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# 2RIDE



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# 2Ride

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We all may have the winter blues; it is not only a challenge not being able to ride but just staying involved in motorcycles. It is great however to know there are a lot of motorcycle shows to keep us enthusiasts interested and excited while waiting for spring. It has been amazing that at the December and January shows, we had subscribers go out of their way to come by the 2Ride booths and tell us how much they are enjoying 2Ride Motorcycle Magazine. Subscribers are telling us they reading it from cover to cover and are always excited to receive their next issue in the mail. It is nice to know that we at 2Ride Motorcycle Magazine must be doing something right.

We've also had subscribers voluntarily donate funds to help support the magazine. This was quite unexpected! I'd like to send a special acknowledgement to Nancy Dougherty for graciously providing 2Ride Motorcycle Magazine with a monetary gift. We deeply appreciate it. Thank you!

It had been a great year in 2010, and our subscriber numbers are increasing steadily. For our first issue of 2011, we have doubled our number of print compared to the last. We at 2Ride have had a lot of fun in 2010. This year we have lots of plans, and will continue to improve and provide the magazine our riders want.

It has almost been a year, as our upcoming May issue will mark the 1st anniversary of our magazine! We are planning a big 2Ride event to celebrate with all our subscribers and supporters. The details will soon be posted on our website [www.2ride.ca](http://www.2ride.ca) and also on our Facebook page [www.FaceBook.com/2RideMagazine](http://www.FaceBook.com/2RideMagazine)

On behalf of the entire 2Ride Motorcycle Magazine team, I'd like to extend a heartfelt thank you to all our subscribers. I'd also like to thank my staff as well. Without them, this magazine would not be possible.

Marc Agozzino  
President/Chief Editor

Corrections from Vol. 1 no. 4 nov '10 - Jan'11 Issue:

BMW F800GS article on page 22, photo credit should have gone to Kam Nong.

Triumph article on page 52, was written by Damien Eaton and photography by Azure Blue Photography



The instant rush of power is mind numbing at first. I hit the ramp and the bike simply falls into the curve perfect and stable. Well done Suzuki!

# SWEET GIXXER

WRITTEN BY MR LEE PHOTOGRAPHY BY M&M (MIKE & MARC)

I felt like a kid in a candy shop as I dropped off a 2010 Suzuki Hayabusa at Suzuki Canada, only to pick up a shiny new GSXR-1000. A beautiful bright sunny day found me antsy as I throw my leg over the 160 plus horse powered machine and get comfy. Aesthetically pleasing with its white body work and cast blue aluminum frame, the GSXR-1000 is almost identical to the other smaller displacement, GSXR stable mates the GSXR-600 and GSXR-750.

The smooth lines of the GSXR-1000's body work hides the enormously powerful however disciplined 999cc inline-four liquid-cooled engine. The only changes I know of are from the 2009 model year; the subtle chassis changes, a braced swingarm, a thicker frame and nicer suspension components. The only changes I see to the 2010 line-up are their colour schemes. All in all, a good looking bike with the signature twin titanium mufflers, which have now grown on me.



Starting her up, I sense the nice smooth rumble! I can feel the power of this machine already. She is refined. This bike suits me very well and I am approximately 5 feet 10 and portly (just like the Hayabusa!). Physically the size of the GSXR-1000 has been substantially reduced. This is due to the use of a more compact engine featuring new bore/stroke dimensions and matching cylinder head that uses a larger intake and exhaust valves. The engine is now 60mm shorter from front to back. With a bore of 74.5mm and stroke of 57.3mm, a compression ratio of 12.8:1, the retuned engine features larger titanium valves and forged pistons feeling more robust and durable.

Ergonomically speaking, the bike is deliberate in keeping the rider in mind. The GSXR sports a narrow seat, tank and fairings, making it look sleeker, exciting, and very comfortable. The front nose fairing features a smaller headlight placed between the two air intake scoops, slimming down the bike's body and overall look, even with the twin exhaust cans. This bike looks and feels just right.

