among the rest. Prices and specifications are widely similar, and scooters of today do not vary as much in appearance as their predecessors once did. A soon-to-be buyer is most inclined to go with a popular name and trust it indefinitely. We already know that scooters can provide a useful alternative to the standard motorcycle when looking to reduce insurance rates and fuel costs.

S&T Motors (the South Korean company

better known as Hyosung) has been researching, developing, and mass producing its own designs since around 1987, following years of building Suzuki designs under license in South Korea beginning in 1979. The sporty 2010 M3-250 from company is yet another scooter on the market displaying dependability and performance. Weighing in at a light 341 pounds and containing a liquid-cooled fuel-injected 249cc 4-valve single cylinder DOHC engine, this ride proudly offers 25hp at 8500 RPM. It would be important to mention that although the scooter is marketed as ready to take on the highway, its manageable weight could possibly stir up some trouble while riding beside large

speedy vehicles that send strong gusts of air in your direction. Don't get too alarmed, though, because this ride on a 120/70-13 front tire and a 140/60-14 rear tire still offers stability and great handling thanks in part to the conventional telescopic front and hydraulic double shock absorber rear suspension. Need a stretch without pulling over? They're got you covered, with footrests that allow you to stretch those legs forward.

The stylishly modern 2010 model is available in silver, black, or blue and is priced alongside its competitors at about \$4,995. It has a uniquely shaped comfortable seat for both the driver and passenger, as both have short backrests. Look under that comfy seat and you've got space for your full-size helmet and a few other small items. The dash consists of a wide LCD display with the speedometer and tachometer on opposite ends and a digital screen in the center for additional essentials (clock, odometer, trip meter, fuel and water gauges). Below that there is a glove box containing a handy cigar lighter receptacle to power or charge your electronics.

A two year factory warranty, with unlimited kilometers, is standard on all motorcycles and scooters. Take one out for a test spin and see if the 2010 MS-3 250 is the right fit and has the right feel for your tastes.





NOT an Accident

STORY BY SHAUN DE JAGER- FOUNDER OF ROAD AWARENESS
PHOTOGRAPH COURTESY OF TIM BURROWS

This was no accident and nor is any collision on our roadways. It's time people start calling things what they really are. This was a 'crash' or a 'collision'. Not an accident. What's the difference you ask? An 'Accident' is something that is unavoidable and unforeseen. Collisions or crashes ARE predictable and therefore avoidable.

When we go out on our roads, there is always a chance of being involved in a crash. Lets face it...it happens several times a day. Although...if they happen everyday, they are predictable. So how do you avoid them? Well for starters pay attention to your surroundings and road conditions. By keeping a careful watch on the vehicles around you, you are more able to spot certain behaviours that may lead to trouble. It only takes one person to not pay attention to create the conditions for a collision. However, it only takes one person who is paying attention to recognise those developing conditions and avoid them entirely. It's a simple thing called 'Situational Awareness' but it's something that is sorely lacking on our roads - especially among car drivers. The most attentive road users are motorcyclists and professional truck drivers. Both know full well that they must be well aware of everything going on around them and plan well ahead while navigating

our dangerous roadways.

So what's wrong with the term 'accident'? We've been calling it that for decade's right? Yes we have but it's the wrong term to use because every crash on our roads is in fact avoidable and there is always someone responsible for it. Crashes as a result of Drinking and Driving are avoidable. Crashes that are a result of careless or distracted driving are avoidable. Even crashes that occur because of mechanical failures are avoidable (check your tire pressures, brakes, etc. basically make sure that your vehicle is mechanically sound and your wheels won't fall off).

My biggest issue with the term 'accident' is that it seems to absolve a person's sense of accountability for what happened - even when deemed at fault. A fellow tells his friend "Oh I had an accident yesterday" and his friend replies "It's ok...it was an accident. You couldn't avoid it. It happens so don't worry about it." This is such a poor attitude to take. Yes you probably could have avoided it had you paid more attention to your surroundings. Why are collisions acceptable? They shouldn't be acceptable at all but we blow them off because we call them accidents - it was unavoidable. I didn't do anything wrong! Maybe...but there's always more that you could have done 'right' to have avoided

it altogether.

"The guy ran a red light and T-Boned me!" Sure...ok...but you were making a left hand turn, so it's your responsibility to ensure that you can make that turn safely. It's not the red light that stops a car at an intersection; it's the driver of the car approaching it. You are assuming that other driver is paying attention to the lights. You are ultimately responsible for what happens to you on our roads. If that car approaching the red light isn't slowing down fast enough...assume that he won't stop at all. If you don't have a clear view of on-coming traffic...don't risk making that turn until you do.

This is just one example but I could go on and on with other situations that could result in a collision and how to avoid them just by paying more attention and making alternate assumptions. If I can - so can you. Therefore crashes on our roads are NOT accidents - they are avoidable. There is almost always a shared responsibility for what happens regardless of who is found at fault by either the police or your insurance company.

If you want to reduce your chance of being in a 'collision', pay more attention to your surroundings and road conditions and get some advanced driver training. Those added skills could save your life.

What are you thinking?

BY SID ROCHWERG

We've all heard how most accidents happen close to home. It's been written that 1/3 of all accidents occur within a kilometer of your home. If you think about it, it's not surprising since you would travel on your own street and neighborhood more than any other. As I reflected on this common statistic it really led me to the subject of this article. What are you thinking about when riding? When you get closer to home what are your thoughts? I find when I get close to home my mind sees myself already walking in the door, planning what I'm going to do next, heading to the computer to check email. Wait...I'm still on my motorcycle, I'm not home yet! I still need to be focused on my riding and watching out for other drivers and hazards along my path.

