

A NEW MAGAZINE FOR PEOPLE WHO LOVE TO RIDE

FREE SUBSCRIPTION

Vol. 1 No. 4 Nov '10 - Jan '11

2ride.ca

# 2RIDE

**Aprilia Mana –**  
A Beast All Of Its Own

SUPERPOWERS  
COLLIDE –  
**ZX-14 vs.**  
**Hayabusa**

Harley-Davidson®  
**CVO™**  
**STREET  
GLIDE™**

The Eagle  
Has Landed

PM 41979551

**BMW's**  
**F800 GS**



Depuis 1978  
**HYOSUNG**



**GT250R**

'09 GV650  
\$7495



'09 GT250R  
\$3995



'10 GT650R  
\$7495



'09 GV250  
\$3995



'09 MS3-250  
\$3795



# MOTOR BIKE TORONTO

**Parts  
Sales  
Service  
Accessories**

**3773  
Lakeshore Blvd.  
West**

**416-259-7991**

# 2Ride Contents

## Features



6

**Superpowers Collide**  
Kawasaki ZX-14 vs. Suzuki Hayabusa



12

**Beyond a Shadow of a Doubt**  
Honda Shadow RS750



16

**2010 Aprilia Mana**  
A Beast All Of Its Own

22

**BMW F800 GS**  
A Bike That Fits All Your Needs



27

**Postcards From India**  
Travel Story By Gene Lee



52

**When The Tiger Met The Black Widow**



40

**2011 Harley-Davidson® CVO™ Street Glide™**

# Contents

## 20 LOUD PIPES?

Caledon's New By-Law to Reduce Noise

## 34 On A Steel Horse I Ride

Wanted, Synthetic or Hide

## 46 1000 Miles in 24 Hours

## 49 Daymak eBikes

## 58 Riding The White Road

## 60 Race Standings & Schedules

## 61 Upcoming Events

## 62 SOAR – Mo' Problems

## 64 An Interview with Sean Huffman

## 68 Sprains, Strains and Motorcycles

## 71 VRRRA North Bay Runway Romp

## 72 The Launch of a New Era

## 73 Test Our Metal Toronto Harley-Davidson® Demo Day

## 74 Tech Corner

## 77 Subscribers Corner

## 77 Classifieds

## 78 Debz and Paul

2Ride's Girl and Guy of the Month



46



49



64



71



78

**SUBSCRIPTION IS FREE!**  
Email us at [info@2ride.ca](mailto:info@2ride.ca)  
Follow us on Facebook  
[www.2ride.ca](http://www.2ride.ca)

General Inquires Contact  
[info@2Ride.ca](mailto:info@2Ride.ca)

**President/Chief Editor**  
Marc Agozzino

**Editors**  
Roshan Abraham  
Marc Antony  
Simon Baker  
Paul Balsamo  
Alex Collins  
Damien Eaton  
Gene Lee  
Mr Lee  
Mizz Lucy  
Sid Rochweg  
Paul Rosemond

**Art Direction**  
Martin Besko  
Azure Blue Design

**Photography**  
M&M  
Wobblycat Photography  
Marco Fernandes  
Eric McBride  
Don Roy/Royal Images  
Azure Blue Photography

**Printing**  
**IRONSTONE MEDIA**  
Change the way you see print.™

Customer # 7303876  
PM 41979551

# 2Ride

About the Cover: 2011 Harley-Davidson® FLHXSE CVO™ Street Glide®.  
Photographed exclusively for 2Ride Magazine by Martin Besko,  
Azure Blue Photography & Design.



Photo by Kevin Virag

As the season comes to an end here in Ontario, some of us will ride right up till the first snow fall, and even a very few through the winter. I hope to hear from those that ride all year, and I'd love to have you in our next issue. 2Ride Motorcycle Magazine is continuing to improve with each issue. I am so proud to have such a great team to make 2Ride Motorcycle Magazine what it is. 2Ride Motorcycle Magazine is a magazine for riders, written by riders who love to ride and are trying to express this from their point of view - trying to capture that conversation between fellow riders. That's part of the excitement, the draw, and the engaging factor of this magazine!

Since the last issue, we have launched our Vintage section and will continue to have a Vintage bike in each issue and cover Vintage Racing (VRRRA). We had a great time in North Bay at the year end races for VRRRA. It was amazing to see them using part of the airport runways as their track. Also the people who attended and were part of the VRRRA were just great. We have been getting a lot of feedback on what to add to 2Ride Motorcycle Magazine so in the upcoming issues, and in 2011 you will see more improvements and additions to 2Ride Motorcycle Magazine, because we are listening and hear what our subscribers want.

With Thanks and Best Wishes in the New Year...

Marc Agozzino  
President/Chief Editor

# SUPERPOWERS COLLIDE

## ZX-14 VS. HAYABUSA

STORY BY GENE LEE

When Kawasaki introduced the ZX-14 in 2006, it launched a shot across the bow of Suzuki's iconic Hayabusa, serving notice that its long-standing reign of the hyper-sportbike market was about to be challenged.

Rather than take both of these bikes out for a short test ride to draw up limited conclusions, we decided to find two owners willing to share their long-term experiences with these powerhouse sportbikes.

# KABOOM



**Bike:** 2009 Kawasaki ZX-14. 193 hp. Absolutely Insane.

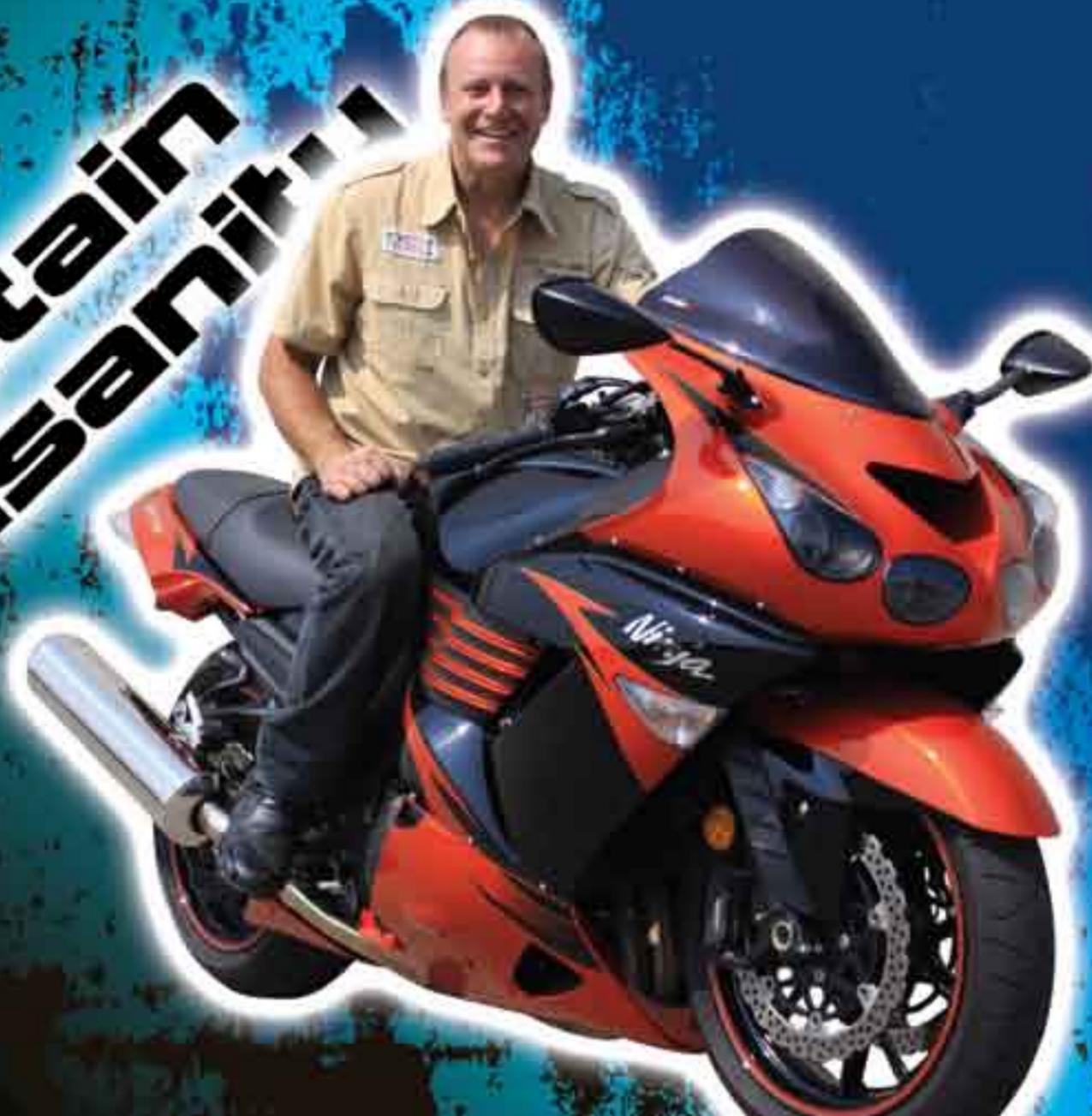
**Owner:** Paul Marino, 55 years old.

**Hobbies:** Taming the Absolutely Insane.

**Riding History:** Paul has been riding for over 40 years, terrorizing the streets of Rome on his first two-wheeler: a Lambretta 50cc scooter when he was just 14 years old. His garage has seen many bikes come and go,

but his favorites are a 1978 Moto Guzzi El Dorado, with the classic twin sound and fury. He had spent quite some time and a pretty penny customizing the bike with lots of dazzling chrome. His love of twins extended to another of his bikes, the TL1000S, which he still owns to this day, and his 1997 Harley Davidson Road King, which he traded in for the ZX-14: Talk about turning in the farm tractor for a freight train!

**Captain  
INSANE!**



**Ludicrous  
Low**



**Bike:** 2008 Hayabusa. 197 hp. Just Ludicrous.

**Owner:** Lou Trivisonno, 51 years old.

**Hobbies:** Laughing in the face of the Ludicrous.

**Riding History:** Lou has been riding for over 30 years. He got his first bike when he was 18: a 400cc Yamaha two-stroke cruiser. He was instantly hooked and craving more displacement,

bought a custom chopper with a 750cc Honda engine just the very next year. This hunger for power continues to the present day as he tried to decide what to replace his Yamaha R1 with. You can only go high or go home, so he return home he did, on top of a 2008 Hayabusa. At this rate, they're going to have to invent a 2000cc sportbike if Lou is ever going to turn in his Busa!

## Paul Marino

**Why a ZX-14?** Paul originally wanted to replace his Harley with a Hayabusa, but after sitting on a ZX-14 at a motorcycle show, he was hooked on the unique looks. He realized he wanted something different from the Busas that all his buddies were riding. He had even put money down for a platinum/black 2010 ZX-14, but decided at the last minute to go for the identical 2009 model in burnt orange/black. He says that the ZX is quite an underrated bike and loves the fact that most people don't know what it is when he pulls up to a coffee shop or gas station.

**Likes:** The comfort and the smooth power delivery of the ZX-14. When was the last time you could control 193 horses with the motion of one hand this easily?

**Dislikes:** The clunkiness of the transmission. It definitely makes a lot more noise than the Hayabusa when shifting.

**Modifications:** Paul has made some comfort modifications for long distance touring: 1" bar risers, and lowered the bike by 1". Looks-wise, he has added a smoked windshield to enhance the striking orange/black scheme of the ZX-14.



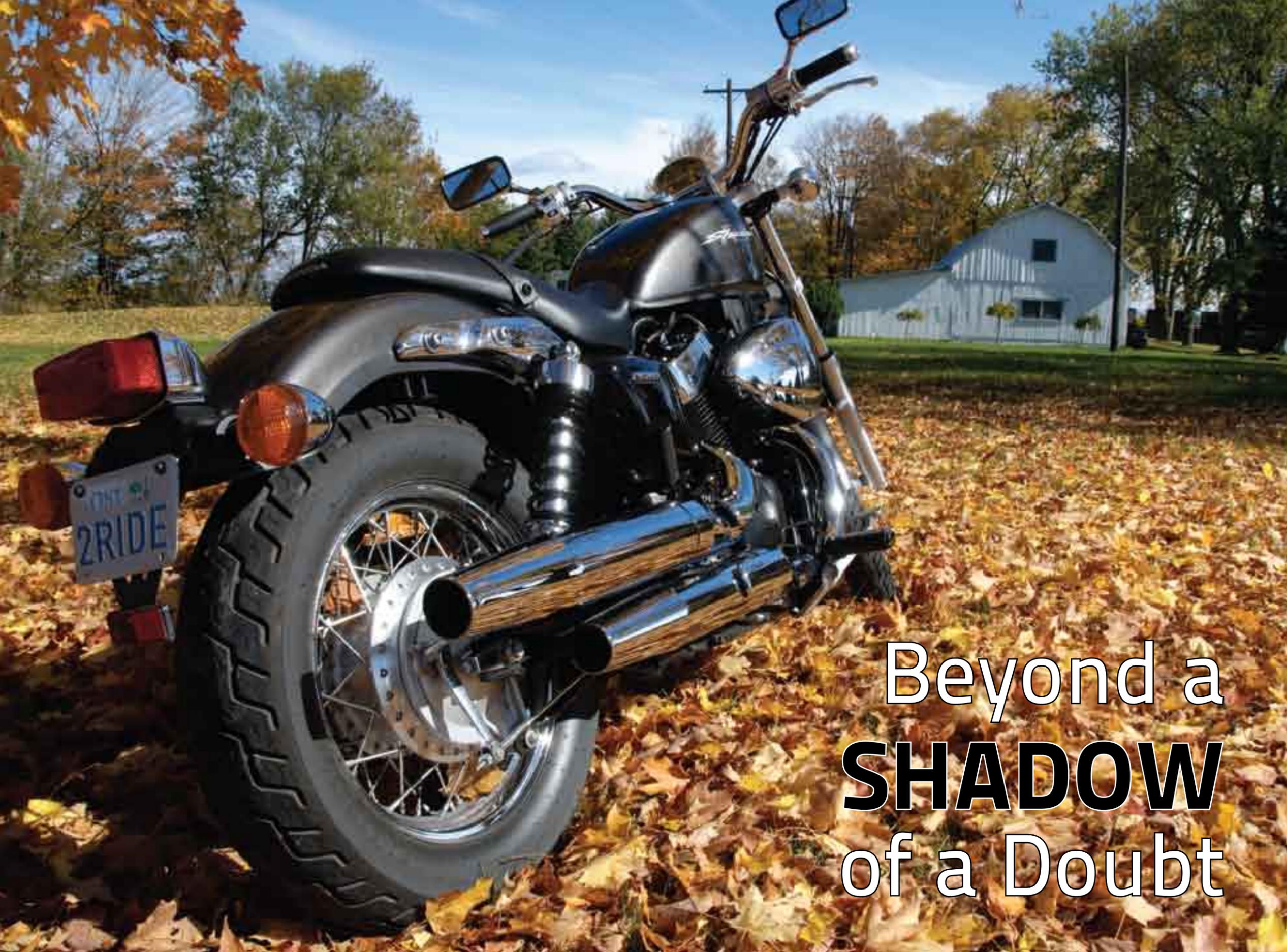
## Lou Trivisonno

**Likes:** Suzuki has done a great job of creating a bike that handles and corners as well as it does, considering the size and dimensions of the Hayabusa. Oh yeah, and of course the smooth and powerful acceleration delivered by all 1340 cubes beneath you. Of course...

**Dislikes:** What's up with those pipes! Heavy and unsightly, these are a common complaint amongst Hayabusa owners.

**Modifications:** The pipes of course. Lou has switched out the stockers for aftermarket twin exhaust pipes that have saved him 48lbs! As per his mechanic's recommendation, he has also installed a Power Commander to smooth out the power delivery.

**Road trippin':** Both Lou and Paul have taken their rides to Boston and back and they have planned to ship both bikes to Europe next summer. From the southern tip of Italy all the way to the German Autobahn, both polizei and polizia will have a hard time chasing down these two to hand them their "performance certificates"!



**HONDA'S SHADOW RS 750**  
RETRO-STYLED STUNNER,  
A HEAD TURNING  
MILE MUNCHER...

**S**o you are looking for a basic bike? Something to just get on and ride. You don't want bags, you don't want bulk. You want to look cool, sound good, and just have a great time.

You're sick of all the guys talking about performance and speed and \$30,000 motorbikes and you want to re-ignite and reacquire yourself with what attracted you to motorcycling in the first place? I think Honda may just have answered your prayers.

When you first look her over, she is obviously a beauty. Simple, elegant lines, deep heavy metallic grey (the only color it comes in). Lots of chrome accents, gleaming spoke wheels and bobbed rear section.

You also realize within the first thirty seconds after meeting her, that Honda is full-on gunning to take some market share away from the ever enduring American Sportster line, specifically the 883 Iron.

# Beyond a **SHADOW** of a Doubt

STORY BY DAMIEN EATON

PHOTOGRAPHY BY  
MARTIN BESKO - AZURE BLUE  
AND CHANTELE DA COSTA



CHANTELLE DA COSTA



**THE SILHOUETTE IS SIMPLE AND RUGGED,  
WATER COOLED BUT NOT THAT YOU'D  
NOTICE UNLESS LOOKING FOR A RADIATOR.**

The day I picked up the RS, I was immediately impressed with its looks. The silhouette is simple and rugged, water cooled but not that you'd notice unless looking for a radiator. An upright seating position, single gauge, high set bars and a chain drive delivers that classic, no frills look.

I was pleasantly surprised when I started the little - big bike, by its throaty rumble, not something generally expected when turning over a stock

Honda V-Twin. The dual pipes put out a pleasing tone, not too loud obviously, but it sounds like a bike you want to ride, and ride I did. I ended up spending most of Thanksgiving weekend atop the mighty RS, loving every second of it.

It looks simple, but let's keep in mind, it's a Honda. So saying, her fuel injected 745 cc V-Twin, creating 42bhp and 45ft lb of torque, motors along intrepidly, giving you exactly what you expect from it every time, reliability,

Engine Type	Liquid-cooled 52-degree V-twin
Displacement	745 cc
Bore & Stroke	79 mm x 76 mm
Compression Ratio	9.6:1
Valve Train	Chain-driven SOHC, 3 valves per cylinder
Fuel Delivery	PGM-FI electronic fuel injection
Transmission	Wide-ratio five-speed
Final Drive	O-ring-sealed chain
Front Suspension	41 mm fork, 117 mm (4.6 in.) travel
Rear Suspension	Dual shocks with adjustable spring preload, 89 mm (3.5 in.) travel
Tires	100/90 - 19 front; 150/80 - 16 rear
Brakes	Front single 296 mm disc with dual-piston caliper; rear drum
Seat Height	747 mm (29.4 in.)
Wheelbase	1,562 mm (61.5 in.)
Curb Weight	230 kg (507 lb) including required fluids and full tank of gas - ready to ride
Fuel Capacity	10.6 litres, including 2.6-litre reserve
Colour	Heavy Grey Metallic

moderate but predictable performance for a minimal investment. Another selling point of the RS, they are just under HD's price point by a matter of pennies.

This Shadow still sits fairly low at 737mm but appears higher and offers an inspiring upright riding position that is a riot and very sure of itself in the twisty roads. All made possible by its double cradle steel tube frame, 150mm rear tire and 41mm forks, giving it a mean, but forgivable profile. The only real negative I was able to come up with after nearly two weeks with the RS, were the terrible mirrors that you can see little more than your own arms in? But on the up side, that is a very easy issue to correct with a trip to your favorite after market

website. Also I wasn't overly keen on the rear drum brake, but it certainly does add to the retro look that the mighty manufacturer has gone for.