The GSXR offers three power delivery maps, the Suzuki Drive Mode Selector (S-DMS) programming allowing you to choose between A-B-C modes. I select mode C (until I am used to this bike). Off I go! The S-DMS has three different engine mapping configurations, selectable via



two buttons located on the right handlebar. One up and one down arrow to cycle between Mode A (unrestricted), Mode B (reduced power up 50% throttle) and Mode C (reduced power at any rpm regardless of throttle position). Having a choice of three diverse levels of power is just like having three different motorcycles in one. On the right handle bar by pressing the button for two seconds, one can cycle through the A-B-C mappings that render three distinct power curve modes: Mode A that always defaults when starting the bike giving access to the full power mode. Mode B gives the maximum power but only after low and medium rpms, kicking in at higher rpms. Then Mode C which reduces power the whole time at any rpm, in case one is presented with any unfavorable road or weather conditions.

Shifting has been simplified and the clutch in this new GSXR-1000 weighs even less, since Suzuki has abandoned their hydraulic system for a less complex and lighter cable actuated system. The GSXR's transmission shifts easily and positively even in bumper-to-bumper stop and go 401/DVP traffic.

This bike handles better than I had expected. Sharp. It feels like a point and shoot system, well planted. I point the bike where I want to go and it just goes; no hassle. Switching to Mode A power delivery, I head towards the highway on-ramp. I shift into



2nd, here we go!!! The instant rush of power is mind numbing at first. I hit the ramp and the bike simply falls into the curve perfect and stable. Well done Suzuki! Sporting Showa's Big-Piston Forks with a reduced weight and increased performance handling, it is a lot more sure footed than previous models. On the rear, rebound damping, collar preload adjuster, high-speed and low-speed compression damping adjustment system aid that nice front end suspension for sharp cornering.

Looking down at the instrument panel, it is minute and eye-catching; it includes all the information on gear position, tach, speed and power mode (A, B or C). Nice lay out. The stopping power is handed out via the brakes featuring 310mm discs with four-piston radial mounted calipers, powered by the radial master cylinder. Plenty of stopping power here, which is desperately needed in Toronto traffic conditions.

Finally arriving home, I think back on the GSX-R1000's handling and braking capabilities. It is not as nimble as the GSXR-600, however it does inspire confidence with its feedback and surefooted suspension. In Mode A mapping the acceleration is crazy, yet predictable. This bike seems exceedingly competent in taking on most anything a rider can throw at it, while presenting excellent creature comforts. I think I want one....

2R



# A LONG WAY ROUND, IN A GALAXY FAR FAR AWAY...oo

**2006 BMW R1200GS vs. 2010 BMW R1200GS**

WRITTEN BY GENE LEE PHOTOS BY MR LEE

I was watching Star Wars the other day - the original 1977 version, without all the subsequent digital alterations - and I found that my memory of the old film had been a lot kinder to the cheesy dialog and laughable special effects. So I decided to watch The Phantom Menace just to see how the new “episodes” compared to the original. Would the slickly-produced sequels retain any of the original charm? Or would the old movie prove that you can’t improve on a classic? But more importantly for the sake of this article, how does Obi-Wan Kenobi’s ride, the R1200GS compare after a couple of mid-model sequels? (What do you think? Good segue?) My main ride is a 2006 R1200GS and after 100,000 kms in over a dozen countries, I was curious to see what mid-model changes the Bavarians had conjured up as a worthy follow-up. My motives might be a bit selfish, as I am also in the process of determining whether an upgrade is warranted or

not. BMW Canada was all-too-happy to oblige.

The R1200GS was first introduced in 2004 to replace the Long-Way-Round-renowned R1150GS which took Charley and Obi-Wan, around the universe, fighting off Siberian Storm troopers and Ewan-obsessed fans all over Mongolia. The series catapulted the new 12GS into hyperspace making it the most popular BMW model ever produced. Significant among the changes were a 60-lb reduction in dry weight and 15 more hp to bring the numbers to a 438lbs and 100 hp.

For the 2008 model year, BMW decided to refresh the R12GS after selling 100,000 units world-wide. As always, the power-hungry were pacified with a 5hp increase. The feature that interested me the most was the new ABS II technology. In 2007, while riding through the French Riviera, I was stranded for a week, due to a low-slide crash that knocked out my ABS sensor. Unfortunately, because

the old version of ABS also controlled the servo-assisted brakes, I had all the stopping power of Fred Flintstone and his feet! ABS II now does away with the servo assistance; meaning the brake levers actually work even when the ignition key is turned off.