What are you thinking about when you're riding? What are your thoughts focused on when you're riding? Are you thinking about the road ahead, the driver turning left with the sun in their eyes, the right turn with the obstructed view, the kids kicking the ball on the lawn?

Do you ride to work every day when the weather permits? For office workers business casual dress and jeans days on Fridays or over the summer has made it easier to ride to work in proper safer clothing without the hassle of changing

attire upon arrival.

Is it really safe or smart to ride to work every day?

If I rode to work all the time, riding would no longer be special. And if it's not special then it is routine. And if it is routine then I am not as focused on my riding as I should be. When on my motorcycle would I be thinking about work, rushing to a meeting, reviewing in my head the strategy for a critical situation? When riding back home would I be rushing? Would I be thinking about that last hallway conversation rather than focusing on my riding?

Every time I ride my motorcycle is special. It's exactly where I want to be at that moment in time. I want my riding to have my full attention and respect. This kind of concentration is not always easy. With our complicated lives distractions are everywhere. So, to ride safely we must minimize the distractions so we can stay focused on what we are doing. Should a heavy equipment operator be distracted? How about a lone pilot or explosives expert? I hope you get the idea. Distractions are great when you're bored. They're deadly when you're performing a task that needs your undivided attention.

The most dangerous distraction, however, is you. Letting your mind wander creates the distraction. When



we start to focus on the problems at work or at home the anxiety will change our behavior immediately. You might find yourself hurrying home or becoming a participant in road rage. I appreciate that some may have purchased a motorcycle not for recreation but for basic transportation or perhaps both. And I'm really not suggesting that you don't ride everyday if given the opportunity. What I am saying is to check where your head is at. When you hit that starter button and get the thrill of the motor firing up, make sure you've parked your distractions away. So, just figuratively roll them into a ball and put them in your knap sack or saddle bag before riding away. When you get home you can take them out again and deal with them.

I once attended a seminar where, at the start, they had everyone write down on a piece of paper what was currently on their minds and perhaps distracting them. Then we were asked to fold up the paper and tape it on a flip chart at the front of the room within a diagram

(cont'd)

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of a parking lot. We were then told our thoughts were now safely parked, and we can forget about them. When the class was over we could pick them up on our way out.

Although riding gives us freedom and allows us to escape from the day-to-day world, we can't take that literally. When riding we can't shrink into our own little world and escape. We have to do exactly the opposite and make sure everyone knows we are part of his or her world and we require some space. You've heard it many, many times. We must ride as if we are invisible. This is not a suggestion! We are always invisible to other motorists and to think anything less is extremely dangerous or possibly deadly.

When I first started riding I remember thinking, "How can I enjoy riding if I have to think that every car is going to run me over? How can I enjoy riding if I have to think about lane position, road surface, obstacles, weather conditions, moving vehicles, dogs, playing kids, lean angle, counter steering etc?" (Hmmm,

maybe all those electronic gadgets don't belong on a motorcycle!) So I was concerned that all this concentration was going to ruin my enjoyment of riding and make it an exhaustive task. But the exact opposite was true. When my mind is so focused on riding I'm never more alive. My senses are as sharp as those of an animal stalking its' prey.

If you find you are not focused on riding one day it doesn't mean that an accident will occur. It usually takes an error to create a collision. You may even get lucky, like crossing the centre line on a curve and find that no traffic is coming the other way. Or passing without enough space, but a car slows to let you in. Glancing at some beautiful distraction

on the sidewalk while someone slams on the breaks in front of you, luckily your bike had ABS. Luck has saved me a few times, but hopefully in the future I will stay focused, and forget about relying on luck.

So, ride your motorcycle every chance you get, even to work. But remember, when you're in the saddle your riding deserves and demands your undivided attention and respect. Isn't that what makes it so rewarding, enjoyable and just plain fun anyway?

Ride Safe!

Sid Rochweg is a retired Canada Safety Council Chief Motorcycle Instructor with over 35 years riding experience.

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2010 Track Days Schedule

September 2010

- 1st - Riders Choice - SMP Fabi
- 2nd - Riders Choice - SMP Long
- 3rd - RACE - SMP Long
- 3rd - Turn2 - Calaboglia
- 4th - RACE - SMP Long
- 4th - Turn2 - Calaboglia
- 4th - TMP - Cayuga
- 5th - RACE - SMP Long
- 5th - Turn2 - Calaboglia
- 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 - Calaboglia
- 18th - Pro6 - Calaboglia
- 18th - Riders Choice - SMP Long
- 19th - Pro6 - Calaboglia
- 19th - Riders Choice - SMP Nelson
- 20th - Pro6 Cycle - Calaboglia
- 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 - Calaboglia
- 2nd - Pro6 Cycle - Calaboglia
- 2nd - SMP Trackdays - SMP Long
- 3rd - Pro6 Cycle - Calaboglia
- 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. September 5 San Marino Grand Prix Misano World Circuit
2. September 19 Aragon Grand Prix Ciudad del Motor de Aragón
3. October 10 Malaysian Grand Prix Sepang International Circuit
4. October 17 Australian Grand Prix Phillip Island Grand Prix Circuit
5. October 31 Portuguese Grand Prix Autódromo do Estoril
6. November 7 Valencian Grand Prix Circuit Ricardo Tormo

2010 Superbike World Championship WSBK

1. September 5 Germany Nürburgring Report
2. September 26 Italy Imola Report
3. October 3 France Magny-Cours Report

2010 AMA Pro American Superbike Championship

1. New Jersey Motorsports Park September 3-5
2. Barber Motorsports Park September 24-26

SOAR 2010 SCHEDULE ROUND FIVE

September 10-12
Sprint w/Endurance

ROUND SIX

October 15-17
Sprint w/Endurance





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Up Close and Personal,

(an Interview with)

SIMON BAKER

STORY BY ALEX COLLINS

A current SOAR contender (www.soaracing.ca), he is happiest doing his thing away from the politics of the race industry. For 2Ride he is the perfect example of the every day racer in all of us.