So rather than attempt being overly technical (which I am not), lets concentrate on what this bike has, and has plenty of. It is extremely high on the 'Giggle Factor'; yes you read it right, 'Giggle Factor'. Which to me means, it's not extremely expensive, it's not overly fast, it won't be this year's 'It' bike, but what it has, is fun and you will likely find yourself reaching for your helmet more often that you might have before your purchase.

Congrats Honda, good looking, get up and go bike!!!!



"Honda is full-on gunning to take some market share away from the ever-enduring American Sportster line, specifically the 883 Iron."

# Aprilia 2010 Mana

A BEAST ALL OF ITS OWN

"I make a clear distinction between scooterists and motorcyclists. While one is certainly not better than the other, they are very different."

STORY BY PAUL BALSAMO  
PHOTOGRAPHY BY ERIC MCBRIDE



Just like a mule is the product of a horse and donkey, the hybrid in this story that caused me sleepless nights is neither horse nor donkey. The Aprilia Mana is a beast all on its own.

Officially, the Mana is a mid-sized motorcycle that allows automatic or semi-automatic shifting. To ride or treat the Mana like a motorcycle is a dreadful error.

I was lucky enough to be able to commute to work with it and discovered a host of things about it. Although I was never able to get out of full auto (and neither were two other staffers), one thing remains sure: the manual setting will allow some additional control, but not enough. Why does that matter? On my way back home from work, I am blessed with a section of downhill street with a speed limit of 30 Km/hr in a “traffic calming” zone. There I discovered that the Mana has a nasty habit of shifting into neutral at around 29Km/hr (indicated), causing me to freewheel down the street. I found that while keeping the throttle open a little while simultaneously applying the front brake, I could keep the scooter artificially in gear, thus keeping some control in case of a road hazard requiring a quick reaction.

I also found the shifting paddles inconveniently placed, crowded by the horn, light switch, signal switch, computer switch and “trunk” release. The cluster by my clutch lever-less left hand actually caused to pause and stare at it in disbelief.

At first impression, I got the impression that Aprilia cobbled up a bike to satisfy a market I feel is being artificially created and pushed by some manufacturer every few years.

While my first few hours in the saddle were not happy ones, things changed once I accepted the Mana as a scooter and that it should be handled as such.

Technological innovation and handcrafted quality are qualities that have become Aprilia trademarks. Despite it all, I was dismayed by the

finish of the scooter. Panels were poorly aligned, no doubt contributing to the water leaks inside the “trunk” it hides below the top lid. This detail particularly hit me when I looked at the Shiver, a similar motorcycle.

To its credit, the scooter’s performance in Sports mode (one of three) is respectable. I noticed that upright, the frame feels extremely solid and poised but was alarmed when I found out that in a sweeper corner, the Mana’s frame twisted like a wet noodle.

The Mana uses an ignition immobilizer system with coded and chipped keys, something that seems to become an industry standard. Two coded keys are provided with the scooter, and up to four coded keys can be supported by the system. A parking brake lever (seriously) is located on the left side, just behind the round cover. I found it amusing but could never really find a use for it. Since I have already mentioned the cluster on the left side of the bar, the right side bar features a red switch that serves a dual purpose: It functions as the engine-kill switch and as the starter. Just above that is the round gear mode control button. When idling, this button is used to select one of three engine outputs (sport, rain and touring). The dash is well designed, easy to read, instinctive and clear in all lighting conditions. The computer system is extremely sophisticated, so much so that 3 of our staffers were unable to find an appropriate setting for manual shifting.

The Mana charmed me as a grocery getter and errand runner and is a very appropriate commuter. I was totally taken by the helmet/tool kit compartment, located where one would expect the gas tank to be. With the scooter running and the handlebar straight, the trunk can be opened via the left handlebar switch. It can also be opened by flipping up the rear seat panel and using the latch next to the gas tank filler cap.

Indeed, the gas tank happens to hide under the seat. Overall capacity is 15.5 litres, including a 3.3l reserve.



This brings me back to the “cobbled up” impression I mentioned earlier in this article. Since the plastic gas tank is accessed from under the passenger seat, it has a non-vented screw-on cap. To meet emission standards, the tank is treated as a sealed unit. All emissions are therefore routed to the Evaporative Emission System canister, mounted in an obtrusive, vulnerable and highly visible spot on the right front of the engine. Why could Aprilia not tuck it away like they did on the Shiver? Oddly enough, in Canada we all get California-spec machines. This canister is required by the US “EPA” and California’s “CARB”. Unfortunately, while it is unsightly, the system is there for very good reasons and should not be tampered with.

The rear shock is mounted off center, in line with the trellis frame. The setup permits a short wheelbase and allows quick adjustments to be made to the rear suspension. The non-adjustable front fork looks well-proportioned for a modern machine of this size but allows

for a fair amount of dive when applying the front brakes. The saddle proved to be incredibly comfortable, which made me wonder why all machines cannot all have trunks and such great saddles.

A small number of people I met described the Mana as a “neat idea”, while most people I encountered thought the idea of a motorcycle-looking scooter was just strange. Indeed, it seems to have all the disadvantages of a motorcycle (seat height, lack of leg protection, etc) and none of the advantages.

Aprilia freely admits that the Mana is the brain child of the marketing department. An interview of a design engineer at Aprilia can be found on YouTube.

Will it find the market that eluded previous manufacturers in the past? Maybe riders who experience physical restrictions as they age might find that style of machine interesting... It remains to be seen.





**L**udicrous, **O**ffensive, **U**nfounded, **D**iscriminatory  
**P**rofilng **I**nnocent **P**eople **E**veryday

## As the town of Caledon prepares to isolate and discriminate motorcyclists, we must ultimately ask ourselves, **WHERE WILL IT END?**

STORY BY DAMIEN EATON. PHOTO BY MARTIN BESKO

I would like to apologize in advance, for what I believe will ultimately be a waste of both my time as a writer, and your time as the reader. But, to take away some of the pain, I will try and make this article as brief as possible.

An article about a new by-law, which I believe is so ridiculous, so blatantly about grabbing YOUR money, most certainly a law brought about to pacify a very small group of whining residents in the Town of Caledon, Ontario, that is literally giving my arse a headache.

BY-LAW NO.2010-117 – Opening statement and I quote,

WHEREAS Council considers it desirable to provide for a balance between Caledon residents requesting a reasonable level of peace and quiet in their neighborhood and motorcycle enthusiasts who ride their motorcycles in Caledon Neighborhoods, thereby generating excessive noise; and,

Sounds reasonable enough, right? Wrong.....

First of all, the ambient noise generated by the average motorcycle is not much louder than a typical car. That being said, and the fact that the ratio of cars on the road as opposed to motorcycles is somewhere in the neighborhood of a thousand to one, which is louder in your mind?

1 motorcycle or 1000 cars?

Secondly, what about trucks / tractor trailers? Again a ratio of at least five hundred to one. So what generates more noise?

1 motorcycle or 500 noisy, stinking, black smoke hacking diesel trucks?

What about tuner cars? I.e. Honda Civics with a Campbell's soup can for an exhaust pipe and a stereo blasting Eminem at 150db?

Don't forget lawnmowers, snow blowers, chainsaws, mixers, maintenance and construction equipment, airplanes, country music?

Are you seeing a pattern here? Life is noisy, but the last time I checked this motorcycle enthusiast is a taxpayer, and a resident of the Town of Caledon.

My next problem with the opening statement to this by-law. 'motorcycle enthusiasts who ride their motorcycles in Caledon Neighborhoods, thereby generating excessive noise; and,'

I'm sorry, 'motorcycle enthusiasts', don't you mean, commuters, taxpayers and often times residents of the Town of Caledon? They make it sound like we are some gang, or group of undesirables

from society's underbelly, infiltrating their peaceful town, raping and pillaging and then riding off to destroy the next hamlet? Sorry, but to paraphrase James Stewart from 'It's a Wonderful Life'; we are the people that do most of the working and paying and living and dying in this town.'

The truth of the matter is simple by its nature. We have already determined that on average, motorcycles are no louder than a car or truck. There are far less motorcycles on the road than there are cars and trucks etc. Motorcycles are on the road only half the time during an already short riding season. Motorcycles are smaller, therefore easier targets for law enforcement to pull over and do their dB (A) test (coincidence, or convenience)?

According to statements made at the third and final meeting regarding this new by-law on October 5th 2010, 300 residents of hamlets such as Belfountain and Alton signed a petition to see BY-LAW NO.2010-117 passed. What about the other 52,000 plus residents of the Town of Caledon, of which I am one? I find it yet again very convenient that such a small list of irritable people can get such a discriminatory by-law passed. I also find it very convenient that this dB (A) test requires a certain amount of uninterrupted space around the vehicle to be conducted properly and motorcycles are the smallest vehicles on the road, thusly making it easier to conduct? Why not cars and trucks?

As for the intended fine amounts, or the ridiculously low acceptable dB(A) level that will be enforced, I could go on all day about how un-Canadian and discriminatory this pathetic money grab is, but sadly BY-LAW NO.2010-117 has been passed and will take effect on October 1st, 2011.

Another issue the Stepford wives and town busy bodies have with the bikes, is group riding? Or as they called it, 'gangs of bikers'! Excuse me, but those 'gangs' that ride through your little town are generally on their way to a charity ride to raise much needed funds for such causes as, Cancer, Breast Cancer, Women's and children's services, diabetes etc. Should we stop all of that so you may have your peace and quiet?

Perhaps now would be a good time to

ask how your neighbor feels about the noise law? You know the guy on his lawn tractor who has been mowing his 1.5 acres for the last three and a half hours, after a motorcycle takes all of twenty seconds to pass your property?

As a side note, I as an avid motorcyclist I would like to reply to those who attended the meetings and uttered the words 'loud pipes, do not save lives.'

As a writer for 2Ride magazine I am in a position to test ride a lot of machines. When doing so, I look around at many people driving their cars, vans, SUVs', taxis and so on. I see them with their cell phones tucked in between their shoulder and cheek, adjusting their stereos and applying eyeliner or reading directions or text messaging and when I am on a very quiet machine, they do not see me, because they cannot hear me. I have also been on some louder bikes and have noticed a major difference, when blipping the throttle I see those same people look up and take notice. I choose to ride a motorcycle and there is a risk associated with that for which I am aware and have respect for. Sadly it is those out there that drive in the manner I have mentioned that a motorcyclist must fear above all.

After all, if loud pipes don't get noticed, then why has this by-law been passed? As I have said, motorcycling has its risks, so why take this safety feature away from those of us in the community that choose to ride? I have heard it a million times on the news and from people involved in accidents involving a motorcyclist, 'I didn't even see them? They were just there? I heard nothing, changed lanes then wham!'

Besides, if noise doesn't get our attention and makes us more aware of possible dangers, then why do Police cars, Ambulances and Fire trucks have sirens?

Point being, in Canada you cannot discriminate against color, race, religion, age, sex, sexual orientation, socioeconomic standing, weight, whether or not one can even speak either of our official languages, English or French, etc.

But apparently you are able to discriminate against one thing.....

Black Leather.....



# BMW's **F800 GS** – A Bike That Fits All Your Needs

WRITTEN BY PAUL BALSAMO PHOTOS BY ERIC MCBRIDE

This may not be the big 1200 Boxer of my dreams, but with 85 Horses on tap and tipping the scales at over 450 Lbs, it is still not a lightweight. Compared to the offerings by competing brands, the difference in mass is noticeable.

Since I live pretty much smack downtown Toronto and the construction in my neighbourhood was on hiatus until this morning, my opportunities to test the smaller GS in the dirt was limited. With tires that are barely more aggressive than street tires, riding around town was a complete pleasure and void of any kind of worries about traction.

The 21 inch front wheel is attached to the bike by an inverted, but non-adjustable, fork that gives over 20 centimeters of travel while the rear 17 inch wheel is attached to a standard mono shock swing arm that yields almost as much travel as the front. When compared to a regular dirt bike it's nothing to write home about, it's still impressive for a street bike.

With a 31 inch inseam, I still found the tall bike manageable. Rear shock adjustment allows for some decent sag, permitting my feet to reach the ground without much trouble. As a street bike, the ground clearance and overall height were a real bonus to jump curbs and see over cars ahead in traffic.

The ergonomics are very dirt bike-like, very comfortable and extremely convenient in street traffic. The handlebar is a typical dirt style unit and the pegs have removable rubber inserts.

As with other BMWs from the 3rd generation on, the clutch and gearbox are smooth and positive. For an 800cc dual purpose, the stock gearbox ratios are perfectly adapted to street use but an additional gear would have been really nice for the occasional highway jaunts. Anything above 100Km an hour yields some noticeable vibration through the frame.

As with all other BMW motorcycles, the brakes are outstanding. Like all

dual purpose bikes in the line-up, the ABS function can be turned off. While I cannot imagine why anyone might want to do that on the street, it is a great idea when negotiating dirt roads.

As is the bigger GS, this incarnation is also a bit top heavy but my 180Lbs/5'7" body managed to keep the bike well under control at parking lot speed. The steering radius of the bike is quite sharp and combined with a very pliable suspension, slow speed manoeuvres inspired confidence.

This is definitely an adventure bike and while it may not be wise to take it in the same places some of the lighter more aggressive pure off road bikes can go, we cannot forget that, like the larger GS, this bike has been put on some pretty rugged terrain in the hands of very capable rider... I suspect this bike's biggest weakness on dirt would be the rider. Having taken the big GS pretty deep in the Mojave Desert, I would have zero worries going anywhere with the smaller F 800 GS.

One of my biggest challenges while road testing this bike was fighting the near constant desire to launch the front wheel towards the heavens. Unless you plan on riding this bike strictly off roads, it would be a wise thing to keep that in mind. Our badge toting friends will likely not appreciate your bike's unruly temperament as much as you might.

I am lucky enough to ride all sorts of motorcycles with a wide range of MSRPs so I tend to be pretty critical of what I test. Aside from finding the gearing a bit high for highway use, giving the impression that the engine is labouring a bit to keep up to speed, I could not find anything wrong with this machine. Of course, I did not reach anywhere near the claimed 200Km/h top speed. The wide rear end gave it a nice street bike edge while still being reasonably narrow enough to allow an owner to track down some knobbies to go play in the dirt. The controls were ergonomically perfect and instinctive to use. For those looking for the authentic adventure bike look on a budget, the F 800 GS is a perfect fit. For



those looking for a bike for their next real adventure, be it on or off road, this is one ride that will rock your world.

Frankly, the only thing that would make that bike a better one would be to make it a boxer twin and bump up the displacement to 1200cc. Otherwise, if you prefer the reassurance of knowing you'll be able to pick up your bike easily while in the middle of nowhere, the F 800 GS is your answer. If you have had your adventures and expect to spend some time in the city for a while but like to keep your options open, this is definitely the all-around bike you need for your every day use.



## Specifications

Length:	2,320 mm
Height (not inc. mirrors):	1,350 mm
Width (inc. mirrors):	945 mm
Seat height, unladen weight:	880 mm
low seat:	850 mm
Rallye seat:	920 mm
comfort seat:	895 mm
Inner leg curve:	1,930 mm
low seat:	1,880 mm
Rallye seat:	1,990 mm
comfort seat:	1,960 mm
Dry weight 2):	185 kg
Usable tank volume:	16 l
Reserve:	approx. 4.0 l

## Drivetrain

Engine type:	Water-cooled, 2-cylinder, 4-stroke, four valves per cylinder.
Bore x stroke:	82 mm x 75.6 mm
Displacement:	798 cc
Rated output:	85hp (63 kW) at 7,500 rpm
Max. Torque:	62 lb./ft. (83 Nm) at 5,750 rpm

Maximum speed: Over 200 km/h

## Chassis/Brakes:

Frame:	Tubular steel space frame, load-bearing engine.
Suspension:	Upside-down front fork, Ø 45 mm
Cast aluminum dual swing arm	
Wheelbase:	62.1 inches (1578 mm)
Wheels:	Wire spoke
Front:	2.15 x 21"
Rear:	4.25 x 17"

Brake: Twin floating disc front, 300 mm Ø, double-piston floating callipers.

Single disc, 265 mm Ø, single-piston floating calliper. ABS: (option/can be switched off)



# 2011 NORTH AMERICAN INTERNATIONAL MOTORCYCLE SUPERSHOW

JANUARY 7 • 8 • 9 • INTERNATIONAL CENTRE • TORONTO

PRESENTED BY  Dalton Timmis INSURANCE

FASHION SHOWS BY TEREZ LEATHERS

THE 2011 NEW BIKES  
HUGE DEALER DISPLAYS  
CUSTOM BIKE HALL  
500 EXHIBITORS IN SEVEN HALLS  
THE BEST SHOPPING BARGAINS  
HOW TO GET INTO MOTORCYCLING  
3 ENTERTAINMENT STAGES  
OVER 70 CLUBS, RIDES & RALLIES

SEVEN GIANT HALLS  
**425,000**  
SQUARE FEET

FRIDAY JAN 7 10AM - 10PM  
SATURDAY JAN 8 10AM - 10PM  
SUNDAY JAN 9 10AM - 6PM

**FREE PARKING**

CANADA'S LARGEST SHOWBIKE JACKPOT!  
**\$50,000**



GO Transit Info: 1-888-433-8848  
Plenty of Free Parking

**RKP** 888-661-7469  
**blp** 905-655-5403  
supershowevents.com

**EVENT SPONSORS**




# Postcards from INDIA

STORY & PHOTOS  
BY GENE LEE



Last month, Neda and I rented a couple of Royal Enfields in Delhi and toured around Northern India. We kept an extensive daily blog that can be found at [www.ridedot.com](http://www.ridedot.com), too long to reprint here, but here are some of our most vivid experiences (good and bad).

### 9/11/10

I'm sitting on the floor of Inder Motors in Delhi. The garage is deserted because it's Eid, the traditional Muslim holiday that marks the end of Ramadan. Pinky, a Sikh mechanic is teaching me emergency Royal Enfield repairs on the road. What a beautiful-looking motorcycle! Oh yeah, Pinky doesn't speak a word of English... At this moment, I have no idea how important this lesson will be. Although Enfields were originally British motorcycles, these beauties have been produced in India since the 50s, the rights having been taken over by Enfield of India. The Bullet 500 styling has not changed significantly since its post-WWII days and although the bikes are only a couple of years old, I feel like we're riding on a piece of history.

### 9/12/10

Pinky comes to our hotel to bless us, the bikes and our journey in a religious ceremony called a Puja! It involves offering incense, candy and flowers and a few minutes of prayer to Lord Ganesh:



Yak Attack at the Hadimba Devi temple in Manali

the Remover of Obstacles, the God of Beginnings. Ganesh is a stocky fellow with four arms and has an elephant head on his shoulders. I take a liking to him instantly! We'll need all the help we can get!

Hours later, Neda and I are filtering through crazy Indian traffic. In a freakin' monsoon! Our senses are barraged by the sights, sounds and smells of a land so foreign that culture shock would be a gross understatement: Horns blaring, dodging motorists that pay no heed to any traffic signals, signs or lines on the road. We stare in wonderment at cows and dogs standing in the middle of the street. The roads are abysmally bad. Potholes the size of Smart cars! Women in brightly coloured dresses sit side-saddle on 125cc Honda Hero motorcycles that pass us effortlessly. They stare at us curiously, not knowing what to make of our full-body rainsuits. They are seemingly unaffected by the deluge of water pouring down from the sky.