Other notable features in the 2008 refresh were Electronic Suspension Adjustment and Automatic Stability Control, two goodies I wish I had on my bike. Because I do a lot of touring, it would have been nice to switch between a soft, plush suspension on the super slab and then tighten up the springs (yes there are two - front and back) for the twisty roads.

And now for 2010, BMW ups the horsepower yet again by another 5 ponies to 110hp and I’m sure by now it’s able to make the Kessel Run in fewer than 12 parsecs. This is accomplished by a completely redesigned cylinder head with double overhead camshafts, first seen in the HP2 Sport race bike.



The increased rev range means a little more power at the top end. Coming from the older 2006 model with only 100 hp, I could definitely feel a little extra push through the mid and higher range. Whereas my bike felt like I was short-shifting to avoid the premature torque-drop-off, the DOHC boxer seems to have more legs in each gear.

Also advertised was a ruttier-sounding exhaust courtesy of an electronically-controlled flap, which took the form of a black box tacked onto the header right before it attaches to the can. Personally, I like the fact that my 06 is quiet. After having spent enough money on Quiet Technology like an ugly barn-door Aeroflow windshield, squishy noise-isolating Etymotics earbuds and a Schubert lid to enable me to go long distances without fatigue, why would I want to make my touring bike any louder? Besides, I like riding through Caledon without being harassed...

Cosmetically, there are minor differences between the 06 and the 10 models. Translation: It’s still oh-so-fashionably ugly. Introduced in 08 were a set of partial-metallic side panels which replaced the previous all-plastic cladding, but it doesn’t really make it any prettier. I also noticed that the hand guards are now more solidly affixed to the bars. My 06 hand guards would rotate and shift if nudged a bit and would slightly depress the clutch or brake lever. This would throw all sorts of faults during the start-up sequence and cause the ABS to malfunction (another headache with ABS I).

Although they are laid out in the same format, the gauges are now more informative, displaying more information without having to toggle through different screens. My GS fuel gauge is so grossly inaccurate that it should have come with a sticker beside it stating, “For entertainment purposes only”. But on the 2010 model, the metering actually works, ticking off bar after bar of fuel as I throttled through the kilometers.

Overall, the ride was not too different between model years. Even in the first few kms, everything felt familiar, comfortable and predictable. The R1200GS is the ultimate all-purpose bike, capable of touring, canyon carving, and performing light-enduro duties. The wide bars give you a lot of steering leverage which makes turning effortless and allows you to achieve mind-boggling lean angles before either better judgment or a cylinder head decides to intervene.

The seating position is a natural sit-up-and-beg, and even for my 5’7” frame, it is comfortable enough without having to adjust the reach to the bars or the seat height. The seat itself, however, is as uncomfortable as I remember the original to be. I’ve since changed my unit out for a Sargent, as many R1200GS owners have gone the aftermarket route. The stock seat height is tall, and at stop lights, my short inseam has me posing like the Karate Kid: left leg on the ground, right thigh on the GS seat and my right foot in the air - Crane Stance.

So in the spirit of remakes and sequels, which would you prefer? Sir Alec Guinness’ Obi-Wan, or Long-Way-Round Obi-Wan? Ralph Macchio’s Crane Stance or Jaden Smith’s double-backflip roundhouse? My trusty old 2006 R1200GS or her younger sibling? If I were approaching the GS brand from a new owner’s perspective, the \$17,650 sticker is well worth the price, but given the incremental difference between my GS and the new model, I think I’ll stay with my tried-and-true just a little bit longer. Plus I think it’d be more fun than a barrel of Jawas to take this thing to 200,000 kms!

Out of curiosity, I asked my wife, if there was any ride that she would consider trading in her old beater for. She replied, without missing a beat, “Yeah, Ewan McGregor”...

What the...?! **2R**



SUZUKI M109R

# "Large and in Charge"!

WRITTEN BY PAUL BALSAMO  
PHOTOS BY MARTIN BESKO-AZURE BLUE

Muscle bikes are not a new idea. With **maximum style** and **straight-line acceleration** in mind, motorcycle manufacturers have regularly shoehorned performance motors in cruiser frames. This result was once achieved by modifying the mill of existing cruiser. Unfortunately for the home mechanic, this gave birth to a host of new and interesting issues related to motors designed for cruising being pushed to their **performance limits**, not to mention interesting new handling characteristics.