Age: 39

Location: Mississauga, Ontario

Hometown: Newmarket, UK

Current race bike: 07 GSXR 600

Favourite thing about Canada:

I'm always in awe of the diversity and amount of nature in Canada. Mountains, oceans, forests and the very distinct seasons, it's amazing.

Day job: Information Security

Sponsors:

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Rider's Choice

2Ride: Simon you are 39, and you have been racing for 2 years, lets go back to the start and tell me where it all began.

Simon: Well about 40 years ago my Dad had a certain twinkle in his eye ...

Oh, not that far back?

I started riding motorcycles when I turned 16. My mother wouldn't allow me to have a bike because 'they're too dangerous'. The summer I turned 16, I brought one home. It didn't make for pleasant family dinners.

Since then, I've been involved in

motorsports in one way or another. I apprenticed as a mechanic, competed in demolition derbies, got hooked on snowmobiles. I had been track riding for a while and decided it would be fun to start racing.

2Ride: What drives this passion for racing?

Simon: I love everything about it. The speed, the competition and especially the friends I've made through racing.

2Ride: Funniest moment on the track/at a race?

Simon: Most recent that comes to mind is trying to get the Pirelli rep's son to wear a Dunlop hat while accepting an award because his hair was messy. If looks could kill, you would have thought I offered him a dead skunk to wear on his head!

2Ride: Most embarrassing moment on the track/at a race?

Simon: Stalling and then honking to horn on a bike that wasn't mine. Not only did I stall the bike, which at a 1000cc is tough, when I went to restart it I honked the horn as if to call out to everyone - hey look at me ... I'm an idiot.

2Ride: If you could change one moment in your career what would that be?

Simon: Starting earlier, I'm glad I didn't start in my twenties (or earlier) because I didn't have the common sense back then and I wouldn't be around today. I do wish I had started about ten years ago; I'd have more experience, smoother, quicker.

2Ride: How many classes do you race in and what is the draw to each class?

Simon: This year I'm racing in Old Boys and the Pro6 Dunlop Challenge as a regular entry. I'll probably participate in 600 extreme and a couple other classes throughout the year. The grid sizes can vary drastically, anywhere from a dozen to three dozen bikes can be on the starting grid.

2Ride: Where would you like to be in 5 years?

Simon: Frankly, I haven't thought that far ahead.

2Ride: Favourite modification on your bike/s?

Simon: My favorite is the Bazzaz unit. I'm a technology geek and love playing with the fuel management set-up.

2Ride: Do you have any quirks that might seem strange to anyone?

Simon: I don't watch television. I don't know anything about American Idol, or who dances with whom. I don't keep up with that sort of thing.

I do enjoy a couple of television series that I have on DVD such as Doctor Who.

2Ride: When you're not at the races, what is your favourite thing to do on a Friday night?

Simon: It's difficult to pick one thing ... stay home and watch a movie.

2Ride: Who is the person you are most interested in racing with this year, who is going to push you?

Simon: I'm aiming for anyone that's in front of me!

I had an accident last year in turn 1 at TMP and I'm not carrying the entry speed I should be or am capable of because of it. I need to work on that this year. I pulled some seriously decent times at Calabogie a couple of weeks ago and was strongest in corner entry speed, I'm going to try to take this confidence and use it at TMP.

I think with the increased corner entry speed I'll be battling the front consistently in upcoming rounds.

2Ride: What sort of advice can you offer to anyone interested in starting up at the track/racing?

Simon: Do it! If you want to see what your bike is truly capable of then try track riding.

2Ride: You're favourite track and why?

Simon: Calabogie, it's wide, smooth and technical

2Ride: Favourite turn and on what track?

Simon: That's a toss-up between turn six and eight at Calabogie. Turn six you accelerate blindly out of until you crest the hill and turn eight is a decreasing radius turn that feels fantastic when you get it right.

2Ride: Most memorable moment?

Simon: The hospital in Arnprior. I had an unscheduled dismount and the bike following me didn't have a chance to avoid running over my legs. The whole episode at the hospital was funny in retrospect; wandering around the hospital (those gowns are chilly!), my buddy commenting on how much Percocet is in demand in front of the doctor ... I blame him for the Doctor not prescribing any pain killers. I think they were really glad when I was discharged.

2Ride: What sort of things do you drink at the track to stay hydrated?

Simon: Water and Diet Ginger ale.

2Ride: And for the ladies of course, I am sure they want to know just what exactly you wear under the leathers?

Simon: If anyone wants to know they can help me out of my leathers.





SOAR - Extreme, Endurance, and an Umbrella Boy?

STORY BY PAUL ROSEMOND PHOTOS BY JOHN REED

After missing round two due to a brief hiatus of business travel, I was back at SOAR for round three. I was anxious to race again, but felt like I hadn't ridden a motorcycle in years. After my usual ritual of stalking the Weather Network, all that was left to do was to get to the track, setup, and then race.