We are traveling north, max speed 60 km/h on the Indian highway towards Chandigarh. Neda had to tell me what our top speed was because my speedometer broke. Ganesh is losing the battle with Murphy...

### 9/13/10

It's still raining. The downpour has turned the roads muddy and we turn off the highway heading through smaller towns in our bid to reach the mountains. In the morning, we check

into an Enfield dealership where they replace my speedo cable. I'm appalled at the abject poverty of the people that live in the villages we pass through. There are makeshift tents all by the side of the road, dirty crumbling buildings with no doors and no windows, yet some of the temples we ride by are beautifully architected - lots of arches and onion-shaped crowns on the tops of towers.

We make our way up the twisty roads of the mountain, through dense greenery. Normally we'd be leaning the bikes over in glee, but these Enfields are handling terribly; weighed down by heavy aluminum panniers filled with our luggage and enough spare parts to build another Enfield from scratch. This makes the front wheel very light and we endure mini-tank slappers every time we accelerate. Neda's front brakes don't work very well and I can sense her approach behind me by the ineffective hum of her brake pads followed by the light tap of her front wheel on the back of my panniers. So that's why we're not railing around these mountain roads. And also cause we're afraid of hitting the monkeys that roam all over the place. Yes, monkeys...

Neda's speedometer breaks as well. Ganesh is looking out for us big-time because we pass another Enfield shop where they fix her speedo hub and change her front brake pads. This has really delayed our progress and to top it off, Neda is suffering diarrhea from some suspect Indian food we had at lunch. We arrive in Manali very late at night.



Shepherd leading his flock out of the Himalayas

Average speed for the day:  
18 km/h.

### 9/14/10

Manali is the gateway to the Indian Himalayas. It's a hill station that is popular with the locals on weekends and foreign national tourists who use it as a base station to go trekking in the foothills of the Himalayan Mountains. We're using it as a stop to acclimatize to the high elevation, as we are planning on climbing higher in the days to come. Neda was hospitalized with AMS (Acute Mountain Sickness) when she did her dirtbike ride through Colorado last year, so we are making sure we don't succumb to the same fate on this ride. AMS is characterized by headaches, shortness of breath, dizziness and increased heart rate, due to the low oxygen content at higher altitudes.

Fed on a steady diet of Diamox, tablets that minimize the effects of AMS, we are also trying to drink lots of water as that helps to distribute oxygen to the cells of the body, and also eating lots of carbohydrates (because I like carbs). Neda felt the first effects of altitude last

## "Ganesh is losing the battle with Murphy..."

night, but she appears to be okay today after a good night's rest.

We spend the day shopping around the tourist traps of Manali. Neda is trying her hand at haggling and doing a spectacularly bad job at it. We also visit some beautiful Buddhist temples around the area. The people here are quite diverse since we're pretty close to the Chinese and Nepalese border. I walk around feeling like crap, muscles aching all over which I originally attribute to the long ride the day before, but as the day progresses, it's apparent something is not right. In the early evening, I collapse in our hotel room, shivering with cold



My Enfield got homesick. Emphasis on Sick...

sweats accompanied with vomiting and bad diarrhea. I have food poisoning and I feel like I am going to die.

### 9/15/10

I thank Ganesh for helping me make it through the night and also for the

beautiful morning we have for riding. We are going to tackle the Rohtang Pass, a high altitude run up the Himalayan Mountains.

As we climb higher above the canopy of the treeline, my hands start to tingle. Not surprising, as if there is not enough oxygen for trees to flourish, so too does the human body start to conserve oxygen in the blood by starving the extremities and conserving it for the vital organs. We stop at one of the many roadside vendors along the road to buy bottled water and some carby snacks. I feel a lot better after this.

Two things happen at this point of the climb: the view gets better and the

roads get worse - proportionately! There is something so overwhelming about being surrounded by the Himalayas all around you, green-covered mountain faces fading up to beautiful snow-capped peaks. The road switches back on itself over and over again, reminding me of the alpine passes that we rode in Europe a few years ago. The only difference here is the conditions are terrible! Worse I have ever ridden on! What slows us down the most are long stretches of mud bogs that causes the already-light front wheel to deflect side to side. Then the stony sections which rock the Enfield's suspension which raises you off the seat, and the next bump is so well timed it causes the seat to hit your ass on your way down.

Often, our speed drops to a walking pace as we extricate ourselves from thick mud, heavy rubble and squeeze past lorries and trucks stopped at the side of the road. As we head further up, we see the reason for all the stopped vehicles. The heavy rains of the past few days have created landslides on the steep mountain face and the Indian army is on their way trying to clear the blockage. We find out some tour buses have been stranded here for three days!

Tibetan prayer flags surround a temple on the Rohtang Pass



Neda scouts the area of the landslide and sees new rocks falling from above. It's not safe to be here so we make a hard decision to turn back.

Oh yeah, and my heels are starting to tingle.

### 9/16/10

We are attempting to attack the Himalayas from another direction, heading south and then eastwards across the lower Himalayan state of Uttar Pradesh. Although the weather is holding up today, there are more roadblocks and lineups of cars. We are all victims of the terrible rainwaters that have played havoc with the mountain roads. After lunch, my clutch cable breaks and I spend some time at the side of the road under a hot afternoon sun, tearing apart the Enfield. These bikes are not inspiring us with a lot of confidence.

We have also resorted to only eating packaged foods until we reach our destinations in the evening. Our fragile North American stomachs are fed infrequent helpings of potato chips and bottled water at the side of the road. Again, the delays of the day have meant we arrive back at Chandigarh late at night, wearing the sand, dust and

weariness of the day's journey on our faces.

### 9/18/10

We are on the way to the eastern state of Uttarakhand and pass through many towns and villages, watching the people go about their lives on this beautiful Saturday afternoon. In the fields, women walk with baskets on their head piled high with straws while the men work tending the crops. We pass through the town of Kala Amb and hear the surprisingly out-of-place big band music of some guys playing brass instruments on their front porch. They are having a party and motion for us to come in for a drink, but we know if we do, we will never make it to our destination before sun-down. Even this close to the equator, the sun sets around 7PM at this time of year.

In the afternoon, Neda's rear tire develops a flat and after temporarily pumping it up a bicycle rental shack, we tentatively travel from village to village looking for someone that can repair it. We find a tire repair shop a few kms down the road in Deharadun and we talk to the locals as her tire tube is being patched. Throughout the trip Neda and

I generate a lot of curiosity, they do not see a lot of tourists travelling through the area and everywhere we stop, a crowd quickly gathers around to stare at us. It's very unnerving at first, because no one approaches us to talk; they just stand a few feet and stare. Some that speak English ask where we are from, where we are going to and request a picture of us with them on their cell phone cameras. Is this what celebrities experience?

The main roads of Deharadun are underwater because of the severe flooding, policemen standing on ledges of the roundabouts directing traffic, while we paddled our bikes through knee-deep brown waters. We reach the city of Haridwar an hour after sunset; it has taken us 11 hours to cover 200 kms.

### 9/19/10

The city of Haridwar is completely vegetarian because it is one of seven holy places in India that offer salvation to the devout that make the pilgrimage here. The rain has not let up and we venture out in our full motorcycle rain gear. We board an auto-rickshaw from the hotel and soon pick up several passengers along the way. Our rickshaw has bench

space for 6, but somehow we jam in 10 people with all their bags. Our fellow travelers are making the pilgrimage to Har ki Pori, which is a special sacred spot within Haridwar. In their bags are flowers and other offerings which they will throw into the Ganga River. It is believed that Lord Vishnu stepped out of the Ganga River at Har Ki Pori, and you can see an imprint of his foot enshrined in that exact spot. If you bathe in the water at the steps of Har Ki Pori, all your sins will wash away.

The holiness of Haridwar doesn't stop commerce as the stalls lining the streets sell plastic jugs where the devout can bottle up the holy brown waters of the Ganga at Har Ki Pori at take it home with them. Also for sale are towels to dry yourself off when you finish bathing in the river. Other stalls sell trinkets with visages of Ganesh and Vishnu, as well as flowery offerings that you can throw into the river.

We spend the afternoon hiking up a 2km path to one of the two temples overlooking Haridwar. Chandi Devi Temple is dedicated to the goddess of the same name and is one of the most ancient temples in India. It is not lavish at all, but quite modest and spartan; the centrepiece being a shrine in the middle of the temple where one has to enter barefoot in respect. The view from the top looking down on Haridwar and the Ganga River is spectacular!

The trek downhill was much easier than going up and we were able to get back to Har Ki Pori before the festivities

## "Pinky, a Sikh mechanic is teaching me emergency Enfield repairs. He doesn't speak a word of English..."

began. Aarti is the name of the puja (religious ceremony) that happens on the steps of Har Ki Pori twice a day, once at sunrise and once at sunset. We got a nice spot on the bridge to watch as the devout lit candles set on a bed of flowers within a banana leaf and floated this burning boat down the Ganga along with their hopes and prayers.

Around 6:30PM, the Aarti starts with a series of bells and chimes and platters were lit on fire all along the Har Ki Pori. With chanting and singing from the hundreds of people lining both sides of Har Ki Pori, the whole ceremony was very short, maybe 15 minutes, but what followed afterwards was an amazing display of celebrations, even in the pouring rain, people were dancing to the beat of drummers who marched up and down the boardwalk, chanting "Moriya!" (Praise the Lord!). A group of girls grabbed my hand and brought me into the dance and we followed this merry troupe chanting, dancing and singing into the darkness. It was like nothing I've ever experienced, such fervour and joy

at the same time, and to think, they do this twice a day every day? Both Neda and I had ear-to-ear grins!

### 9/20/10

The celebrations of yesterday night fade quickly as we ride through the thigh-high waters north of Deharadun. We are on our way to Jim Corbett National Park, land of jungle-land tigers and elephants. But early in the afternoon we encounter a long line-up of vehicles stopped in front of a flooded stretch of road as far as the eye can see. Some scooters and other two-wheelers that have made it from the other side assure us that there is an end, but talking to others who have attempted and turned around, they claim that the waters are too high to traverse. This is the only way back up to the Himalayans in Uttarakhand, so after much debate we forge on.

The waters flooding the plains and the roads here have spilt over from a trio of dams upstream due to the heavy rains. I ride ahead of Neda trying to find the



Deharadun is sinking man and I don't wanna swim



Putting everything Pinky taught me to good use - which means cursing in Hindi

shallow spots as the water flows across the road, but unfortunately she has stalled the bike and now has someone helping her push the bike across the floodwaters. They asked her for some money to help push the bike, 30 Rupees and when she agreed, they got greedy, asking for another 100 Rupees. When she did pay, a mob of people smelling opportunity surrounded us demanding ludicrous sums of money - 100,000 Rupees - for helping push the bike. People were yelling at us and picking at the bags strapped down on our bikes, as well as slapping my helmet. It was a very scary situation and I yelled at Neda to go, but there were people standing in her way. I kept on yelling at her to go, as I felt the situation was getting critical and she slowly pushed her way out of the angry crowd.

I have never been mugged or mobbed before in my life, but the panic I felt was multiplied, in this foreign country where it is so difficult to communicate properly, where the customs are so different and the fact that you get so much unwanted attention because you stand out so much. Escaping the crowd, I was angry. In my mind, they were like flies buzzing around meat. We had met

so many nice and helpful people along the way, but all that was eclipsed by this unreasoning, violent mob, smelling an opportunistic chance to take advantage of foreign travelers. My sense of trust and openness in over-friendly locals had dissolved in an instant. I just wanted to flee the next person that walked over to me demanding to know where I was from and where I was going.

### 9/21/10

We are holed up at a resort just outside Jim Corbett Park. It's a beautiful place, but things look pretty grim for us. We tried booking a safari at the park this morning, but the front desk tells us that the road into the park is closed due to extensive landslides. Not only can we not visit the park, but our Plan B to make our way up the Himalayans via this route is foiled yet again. So we have landslides ahead to the north, and the terrible floodwaters to the south which we'll have to navigate to get out of here. Still scarred from yesterday's events, I really hope those waters have receded. And after that, who knows what? We are running out of Plans here...

### 9/22/10

It's decided that we head back south away from the mountains and back towards the city. Perhaps visit the Taj Mahal in Agra? With this new plan in mind, we rode past Deharadun, the scene of our earlier mob attack. The waters had not receded and worse still, "helpers" swarmed around our bikes and provided assistance even though we tried to wave them off as we pushed our motorcycles through the waters. At the other side, we sped away from their demands for money. We weren't going to play this game again. Every part of my body relaxed as we left Deharadun behind.

This state of calm was not to last. We had been making good time until the afternoon. About 60 km outside of Agra, we noticed a lot of foot traffic and vehicles lined up. We suspected another roadblock, but when we filtered to the front of the line, we discovered the road to Agra was completely covered in water too deep to traverse. The Indian army had blockaded the road and we were forced to turn back.

The going today was tough: the broken-down roads, traffic squeezing us in all directions, so many detours,



Taking to the flooded shoulder



Potato chip break in Moradabad

"I have never been mugged or mobbed before in my life, but the panic I felt was multiplied..."

the unwanted attention - and all of this for very little payoff. What little wonder we held during our first days of travel have now been replaced by a ponderously slow plodding through difficult conditions. It feels as if an invisible force keeps swatting us off any path we plan and it's frustrating. We were not enjoying ourselves at all. We rode on to Delhi in the miserable pouring rain as the sun slowly turned its back on us. Without a GPS, I was lost in the dark labyrinth of the city's streets, so we checked into the first nice hotel we encountered.

### 9/23/10

Watching the news on the TV from our hotel room in Delhi, we realize the full extent of the conditions we had been riding in.

Northern India had seen the worst flooding in over 30 years. In the Uttarakhand region alone, 50 people lay dead due to flash flooding and landslides



Aarti celebrations begin in Haridwar

in the last 5 days with dozens reported missing. 20,000 people were evacuated to relief camps. These were the people we saw walking on the side of the road and in the back of transport trucks yesterday. While we were merely having a rough motorcycle ride during our vacation, thousands of people had their lives upturned, some permanently. It was a sobering perspective and it made me feel so grateful for all the things in our lives that we take for granted: a clean and dry place to sleep, food and water.

It's taken me over a month to

complete this trip report. I haven't fully digested everything that I've seen and experienced in India, but I know it's changed the way I look at our way of life back home. I've learned some patience and lot more tolerance for other people, our roads, our traffic, our food and the way we treat each other.

The Indian god Lord Ganesh is known as the Remover of Obstacles. I know that he is

called upon to bless any journey or undertaking, but sometimes there are obstacles of the mind that stop us from appreciating all the goodness we have in our lives. It shouldn't take a trip half-way across the world to remove such an obstacle.

May Ganesh continue to open our eyes as Neda and I journey onwards on two wheels.



Top of Rohtang Pass

# WORLD OF MOTORCYCLES

EXPO

LONDON | TRI-CITIES

## TWICE THE FUN IN 2011

**FREE  
PARKING**

**FEBRUARY 11-13 • 2011**

Western Fair Agriplex, London, ON

Admission \$15 (12 and under - FREE)

**MARCH 19-20 • 2011**

Bingemans Park, Kitchener, ON

Admission \$12 (12 and under - FREE)

INFORMATION 519-319-5339

[www.womex.ca](http://www.womex.ca)



Photo by  
Danny Bailey Photography



WEDDINGS  
EVENTS  
STUDIO  
PORTRAITS  
SPORTS  
  
WEBSITES  
BRANDING  
MARKETING  
PROMOTIONS  
BROCHURES  
DIRECT MAIL



**azureblue**  
photography & design

TORONTO: 416-253-1730  
CALEDON: 905-533-0887  
AZUREBLUE.CA

## Setting the COURSE...

A knowledgeable rider is a safe rider.  
Riding on public roads is a challenge.

Our job at RTI is to help you acknowledge  
understand & manage the risks associated  
with real traffic situations.

M2 and M licensing courses  
Skill development  
Private lessons

RIDER  
TRAINING  
INSTITUTE 

There is a lot riding on us!

[ridertraining.ca](http://ridertraining.ca)  
[info@ridertraining.ca](mailto:info@ridertraining.ca)  
1.866.876.1551  
11 locations in Ontario

# On a Steel Horse I Ride Wanted, Synthetic or Hide

WRITTEN BY MIZZ LUCY

**C**haps, short for chaparajos originated as protective garments worn by cowboys in brushy areas. Chaps originated in Mexico and Spain, where cowboys used them to protect themselves while working cattle or horses. They were made from two pieces of cowhide to protect as a shield for both the rider and the horse's chest. Bulky and hard to work with, the concept of chaps was born.

Decorative and functional, there are different types to suit the purpose for which intended.

Batwings - The most popular, was

one piece around the leg, held by three clasps, one around mid calf, one a top of the leg and one behind the knee. You will see batwings in most early westerns and western art. Batwing chaps could keep a cowboy's legs safe from brambles and brush, but they weren't a lot of help keeping the legs warm in cold weather. Batwings mostly gave way to shotgun chaps in the mid 20th century; however batwings are still popular today among rodeo cowboys for the decorative value as well as the fact that they flop around so much during a ride that they can help show good spurring traits. They are often highly decorated with bright

colors, hand tooling, fancy stitching and silver Conchos and studs. They were often personalized by the individual riders and became recognized on the Rodeo circuit.

Shotgun - Shotgun chaps tend to be more fitted to the individual than batwings. They are formed from leather, usually with a zipper to zip up and encase each leg, as if in armor. Shotguns can be used to keep warm in cold weather as well as protection from thorns and brush. \*Also useful in protecting the legs from accidental burns from branding cattle and breaking in new stallions.



CHRIS OVERCASH



LEATHERWERKS



CHINK CHAPS BY DAVE



Chinks (short for chinkaderos) - Chinks came along in the latter part of the 20th century and have grown quite popular. Chinks have been called "cowboy shorts" by some individuals who don't want to change, but they are quite practical for the working cowboy.

Usually made in a similar fashion to shotguns, chinks are simply cut off around knee to mid-calf level, and have fringe around the outer edge. Much more comfortable in warm weather, chinks, like batwings and shotguns, serve a purpose in the cowboy life style. Since most cowboys wear boots that come up near the knee, chinks protect the area above the boot.

Woollies or Angoras - were introduced in the late 1800's. Basically, any animal skin with hair would be suitable; such as lion, bear, buffalo, angora goats, leopard, dogs and even seal. The warmth and water repellant qualities of these skins made life much more bearable in the colder northern climates, by working cowboys when full length leather chaps would prove to be too restrictive or simply too hot in warmer southern climates.

Leather Chaps - have been a part of livestock handling life for centuries in one form or another.

The Mexican Vaqueros created leather britches called Armitas in the early 1800's. Made from various animal skins, the legs of the Armitas were attached to a belt worn at the waist and were secured to the legs. From about 1870 to the 1900's, the Armitas were mostly used during ground work such as yard work, fencing, branding, feeding etc. They were a 'step into' garment with no ties or buckles around the legs, and secured to a full belt.

In the 1940's Leather chaps were also worn by men in the military when riding their motorcycles in combat, again to protect their legs from the

heat of the engine and debris from the fight. Some motorcyclists refer to their bikes as Iron Steeds or Iron Horses and often live life with the same free spirit that the old cow folk did. It comes as no surprise that bikers would adopt chaps as a functional protective garment for braving the elements, especially the fall from uncontrolled situations.

Cowhide typically the best material to construct chaps from has excellent strength and durability. 'Top' grain leather, which has been sanded and

be at least 2mm thick.