While Yamaha gave us a peek into the factory produced genre with the original V-Max, Harley-Davidson modernized it with the V-Rod collection, at the heart of which beats the liquid cooled "Revolution" short stroke engine. Suddenly aware of the market potential, Suzuki threw its hat in the ring by tapping into its GSX-R parts catalog and designing a low slung frame capable of handling superbike power. On paper, the M109R's specs that jumped out at me were the Harley Davidson bagger-like curb weight, clocking in a just shy of 800Lbs. Unlike its American cousin, when sitting on the M109R, its "porkyness" is almost imperceptible:

Suzuki did a fantastic job at keeping the weight low in the frame. With a rear tire and a motor larger than what is found in some cars, everything about it screams "I am here, pay attention!" If you are one of these people who like to melt into the crowd, beware: it's not going happen if you are anywhere near this thing. Despite massive pistons, at over 10 Centimeters of diameters, thumping in its two barrels over their nearly 9 cm stroke, the Boulevard starts and idles smoothly. Nothing really prepares the rider for the brutal power produced by this dual plugged, liquid cooled, fuel injected, 1783cc engine. All in all, what Suzuki's M109R represents is the rare

combination of race proven technology tamed for street use, all wrapped in a very cool, cruising ready, package. 109 Cubic inches of displacement in a fuel injected V-Twin engine puts the boulevard in the enviable position of being one of the more powerful cruisers around and certainly the most powerful Suzuki has ever produced. Like most V Twins, the M109R has massive torque on tap right from idle. The power and torque bands seem totally linear, accelerating just as hard in 1st gear as it does in 3rd. Aside from the unique looking boat tail rear fender, the Boulevard has the look and the power to attract attention where ever, whenever,



it makes an appearance.

On a ride to Niagara Falls that started early, the pleasant rumble coming out of the twin side pipes brought a smile to my face without any fear of annoying neighbors. Indeed, I make a pointed difference between a pleasant exhaust notes coming from a well-designed exhaust system versus the annoying racket coming out of ridiculous straight pipes. It would appear I am not alone, based on my neighbors' reactions depending on the bike I ride at the time.

The Suzuki exudes everything that sends mechanical muscle lovers into ecstasy. The huge 240-section rear tire, coupled with the drag bars and the forward controls, lets you know that you are in charge of a 2 wheeled missile. Even at street legal speeds the M109R riders feels fast and on the prowl.

The low stance and impossibly long wheelbase, however, all signaled something that initially worried me: while I am milder than others in my cornering, I do take a certain amount of pleasure in making the chicken strips on my tires disappear as quickly as I can. I feared that the Boulevard would end up behaving like some other cruisers where floorboards would indicate the lean angle limit before my nerve could. It seemed obvious that it wasn't designed with

## engine & transmission

Displacement:	1783 cc
Engine Type:	4-stroke, liquid-cooled, DOHC, 54-degree, V-twin
Fuel System:	Fuel injection
Ignition:	Electronic ignition (Transistorized)
Transmission:	5-speed constant mesh
Final Drive:	Shaft Drive

## chassis & dimensions

Suspension Front:	Inverted telescopic, coil spring, oil damped
Suspension Rear:	Link type, coil spring, oil damped
Brakes Front:	Disc brake, twin
Brakes Rear:	Disc brake
Tires Front:	130/70R18M/C
Tires Rear:	240/40R18M/
Overall Length:	2450 mm
Overall Width:	875 mm
Overall Height:	1185 mm
Seat Height:	705 mm
Ground Clearance:	130 mm
Wheelbase:	1710 mm
Curb Weight:	347 kg (764 lbs)
Fuel Tank Capacity:	19.5 L (5.2/4.3 US/Imp gal)

quick direction changes in mind. I have, however, everything it needs to jet down the 1/4 mile faster than a Tijuana taco through a mid-western tourist. I was partially right: The M109R's stable handling inspires confidence. Nothing from the Boulevard ever touched down but my boot heels got a nice close shave, especially on one occasion while negotiating a mild S-curve, going north, on Bay St at Queen St West, when my right foot got pulled clean off the peg. Reigning in all these ponies is a set of 3 fantastic disc brakes, easily comparable in performance to any sports bike I ever ridden, which is something few cruisers on the market can claim. The two 310mm front discs with their radial mounted calipers are likely to be all you'll ever need to slow down safely, making the rear disc a welcome safety bonus.