I was nervous to run the first qualifier of the day. Never mind the practice session, but there's something about wanting to see other riders out on the track at speed first to be reassured the track is safe. The 600 Extreme qualifier went off without a hitch. It was tough to

feel competitive early that morning but I managed to finish mid-pack.

I was asked to sub in for an injured rider for the endurance race. I've never run an endurance race before. My biggest concerns were; being able to run a number of laps (much longer than a race, and the average 20 minute track day session), not getting bored, and most of all, not crashing someone else's race bike. The Le Mans style start is interesting and fun. Participating bikes are lined up along the front straight. The riders stand alongside the pit wall opposite to their bikes. When the flag drops to signify the start, the riders run across the track to their bikes, jump

on and start without assistance, before riding away.

I didn't start the SOAR Le Mans race, but I did try the start in my own pit. I nearly knocked over my own bike, something I should've thought about, being an ex-sprinter. I was one of three riders on this particular endurance team. After spending five cautious laps getting use to the bike, the race was really on. Lap after lap I fell into a rhythmic groove which set my pace...somewhere in between the fast paced beat of electronic music to the Eagles - Take it Easy. I remember hearing someone mention that motorcycle racers (or any racer regardless of the vehicle); have to be in

top physical condition. Considering all the body shapes and types at the track, I never really believed that, until I ran that endurance race. You can tell you're getting fatigued when it starts to feel like work. You become lazy and you don't down/up shift when you should. You roll off the throttle sooner, brake sooner, and generally start slowing down. I became tired, and signaled to the team that I'd be pitting in five laps, I felt that another five laps would be easy to get through. Not so. Those last laps felt like an eternity. About an hour later, I was back out on the track in my groove with my head down.

After the endurance race, I still had another qualifying race to run. What's another six laps...? As tired as I was, I ran the race. Still in the groove from the endurance race, I felt rather competitive. The grid was small so I wasn't too concerned with how I placed.

The next morning, my race was the first race of the day. Unlike yesterday, I had to get in the mindset to race. It was a large grid as the flag dropped and we were off. The competition was tough. A friend and I battled it out until my bike became squirrely out of turn three. A quick hiccup then it was back to racing. That same lap, as I exited turn nine on the throttle, the rear began to let go, this time a little more violent than the first mishap. My mind left the race and I began to wonder if I could remain competitive for the remaining laps considering I had run this tire for two race rounds. I continued to run as hard as the rear tire would allow in hopes of obtaining points, but ended up losing position. I finished the race just back from where I started.

Lunch time rolled around and anticipation was high for the first ever "pit bike" race. This race was called the Steve Shreeve Speed Challenge in honour of the late #469, a long time

Canadian Road Racer. There were many fireworks the previous night for Steve. May he rest in peace.

The pit bike race was limited to 50cc 2 stroke, or 110cc 4 stroke bikes. Naturally, anything and everything showed up. Pit bikes, dirt bikes, pocket bikes, scooters, and even a segway showed up. I was already illegal with my YSR80. Naturally there was the scantily clad umbrella girl, along with a thong wearing umbrella boy.

The pit bike race was a six lap race that gave points based on final position. However, there were bonus points for the oldest bike, oldest rider, biggest rider, youngest rider, and best costume. The crowd was thoroughly entertained by the costumes alone. A rider sporting a pink bra and thong over his leathers showed up on the grid, alongside an Arab, and a smiley face Rastafarian who won best costume. Hope he enjoyed his six pack of Coors Light.

The flag dropped and it was like



watching bumper to bumper traffic with only one lane moving. I took off to the front of the pack, only to have a 36cc Polini pocket bike go screaming past me. That really put the power to weight ratio into perspective! The fun race saw the majority of the bikes stay on the track, but the dirt bikes took a short cut back onto the front straight. A pocket bike and a scooter ran out of gas, the segway crashed, and there was havoc/UFC at the snack table. All in all, it was great fun

that produced a lot of smiles, laughter, and created strong bonds between the participating riders and SOAR staff.

After all the laid back fun and laughter of the pit bike challenge, it was time for my final race. Multiple classes were on the grid. I looked for my nemesis and waited for the flag. Off we went down into turn one. A great start put me into third. I set myself up for a good line through turn one, only to have another rider dive bomb on the inside. I held what was left of that good line and chased that rider through the turn, only to witness his rear end get loose and slide. My front wheel was on the outside of his rear wheel and this caused me to get pushed to the outside of turn one into all the debris that gets blown off the race line. I was forced to watch while the rest of the pack freight-trained on by. I was at the point where I had to decide whether to ditch the bike, or grab some brake and lose the pack completely. But after what felt like an eternity (if not a second), his rear wheel finally hooked up, and we were back chasing the pack. I finished a position back from where I started due to this incident. After the race I asked the rider what he thought of his tires. I was amazed to learn that he was fully aware of his bad tires, but thought it was fine to take his line and risk others. Oh but wait, that's racing, right.....?

I'd like to extend a special thank you to Ken McAdam,

Tracey McMillan, and the SOAR staff for running a great event that weekend with a special tip of the hat for the Pit Bike Race.