So, how do we come about a pair that fits and does what it is intended to do? By customization to your body's shape by professionals that have taken a liking in producing quality chaps that are highly functional to the individual. I personally love the look and feel of leather and have mine made by Terez Leather, as she knows what will or will not look good on an individual just by how the material hangs off one's torso. That's why the importance of the quality and type of hide will suit the style that one would want in a chap.

Let's not forget the various synthetic materials so commonly used today. The first pair was made for a Wyoming cowboy who hunted elk in Levis® no matter how extreme the fall Rocky Mountain weather got. Any outdoors man or woman can't say enough about how cold and dangerous wet cotton can be. So instead of bulky snow pants, a modern version of chaps, that replaced heavy leather was a lightweight mobile water-resistant nylon used to make backpacks. That was many years ago and since then the word has gotten out. The largest following comes from motorcyclists who want something lighter, more comfortable and packable than the common leather chaps. Many special options like reflective tape, heat resistant Kevlar, mesh back for hot weather, CE certified knee armor, and for the total diehards, fleece lining. It turns out that equestrians like them too!

They also have matching jackets, gloves and helmets to complete the look, and make you an individual.

No matter what your style of bike, no matter what your style of chaps, it is important to protect yourself against the elements and what life has to throw at us.



lacquered to remove any imperfections, can be 1.3mm thick and provide protection. But, the best protection against the elements and road rash is 'Naked' cowhide. Treated by just removing the hair and applying dyes, this process allows the final product to

"POWER & SPEED FOR EVERY BUDGET." 

# CHAMPION CYCLE

CUSTOM  
DRAG RACING  
PERFORMANCE



- Nitrous oxide systems & refills
- Complete turbo builds
- Big bore engine building & porting
- Drag racing swingarms & extentions
- Suspension set-ups
- Air shifter set-ups
- Electronic Specialists

**CHAMPIONCYCLE.CA**  
416-658-7878



**UPGRADE YA! INC.**  
Creating Personal Automotive Solutions

Introduces its new  
V.I.P. Program

Get a 1 year membership with a FREE Oil Change for only **\$25**

Detailing packages starting from \$34.95 to our  
**UY! Class Package** to get your ride looking like new!!  
Stain Removal also available.

Check out our new Snack Bar  
for your enjoyment!

Call 416-557-0208 or  
visit [www.upgradeya.ca](http://www.upgradeya.ca)

5890 Dixie Road, Unit # 2  
Mississauga, ON L4W 1E9



 [upgradeya.inc@gmail.com](mailto:upgradeya.inc@gmail.com)



**Persistence.**  
**Drive.**  
**Results.**  
The Contributing Factor

- Residential
- Commercial
- Investment

**Addy Saeed**  
Sales Representative  
Direct: 1.877.HEY.ADDY  
Office: 416.292.6777(439.2339)  
[www.HeyAddy.com](http://www.HeyAddy.com)  
[www.TorontonianOnline.com](http://www.TorontonianOnline.com)

**Follow me on:**  
 @HeyAddy  
 /AddySaeed  
 /HeyAddy

**RE/MAX**  
Active Realty Inc.

Each office independently owned and operated.

# Who said Pigs can't Fly?



WRITTEN BY PAUL BALSAMO  
PHOTOS BY KEVIN VIRAG

## 2011 FLHXSE CVO™ Street Glide®

12 years into the adventure, the CVO branch of Harley Davidson is now modifying 4 models of the Motor Company's line up. Testing components that may, or may not, make it into production later, until anything the CVO engineers do does makes it into the regular line up, CVO owners have hardware that is totally custom and proper to their model. This year marks the first time the Street Glide makes it in the hands of the CVO magicians. For 2011, the Harley-Davidson CVO Street Glide (FLHXSE) returns, rolling out on a new 19-inch Agitator front wheel, the largest-diameter wheel ever offered on a Harley-Davidson Touring motorcycle.

I was only too well aware of that when I took delivery of the beautiful model I rode, one dark evening, and eventually had to park it on loose gravel in the dead of night. I am sweating all over again, just typing these words.

**A**side from the fact that the beast gives the impression that it weighs as much as some small cars, tipping the scales at over 800 lbs, it never lets you forget that it packs a Tyson-style punch in the performance department. This CVO runs the largest-displacement engine Harley makes: The air-cooled Screamin' Eagle Twin Cam 110. The 1803cc pushrod-operated mill features overhead valves with hydraulic, self-adjusting lifters, all of them conspiring to make music in monstrous 4-inch bores with the help of Harley's Electronic Sequential Port Fuel Injection (ESPFI).

What does it all mean? Easy: Not a lot on the street will keep up with you on a straight line short of serious sports bikes with serious riders on top of them and you'll be doing it in style, attracting the looks of pedestrians and other road dwellers alike in the process.

In the past, I have been less than impressed by the feel of the Harley's clutch lever and the performances of the brakes. Not with this CVO. Clutch operation is light and does not, in fact, require Popeye-style forearms. Equally surprising, brakes do not require the rider to impersonate, if only momentarily, Fred Flintstone either. Even in the rain, the bike inspires confidence and emanates a sense of steadiness. The Harley edition Dunlops and ABS really do a very good job at keeping the

bike steady in all road conditions. With last year's model, a few of our testers complained about the batwing fairing. While the 2010 model kept me totally dry and happy, last year I was completely converted to the batwing fairing. Not so much this year. The 2011 7" windshield on that batwing made me feel like my head was duct taped to a paint shaker at highway speed. I rode an older Heritage Classic back to back on the same stretch of highway and did not experience the same issues at all with much less protection. This is something that needs to be looked at by the Motor Company.

"...it never lets you forget that it packs a **Tyson-style punch** in the performance department."

A lot about this bike turned out to be impressive and exactly what you'd expect from a Harley. The fit and finish all screamed good craftsmanship and well thought out materials. I do have, however, a bone of contention and it has to do with the controls: There are just too many of them in a complete cluster of confusion. Editor-in-chief Marc showed up at my place with the radio blaring one evening, waking up my entire neighbourhood in the process. He was kind enough to park the bike and shut it down in front of my house, making sure everyone knew he was visiting me. A few minutes later I started the behemoth back on and had to

fiddle for a solid 5 minutes, trying to find the power button for the screaming radio, eventually settling for turning the volume down to 0. I never turned the volume back up the whole time I had the CVO, except by mistake. The fairing lowers house two of the six speakers that are part of the high-output, amplifier boosted audio system. The system incorporates an 8GB iPod Nano with dock and holder located in the right saddlebag.

The tank sports a dual cap look with the left mock cap being used as an LED gas gauge and a low profile console. Very discreet, very cool and elegant.

Other manufactures might want to take note: This CVO has the most comfortable saddle I have ever encountered on any bike, ever. Not once on my little 36 hour trip to Ottawa did I ever need to stop because of soreness to any part of my body. Had I had the time, I could have gone on a few more hours when I finally parked at my house. Truly impressive.

Riding the Harley around yielded a few surprises from previous models of the brand I had experienced: Transferring the big block's power to the rear is the motor company's 6-Speed "Cush Drive transmission", a serious upgrade from the





<b>powertrain</b>	
Type	Air-cooled, Twin Cam 110™
Displacement	1802 cc
Torque	11349
Bore x Stroke	Bore x Stroke 101.6 mm / 111.1 mm
Fuel system:	Electronic Sequential Port Fuel Injection (ESPFI)
Gearbox	6-speed
Primary Drive	Chain, 46/34 ratio
<b>chassis</b>	
Brakes	32mm, 4-piston fixed front and rear
Lean Angle	30 / 32°
Exhaust System	Chrome dual exhaust with 4 in. touring mufflers and touring muffler shields
<b>tire size</b>	
Front	130/60B19 61H
Rear	180/65B18 80H
<b>wheels</b>	
Front	7-Spoke Contrast Chrome Agitator
Rear	7-Spoke Contrast Chrome Agitator
<b>measures &amp; capacities</b>	
Dry Weight	367 kg
Running Order Weight	380 kg
Seat Height	Laden (na), Unladen (695 mm)
Wheel Base	1625 mm
Fuel Capacity	22.7 L
Oil Capacity	3.8 L
<b>electrical</b>	
Instruments	Diamond cut finish, fairing mounted electronic speedometer with odometer. Odometer included on speedometer with dual resettable trip meter, fuel range countdown, engine diagnostic read-out, 2 in. voltmeter and oil pressure diamond cut finish gauges, diamond cut tachometer.
Indicator Lamps	Low fuel, battery, engine diagnostics, 6-speed, cruise control, ABS, security system, turn signals, neutral, high beam, low oil pressure
<b>colours</b>	
Options	Color Options Kryptonite / Black Diamond Black Diamond / Inferno Orange Autumn Haze / Antique Gunstock Black Diamond / Crimson Tag Graphics

previous 5 speed version. With helical-cut gear teeth initially developed for the VRSC family, the tranny feels more, I dare say, Japanese and engages into gear much more smoothly than expected. Unfortunately, finding neutral is still a real challenge at times, sending me into fits of cursing rivalling that of most grizzled sailors.

This year the suspension seems to work better. For the kind of hard earned cash someone needs to plonk down for this machine, one should expect a comfortable ride for the whole family and the 2011 delivers.

My neighbours still look at me a bit sideways since the evening I took delivery, but at least it's not because of the loud pipes... The factory pipes work very well, relieving the need for straight pipes and the eardrum shattering roar to allow this Harley to actually get out of its own way. Long live the Screamin' Eagle 110ci motor! Anyone putting loud pipes on this beast is not looking for more performance; just more attention.

As expected with a CVO, an exclusive paint scheme is offered in four color options. Each is complimented by a specific

engine color, wheel and tank console finish, as well as a specific muffler end-cap style and inner fairing color. My tester was nothing short of drop dead gorgeous with its fall, earthy colors.

I have not brought back a bike with a radio since either and I suspect that contributed to reassuring the neighbourhood somewhat. The guy down the street that likes to mow his lawn on Sunday mornings is still hoping I will slip. So far, even the Motor Company's products have failed to get me in more trouble than his Toro.



24:00:00



# 1000 MILES in 24 HOURS

WRITTEN BY GENE LEE

PHOTOGRAPHS BY WILL LAU AND KAM NONG

## 5:48AM – Mile 0: Toronto

I slide in my credit card into the gas station's pump. I am aware that doing so will immediately start a countdown and will embroil me a cross-provincial hunt as I race against the clock battling the elements, local law enforcement who may not understand my mission, and fighting off the fatigue that will inevitably steal over my body over the next 24 hours.

I am in the hunt for the Iron Butt Association's SaddleSore 1000. To claim this coveted goal, I have to cover 1000 miles (1609 kms) in 24 hours. My only partner is my trusty 2006 BMW R1200GS.

As I pull out of the gas station, the cold early morning air hits me like a slap in the face, unwarmed by the sun which has still yet to rise. If you're going to attempt an Iron Butt run, best to make the most of the available daylight. There is very little traffic on the 401 heading westbound out of the city on this sleepy Saturday morning. Nothing to slow me down. Just the way I like it. By the time dawn breaks, I am well on my way northbound on Hwy 400, watching the slivers of light to my right cast long shadows across the plains of West Gwillimbury around Canal Road.

My iPod is on shuffle - song 8 out of 1830 - rescuing me from the madness of listening to the monotonous boxer-twin engine drone, not to mention the ceaseless inner monologue inside my helmet. I've heard other Iron Butters (is that a new margarine?) use XM Satellite Radio, books on mp3, etc to pass away the time on 2 wheels. I guess a mini-DVD player to catch up on the final season of 24 would be too distracting...? "I'm federal agent Jack Bauer, and this is the longest day of my life". 2COOL!

## 7:40AM – Mile 122: Parry Sound

I slide my credit card into the gas station's pump at the Petro Canada in Parry Sound. This is the method that the Iron Butt Association uses to track a participant's route and verify their whereabouts in time and space. After my ride, I'll have to save the receipts and mail them in along with my route, and the IBA staff will corroborate the mileage with state of the art tools available to them. Like Google Maps. Anything less than 1609 kms or over the 24 hours after 5:58AM timestamp from the Toronto gas station and my mission will have failed.

The temperature has started to rise, but not enough for me to take off my windproof shell. Because time is of the essence, I make sure that I can put on and pull off layers quickly according to the climate. Right now I have to replace my clear visor with a tinted shield to stop the glare of the sun from burning a hole in my retinas. 'Cause that's what Jack Bauer would do.

I've covered 196 kms (122 miles) in 2 hours. Things are going according to plan.

Hwy 400 routes through the pale rocky landscape of the Canadian Shield around the eastern shores of Georgian Bay. In several areas, it looks like construction crews have blasted a path through the

out onto the road behind them. I can only think that these are the same folks who used to dare each other as kids to see who could hold their breath the longest in the swimming pool or have contests to see how many hotdogs they could eat before spewing. And the prize for all of this? Your name on a list on a website, and a license plate frame that reads, "Iron Butt Association – World's Toughest Bikers"! That frame should read, "Iron Butt Association – Ride till you puke!"...

The minute I heard about this endurance ride, I put down my 18th hot dog and reached for my motorcycle keys.

## 9:37AM – Mile 233: Sudbury

I don't really have to stop for gas here,



rock instead of going up and over it. The highway is single-minded in its approach, letting nothing stand in its way as it shoots up towards Northern Ontario. It reminds me of the stubbornness of some motorcycle riders (me, included) at the end of the riding day. That tunnel vision that drives them to make it to a specific destination regardless of time, weather and fatigue.

But why do people do this for sport? Sit on a motorcycle for as long as they can, stopping only to refuel, eat and pee. Some riders take it to an extreme, installing extra fuel cells in panniers, stocking up on one-handed-snacks in the tankbag and using catheters (\*shudder\*) that drain

but since I am not doing a straight A-to-B route, but instead a round-trip ride (I like to sleep in my own bed at the end of all of this) the IBA needs fuel receipts from all corners of the route to accurately calculate mileage. Most of Sudbury is still fast asleep as I pull into city of mines. Except what I am in search for is not nickel, but Iron! Actually, I am in search of gas station receipts. I'm starting to realize that Iron Butt runs are really long-distance scavenger hunts.

It's warm enough to start peeling off my windproof layer. My breakfast consists of a half sandwich bought at the gas station. I only eat enough to quiet the

rumblings in my stomach, but not enough to put me into the dreaded food-induced coma.

I'm told caffeine will absolutely sabotage your Iron Butt ride. The temporary hyper-alertness is quickly followed by the urge to nap. And it makes you pee like a racehorse. Take a hint from Jack Bauer-no one ever eats or pees on 24.

I waste 20 minutes in Sudbury scarfing down breakfast and taking a pee break. DAMNIT!

**12:42PM – Mile 404: Rolphton, Ontario**

I've just spent the last 3 hours travelling only 250 kms. Although it seems like I am doing well on paper, my average speed is not what I expected.

familiar black-and-white markings of an OPP cruiser. I stared at my GPS. He was doing 50 km/h on the dot. I followed for a few frustrating kms, and when we reached a passing zone, I sloooooowly pull out to overtake him at maybe 52-53 km/h. Just as I pulled alongside, he glared angrily over at me and hits his cherries for an instant. You gotta be kidding me!!! I get the message and dejectedly pull back in behind him and suddenly kids playing in the streets and pregnant women are safe once again in this Northern Ontario community again.

**3:15PM – Mile 553: Ottawa**

I'm in the nation's capital and over half-way through my ride. I'm holding

Autoroute 40 through Montreal. I made a critical judgement error. A640 routes north over Montreal but adds another 40 kms to my trip. I should have taken that route instead of being stuck for 30 minutes stewing in jam. It's my opinion now that the US interstates probably offer the best routes for completing an Iron Butt. Regardless of border crossings and tolls, travelling consistently at speeds above 65 mph will have you nursing your sore but Iron Butt at home in no time at all.

Meanwhile, I sit in traffic and curse in French.

**8:13PM – Mile 821: Brockville**

I'm in the home stretch. Over 1300 kms into the ride and I'm now starting to feel the effects of being on the bike for over 14 hours straight. My sitting bones are two pressure points of acute discomfort. The buzzing from the handlebars, seat and footpegs leaves my entire body still vibrating when I get off to gas up at Brockville. It's the same kind of feeling when you get off rollerblades and you feel like you're still gliding. My legs are a bit wobbly from being cramped up in the same position for that long, and it's almost more comfortable to be sitting back on the bike than walking around. Just another 300 kms to go!

It's getting colder and darker at this point so I'm throwing back all the clothes I took off at the beginning of the day. The day is unfolding in reverse as I bid farewell to the sun as it dips below the horizon on the 401 ahead of me.

**11:18PM – Mile 1024: Toronto**

I did it! I clock into the same gas station pump 1639 kms and 17 hours and 21 minutes later! Average speed ~95 km/h. Not bad including breaks, traffic lights, traffic jams and tangles with law enforcement. Even though my legs are a bit shaky, I get off the bike feeling not too bad. I'm a night person so I am just getting my second wind. Did you know the Iron Butt Association has a SaddleSore 1500? 1500 miles in 36 hours! Toronto to Florida is 1500 miles... Hm... Something to plan for another day. But for now, I need a hot meal and a hot shower. And a warm bed sounds nice about now.

**12:45AM**

Why is the bed vibrating?!?

up quite well after about 900 kms in the saddle. I've done a lot of distance riding on my GS and I'm thankful that I have a huge AeroFlow windshield and a nice comfy Sargent custom seat, which minimizes discomfort and helps to delay the fatigue associated with wind noise and helmet buffeting. Distance riding can become a lot like Chinese water torture (Season 8 Episode 3 BTW) where tiny nuisances magnify over time to become unbearable.

**5:40PM – Mile 675: Repentigny, Quebec**

I've infiltrated the border but not without overcoming considerable roadblocks. I mean literally: the road was blocked, and traffic was piled up on the



I made the tragic mistake of routing through Hwy 17, which runs eastwards from Sudbury across the top of Algonquin Park heading towards Ottawa. I was hoping for an average speed around 100 km/h, but I had no idea that Hwy 17 is primarily an 80 km/h road that slows to 50 km/h through some of the smaller towns. And there are traffic lights as well. Nooooo! Traffic lights are to Iron Butts like garlic to a vampire! It's just like that time Jack Bauer infiltrated that gang of vampires in that "Lost Boys" episode!

To make up for lost time, I pulled some maneuvers that might be questionable to the Ontario Highway Traffic Act. That is until I caught up to the bumper of the



If a tree falls in a forest,  
and no one is around to hear it,  
does it make a sound?

WRITTEN BY MARC ANTONY

As riders, we love to ride anything with two wheels - even those without an engine but instead, an electric motor. I was able to bring home a couple Daymak ebikes (which are electric scooters). The neat thing I didn't know until now, was that you can legally ride ebikes on the roads following the same laws as bicycles. No license or insurance required, only requirement: a bicycle helmet - as a minimum.

For me I used my shorty DOT helmet.

The models we had were the red Austin and the blue Smart ebikes both with dual battery packs. With the two battery packs fully charged, you can travel up to 80-100 kms in run distance. The top speed of these bad boys are 32km/h, on a flat surface with the wind in your back. Also it takes a bit of time to hit the top speed so you don't do any 0-60 or 1/4 mile run times. The charge time is from 3 to 8 hours. I would just leave it plugged in over night which did the job. The bikes have a power meter instead of a fuel gauge also signals and a horn, even an alarm. The cargo trunk and space under the seat come in handy for running errands.