Far from scientifically obtained, acceleration and braking capabilities observations were made on a closed circuit course, courtesy of a Yellow Corvette driver bent on impressing his less than impressive passenger. It is un-deniable the M109R will never have the typical eyeball flattening effect one would experience while

peeling off the grid on a Ducati 1198. The physical feeling is more akin to what someone might be subjected to if they were to suddenly be catapulted at warp speed from a standstill with no transition period. It doesn't feel as much as acceleration as it does a change of dimension ... It's a wonderful feeling. Results in 3rd, 4th and 5th gear roll on acceleration tests yielded the same frustrating feeling for our 4 wheeled friend. Braking also proved to be very precise and effortless, something that, again, did not appear to be the case for the Corvette.

The Boulevard is a cruiser and is apparently not meant to cover serious long distances, as it comes totally unfaired. Undoubtedly, the aftermarket will already have a solution by the time you read these lines for those that would prefer some kind of wind protection and who would be happy to take this bike on a road trip.

Despite no protection at all, highway cruising at legal speeds remained comfortable, with minimal buffeting. Stability is absolutely rock solid even at speeds approaching "driver's licence-ectomy" levels, as per our tests on a closed circuit course. No doubt, the

inverted fork makes a huge difference in how it handles: construction grooves and tar snakes have absolutely no effect on road manners. Obviously the stock tires have a hand at this, but they certainly do not single-handedly explain the solid feel of that front end

All controls are standard and work well. The only details that might benefit from a revision are the tachometer/speedometer locations. The tachometer is perfectly positioned in the field of vision of the rider, while one has to lower their eyes to see the actual speed of travel. Frankly, rpms are a moot concern with this bike: it's not a rev machine and unless one purchases the bike to race it, the actual speed of travel is more a concern, thanks to the vigilance of our friends with the radar guns. I can only speak for myself, but I shift gears based on engine sound, not rpm numbers. While I was totally impressed by the LCD display, I would rather not have to explain to a nice officer why all I know of my speed is my tach reading. Suzuki! If you are reading this: please put the speedometer in our field of vision and the tachometer somewhere else less distracting...

2R



# Land Pilots Reunite...

Springtime in Ontario, and the start of another motorcycle season.

WRITTEN BY DAMIEN EATON

You come out of the lean, you stand the bike up and you wave at the group of three or four sport bikes that are just entering the twisty, you yourself just navigated. The group all flash low slung peace signs your way as the muggy heat hits you in the face like your wife's hair dryer at full force. The smell of gasoline and nature's open road has set your senses on full alert and your leather has helped point out the fact that you have sweat glands you didn't even know existed. Your machine reaches the end of its gear and you change up to high when it becomes apparent, you are hot, tired, hungry, thirsty, low on fuel, a dozen roses away from divorce court, behind at the office, in the weeds at home and unrecognizable to your children because you didn't have the long scraggly beard when you last left the house. There is a crust that has formed around your eyes from dust, debris, and dead insects. You are behind on your mortgage, car payment, phone payment, cable payment, and so on.

By all accounts you have gotten behind in life from all angles. Most people would be awake at night, sick from the stress and avoiding the call from the credit people. Most would call it, life mismanaged, self destructive behavior or just plain poor life skills in today's busy society.

However, on a hot humid May afternoon in Southern Ontario, as the last of the sport bikers shows me some peace, and the biggest, cheese eating schoolboy grin crosses my lips, I simply call it spring, or the beginning of motorcycle season in Canada.

All jokes aside, no matter where you live in Canada, there is at least one man or woman on your street that owns

a really loud, shiny, fast motorcycle. They're easy to spot; it's the one whose lawn is so overgrown that it can be rented it out to local movie studios to film the latest Vietnam War epic on.

Perhaps you yourself fall into the category of biker or motorcycle enthusiast? It doesn't really matter what you ride, sport bike, cruiser, café racer, or chopper. The bike, I find is far less important than the rider.

The fact remains, the snow has long since melted away, the sun is shining like a brand new set of Vance and Hines straight pipes and it's time to head to your favorite local hangout, coffee or donut shop to reunite with your fellow land pilots. People that, for the most part you have not laid eyes on since that tearful November evening when through chattering teeth and frozen bollocks, you reluctantly rode your chrome roaming, mile muncher back to the old homestead, packed her away and settled into hibernation mode for yet another desolate and bitter cold Canadian winter.