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

UPCOMING EVENTS

Saturday Sept 18th, 2010 Kelly's Ride Dice Run GPBikes

156 Harwood Avenue S, Ajax ON
9:00am Registration
Resources for Exceptional Children & Youth
Great Prizes, Great Food An Amazing Cause for more info 905-428-8983 gpbikes.com

Sunday September 19, 2010 Vintage Bike BBQ Pegasus Bar & Grill

3466 Dundas st W, Toronto
12:00pm – 6:00pm
Calling all Vintage bikes and non, to come out and enjoy an afternoon of the 'Oldies but Goodies' and help support a non profit animal Rescue Group
Raffles, give aways, door prizes , vendors...
Vintage Bikes show n shine
Dee Jay
Proceeds to A.A.R.G. Animal Awareness and Rescue Group
special guests for question and answers on pet related issues
first aid demo

Sunday September 19, 2010 Windsor, Ontario 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>

Saturday October 9, 2010 Harley-Davidson of Toronto Demo Day

1325 Lawrence Avenue East
Toronto, ON
9am- 3pm

I Am Not Just a Wife of a Rider, I Am a RIDER.

STORY BY SHAWNA AKERMAN PHOTO BY KEVIN ROSENTHALL

When I look in the mirror many words come to mind; wife, mother daughter, friend teacher, fit, and active, I never would have imagined Rider as part of the list. My journey began as I watched my husband, Monty pull out of the garage and my heart fluttered with excitement at the sound of the engine. A twinge of envy arose. He had found a remarkable group of individuals and routine rides.

My interest began as I sat on the back enjoying the wind, scenery and peaceful serenity of the ride. The relaxation was short lived as my curiosity peaked. I had never ridden before. My questions were abundant; I wanted to know how much to lean on a turn, how to balance so much weight, how to back into a spot? I watched every move Monty made, mimicking him as he rode.

That curiosity teamed with the encouragement of the other female riders in our riding group and the fact that I had been begging Monty to find a mutual hobby for years lead me to sign up for the Humber course.

First I had to pass the written, the motorcycle section was a breeze but a second round was necessary for the G2 part, so much has changed since I took the test 20 years ago. With bravery and a fluttering stomach I began my journey. The weekend was brutal, cold, rainy and I had never driven standard before but by the end of the first day I was hooked. With much anticipation and a bit of nerves I powered through Sunday and emerged with a M2 license.

My eagerness to buy a bike was impeded by my mighty frame of 4ft 11". Not too many models could accommodate my short legs but my search ended at Harley. The Sportster was made for me. Sleek, skinny, shiny and super hot. I was sold. I took possession June 19th and never looked back.

Joining a riding group as a rider myself held new meaning; the difference between passenger and rider is more than I had anticipated. I rode on the back of Monty's



bike with pride, smiling as we whizzed by cars or stopped at lights but on my own bike I exude pride. A smile extends from ear to ear, my body is relaxed and the leather does justice for almost anyone.

My fellow riders embraced me and encouraged my every move, satisfying my curiosity about motorcycle parts, answering all my questions about formation in a group, listening patiently to my commentary of each ride and complimenting my skills. I thoroughly enjoyed every outing and counted the days till we rode again as I still lacked the confidence to ride alone.

My first unaccompanied venture was to the grocery store. I couldn't decide where to park so I turned around and went home. Parking seemed to be my only demon. I was very unsure of my ability to back the bike in and out of a spot. Nothing was more embarrassing then thinking you are a cool riding chick and having to ask for help. I wanted and needed to be able to handle my bike independently and with practice, perseverance and bruised thighs I conquered my demons.

The other female riders and I decided that we needed to spread our own wings, hone our skills and began riding Friday mornings. Setting out on simple excursions we tackled main streets, highways, left turns, parking and leading formation. We took turns in

each position and provided feedback to help one another. Each journey was a learning experience and a friendship builder. We can now confidently ride among the seasoned men (our husbands) with self-assurance.

Riding a motorcycle enabled a discovery of self I didn't know existed. I embrace the solitude, silence and smoothness of the open road. The idea that I am one with my thoughts and the cell phone ceases to exist. The fact that I could be in a group and not have to talk was excitement in its own. How often is it acceptable to be with people without actually having to make conversation? With each excursion, outing or short jaunt the friendships formed among my fellow riders was like nothing I had ever experienced before. The bond of the biker is like no other.

As spring emerged a new season begun and with it a mixture of nerves and excitement erupted when the bike emerged from its winter slumber. My mind was overcome with images of riding, I lay awake wondering if I would I remember how to change gears, balance the bike, ride at all and the greatest fear of all, could I make it through the first few weeks without dropping the bike?

I had to take the first step, I hesitantly geared up, got on and Monty led me around the block (a few times). Remembering when to change the gears was difficult; neutral did not want to be found and the bike was heavier that I remembered. My second season has began and riding is all I think about. I have become a weather junkie. The constant fear of rain still hinders my fun. The girls and I are counting down until our first Friday ride. We have researched many high-quality routes and are ready to roll. The excitement builds as well as I am starting to make changes to my bike by adding bags, heated grips, and new handlebars.

I am not just a wife of a rider. I am a rider. I keep up. I learn. I laugh and my sense of pride when I say "I ride" is the coolest fun factor of adulthood.

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2Ride and Blocko7's 7th Annual Pre-Carribana Motorcycle Block Party.

AUGUST 13TH – 15TH

STORY BY PAUL BALSAMO PHOTOS BY ERIC MCBRIDE

2Ride Motorcycle Magazine was pleased to sponsor the 7th Annual Pre-Carribana Motorcycle Block Party thrown by TORONTO-LIME.com, Mr.PLAYHOUSE & 2 Wheel Promotions.

One of the most anticipated Motorcycle events in the GTA took place on the lot in front of the "Wheels For Less" on Weston Rd. on July 25th 2010.

With free admission and perfect weather, this was an event that was hard to beat this summer. Any proceeds from donations for parking were collected for charity.