As I off loaded them from the truck my wife came out and said "you got me a scooter!" Umm no but this one she could try since she has no Motorcycle license. Within seconds she was booting up and down the street smiling and laughing. We decided to test them out on the roads, and since we needed to pick up some stuff from the grocery store, what better way to try them out. My wife liked the red Austin so I took the blue Smart and off we went, full throttle, and ZOOM! - without the "sound". It felt weird riding something with no engine sound. I found the Smart to have a bit of a wheel wobble when first getting started which is why my wife preferred the Austin it felt more stable out of the two. The feel was nervous at first, especially for my wife who'd never ridden a bike on the street; and now we're on the street with big cars going faster than you! But once we got to the store she was smiling and having fun.

I know its not a scooter, and not anything compared to any one of my motorcycles or all the test fleets we get from all the manufacturers but riding anything with two wheels is a blast and getting zero gas mileage, and paying zero on insurance, you can't beat that.

We took the ebikes with us to North Bay for an event. I took it through a park, did a bit of off-road, stopped, and took a nap on a park bench. Going off-road on grass and

bumpy terrain didn't work very well maybe if we had the enduro model with the off-road tires. also going up a small hill in the park had trouble I had to get off to make it up. I guess its not made for the off-road use. With all the bumps through the park the one bike seemed to have a loose connection and would shut off. We brought it to Daymak of Ajax's attention and they are now hot glueing the connections near the battery to all models so this doesn't happen to future customers. A couple of "timbits" to keep in mind: due to the low clearance of the ebikes when loading onto a pickup truck with a standard motorcycle ramp, the bottom of the ebike tends to bottom out and you just need to lift the back when reaching the top of the ramp to get over the hump. Also good to know -thanks to Daymak of Ajax, since there is no engine sound and no gears, and once the key is in the on position, the bike will move quickly with the twist of the throttle. Be sure to remember to turn the key to off position before getting off the bike because if standing beside the bike even on its kickstand if you by chance twist the throttle, that ebike will take off with you standing there with a look on your face like "ummmm... DOH!!" One of the most common questions I got was 'what's the life span of the batteries?' I deferred this question to Daymak Ajax, and they indicted it depends on the maintenance one keeps on their ebike just like any motorcycle the better maintenance you keep on your bike the longer it lasts. They have had customers having there battery last almost 10 years and still going. Contrary to one school of that some think that you should always try to drain the batteries before recharging, Daymak Ajax says it is it is better for the long lasting life of a battery, to continuous charging it. So if I used it that day I would charge it that night whether it was completely dead or half powered. Also when not using it or over the winter months one should store it indoors and above freezing and charge the battery once a week. All of this will keep the life of

the battery lasting for many many years.

Its not a gas scooter so I didn't expect the power of a scooter but for running around town instead of walking and no operating costs (except electricity when charging), and for low prices from \$999 for the Austin and \$1399 for the Smart ebike, they are great city bikes, or toys, or even pit bikes at the track. I haven't had a chance to compare to other ebike manufacturers. Maybe that is a future article to compare the different ebikes out there; but as for my first time trying one out, it was a lot fun and amazing how far technology has come. A special Thank you to the team at Daymak Ajax for the loan of the two ebikes.

### Specs:

#### Austin

- Motor Power 500W
- Working Style Throttle control
- Wheel Size 3.0" x 16
- Battery 48V 20AH Sealed lead acid
- Body Size 169 x 39 x 109 cm
- Seat Height 75 cm (29")
- Net Weight 36 kg w/o battery and 72 kg w/ battery
- Carton Weight 80 kgs
- Loading capacity 150 kg
- Max Speed 32 km/h
- Run distance Up to 50 kms.
- Torque 32-55 Nm
- Climbing Angle 12-15 Degrees
- Charging Time 3-8 hours (pennies per charge)
- Charger Input AC 100 - 240V, Output DC 48V, BM-online
- Battery Life 300 charges
- Colours: Red/White and Blue/White

#### Smart

- Motor power: CPU motor 500W
- Climbing angle: 12-15°
- Torque: 32-55 Nm
- Front brake: Drum brake
- Speed: 20-32Km/h(13.6-19.8mph)
- Battery capacity: 48V14AH+7AH
- Wheel size: 18" x 2.125
- Loading: 150Kg(330 lbs)
- Seat above ground: 76cm(29.9 ins)
- Battery name: Sealed Lead-acid battery (Maintainable)
- Up to 32km/h
- Run distance: 80-100kms
- Charge time: 3-8 H
- Charger input: AC100-240V, BM-online (battery maintained while charging)
- Body size (L\*W\*H): 166\*69\*103cm
- Weight of battery: 26Kg(57 lbs)
- Packing (L\*W\*H): 169\*39\*109cm
- Alarm System



**Pithog 250 cc Dirtbike \$1999.00**

**Sasquatch 500cc w/plow & winch \$5399.00**

**Boomer Buggy V \$2399.00 15 inch wheels**

**Lone Star Chopper 200cc \$1899.00**

**Gatto \$1399.00**

**E-Bikes Starting at \$799.00**

**"Servicing all Makes & Models"**

**232 Fairall St. Ajax ON**  
**Daymakajax@bellnet.ca**  
**(905) 686-2202**

**1 YEAR WARRANTY AVAILABLE**

**Austin- Single battery \$1285.94**  
 32km/hr up to 50 km in distance  
**Double \$ 1568.94**  
 32km/hr up to 85 in distance  
**Enduro \$1636.24**  
 Double with upgraded tires  
**Blue, Red, Black or Pink**  
**For medium to large size people**



**Ecostar- \$1229.44 all in**  
 32km/hr up to 50 km in distance  
 Blue, Black, Orange or Burgundy  
**For small-medium size people**



**Niagara- \$1636.24 all in**  
 Max speed 60km/hr, Electric Kick start, 2 stroke, Single, Air forced cool engine  
**Perfect learner/pit bike**



**Torino- \$1172.94 all in**  
 32km/hr up to 50 km in distance  
 Blue, Black or Red  
**For small to medium size people**



**Smart Bike- \$1737.94 all in**  
 Dual Battery 32km/hr up to 85 km in distance  
 Silver, Black, Blue, Red or Yellow  
**For taller or larger people**



**Munich- \$1172.94 all in**  
 32km/hr up to 50 km in distance  
 Pink, Blue or Black  
**Designed for ladies**





# When the **Tiger** met the **Black Widow**...

From time to time, a talent comes along, so rare in its capacity, so young in its journey, that it begs the question, how on earth is this possible?



**A**fter being dashed out of the idea of having his wife join him for motorcycle rides atop the spare bike in the garage, bike buff, Andy committed to a project that had been on his mind for some time.

The spare bike was soon liquidated and the search began for a British bike. Triumph or BSA seemed to be the way to go to Andy, as the spares remain relatively easy to get ones mitts on, the technology is simplistic, and let's face it there's something undyingly beautiful about an old British twin.

Kijiji soon offered up a couple of prospects within Andy's intended price range, and so began the task of making

a decision. As a side note, I must make a suggestion on behalf of Andy, pertaining to people out there who are trying to sell a motorcycle...

**Andy** – places phone call!!! Ring, ring, ring!!!!

**Seller** – Hello!

**Andy** – Do you still have the motorbike for sale?

**Seller** – Yes, but I'm LOWERING the price!

**Andy** – Gasps in disbelief, tries desperately to hide laughter while soiling himself.

**The Hand of God** – Slaps Seller repeatedly, until last remnants of stupidity have been thrashed aside.

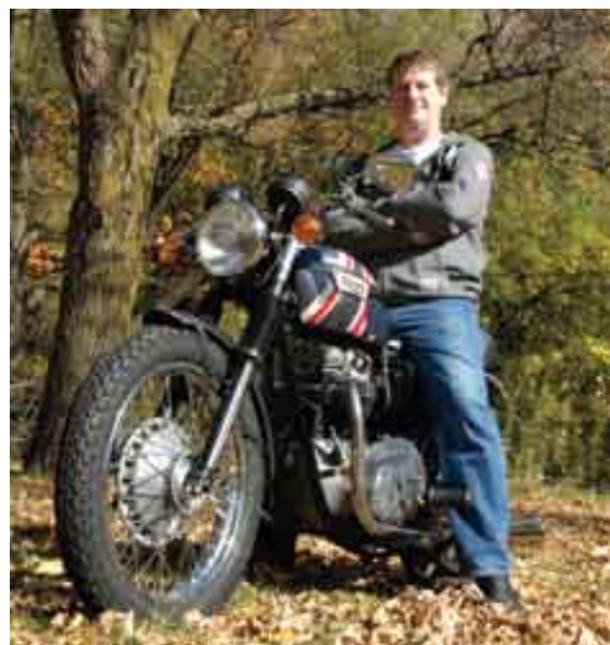
Suggestion being, most potential buyers will do a fine job of trying to lower the price, without the help of the seller. I would like to add subliminally here, that if this man

should ever read this article, would he mind donating half of his paycheck to me each month? Much appreciated, now back to the story!

Needless to say, after running, not walking but running to the seller, with a small handful of change, our pal Andy had his bike.

It was a 1972 Triumph Tiger 650, in a Bonneville chassis, and according to Andy, she was in a bit of a state to begin with. It looked as though Stevie Wonder had been flown in to rewire her back in 1984, when she was last plated. Having said that, the old Tiger Bonnie turned over and compression seemed good, so over the weekend Andy rewired the ignition, cleaned her single carb, and fired her up. She sounded solid, oil pressure good and so the tear down began.

Anyone who has ever restored or fiddled with an old bike will tell you. Next to the right tools, a warm, dry



and spacious garage, the one thing you are going to require, is an incredibly understanding wife! As what used to be your garage turns into a haunted fun house, strewn with squiggly bits of chrome and aluminum, she maybe your only safe passage back into your house every so often for food, supplies and to shave your new 'ZZ Top' inspired beard.

After encountering the first problem, namely a cracked neck and bent forks, the Tiger Bonnie was treated to new bushings and bearings, cables and

gaskets, most of which were available in Canada, over the internet or at the Vintage bike shows. Once those problems were alleviated she was sent off to Metal Works in Stoney Creek to have the frame and other chassis related bits and bobs powder coated.

Most of Andy's Triumph remains stock; with the exception of the new Boyer ignition system that is tucked slyly up under the frame neck, as the original points and coils had been laid to rest.

After an online crash course in how

to fiberglass and after sending a black toxic cloud over the Brampton skyline, Andy opted against the traditional stock Triumph banana seat, and went for a custom café racer look.

All of the parts were in place; all she needed now was a paint job.

A local auto paint shop directed Andy to artist Amanda Brisebois at Black Widow Airbrushing. Let's face it, says Andy, you think airbrushing, you think Dragons and skulls and Ringwraiths, not exactly Brighton Beach with the Mods



and the Rockers. Andy was tempted to pass altogether, but while visiting [www.amandabeeillustration.com](http://www.amandabeeillustration.com) he saw a simple white helmet with a single stripe, enough to spark his interest.

Andy and Amanda met at a local donut shop and discussed the project. The motorcycle community being as it is, close knit; the two soon found they had many mutual friends, so Andy now had plenty of viable references to work with. At first Andy was thinking a simple white with a black stripe, possibly a black and white union jack on the side panels. Through discussions, Amanda soon had Andy thinking outside of any constraints he may have put on himself. The concept and colors were agreed upon and after her partner had prepped the tins and the base was applied, Amanda went to work doing what she undeniable does best.

What makes a writer pick a particular piece to work on? The interest can come from just about anywhere. This piece for instance? Well, I love British bikes, that's a given, Triumph's above all, I own one and look forward to throwing a leg over her whenever I can (and yes, we are still talking about motorcycles).

Over the past couple of years I have gotten to know Amanda's parents, Alan and Laurie, as well as her. From time to time over each season I find myself in there company on a ride of some description, and fine company it is. More often than not on a warm summer evening, like most riders, we end up at our favorite donut shop contemplating politics, religion and the more important decisions in life such as, Boston Cream or jelly filled.

At least once a week or so, I am taken aside by Alan, one of the proudest Fathers you are likely to meet and shown a helmet or the latest Black Widow creation on two wheels. Every chance I get I take a walk around his beautiful Kawasaki Vulcan 1600 that has been airbrushed by his daughter and am always amazed that I see something knew each time I do.

'You should write a story about Amanda', says Alan (His daughter's best

PR man), and to be honest, that had been on my mind for some time.

Truth be told, talent comes in many forms and is evident every day, if you take the time to look. What I believe sets Amanda Brisebois apart from the pack is entirely in the details. Whether it's the curl of a flame, the edge of a lion's mane, an eye, a maple leaf, or the use of a gunmetal grey instead of blue in Andy's union jack, there is just something you can't quite explain about her work.

As a little girl, she was happiest on the back of her Dad's motorcycle, riding all over Vancouver Island or sketching instead of doing her homework (to the dismay of her firecracker of a Mother Laurie). Dad surprised her with her very own motorcycle at the age of 15, the two of them worked tirelessly to get the little Kawi 440 on the road, and she has been riding it ever since (custom Burberry airbrushing, by guess who?)

Alan knew how to push the right buttons to get his girl on the right track. Amanda recalls being picked up one day from Sheridan College and being whisked off to a local bike shop by Dad. 'Give it a shot', he said, and handed her an airbrush gun.

Some time has passed now and with many projects under her belt, you can really see a progression that is awesome to witness.

Let's face it; the bike community in

Southern Ontario is small. Chances are, we all know some of the same riders, roads, destinations etc. Not to mention mechanics and yes, even artists. I can tell you this; it is getting more and more common to hear someone talking about Black Widow, when contemplating a bike project. It doesn't take long for a good thing to be realized, especially in the motorcycle community. You want to buy gear at a good price; you go to Double R leathers in Erin and see Ray. You want to have led lights installed on your bike, but you don't want to risk your ride to some electrical butcher, you go and see Rick and Kim at Rixters Garage in Caledon, and you get it done right, the first time. Both shops are avid supporters of Amanda and her work. It only took Andy a few minutes to realize he had found the artist he was going to trust his Triumph with when they met. Visit Amanda Brisebois and Black Widow Airbrushing online and see for yourself. She is a sweet lady that will set you at ease and work with you to see your dream come to fruition. As she says, 'You are only as good as your last project'. Personally, every time I see her latest project, I am more amazed than the previous. I know if I undertake a project in the future, I have only one number to remember.



# Riding the White Road

WRITTEN/PHOTOS BY SID ROCHWERG

When I bought my first street bike back in 1975 I couldn't imagine how I would survive the winter. I wasn't thinking about how to survive riding in winter. I was wondering how I would make it through four months of not riding. I'd go out of my mind if I couldn't ride. So I decided I wouldn't store the bike and I would just go on a pleasure ride whenever the temperature was near or above freezing and the roads were dry. I remember it turned out that I was able to ride at least one day in each month and get my fix for a while. I'd usually box the city of Toronto by riding down the DVP, across the Gardiner, up the 427 and across the 401 back to the DVP. Highways back then were in great condition and had less salt and debris to watch out for. But that didn't really train me to ride in winter and snow. Florida did!

One fall October Friday after work I was riding with the York Wings Motorcycle Club whose claim to fame is having initiated the Ride for Sight back in 1978. We were riding out to Kingston for a weekend visit to the motorcycle races at Shannonville. Most of the club had left earlier and I was riding with my friend Paul. About an hour out of Toronto we ran into a freak snow storm that quickly covered the highway with snow. Before we knew it the road was very slick and many cars and trucks had already lost control and slipped off the highway. When poor visibility presents itself you sometimes put a lot of trust in the lead rider. More experienced riders help us become better riders as they ride through rain or dirt roads that the novice would avoid on their own. However as I've learned over the years, you need to ride your own ride. Well, Paul was a diehard fearless rider who

could remain calm in a hurricane. I didn't know this and was just following him, because all I could really see was his tail light through the snow and my fogging visor. You've probably been in a similar situation in the pouring rain. As we rode, being careful to stay in the tire tracks of the vehicles in front, I started counting vehicles that had slid off the road into the ditch. By the time we reached our exit, I had counted over 12 upsets including three transport trucks. When we got to the hotel in Kingston, it turned out the rest of the club had pulled over in Belleville. Little did they know that they were our motivation to make it



to the final destination! We were young and foolish then, trying to imagine the look on their faces if we arrived in the midst of a snow storm.

But the real snow story starts when Paul and I and two other friends planned to trailer our bikes to Daytona to attend the motorcycle races in early March. The plan was to trailer the motorcycles to Knoxville, Tennessee and then ride to Florida from there. The day before we were about to leave we got the bad news. The guy with the car and trailer

had to cancel, and with him went our transportation. We were devastated until Paul piped up and said, "Let's just ride". Turned out that Paul, a few years earlier, had ridden all the way to Florida and back in March.

Well, the roads were clear and the high temperature for the day was around the freezing point. So on February 25th, after waiting for the day to warm up a little, and wearing snowmobile suits and full-face helmets, Paul, John and I rode off towards Detroit and beyond. I remember riding along Highway 401 with my left foot feeling fine and my right foot frozen. That's the difference the sun shining made on that day as it was low in the sky on my left. It was cold but the roads were clear and the only really challenge was staying warm. Back then we didn't have electric vests and gloves or heated grips and seats to keep us warm. I'm not sure you could even buy them in the 70's. One of the benefits today of electric clothing is that you don't need as many layers and you can be more comfortable. Wearing lots of clothes, you can barely turn your head to shoulder-check.

After clearing the border we started heading south on interstate 75. I don't know why this happens but so often, after crossing the Canada/USA border, the weather changes. This day was no exception! It started snowing right away and in minutes started to accumulate on the road. We pulled into a gas station in Flat Rock, Michigan to fill up and decide what to do. It had already been a long day with many warming stops so we decided to look for a motel. I remember leaving the gas station with my Yamaha 750 fishtailing all over the place. I dropped the bike at slow speed and had trouble picking it up on the slippery surface. The bike was heavy, fully loaded, and had a fairing and

detachable bags. It's always the starting and stopping that are the toughest parts of riding on slippery surfaces. It's always best to shift to a higher gear sooner than normal and keep the torque down at the rear wheel. And just as with a car on ice, make no sudden moves, keep lots of distance, and brake gently.

The next morning the snow was melting and the sun was out, so we decided to continue. I remember riding through Cincinnati, Ohio and seeing a sign that the temperature was 31 degrees Fahrenheit. We made it to Knoxville and as we traveled south the temperature was rising. However, as the days got warmer we stayed out longer and still ended up freezing as we rode back to our hotels from our evening outings.

Once in Florida we attended the Daytona 500 motorcycle races, camped in Ft Lauderdale, rode to Key West, and spent time in Orlando. From Orlando we looked at the map and New Orleans was only a long day away at 650 miles so off we went.

It was now time to head for home. Paul and John didn't need to get back yet so I left them somewhere in Kentucky, I headed north on my own. As I rode north it got colder. It was mid-March and anything could happen. I made it to Windsor and pulled into a motel for the night. I awoke the next morning to discover that it had snowed a few inches overnight. Seeing the snow and thinking about being stuck in a motel for days on the side of the 401 in Windsor were depressing the crap out of me. I just wanted to be home. If I waited for better weather, when would it come? I walked out to the highway to have a look. The temperature was above

the freezing point and as cars traveled down the highway I could see pavement where their tires had been. I brushed all the snow off the bike, loaded it up and started off.

Here I was, riding down the 401 trying to stay in the left tire track. I decided that I would ride this one mile at a time. If I could ride one mile safely, I could ride the next mile safely. I would chant this to myself as I rode along over and over again. My goals were to not deviate from the left tire track, to go fast enough to make some distance, and to try to stay warm. After about a half hour I met my first real challenge. Up ahead I was approaching a snow plow clearing the left lane. If I stayed behind it I'd have a nice clean path but would be going so slow that I'd be frozen and making no distance.

I'm sure the snow plow driver must have had to take another look when he saw my motorcycle approaching and trying to pass. Sensing you should keep your distance from crazy people he slowed down for me and I passed the snow plow on his right side, waved, and continued on.

When I reached London I pulled in for coffee and to warm up. I remember many people coming by my table to assess my mental health and to point out the crazy person to their families. Back on the bike I continued on and, to my surprise, around Woodstock the roads were perfectly clear. This was wonderful! I speeded up and was making great time. I had it made!

That lasted for about five minutes and then I was back in the snow again. I was being toyed with by Mother Nature herself!

Another challenge came at a slight curve in the highway when my front tire touched the snow in the centre of the lane and started to slip. I wasn't really worried if I should slide into a snow bank; it would cushion my fall. I only had one shot to regain control. As the front tire slipped it contacted the pavement of the right tire track and I yanked the bike upright. I don't know how I did it, but it worked. I continued on chanting, "If I can ride one mile safely then I can ride the next mile safely." Remember, I was in my early twenties!

My last challenge came when I reached Toronto and was planning to ride north on the Allen expressway at Yorkdale Mall. The ramp is a tight right circle with a steep climb and was covered in snow. I took it slow and steady and, like a dirt track rider, my rear wheel drifted outward but never lost total traction. I made it to the top with my heart pounding and my adventure almost over.

I was pleased to get home safe and sound but to this day part of my life is still out there on the 401 chanting, "If I can ride one mile safely then I can ride the next mile safely."

So, if you decide to get out and ride this winter, choose a day when the salt has been washed from the road, all the ice is absent, and the sun is shining. If you ride for an hour the smile on your face will keep you warm until you get home.

Ride Safe!

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

## What are you doing this weekend?

Try M2 and M licence training with free **STREET PROOFING!**

# Learning Curves

Toronto • Seneca College • Windsor • North Bay • Sudbury • College Boreal • Timmins  
Kirkland Lake • Northern College • Pembroke • Algonquin College • Kapuskasing • Sarnia  
New Liskeard • Arnprior [www.learningcurves.ca](http://www.learningcurves.ca) 1.877.466.9931 or 416.466.9931

## 2011 Superbike World Championship (WSBK) Season\*

### 2011 Calendar

No.	Date	Round	Circuit
1	27 February	 Australia	Phillip Island
2	27 March	 Europe	Donington Park
3	17 April	 Netherlands	Assen
4	8 May	 Italy	Monza
5	30 May	 United States	Miller Motorsports Park
6	12 June	 San Marino	Misano
7	19 June	 Spain	Motorland Aragon
8	10 July	 Czech Republic	Brno
9	31 July	 United Kingdom	Silverstone
10	4 September	 Germany	Nürburgring
11	25 September	 Italy	TBA
12	2 October	 France	Magny-Cours
13	16 October	 Portugal	Portimão

## 2010 Superbike World Championship (WSBK) Standings\*

Rider	Manufacturer	Points
Max Biaggi	Aprilia	451
Leon Haslam	Suzuki	376
Carlos Checa	Ducati	297
Jonathan Rea	Honda	292
Cal Crutchlow	Yamaha	284
Noriyuki Haga	Ducati	258
Sylvain Guintoli	Suzuki	197
Michel Fabrizio	Ducati	195
James Toseland	Yamaha	187
Shane Byrne	Ducati	169
Troy Corser	BMW	165
Leon Camier	Aprilia	164
Jakub Smrz	Aprilia	110
Tom Sykes	Kawasaki	106
Ruben Xaus	BMW	96
Lorenzo Lanzi	Ducati	88
Luca Scassa	Ducati	85
Max Neukirchner	Honda	54
Roger Lee Hayden	Kawasaki	10
Chris Vermeulen	Kawasaki	10
Ian Lowry	Kawasaki	9
Broc Parkes	Honda	9
Matteo Baiocco	Kawasaki	9
Joshua Brookes	Honda	6
Federico Sandi	Aprilia	3
Sheridan Morais	Aprilia	3
Andrew Pitt	BMW	3
Fabrizio Lai	Honda	2

## 2011 MotoGP Schedule\*

The 2010 standings and 2011 schedule for MotoGP are listed here from [www.motogp.com](http://www.motogp.com)

Round	Date	Grand Prix	Circuit
1	20 March	Qatar Grand Prix †	Losail
2	3 April	Spanish Grand Prix	Jerez
3	24 April	Japanese Grand Prix	Motegi
4	1 May	Portuguese Grand Prix	Estoril
5	15 May	French Grand Prix	Le Mans
6	5 June	Catalan Grand Prix	Catalunya
7	12 June	British Grand Prix	Silverstone
8	25 June	Dutch TT ††	Assen
9	3 July	Italian Grand Prix	Mugello
10	17 July	German Grand Prix	Sachsenring
11	24 July	United States Grand Prix ‡	Laguna Seca
12	14 August	Czech Republic Grand Prix	Brno
13	28 August	Indianapolis Grand Prix	Indianapolis
14	4 September	San Marino Grand Prix	Misano
15	18 September	Aragon Grand Prix	Motorland Aragón
16	16 October	Australian Grand Prix	Phillip Island
17	23 October	Malaysian Grand Prix	Sepang
18	6 November	Valencian Grand Prix	Valencia

## 2010 MotoGP Standings\*

Pos.	Rider	Bike	Nation	Points
1	Jorge LORENZO	Yamaha	SPA	383
2	Dani PEDROSA	Honda	SPA	245
3	Valentino ROSSI	Yamaha	ITA	233
4	Casey STONER	Ducati	US	225
5	Andrea DOVIZIOSO	Honda	ITA	206
6	Ben SPIES	Yamaha	USA	176
7	Nicky HAYDEN	Ducati	USA	163
8	Marco SIMONCELLI	Honda	ITA	125
9	Randy DE PUNIET	Honda	FRA	116
10	Marco MELANDRI	Honda	ITA	103
11	Colin EDWARDS	Yamaha	USA	103
12	Hector BARBERA	Ducati	SPA	90
13	Alvaro BAUTISTA	Suzuki	SPA	85
14	Aleix ESPARGARO	Ducati	SPA	65
15	Hiroshi AOYAMA	Honda	JPN	53
16	Loris CAPIROSSI	Suzuki	ITA	44
17	Mika KALLIO	Ducati	FIN	43
18	Alex DE ANGELIS	Honda	RSM	11
19	Roger Lee HAYDEN	Honda	USA	5
20	Kousuke AKIYOSHI	Honda	JPN	4
21	Carlos CHECA	Ducati	SPA	1
22	Wataru YOSHIKAWA	Yamaha	JPN	1

## SOAR Schedule 2011

At the time of print SOAR schedule for 2011 has not been finalized nor were the standings provided check [www.soaracing.ca](http://www.soaracing.ca) for updates.

\*All information and data were provided by the respective websites.

## American Superbike Rider Standings\*

AMA 2011 schedule has not been finalized in time for this issue. Below are the 2010 rider standings from [www.amaproracing.com](http://www.amaproracing.com)

Pos	Rider(s)	Total Points	Total Wins
1	Josh Hayes	466	7
2	Tommy Hayden	452	5
3	Jake Zemke	332	2
4	Larry Pegram	297	1
5	Ben Bostrom	295	1
6	Blake Young	283	3
7	Taylor Knapp	227	0
8	Chris Ulrich	188	0
9	Brett McCormick	180	0
10	John Hopkins	151	0
11	Geoff May	143	0
12	Chris Clark	129	0
13	Shane Narbonne	120	0
14	Jake Holden	107	0
15	Chris Peris	69	0
16	Johnny Rock Page	63	0
17	Eric Haugo	62	0
18	Aaron Yates	59	0
19	Eric Bostrom	58	0
20	David Anthony	56	0
21	Skip Salenius	53	0
22	Trent Gibson	43	0
23	Jordan Szoke	33	0
24	Barrett Long	33	0
25	Eric Pinson	33	0
26	Shawn Higbee	32	0
27	Tim Hunt	32	0
28	Chris Siebenhaar	30	0
29	Ricky Corey	26	0
30	Jeffrey Tigert	25	0
31	Jeff Wood	24	0
32	Tim J. Bemisderfer	19	0
33	Greg Fryer	18	0
34	Ron Hix	16	0
35	Chris Trounson	14	0
36	Brian Parriott	12	0
37	Kurtis L. Roberts	11	0
38	Jeremy Toye	9	0
39	Kenny Rodriguez	8	0
40	Sean Dwyer	7	0
41	Jason Pridmore	7	0
42	Scott Jensen	6	0
43	Hawk Mazzotta	6	0
44	Mark Simon	2	0
45	Steve Atlas	2	0
46	Tray Batey	0	0
47	James Romero Iii	0	0
48	Miguel Duhamel	0	0

# Upcoming Events

**TORONTO MOTORCYCLE SHOW – DECEMBER 10-12, 2010**  
Metro Toronto Convention Centre, SOUTH BUILDING- Beside the CN Tower  
Location: 222 Bremner Blvd. Toronto, Ontario  
Friday Night is SHE RIDES NIGHT. Women admitted FREE after 5:00 pm on Friday  
[www.torontomotorcycleshow.ca](http://www.torontomotorcycleshow.ca)

**THE NORTH AMERICAN INTERNATIONAL MOTORCYCLE SUPERSHOW 2011**  
January 7, 8, 9, 2011 at the International Centre, 6900 Airport Road, Toronto ON Canada  
[www.supershowevents.com](http://www.supershowevents.com)

**WORLD OF MOTORCYCLES EXPO LONDON SHOW – WESTERN FAIR AGRIPLEX**  
London, Ontario, February 11 - 13, 2011  
[www.worldofmotorcyclesexpo.com](http://www.worldofmotorcyclesexpo.com)  
For more information call 519-319-5339

**WORLD OF MOTORCYCLES EXPO TRI-CITY SHOW – MARCH 19 - 20, 2011**  
Bingemans Park, Kitchener, Ontario  
[www.worldofmotorcyclesexpo.com](http://www.worldofmotorcyclesexpo.com)  
For more information call 519-319-5339

**TORONTO SPRING MOTORCYCLE SHOW – APRIL 9 & 10 2011**  
At the International Centre, 6900 Airport Road, Toronto, Ontario, Canada  
[www.supershowevents.com](http://www.supershowevents.com)

**FRIDAY MAY 13, 2011, PORT DOVER, ON**  
Port Dover rallies occur every Friday the 13th, and thousands of riders are expected to show up. For more details e-mail [info@pd13.com](mailto:info@pd13.com) and visit [www.pd13.com](http://www.pd13.com) for directions.

**THE LANSDOWNE CHILDRENS CENTRE FOUNDATION – 7TH ANNUAL CHARITY MOTORCYCLE RIDE. SATURDAY MAY 14TH 2011**  
<http://lansdownecentre.ca/ride/>  
Taken from there website: On Saturday, May 14, 2011, we will be celebrating our 7th Annual Charity Motorcycle Ride in support of our Every Kid Counts Program. "We strongly believe that children with special needs, need to be children first and it is our responsibility to provide the necessary support to help them move toward their own unique independence."

**B.A.D. RIDE 14 – SUNDAY MAY 29, 2011**  
[www.thebadride.com](http://www.thebadride.com). Ride Start: AMC Complex Interchange Way -- the AMC Theatres, Hwy 400 & Hwy 7 (East of 400, south of 7).  
Our vision: to ensure every individual in need receives life-sustaining emotional support. 100% of the money raised by riders on all of the B.A.D. Rides to date has gone directly to the Distress Centres, supporting ongoing programming and many new initiatives that have enhanced access and addressed identified gaps in community services. Thank you for being here for us, so that we can be there for those in need, 24/7.  
[www.torontodistresscentre.com](http://www.torontodistresscentre.com)

**REACH OUT 'N RIDE – PORT CARES 1ST CHARITY RIDE FOR POVERTY REDUCTION.**  
Saturday, June 12, 2010 [www.portcares.on.ca/](http://www.portcares.on.ca/)  
Taken from there web site: Reach Out 'N Ride is a charity motorcycle ride happening Saturday, June 12, 2010. Come on out and support Port Cares in our first ever Ride for Poverty Reduction!

**RIDE FOR SIGHT – TUDHOPE PARK IN ORILLIA, JUNE 17, 18, 19, 2011!!**  
[www.rideforsight.com](http://www.rideforsight.com). Ride for Sight is the longest running motorcycle charity fundraiser in Canada; the first ride began in 1979 in Central Ontario.

**SATURDAY JULY 9, 2011 – 2011 MOTORCYCLE RIDE** begins and ends at North Simcoe Sports & Recreation Centre. Ride Fees: \$35 for riders & \$10 for passengers, \$80 Family Rate-2 riders, 2 passengers under 16yr. [www.communitylink.ca/thunder.html](http://www.communitylink.ca/thunder.html)

**REALTORS CARE CHARITY MOTORCYCLE RIDE. JULY 13 - 16, 2011. TORONTO, ONTARIO.**  
The ride starts at Toronto Real Estate Board, 1400 Don Mills Road in Toronto. The ride begins at 10:00 am. The ride fee is \$25.00 or a minimum of \$100.00 in pledges. The 4 day ride will end in Cornwall. All costs are the responsibility of the rider. proceeds will be donated to the Realtors Care Foundation. For more info call (905) 791-9913 [realtorscareontario.ca](http://realtorscareontario.ca)

**VICTORIA'S & AMY'S ANNUAL TOY RIDE – AUGUST 7, 2011, LINDSAY, ONTARIO**  
The ride starts at Riverwood Park in Lindsay. Registration begins at 10:00 am and the ride leaves at 11:30 am. The police escorted ride will go through town and end with a barbeque, 50/50 drawing, trophies and more. The ride will benefit children at the local women's shelter and housing. For more information call (705) 340-5656 or

**2010 RIDE FOR MS POKER RUN – SEPTEMBER 18, 2011. WINDSOR, ON**  
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 info call (519) 798-3858 or visit [www.lonewolfclubhouse.com/ride-for-ms.php](http://www.lonewolfclubhouse.com/ride-for-ms.php)



# SOAR – Mo' Problems

STORY BY PAUL ROSEMOND PHOTOS BY DON ROY / ROYAL IMAGES

After another bout of transpacific business travel, I returned home and spent several days swapping parts between race bikes, getting ready for SOAR Round 5. The last thing I had to do was re-charge the battery. Trying to save time, I first decided to load the trailer, leaving me with just a simple bag to pack the next morning. I was excited to get to the track and ride what appeared to be yet another rain free weekend.

I took the day off of work hoping to get in some good practice laps. It was early morning but the warmth of the sun took the edge off the cool September day.

While packing my bag, I kept thinking I was forgetting something. After much deliberation I figured I could probably live without whatever it was I had forgotten, and if I really needed it, I could simply buy another one..... In my excitement to get to the track, I hastily left something important behind.

I arrived at the track about mid-morning ready to turn some laps. I opened the trailer and started unloading. I removed the canopies, BBQ, tools, air compressor, generator, and the bike..... That's what I forgot..... I left the charged battery behind. Disappointed, I then mulled over the idea of harassing other racers

for a spare battery, or simply going all the way back home to get it. I couldn't bring myself to buy a new one so I was quickly on the road heading home. No day of practice for me!

I arrived home to find the battery staring at me while on the charger. I remember looking at the battery as I packed and told myself, "Don't forget the battery"! A bright green LED light glowed showing that the battery was fully charged. Why didn't I just pick it up then? Lesson learned. After a quick bite to eat, I spent over an hour stuck on the QEW in Oakville, then navigating my way through Oakville during rush

hour traffic trying to find a free flowing route heading west and ultimately back to the 403 enroute to Cayuga. I began to ponder my decision of having taken Electronics Engineering Technology over Civil Engineering Technology. Something to considering when I retire at 40.

Saturday was uneventful except for the anticipation of someone's homemade fireworks. It was like ACME and its spokesperson "Wile E Coyote" were going to visit Cayuga. The Saturday sky was lead grey and rain threatened, but mercifully held off to allow for yet another fireworks display. Andrew Morrissey showed up with 42 roman candles fastened together onto a broomstick. Once that was lit, the display was as cinematic as the final shootout scene in any Rambo movie. It was quite the crowd pleaser.

Sunday morning started cloudy, but eventually cleared up and became sunny and warm. It felt like a good day for racing. The practice session was going well until my bike began to buck wildly. It would run, and then shut off rapidly losing speed and sputtering out. I pulled off the track and gave everything the once over. No obvious signs of anything wrong. I looked into the gas tank and saw what looked like enough gas without having to switch to reserve. I did anyway, and limped back to my pit. With my race coming up in an hour, I quickly stripped the bike hoping to find the problem. After much poking, prodding, and cramming my hand into small tight spaces, I couldn't find a thing. I eventually settled on gas in hopes that it was a gas issue. Murphy's Law then

reared its ugly head...I didn't have any gas with me. Gas is something I always picked up prior to race weekend. In my frequent quest for gas, I have learned that racetrack gas is always insanely priced. This time I was lucky. I returned to my pit and was pleasantly surprised to find a large can of fuel waiting for me. A friend had come to my rescue. It's that kind of help and comradery that makes the SOAR racing environment inviting and fun. However, that contribution isn't something to be relied on. I topped the tank off in hopes of solving the problem. I crossed my fingers that the problem was solved.

There was great excitement Sunday morning for the Formula Femme race. That race was going to have the first ever SOAR Umbrella Boy appearance. Just shy of a Firefighter calendar, the front straight wall was lined with people (women), to see the umbrella boys on the grid. The umbrella boys donned all kinds of attire from plastics butts,



inflatable walkers, fur, heels, all the way down to skin. I for one wore a pair of ignorantly bright floral patterned board

shorts. The riders seemed quite amused and appreciative of the gesture. After the paparazzi snapped all their pictures, the Formula Femme race was on. My race, Lost Era Lightweight, followed the Formula Femme race. I was giddy with excitement as everything felt like it was in place. We were soon off on a fast paced warm up lap. My thoughts quickly went back to last year when I was scared of a spirited pace lap and wondered why everybody rode so fast. We lined up on the grid, sans umbrella girls, and eagerly waited for the flag to drop. Seconds later, we were racing into turn 1. In the melee of turn 1, the problem I experienced during practice returned. I felt crushing disappointment as I so badly wanted to race, but my day was done. I quickly rolled off the track and parked next to a corner marshal. Corner marshals may have to endure glaring sun, blistering heat, pelting rain and cold weather, but they do have a good view of the race. After gloomily watching the race from corner 4, I had the pleasure of riding in the trailer of the crash truck. Who knew the driver of the crash truck was such a lead foot and completely unaware of the forces of physics on a stationary object being tossed around behind him. Thanks JP.

I'd like to extend a special thank you to Ken McAdam, Tracey McMillan, and the SOAR staff for running such a great event that weekend.

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

# An Interview with SEAN HUFFMAN

STORY BY ALEX COLLINS PHOTOS BY STEVE KOMES AND DON EMPEY

**Age:** 26

**Location:** Kemptville, ON

**Hometown:** Cumberland, ON

**Status:** Pro

**Current race bike:** 2007 GSXR 1000

**Favourite thing about Canada:**  
Epic Canadian beer commercials.

**Favourite feature on a female:**  
A sense of humor.

**Day job:** Engineer  
(not the cool, train conducting kind).

**2RIDE:** Sean you are 26 and you've been racing for 4 years, let's go back to the start and tell me where it all began.