Entertainment was provided all day by STUNTERS Inc. in one section of the lot. Nearby, girls were busy with the bikini wash, preparing some of the bikes for the Show N Shine taking place at another end of the property. Several of the motorcycles brought along by the 2Ride Motorcycle Magazine team got the VIP wash from the girls, with the beauties taking time for a few pictures during the process.

Since this was a family oriented event, while some riders were busy with the poker ride, entire families were happy

to mill around, socialize and enjoy the delicious food from the many vendors present. Parents in need of a little break could take advantage of the Kids Fun Area anytime they needed the breather.

Of course, 2Ride Motorcycle Magazine and Biker Boyz T-Shirts were on sale at their respective booths.

Taking care of the live entertainment was host NBA star Jamaal Magloire along with a long list of fantastic DJs that kept the whole place hopping all day.

Proudly sponsoring the event with 2Ride.ca were the following businesses: WheelsForLess.ca, Sturgess Cycle, Clear Silver Grafx, VirtualPrint.com, Ticket Gateway, Ian Andre Espinet Ent., TheCaribbeanCamera.com, SocaTherapy.com and KOSradio.net

The 2Ride Motorcycle Magazine team would like to thank the event organizers and sponsors for their help in making this event a complete success and looks forward to the 8th annual Pre-Carribana Motorcycle Block Party in 2011. We encourage everyone looking for a good time and some great food to attend next year and come visit us at our booth.





VRRRA – Vintage Road Racing Association Event at Mosport International Raceway

AUGUST 13TH – 15TH

STORY BY MARC ANTONY PHOTOS BY ERIC MCBRIDE

What an event, not only is it a great weekend of classic's ripping it up on a great track it was also VRRRA 30th and Mosport International Raceway's 50th year Anniversary. 2Ride was honored to be invited to the VRRRA racing event at Mosport International Raceway it was a great way to help kick off our vintage/classic section. Everyone at this event treated us so well and we loved seeing so many classics still making a run for it. It was great to see bikes I never knew and ones that "oh my look at that it's a" These bikes

are what started racing and it is amazing to see how these bikes and their riders can still teach the new generation of riders and bikes a few lessons.

Types of races at the Motorcycle Festival at Mosport International Raceway are:

The Masters: for riders over 50 years of age riding any eligible machine,

- The Warwick Cup: for 350cc and 500cc motorcycles of British only manufacture, held in memory of Doug Warwick, racer and one of

VRRRA's founders.

- Endurance Race: a multi-class 2-hour race with teams of up to three riders open to machines from all periods.

- The Vintage Challenge open to all classes where no trophies are provided but competitor's placing are drawn for up to nine prizes.

All race results can be found at <http://www.mylaps.com/results/showevent.jsp?id=588491>

Also if you want to get involved in any way or like more info about VRRRA go to www.VRRRA.ca





CFK Ride-Cruise for Kids

Saturday, August 7th 2010

STORY BY PAUL BALSAMMO PHOTOS BY ERIC MCBRIDE

On Saturday, August 7th 2010, the Southern Cruisers Riding Club, Barrie Chapter 328 (<http://scrc328.club.officelive.com>), ran the 8th annual "Cruise for Kids" Poker Run in full support of Seasons Centre for Grieving Children. Sponsored by "The Dock 104.1 FM". When the 2Ride.ca crew showed up at Diner 27 for registration around 9 am things were already in full swing, running like well-oiled machinery. Over a very good breakfast, we were lucky enough to meet a few of the officials running the event and they left a lasting impression on us with their dedication and professionalism. Not a moment was wasted and they were kind enough to give us a few minutes

here and there while assuming their duty with complete efficiency. They could not be faulted one bit for being so on top of their game. Over the years, while attending organized runs in Canada, the US and Europe, a certain number of constants have established themselves: groups gets broken up because of traffic and or traffic signals, car drivers get irritated with monster groups of bikes, etc... This event's organizers displayed some very good thinking: While most runs are launched as a gigantic group that causes endless complications, the Southern Cruisers actually separated the attendants into smaller, more manageable groups that could remain together without risking being broken up by cars and various other hazards. It

is likely that no traffic laws were broken over the entire run and that the aggravation caused to car drivers, who found themselves around the participants of the run, was kept to a minimum while everyone made their way to the wrap up location at the Broken Spoke Saloon in Barrie. What a great PR move as well as a wonderful safety conscious one!

The energy of the participants was amazing, with everyone in great spirits. At every gas station or store our group stopped, riders and passengers alike made a point to walk in to purchase something from the business owners... A great way to tighten the ties with the community.

Of course, the organized event was for a charitable cause, in support



of Seasons Centre for Grieving Children (www.grievingchildren.com), and 2Ride was proud to have been invited to attend. Grieving Children at Seasons Centre is a non-profit centre which supports children dealing with the traumatic death of a loved one through suicide, murder, accident or illness and for those living with a loved one with a life threatening illness. Sponsors donated a number of fabulous prizes and a fund raising raffle was held. Additionally riders raised money individually by collecting donations from their friends and family.

Donations are tax deductible and everyone's participation is gratefully acknowledged.

This year, the Southern Cruisers and all the participants raised over \$11,600 in support of the Seasons Centre bringing the 8 year total to \$65,463.91. Overall, quite an impressive achievement in these difficult economic times. Everyone involved should be proud of having dug deep into their pockets for a great cause.

Major corporate sponsors showed the Southern Cruiser their support this year included: Barrie

Advance and Barrie Examiner, Casino Rama, Gibson Digital & Print Depot, Horseshoe Resort / Heights of Horseshoe, Innisville Cemetery & Crematorium Ltd., Kempenfelt Rotary Club, O.P.P.A. & The Barrie Police Assoc., The Dock 104.1 FM, Rogers Cable, Rotary Club of Barrie-Huron, The Dock / KICX 106 and Sears Barrie.