**SEAN:** Well, in 2004 I had a friend at Algonquin College that rode a sport bike. It looked cool so I got one for myself and started riding. In 2006 I did my first track day with guys from the SV1000 forum; I liked it so much I ended up doing a bunch of track days, where I ran into Ed Beck. He helped me set up my SRAD because I didn't have a clue what all those knobs were for, and then told me I should go racing. I took the FAST school, and then got a newer bike and got onto the Cherrypicker forum looking for advice. I had so many questions and

the more experienced racers took the time to explain everything to me. Vicki Schouten was a big part of that learning process and she convinced me to come out for the last regional race of 2006 and try it out. I ended up finishing 5th in Novice 600 and 3rd in Novice Open on my first weekend, and I was hooked. In 2007 I started out in Novice, won a couple races, and moved to Amateur, where I managed a couple top 5 finishes and even ran a Pro600 race. In 2008 I ran a decent Am600 program, finishing 2nd overall at RACE and 4th overall at PCSC and got my black numbers at the end of the year.

**2RIDE:** What drives this passion for racing motorcycles?

**SEAN:** I've always been competitive; I'll race anything, even shopping carts. And why sportbikes, well I find it amazing how much performance you can get out of such a small package and for so little cost, dollar for dollar nothing can touch a bike. Also I love the people in the sport, it's like one big family, you wouldn't believe how people stick together at the track.

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

**SEAN:** At Mirabel in 2009 I had some time to kill on Saturday afternoon so I signed up for a Ducati test ride on a Hypermotard. All I had with me was my brand new racing kit so I walked up there with my shiny new suit, name across the back, like a real hot-shot. I went out and the test ride was insane, I was chasing down a guy on an 1198, thinking to myself "Man, this motard is unreal, I can't believe it handles so..." "then I hit some gravel in the middle of a bend and went down, flew into the ditch and slammed my head into a culvert, wrote off my new helmet and gave myself a concussion. The Ducati boys still laugh at me about that every chance they get.

**2RIDE:** I hear around the track your set up is referred to as the "Shaggin Wagon", what can you tell me about that?

**SEAN:** Well, actually, the legit 'Shaggin Wagon' was my old rig, a 1981 Chev camper van, which was fully kitted out with orange/yellow/brown shag carpet inside (hence the name). That old girl has been retired and replaced with something bigger and better, a 10-ton delivery truck with a 24ft box that I've fitted out with living quarters. I'm trying to carry on the 'shaggin' tradition with my new rig too, but it's harder than you might think to find orange and yellow-brown shag carpet these days.

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

**SEAN:** I wish I would have ridden another year semi-seriously as an Amateur on good equipment before making a hard charge for the titles. I was coming off of an older bike and a pretty relaxed program and I rushed into a serious effort. I spent a lot of 2008 learning from newbie mistakes that were detrimental to my championship hopes.

**2RIDE:** Which classes have you raced in? Could you explain that in more detail?

**SEAN:** I started out riding an older GSXR that was only legal in Novice/Am 600 and Open classes, then moved to a newer 600 for 2008. As an Amateur class rider it makes the most sense to have a 600 because the national series doesn't have a class for bigger displacement bikes until you turn Pro. I only ran Pro Superbike in '09 and '10 because I just have so much more fun on the big bikes and I wanted to focus my energies there. For '11 I'm contemplating going back to the world of 600s, but my focus will still be primarily on my Superbike program. I've kept my first race bike all these years, and in '11 it will be legal for Sportsman competition, so you may see it making a few guest appearances there.

**2RIDE:** What are your 2011 goals?

**SEAN:** I want to continue to improve my riding, I'd like to take a swing at the RACE Superseries Pro Superbike number one plate, and I want to get into the mix with the factory riders in the national series. I'd also like to start riding a few AMA and WERA races and maybe take a crack at some racing overseas.

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

**SEAN:** WSBK would be cool, but I wouldn't want to embarrass the other riders that have been at it a lot longer than me. But seriously, if I can keep improving the way I have been year-to-year, I think I can be a serious national

contender in Pro Superbike, I just need to make all the pieces to fall into place. I keep learning and keep going faster every time I'm on the bike, so I know I can do it.

**2RIDE:** What have you learned about modifying bikes for race competition?

**SEAN:** Honestly, if I can give any advice to young racers getting into the sport, it's that they shouldn't spend too much money on 'bling' parts. There is a lot you can do to a bike to make it faster that will yield way better results than adding bling parts. My list of the most important things to do to a late model sportbike would go something like this: lose weight (stock parts that aren't needed for competition), have the forks professionally rebuilt and valved for you, find an aftermarket shock and have it built for you, get aftermarket clip-ons and rear-sets, make the bike easier to work on (captive spacers and quick clips), get a slip-on to (be rid of the catalytic converter) and a K&N filter and have the stock ECU retuned, and call it a day. The other goodies that can be had like quickshifters and aftermarket triple clamps, lightweight wheels, motor work, etc are fun and all, but the money you'd spend on those things will give you a better return if you invest it into more track time, tires, bike maintenance, and education. It's tough to convince people they don't need fancy things, they will spend tons of money and not improve their lap times. Then you finally get them to re-check their sags and clickers with a suspension tuner like John Sharrard and they drop 3 full seconds off their lap time for next to no money.

**2RIDE:** If a girl wanted to catch your eye what would she have to do?

**SEAN:** Be a crazy bag-lady? I mean, it's not a very practical, marketable skill set, but it sure is eye-catching, and it would make me laugh. I guess any girl that randomly screams obscenities and charges at me with a crazed look on their face would fall under the 'eye-catching' category.



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

**SEAN:** When I'm nervous before an important race, I get suited up way too early. I'll be in full gear with my helmet and gloves on 20 minutes before the race when all my competitors are still in street clothes. At first people would freak out thinking they were late for the race or that they missed an announcement or something, but now they just look at me and shake their heads.

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

**SEAN:** Sit in a pub somewhere with a tall glass of Strongbow, a plate of Nachos, and good company.

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

**SEAN:** Ask questions, lots of them. Ask the same question to a lot of different people, too. The answers will be different, and you have to be careful because everyone thinks their way is the only and best way. So sit down and think about all the info and draw your own conclusions, because at the end of the day, you're the one that's on the bike. Keep your bike clean, your axles lubed, and change your oil. If you have to choose between spending money on a track day and a can of race gas, pick the track day, because there's no replacement for seat time.

**2RIDE:** You're favourite track and why?

**SEAN:** Mosport, it's the only place that still scares me.

**2RIDE:** What is so scary about that track?

**SEAN:** It's insanely fast. Nowhere else that we go to do you come over blind hills flat out with your knee on the ground, without being able to see what's waiting for you on the other

side. We hit well over 300km/hr on the back-straight with the Superbikes and come into turn 8 so fast you almost can't get out of the bubble behind the windscreen because the wind just wants to tear you off the bike. One of the worst crashes I've had was in turn 4 at that track, and it still sticks in my brain when we ride there.

**2RIDE:** Favourite turn and on what track?

**SEAN:** Calabogie Long Track from 5-7. You can fly into 5 so fast off the straight it's mind boggling, and the track is really wide there, you can overshoot the 'line' and not get into trouble. Then you get the bike over there's a bowl as you turn back up the hill, it loads the whole bike up so hard you feel like you're going to get peeled off, but it sticks and begs you to go harder next time. As you come over the crest of 7 you can pick the front wheel up and carry it all the way down the short straight into 8. I just love that whole complex, because of the elevation and the camber, you can do stuff there on the bike that seems like you shouldn't be able to pull off.



**2RIDE:** How would you describe hitting that first turn after the start with all those bikes around you?

**SEAN:** Insanity. It's easily the most exciting part of the race. I usually get a good start and get into the battle near the front of the pack, we're all capable riders and aren't intimidated by close quarters, we often will bump and rub a bit as we try to get away in the best position we can, and it often just comes down to who has the biggest stones. At Mosport this year I came off the line well during the Saturday race and came over Turn 2 in front of a lot of the factory riders which was really fun considering I had come from the 3rd row. I'm amazed more people don't practice their starts at the drag strip, because it's really easy to take positions off the line, and so much harder to take a position during the race once everyone is up to speed.

**2RIDE:** Tell us, if you had to choose your top 3 memorable moments in your racing career, what would they be?

**SEAN:** 1. At Mosport in 2008 the weather before the race was questionable, so I had my old GSXR set up with rain tires in case I needed it, we did and I rode that bike for the first time that year in the wet race. The track was drying up during the race and we totally destroyed the tires but I managed to put the bike on the box in 2nd, it was my first national podium. 2. At the last RACE round of 2008, I rode my first real Superbike, supplied by Golo Racing. I had so much fun riding something with that much power, and I won my first Superbike race with it after an amazing battle that saw myself, Jodi Christie and Efram Ellenbogen at the front swapping the lead almost every lap. 3. At RACE round 3 in 2010 everything just came together for me and my bike, it was strange because I had started the weekend being sick with a cold and it was brutal to be on the bike, but I ended up battling for podium positions and came within 5 hundredths of a second



"We hit well over 300km/hr on the back-straight with the Superbikes and come into turn 8 so fast you almost can't get out of the bubble behind the windscreen because the wind just wants to tear you off the bike."

of the previous track record set by Clint McBain, I made a bad decision during the race and ended up running off but it was still one of my best performances of the year. Whatever mojo I had that weekend I need to find again.

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

**SEAN:** I usually just drink water with a tiny bit of sport drink powder for some taste. I'll drink 6 to 8 liters a day when it's warm. It's SO important to stay hydrated in this sport, a lot of people forget that and they don't realize how much mental capacity they lose

when they're dry.

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

**SEAN:** I've tried going commando but had junk management issues. The French guys seem pretty fast so I tried wearing just a speedo for a while but I got this wicked rash, I probably shouldn't have gotten the speedo second hand to save my tire money. Then after a few awkward looks by some of the guys at the bottom of row 1, I wanted to cover up more so I started wearing long sleeve compression tops and full length

pants. VnM Sport Gear makes a line of underclothes that work awesome, so I wear that and I couldn't wear anything else now, it's so good.

**2RIDE:** Who has helped you progress in the sport?

**SEAN:** I really want to thank Sandy and Sheena at Pro6 Cycle and Dunlop, their support has helped me get so much faster this year, also John Sharrard at Accelerated Technologies (my suspension guru), Wheelsport, Bickle Racing, VnM Sport Gear, Compulsion Racing, Golo Racing, Vortex, Main Street Automotive, and Triple7 Racing.

# Sprains, Strains and Motorcycles

(APOLOGIES TO JOHN HUGHES, DIRECTOR OF PLANES, TRAINS AND AUTOMOBILES 1987)

WRITTEN BY ALEX COLLINS

Dr. Ian and I met this summer during the Regional's out at Shannonville, and what started off as playful banter over Saturday night beers soon turned into a lively discussion on health and well being. In our discussion we both observed the lack of true understanding of what to do with minor injuries. With the race season over we decided to get together and see what we could come up with to help riders in the form of an article. However; with my limited medical knowledge it mostly ended up with him talking and me adding bits where I could.

We decided it was best to start with some basic definitions and understanding, Dr. Ian maybe we could start off where it all begins; the Skin.

## Dr. Ian

Skin: That's your bodywork, covers up the working bits, some folks get theirs decorated just like their bikes. Paint can get sunburned, skin can get sunburned - protect the skin! (Hmm this article might be easier than I thought.) When a rider crashes, duct tape only fixes one type of road rash, proper fitting gear helps minimize the other (abrasions). Leathers don't get infected; rider's skin can, get a proper dressing on your skin to minimize contact with the unpleasant stuff that lives inside you gear. Skin and the tissue underneath can be compressed, like a dent, only human dents tend to swell, these are called contusions and can be impressively swollen and filled with blood hematomas.

## 2Ride

Something tells me we aren't going to have any pictures for this article. Maybe we can stick suit companies in to give our advertisers a plug.

## Dr. Ian

Muscles: Think of this like a chain or a belt on your motorcycle, if subjected to too much stress it may break or over time, become stretched and need replacing. Thankfully full tears (breaking) are uncommon and unlike chains / belts muscles can heal and don't require replacing, but stretching the kinks out helps as does soaking in the proper lubricant. I would not, however, advise using chain lube on your back or soaking your chain in an Epsom salt bath....Injury to a muscle occurs when the muscle fibers are pulled on harder than they can put up with, this can happen quickly or gradually and is called a strain, which is technically a micro-tear of the muscle. They come in different degrees of severity depending on how many of the fibers are torn.

## 2Ride

I am going to assume there are a few guys out there scratching their heads to the Epsom salt bath, let me fill you in guys. Having a warm to hot bath with Epsom salts is said to alleviate strain and bruises by reducing swelling. It is also a good way to help draw out any toxins from the body. My Grandmother always use to say it was good for relaxing the nervous system; and Ladies I've heard it can work as a good hair volumizer too!

## Dr. Ian

Ligaments: These are like your safety wire. No safety wire and the pieces that were connected (the joint) can come apart; doctor's call this a separation or dislocation, corner workers call them projectiles or debris (depending on the speed of the item). Ligaments, like muscles when subjected to too much stress tear; called a sprain. Also like strains, sprains come in different degrees of severity.

## 2Ride

It took me a moment to clue into what you were talking about, I was wondering what prostitutes had to do with projectiles and debris; but you meant Marshall corner workers not street corner workers. No offense to the Marshalls I've just been spending way too much time downtown.

## Dr. Ian

Bone: This is your frame, it can be out of alignment or just plain broken. Doesn't matter what the size, any break is technically a fracture. There are all sorts of descriptors for these, chip fractures, avulsion fractures, greenstick fractures, Type 3 Salter-Harris fractures and on and on. Racers use products like JB weld and sometimes safety wire, surgeons use bone cement and sometimes safety wire (they call it K-wire), a little more training and your shop's mechanic could double as a surgeon? Healing fractures, like welds take time to heal, discuss the options of immobilization if required with your doctor, putting to much stress on a new weld might lead to nasty consequences.

## 2Ride

I think it's important to note that surgical K-wire is different from mechanical safety wire, and no matter how much your track buddy nags you, and no matter how much you have had to drink, they are not qualified to use any wire on your bones.

## Dr. Ian

Now that we have some basics about what gets hurt, what to do about getting it better? I like the expression 'there is a price to pay for the reward you want'. It can be used to point out the necessity of training if you want to do better. The fact that consequences good and bad, arise from decisions you make and it's

a useful acronym to remember if you get hurt. What? You say. That's right A P.R.I.C.E: Assessments, Protect, Rest, Ice & Compress or Elevate.

## 2Ride

Hold on there Doc, I don't recall mentioning money for the article... OH! I get it, wait we didn't talk about homework either.

## Dr. Ian

Assessments: Get your injury looked at... by a professional, even less significant stuff. It's easier for a healthcare professional to deal with something before it's a big deal and when you and the doctor or therapist then have more time to help it recover. Nothing is more frustrating that trying to fix an injury an hour before a race, especially if you've had the problem for a week already.

## 2Ride

You're right I do notice this quite a bit, especially around the track. I can count myself as one of those people who rarely gets anything looked at; at least I use to be. I learned my lesson the hard way when I took an injury to my right hand and never had it looked at. Yep! The throttle hand; and now I find load bearing or long use very painful. To make matters worse my Doctor said it would have been an easy fix five years ago, and unfixable now.

## Dr. Ian

Protect: Get the injury protected; this could be as simple as a proper dressing on an abrasion. I often suggest that racers stick their nose deep into their race gear, when they politely refuse (o.k. sometimes not so politely) I point out that's the same bacteria that will be up against their exposed skin. Get things taped, supported or stretched before they get used; think of it as getting the rider through technical inspection, you spend a lot of time checking the bike...why not the racer?

## 2Ride

Maybe they should start a racer tech along with the bike tech. Bacteria and infections can become serious rather fast if not treated properly.

It would be a shame to see a rider without a leg simply because he didn't look after that exhaust burn. Google informs us that there are two more common types of bacterial infections; they are Staphylococcus (staph-y-lo-coccus) and Streptococcus (Strep-to-coccus). 'Staphylococcus is most commonly known as the cause of staph infections. Streptococcus species are responsible for many cases of meningitis, bacterial pneumonia, endocarditis, and necrotizing fasciitis (the 'flesh-eating' bacterial infections)' Wikipedia

## Dr. Ian

Rest: Rest the injured body part, for the recommended time. If you think that you are healing faster, get re-assessed and when / if you ride, protect the injured body part. Get it supported, braced, taped, stretched or treated to minimize the chance for further injury.

## 2Ride

I would imagine it's the adrenaline right after an accident that keeps us active, or possibly even shock. As well I think when time wears on we get antsy and tired of waiting for our bodies to heal.

## Dr. Ian

Ice: It's good for inflammation, pain and it's easy to find; at the track grab some from your neighbours cooler. How long to put it on for? Well at first it feels cold, then it starts to burn, then it goes numb, usually between 7-10 minutes depending on the body part. Use a light cloth between the ice bag and your skin to prevent an ice burn (frost bite). You can repeat this process once the area warms up to the touch, typically about an hour. Of note, don't ice a muscle prior to exercise; it will be more stiff and more prone to injury.

## 2Ride

That is interesting, I always use to ice some things but heat others. For any readers who aren't able to get to ice, frozen products from the freezer work just as well, and can be an excuse to have steak for dinner.

## Dr. Ian

Compress and / or Elevate: It keeps the swelling down. Swelling stretches damaged tissue and causes pain. Elevate the injured part above heart level; arm over chest if laying down or above head if sitting up, leg up while lying down. With compression, not too much pressure that you slow circulation (you can check on extremities, hands and feet by pushing at the finger/toe nail, the colour should change with pressure and then back again - white with pressure, pink without).

## 2Ride

This just might be the perfect excuse to spend the afternoon watching T.V. A little bit harder at the track though... It could be the perfect excuse to set up camp in one of the air conditioned trailers hanging around.

## Dr. Ian

Medication: As a Doctor of Chiropractic this is outside my scope of practice, however I will say this: don't borrow someone else's prescription medication, it was prescribed for them.

## 2Ride

Even if they are related to you? There goes my afternoon plans.

Thanks so much Dr. Ian, you and I always get into great medical discussion when we meet up. Dr. Ian will be working with me over the winter months to come up with some great articles for the racer and the every day rider to apply to their lives. If there is anything in particular you the reader would like to know you can send suggestions or questions to the 2ride website ([www.2ride.ca](http://www.2ride.ca)) or to my e-mail [Alex@2ride.ca](mailto:Alex@2ride.ca) and Dr. Ian and I can work on getting you those answers.