The team at 2Ride would like to congratulate the southern cruisers for organizing a great, well run event supporting such a worthy cause. We look forward to attending next year!!

PORT DOVER - Friday 13th, 2010

Story by Mizz Lucy

Superstitious? I Think Not !

Friday the 13th! From 7am on there must have been a line up at least 6 kilometers long just to get in to Port Dover. The rumble of Bike exhausts heating up the already hot day, we rolled into town with lots of anticipation ready to celebrate the 50th event of Friday the 13th in Port Dover. The main street was already lined with bikes of all sorts, from showroom models to far out customs and everything else in-between. Of course we always see the same people that make it a Dover to remember, like Mr. Thong... yes that's right! A buff older gent that rides around on his Honda 650 sporting a colorful thong.

All the store fronts have tables with their merchandise and memorabilia that says 50th Friday August 13th ensuring there is enough for the estimating 150,000+ participants. The great thing about this little town, with their big heart and open arms to bikers, is that they take great pride in making it a success. There are many great tourist attractions and stores that really embrace the riding community. The Maple Leaf Newspaper is always there to cover the event, oh and did I also mention, 2Ride Magazine were there as special guests covering this event as well.

The Maple Leaf Newspaper provides background on how Friday the 13th in Port Dover started...

“Chris Simons and approximately 25 friends, through word of mouth, got together at the Commercial Hotel (The Zoo), now known as Angelo's of Dover. It was in November and it was Friday the 13th. They had such a good time they decided they should do it every Friday the 13th. From there on after, the number of people coming out to Dover has increased. Chris has a suitcase full of newspaper and magazine clippings regarding Friday the 13th and he has become somewhat of a celebrity because of it. Everywhere he goes, people have heard of Friday the 13th in Port Dover.”



No Boys Allowed, Just Us Girlz

Women On Motorcycles

With the inspiration of the famous Friday the 13th event in Port Dover, A group of lady riders decided organize an annual 'all Girlz ride' for charity to the city of Port Dover in order to raise money for different causes.

Enthusiastic about the idea of helping women riders, the 2008 event was a great success and became a cornerstone event for all women who ride with the same passion. Now in its third year, the 2010 ride was hugely successful as over 200 female riders came together in support of the ride, raising money for charity, and also showing their freedom of spirit as women riders.

This year's Girlz ride was also specially commemorated by a very special award. 2Ride Motorcycle Magazine was happy to honor a very special young lady rider, Bayleigh Deane, with the Victory Achievement for overcoming her fight against cancer. Congratulations Bayleigh!!



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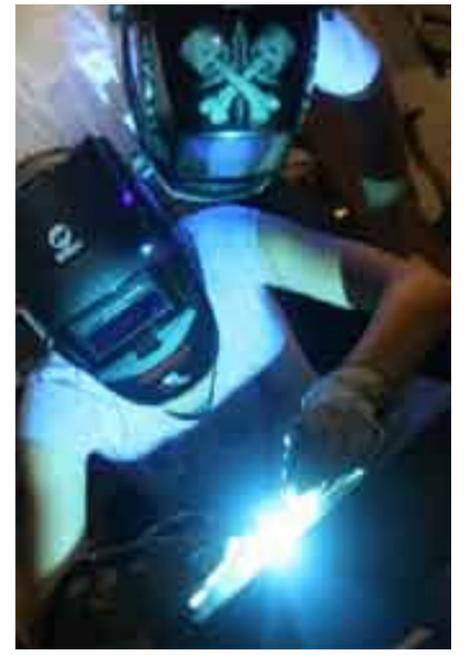
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Project "S"

STORY BY VERONICA RAMOS CARRASCO

Whether you're just joining us this edition or need a memory booster, in July's issue we introduced Sarah Braid, a 20-year-old with rather limited riding experience but big ideas for building her own personal motorcycle under the guidance of her fiancé and owner of I.D. Streetfighters, Ian Dunbar.



The bike-to-be began as a '92 Suzuki GSXR 750 frame and its engine within. The engine has since been removed and taken apart. This includes removing all hoses and electrical wiring, checking and replacing spark plugs and

valve springs. This is done carefully and under guidance, with parts being labeled so that Sarah will know where to put every bit back in its place. Sarah finds that her biggest challenge is time, with work and all the other things to do. Progress has gone much slower

than previously anticipated. "I realize how much work I still have to do and I find that it's piling up. It is exciting to do it and I am really enjoying all the things I get to learn about the bike." Her aim is for the bike to be completed to attend the bike shows in January 2011. Response from

nearby riders who visit the shop and see her working on her project has been positive. It is very rare for someone, especially a young female with such limited riding experience, to take on a task that requires hands-on learning as the work gets done. Sarah's upcoming work will be on the front suspension. She started designing some of the parts that will be going on and is beginning to learn how to weld. 2Ride will continue to follow Sarah's progress for you to read about in our next issue.




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TECH Corner

STORY BY MARC ANTONY



Project:
Winterization & Storage

Required Parts:

1. Oil Filter
2. Oil
3. Oil Pan

Required Tools:

1. Filter Wrench (if required)
2. Wrench/Ratchet-Set
3. Socket Set

I know it's a difficult topic to think about this time of year but as the season comes to a close we need to make decisions about putting our bikes to bed for the winter.

Decisions such as do I winterize it myself or have a shop perform the service? How do I winterize my motorcycle? Where do I store it?