Dr. Ian Eix is the owner of Highside Healthcare (on/off track site) and has been treating racers at road race events at RACE events and PMP Superbike Championship for a number of years. He also can be found at Royal Medical (North York) as the director of their chronic pain program. You can find him on either of his sites: [www.highsidehealthcare.ca](http://www.highsidehealthcare.ca) or [www.royalmedicalrehab.com](http://www.royalmedicalrehab.com)

# ALTERED



**Decals, Signs and Banners**

Race / Numberplate Decals  
 Custom Logos  
 Vehicle Graphics and Lettering  
 Sponsor Decals

**Custom Vinyl Graphics**

info@alteredimagegraphix.com  
 www.alteredimagegraphix.com  
 416-342-9571



**STREETFIGHTER**  
**CUSTOM CYCLE**



Shorty Pipes • Exhaust Work • One-off Designs  
 Fabrication • Complete Project Builds • Custom Welding

www.idstreetfighters.com  
 ian@idstreetfighters.com  
 519-635-2519




# VRRRA North Bay Runway Romp

September 11-12 2010

STORY BY MARC ANTONY

Yes that's right, 2Ride went to North Bay to enjoy and cover the VRRRA Runaway Romp. We are a local, all across Ontario motorcycle magazine and it was great being in North Bay. We loaded up the trailer with a couple bikes on loan from Kawasaki and Suzuki, and hit the road from Toronto to North Bay. It was very interesting and cool to see VRRRA using part of an airport runway... that's right, the races were at the North Bay Jack Garland Airport. It was very cool to stand on the sides watching the cool vintage bikes ripping it up as planes took off in the background at the next runway over. We had set up on the grass right by the hairpin turn, a perfect spot to watch and meet all the great people at the event.

It was a two day event, Saturday was nice and sunny, though there were a lot of crashes especially around the hairpin. Sunday the rain moved in and showered off and on all day so VRRRA decided to adjust the track for the safety of the riders. They took out the tight hairpin corner. Even with the rain, it was still amazing to see these classics including the sidecars still pushing it, as they slid and fishtailed around corners; very sweet. I personally enjoyed watching the Kawi ZX7's givin'er around the track mainly because I am a ZX7 fan and owner. Also, seeing the side cars get off the ground going around the corner and seeing the riders hang off with their head or body inches from the ground...pure awesome.

The 2Ride team has had a great time watching and being at the VRRRA events. Its gotten myself interested in the sport and possibly toying with the idea of trying it out myself, hmm... should I dust off my 79 Honda CX500 which is being converted to a café racer? My 92 ZX7 is not yet a Vintage but she would be fun to race, oh can't wait. I look forward to the 2011 season and hope VRRRA will still enjoy having 2Ride at their events, providing it with continuous coverage. If you want to come out and watch or even join in the fun check out [www.VRRRA.ca](http://www.VRRRA.ca)

# The Launch of an Old Era

## Sunday, September 19th 2010

STORY BY MIZZ LUCY PHOTOS BY MIZZ LUCY AND PAUL BALSAMO

Once again 2Ride Motorcycle Magazine has created a milestone by having another successful event; to introduce a vintage section of the magazine. Many different vintage motorcycles graced the lot hosted by Pegasus Bar & Grill; coming out to enjoy the sunniest of days recorded in September hitting a high of 24c. The day started off with vintage Harley's alongside sport bikes and custom choppers dating back as far as 1959. Lining up with their shiny chrome glistening in the sunlight, riders hoped to place one of the top 3 for the show 'n' shine. There was a live DJ playing old tunes from way back when, drawing in people passing by that had to come and see the vintage bikes displayed so colorful and proud. The venue for that day was to raise funds for the grateful organization A.A.R.G.

A.A.R.G. (Animal Awareness & Rescue Groups) has been volunteering to help rehabilitate, spay 'n' neuter and shelter unwanted, abandoned, and mistreated animals. Everything in between A to Z, but mostly cats and dogs, they have had success in raising donations through various events and 2Ride was happy to contribute.

The team at 2Ride Motorcycle Magazine would like to thank all that participated in helping the A.A.R.G. with success in providing an ongoing rescue service for those animals in need.

Stunners Cycle Inc, Harley-Davidson of Toronto, Terez Leather, Medistik, Healthy Elements, Avon, Tech Sox, Tango Tanning, Mutts n Cats Inc.



STORY BY MIZZ LUCY  
PHOTOS BY MIZZ LUCY



## Test Our Metal Toronto Harley-Davidson® Demo Day Saturday, October 9th 2010

As I am riding to Toronto Harley-Davidson, on this gorgeous day, I soon pull up to the parking lot and see the big tractor trailer sporting the logo Harley-Davidson. Making my way in, I pass what we would call an assembly line of the new 2011's waiting to start their engines. Perfectly lined up with the chrome glistening in the sunlight, and the Demo crew checking all the nuts n bolts are tight and everything in place. There was a line up prior to the opening of the Dealership with excited riders anticipating what bike they want to demo.

I met up with Alan, one of the organizers and had a great informative conversation about the demos they put on. It was to my surprise when Alan mentioned that Harley-Davidson is the largest demo participant with the dealers, and Canada is number one.

The demographic of those that come out to a demo are in their mid 40's, and majority is those that ride metric, and 30% switch to a Harley. Since 2004 the rise in women riders has excided and with each demo day, 7-9 out of 20 participants are women. The great thing about Harley's these days is they have created a number of different models that are lower for those of us with a shorter in seam or prefer the look of a lowered bike. I won't get into the lows too much, cause that my next article.

# TECH Corner

STORY BY SIMON BAKER

How your bike feels when riding over bumps or tracking through corners is directly related to how well your suspension is maintained and adjusted. Suspension maintenance and set-up are often thought to be important to track day riders or racers only. While riders that spend time on the track are more likely to spend time working on their suspension than those committed to the street, any rider will benefit from having their suspension properly tuned. Street riders will benefit with better control, comfort and improved tire wear.

I'm going to dispel some of the 'black magic' around suspension components and proper adjustment. Understanding how the different components work together and basic adjustments required to improve your bikes handling will help you when it comes time to

adjust your suspension yourself or discuss any changes with your mechanic.

Other than some unique designs from BMW and a few other manufacturers the majority of motorcycles are and have been equipped with telescopic forks. This article will focus on telescopic forks, what the different parts are, what they do and how to adjust them for proper performance and safety.

Telescopic forks are connected to the motorcycle frame through a triple tree. The forks connect the frame to the front wheel, to allow turning of the front wheel and importantly, to keep the front wheel in constant contact with the ground (except with wheelies!).

Telescopic forks come in two configurations: Standard Configuration - With the standard configuration the polished tube is attached to

*Sag is adjusted by increasing or decreasing the preload on the suspension springs. In the case of these forks, the blue hex is turned clockwise to increase spring preload and counter-clockwise to decrease spring preload. Increasing preload will decrease sag and decreasing preload will increase sag.*

**Project:**  
Suspension Basics and Setup

## Required Tools:

- Tape measure
- Pencil and Paper
- Wrench for adjusting front spring preload
- screwdriver(s) and or allen keys for adjusting front compression and rebound
- Rear shock wrench for adjusting spring preload
- Allen keys, screwdrivers and / or small sockets for adjusting rear compression and rebound

the triple tree, at the frame, and the lower part of the fork (the body) is attached where the front axle is attached slides up and down over the polished tube.

**Inverted (USD)** – USD (Upside down) is exactly as it sounds. The forks are mounted upside down compared to the standard configuration. The polished tube is at the bottom where the axle attaches and the body is clamped into the triple tree.

Telescopic forks have the following basic components. (This is not meant to be a comprehensive parts list but rather a list of the key components):

**Fork Tube** – The fork tube is the thinner polished tube you see when looking at the front of a motorcycle. The tube is what slides in and out of the fork body as the fork compresses and extends when riding a bike. The polished surface is very important as it's what the fork seals slide on. Any imperfections on the tube can cause oil leakage past the seal.

**Fork Body** – The fork body is the larger tube of the fork assembly. It houses the fork seals and the components required for the suspension to act as a 'shock absorber'.

**Spring** – The spring inside a fork supports the weight of the bike and rider. There are different spring rates available for motorcycles that allow for setup according to rider weight. Spring rate is defined by how much, or how little weight the spring requires to compress.

**Compression Damping** – Compression damping uses the oil within the fork to slow down the rate in which the forks will compress over bumps or when braking.

**Rebound Damping** – Rebound damping uses the oil within the fork to limit the rate at which the forks extend from spring pressure.

**Fork Oil** – Fork oil is used to lubricate the components within the fork and is used by the

compression and rebound valves to achieve damping.

**Fork Seal** – The fork seal is located at the end of the fork body and seals against the fork tube. It prevents fork oil from leaking out and contaminants from getting in.

So what do all these parts do? They work together to keep your tires in constant contact with the ground, absorb bumps and manage braking and cornering forces.

The spring's role is to support the weight of the motorcycle and rider, allowing the suspension to compress under heavier forces. The spring does this by compressing over bumps, when braking and cornering. It also extends the forks when the wheel 'falls' into a bump. Springs without any sort of control will continue to oscillate, without any damping effect, the spring will continue to extend and compress over and over again many times. This would make for a very unpleasant ride if the bike continued to bounce long after going over a bump. When the bike makes contact with a bump with the spring still oscillating then the result would be a jarring impact.

Compression and rebound damping are what provide the necessary control around the spring's oscillations. Compression damping controls the fork through the compression stroke. Rebound damping controls the rate at which the fork extends. These two damping controls prevent unwanted spring oscillations and when set correctly, keeps the tire planted on the pavement.

## Suspension Adjustments

On a sport bike there are three basic suspension settings that can be adjusted on the front forks and rear shock. The most important of these is sag, or preload. Sag is the amount the suspension compresses with the rider on the bike. Sag is important because when set correctly it ensures the suspension is operating in the correct operating range for the damping and the springs.

There are two sag measurements you need to be concerned with; static and rider.

Static Sag is the amount the suspension compresses under the weight of the bike alone.

Rider Sag is the amount the suspension compresses under the weight of the bike and rider wearing gear.

As a general rule of thumb, static sag should be 5-10 mm and rider sag, on a street bike, should be 30-35 mm and 25-30mm on a track bike.

Sag is set by first measuring the front and rear suspension independently without any weight on the bike and the suspension fully extended. You should have a second person assist with this by lifting the front and rear

of the bike to find out your fully extended measurement, or alternatively for the front you can use a triple tree pin stand to lift the bike, while you measure.

The measurements should be taken from a solid point on the bike, such as the fairing or subframe to another, such as the lower fork tube or swingarm. Regardless of where you choose you need to make sure you measure exactly the same place each time during sag adjustment. Take note of this initial measurement.

The next measurement is to obtain static sag. This is best done without the use of any stands and someone balancing the bike for you. Bounce the suspension a couple of times and let it settle. Use your reference points used for the extended measurement and measure again.

These two measurements give you your static sag.

## Extended measurement - bike weight measurement = static sag

The final measurement is with the weight of the rider, in standard riding gear, on the bike. Again with someone balancing the bike,



*This is the compression adjuster on a typical telescopic fork*

you need to be seated on the bike with your gear. Bounce the suspension again and allow to settle. Using the same reference points as in the first two steps measure how much the suspension has compressed.

## Extended measurement - rider weight measurement = rider sag

Now that you have your sag measurements for the front and rear of the bike you may need to adjust your suspension to obtain the correct settings. You will need to consult the technical documentation for your bike for the proper adjustment locations for the front forks and rear shock.

Once you have your rider sag within the desired range you will need to check your static sag setting again. With the rider sag set correctly, if your static sag is above 10 mm then you need stiffer front springs. If your static sag is less than 5 mm after setting rider sag then

you will need softer springs.

The next setting to adjust is rebound damping. Rebound damping is best set with the suspension warm; you will need to ride the bike for a few miles to warm up the suspension. Rebound damping on front forks is typically set using the adjuster on the front forks in the center of the preload adjuster (see pic of preload adjustment).

To set rebound you need to bounce the suspension and watch how it settles. If the suspension comes up very slowly when you bounce it you have too much preload. If the suspension comes back up quickly and continues to bounce, you don't have enough damping. The ideal setting is when the suspension comes back up from the bounce and settles back on the spring near the static sag setting. This means the suspension has absorbed the bump properly and is ready for the next bump.

Compression damping is the final adjustment you'll be doing. Compression damping controls how quickly the suspension compresses over bumps and when braking. Too much compression damping and the bike will feel harsh or chatter over bumps and, in the case of front compression, will feel difficult to turn into corners when braking. Conversely, if compression damping is too soft the bike will feel vague and soft. Compression damping is best set by starting with the manufacturer's settings (or a good mechanic's recommendation) and adjusting to feel.

Another good idea is to install a zip tie both on one of your fork tubes as well as on the rear shock. The zip tie will tell you, at a glance, how much of your suspension you are using and how close you are to bottoming out. If your sag is set correctly and the zip tie shows you are bottoming out your suspension this is a great indicator that you don't have enough compression damping.

Whenever making adjustments to any part of your motorcycle, especially the suspension, where you may make changes over and over again to make it right, take notes. Notes are important so you know what you've adjusted and by how much in case you need to revert back to previous settings.

I hope this article has increased your knowledge as it relates to motorcycle suspension and gives you the confidence to try these adjustments yourself or, at least, puts you in a better position to discuss making these changes with your mechanic.

By setting up your suspension correctly, your bike will corner, brake and ride smoother putting you in better control of your bike.



Toronto and Area Motorcycle Enthusiasts Online Community since 1999



Proudly Canadian

www.velocitysportsgear.com

Custom Race Suits From \$ 449  
Custom Jackets From \$ 199  
Motorbike Gloves From \$ 49.99

**SUPPLYING HIGH QUALITY PRODUCTS TO RIDERS OF DISCRIMINATING TASTE SINCE 2003.**

We supply Pazzo, Knox, MotovationUSA, R&G Racing, Wiz Slider, Rizoma, Vesrah, CRG, Supersprox, Gilles Tool and many more.

For details visit [www.topendz.com](http://www.topendz.com) or enquire via [sales@topendz.com](mailto:sales@topendz.com)



**2Ride**

For advertising or to place an ad here in 2Ride Motorcycle Magazine email: [advertise@2ride.ca](mailto:advertise@2ride.ca)

Heritage Auto & Power Sports

Bus 416.249.0422  
Cell 416.707.0422  
Fax 416.248.9651  
Web [www.heritageautosports.com](http://www.heritageautosports.com)  
Email [heritageautosports@gmail.com](mailto:heritageautosports@gmail.com)

Complete Motorcycle Service & Repair  
Visit Our Website For More Info



*Driven By Passion. Powered By Skill*

### Subscriber's Corner

Submitted by a subscriber that works for a great magazine in Portugal called MCV in the photo on the left is editor Paulo Araujo and on the right Photographer Kevin Schwantz they are enjoying there copy of 2Ride Motorycle Magazine and Mr Schwantz comment was "2 Ride, the best magazine from Canada read in Portugal". We are excited to see our local Ontario magazine makes its way to another country like Portugal.

From everyone at 2Ride,  
We Thank You



Pre-owned 2006 Ninja 650R in perfect condition. Never been dropped. Stored properly over winter. Windshield and under tail are after market. Only 13,624km. Asking \$5900 certified. [Shirishapiro@rogers.com](mailto:Shirishapiro@rogers.com) or Sheri at 416-888-8775



2002 Suzuki sv650s 67,000km, lower fairings, matching hotbodies undertail, upgraded stainless brake lines, titanium yoshimura exhaust slip on. Asking \$3500 [skoota2001@hotmail.com](mailto:skoota2001@hotmail.com)



2004 ZX6RR, yes a True RR not just an R model, with 12,500km a Yosh slip on pipe, some scratches from a low slide, Kawi Green, lots of power runs great. Asking \$5000 email [Agozzino@hotmail.com](mailto:Agozzino@hotmail.com)



For Sale 2007 Kawasaki Versys - \$6500 (Richmond Hill) Excellent condition. 15,000km 650 cc parallel twin. Asking \$6500 certified. Contact [Cmiller82@gmail.com](mailto:Cmiller82@gmail.com)



Blue 2008 Suzuki GS500 with 8350KM, certified with UVIP, \$3500.

In excellent condition. Comes with a brand new cover. Call 647-388-4558 Or email [mirkhani@gmail.com](mailto:mirkhani@gmail.com)



1983 Suzuki GSX Katata 1100, very desirable first generation sport bike. One owner, title in hand, 59k, original, just out of storage (needs cleanup before starting/running). Serious inquires only. 519-503-8933. Kitchener. PHONE calls only. \$3200



## Debz (Dzzi)

Age: 51

I have been riding for 7 seasons now, with my first bike being a 250 Virago. Soon after I moved up to a 650 Savage. A couple of summers pass till I had my eye on an 883 Harley Sportster. The moment I began to ride my 883 I felt this is the bike for me. My favorite place to go is north, where there is no traffic, just the open road. We all have a riding Angel, mine has saved me from a few hazards of the asphalt. I always say 'I'd rather spend a Sunday riding on my motorcycle thinking of the higher power, than sitting in church thinking about my motorcycle. Riding is a social lifestyle I can't see myself without. The great people you meet, the great places you adventure out to, and the same passion we all share. Working in the motorcycle industry has allowed me to appreciate it even more.



## Paul

When I was 7yrs old, the family moved to Sundridge. The neighbor kids next door came over to say hello and they brought along with them their Honda Z50's. As soon as I saw the bikes, I knew this was something I wanted to try out. There was also an older couple just down the street I got to know as well and they had a Moped. Getting to know the older couple on how friendly they too where, they allowed me to ride the moped whenever I wanted. As I got older, my Dad got me my own Yamaha Scooter for passing my grades one year, and that's when I started to really enjoy the 2 wheels. Moving up to a Honda XL100, soon after a Honda V30 Magna, dirt riding was my thing. I have had multiple bikes through out my riding years, and today I ride the 2004 Suzuki DR650 and the 2005 GSXR 600. To keep me shape, for dirt riding, I like to participate in kick boxing so I can take on the Ganaraska Forest.



## KOMBAT ARTS TRAINING ACADEMY

The Kombat Arts Training Academy is the premier mixed martial arts facility in Canada.

We are a full service facility offering the best classes that will boost your physical well-being and appearance, decrease your stress, get you in shape, boost your confidence, and provide you with self-protection while having a lot of fun in the process!

### OUR ACADEMY'S ADVANTAGES:

- 20 minutes west of Toronto in the city of Mississauga
- Fully certified instructors concentrating on your individual level who ensure safety and challenges to students.
- Full pro-shop and a multitude of disciplines for ONE PRICE
- 15,000 sq. ft of training room making us the largest martial arts club in the GTA!
- Unlike other facilities that treat you as if you are another customer, we take care of our own, from the minute you enter the door. Come and see for yourself to really get to know the Kombat Advantage.....

### THE DISCIPLINES WE OFFER:

- Mixed Martial Arts
- Muay Thai
- Brazilian Jiu-Jitsu
- Jeet Kune Do
- Judo
- Filipino Martial Arts
- Wrestling
- Boxing
- Konditioning
- Savate Boxe Francaise
- Tai Chi
- Self Defense

REDUCE NOW!

REDUCE your monthly \$75 fee to \$55  
With no initiation fee  
You save 25% off your membership

Contact Joey de Los Reyes for more information!

1110 Kamato Road, Unit 7, Mississauga, ON, Canada L4W 2P3  
Tel: 905 804 8158 Email: info@kombatarts.com

[WWW.KOMBATARTS.COM](http://WWW.KOMBATARTS.COM)



# MILTON



## **AUTO CENTRE** INC.

**AUTOMOTIVE SERVICE**

# TIRECRAFT ®

*Domestics / Imports • Performance Upgrades  
Computer Diagnostics • Tires & Wheels  
Routine Maintenance & Service*



# **DUNLOP**

**TIRES**

716 Main St. East Milton, ON  
— Located Beside GO Station —  
Ph. 905-878-6655 Fax. 905-878-6629  
[makiautomotive@yahoo.ca](mailto:makiautomotive@yahoo.ca)