There are two choices when it comes time to store your bike, prepare and store the bike yourself or have a local bike shop perform the service for you. There are pros and cons to each.

If you choose to store and prepare the motorcycle yourself there are a number of steps you should follow:

Choose a location to store your bike. If possible use covered storage such as in a garage, if the garage is heated even better. Try not to store your motorcycle in an area where the temperature will vary a great deal from day to day, such as a storage space that is heated to room temperature several times a week and then left to cool down in between. The variations in temperature can lead to condensation inside areas such as the fuel tank and engine which will cause

corrosion. You are better off storing your bike in a cold garage for the duration of its hibernation if heated storage is not an option. Use stands to lift the motorcycle securely or carpet/ cardboard under tires when storing the bike, this will add to your tire's life but preventing the cold ground from leeching any oils from your tires and in the case of stands it will also prevent flat spots from developing on the tires from sitting.

Fill your gas tank with fuel and add fuel stabilizer. Filling your fuel tank with gas will prevent rust by limiting the amount of air, and in turn moisture, inside your tank. Fuel stabilizer is an additive that prevents fuel from breaking down. Typically gas has a shelf life of roughly 3 months before it starts degrading. This degradation leads to poor performance and deposits forming in the fuel system which can clog fuel filters, carburetors and fuel injectors. Its cheap insurance against expensive repairs come spring. Make sure after adding the fuel stabilizer, at the ratio indicated on the bottle, to run the bike for at least 10 mins to warm it up and ensure the fuel stabilizer is distributed in the system properly.

Once the bike has been warmed up by running it to distribute the fuel stabilizer change the oil. Engine oil absorbs impurities from the air and fuel during the combustion process. These impurities can be harmful to the engine if left for long periods of time. There is much debate on whether motorcycle oil should be changed both when storing the bike in the fall as well as in the spring or once at either the beginning or end of storage. If your motorcycle isn't started during the storage period then a single oil change in the fall is sufficient. If you like to start your motorcycle during the winter or perhaps take it out for a ride during the odd warm January day then you may want to consider changing the oil when

bringing the bike out of storage.

If your motorcycle is carbureted, once cooled down, drain the carburetor float bowls. There are typically small screws on the carburetor float bowls to easily drain the fuel without having to remove the carbs. This is not 100% necessary when using fuel stabilizer but easy insurance against carb problems in the spring when that warm Saturday morning comes and you want to ride. Wash the bike thoroughly and wax it, this will help prevent corrosion from any salts that may have already accumulated on the bike. It also serves as an opportunity to identify any loose bolts or other maintenance items that need to be taken care of.

Clean and lube your chain. Use kerosene



or a commercial chain cleaner to remove any old lubricant from the chain and sprockets. Inspect the sprockets for any missing or deformed teeth; also have a look for any cracks around the mounting bolts. Make sure your chain is properly adjusted and inspect for any wear or tight spots paying special attention to the master link, if present. Lubricate the chain with your preferred dry wax or petroleum based chain lubricant.

Remove the battery from the motorcycle and store it away from the bike. If possible, store it in a warm location away from any sources of ignition or heat such

as furnaces or water heaters. If you need to store it on a cold or concrete floor use an old piece of carpet or wood to keep it from direct contact with the floor. The battery should be charged regularly by either charging it with a trickle charger every few weeks or leaving it on a maintenance (float) charger.

Cover your bike with a commercial cover or old bed sheet, this will help keep it clean during storage and help prevent scratches and small dings from moving your hockey equipment or ice fishing gear near your motorcycle.

Once covered, place moth balls around the bike to prevent critters from making a nest in your bike. You would be surprised at how much mice love settling down inside a motorcycle using the air filter, seat foam and wiring as nest building materials.

Following these steps will make the spring a lot easier when it comes time to wake your bike from its slumber. Consult your owners' and / or service manual for details on how to perform these activities on your bike, if in doubt contact a qualified mechanic.

The choice of preparing your motorcycle for storage yourself or having a bike shop

perform the service is yours. If you are mechanically inclined and have a safe, secure location to store your bike then you may opt to spend an afternoon late in the season doing it yourself. Or, if a location for a few months is difficult or would like to have a bike shop perform some necessary maintenance while your bike is sleeping for the winter then paying someone to take care of it might be the best option for you.

Whichever option you choose, proper preparation for storage will ensure your motorcycle is ready in the spring when the sun and dry roads beckon.



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Lori

Age: 34

I've been riding for about 6yrs, on my own as I was always a passenger. Getting tired of waiting for someone to give me a ride, I ended up taking the Riders Course, which I encourage any motorcycle enthusiast to do. I ride a Suzuki GS 500F, as it suits all my needs of the road and comfort of the ride. Being a Single Mom, I love to take my daughter out for rides, telling me she would like to be a dirt bike rider someday. Getting together with my other female rider friends, we travel country roads, from Toronto to the States side, meeting up with new and old friends and always finding roads untravelled.



Michael

Single
Age: 52

My older brother always rode a bike, then my sister started riding, so I thought I'd follow along and got a 72 Honda CB 100. That was the first motorized vehicle owned at 16yrs. I love riding for the people you meet, and the code of the road. I now own the very first Aprilia, which was flown across Europe, to a Dealership that was also the first to have Aprilias in Canada. My second bike is a 1996 Honda Shadow 1100, I restored from the ground up. As my dad would say, 'if you can't fix it, you can't ride it. Along my riding years, I joined a riding group and like the benefits that come with it such as charity runs, bike events and Our Annual get togethers with other fellow members.



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