But alas, spring has sprung, and everyone's a year older, some are sporting brand new machines to drool over. Some of their kids are graduating; some are getting engaged or buying homes etc.

You get your donut or echo the familiar phrase, 'double-double' please and you're out in the parking lot, leaned against your bike, loving the warm evening air and for a time, you are free as a bird.

There's the usual talk of the Wednesday night ride, or a trip to Wasaga Beach, or a possible fund raiser ride coming up on the weekend or what have you. The new little bits and bobs of chrome that this guy bought or that lady added to her bike is discussed. The usual suspects are present along with

the occasional new rider and you get the feeling that nobody wants to go home, back to reality.

And as you look around the parking lot, or if you look at the person next to you when you're in a group ride and if you are as lucky as me, you realize that you have surrounded yourself with good people.

For those of you that don't ride, don't get it, or whatever. For those that have ever pulled up to a red light in the family minivan next to a group of bikers and had that slight pang of fear at the sight of a clan of leather clad riders, and whispered to your six year old, "Don't look at them Billy", let me explain.

Not to worry, most of us are the people that work and build, pay taxes and live and die in your communities, alongside those of you who choose four wheels.

So I say to my fellow riders in Ontario, "So-What", if your life becomes somewhat disheveled in the summer months? Hell, you've earned it, you're Canadian, and you've survived another winter and endless battle against frost bite. You've worked your backside off, just for the right to drop it into a comfy gunslinger seat, twist back the throttle and roar down one of the roads that your hard earned tax dollars paid to build.

Some won't get it and to be honest, I think I prefer it that way.

So as far as I can tell, there are two kinds of people in the world. People who do and people who think about doing. People who ride and people who don't.

Ordinary people living ordinary lives and extraordinary people living extraordinary lives.

When you figure out which you are, ride your new bike to the local coffee shop, I'll have your double-double waiting. 2R

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Almost  
**13,000**

WRITTEN BY: RORY TSE  
PHOTOS BY: RORY TSE  
BRANDON TSE  
AMANDA LAM  
JOE BERTUMEN

Every journey begins the same. This adventure began as an idea in fall 2009 to ride across the continent the following summer. The plan was to visit friends along the way, see MotoGP at LagunaSeca and ride through multiple U.S. National Parks. These glorious 24 days to be spent on the road spanning the width of the continent from Toronto to California.

To paraphrase my riding buddy's (Matt) intro blog of a previous trip together, "You load the bike, you put on your gear, you mount your ride and bid farewell to the family again. Then put it in first and go, you don't look back, there isn't a reason

to. The road beckons and you respond. For as long as it might be, it calls you from deep inside and draws you forward and away from the familiar. "It's that change, the break from a routine and the passage into the unknown that has such appeal. You do it and relish in the adventure to come.

You have to love the road to do the first three days of this ride. It's a sport rider's nightmare with three days of slabbing across six states and three time zones. The only corners are the entry/exit ramps and even those are sometimes straight. I'm sure we saw the curvature of the earth and the rippling cornfields were the mainstay with storm cells brewing menacingly on the horizon. One of the storms was

overhead on our second night and we were treated to a fantastic lightning show by the powers of Mother Nature.

In Colorado we were given our first glimpse of the Rockies. We definitely felt a humbling sense of how small we are on this planet as we saw real mountains jutting their jagged peaks into the clouds.

At a gas station in Salt Lake City we met a fellow Ontarian going east. He was talking to one of our group riders about how he met a guy at the CAA office in Mississauga who was riding across the continent. My friend pointed at me and said, "You mean him?" That's when I recognized the wayward traveler as the

**"You load the bike, you put on your gear, you mount your ride and bid farewell to the family again."**

gentleman I was comparing notes with a few weeks before this adventure. At that time I had even commented, "Maybe I'll catch you on the road." It was really funny that our paths crossed in the middle of the great state of Utah. What are the chances of that! We had some laughs and shook hands before we made our way west.

Motoring west we stopped at the famed Bonneville Salt Flats, Utah for a break. Looking out across the flats is almost blinding because of the immense spread of glaring white. Riding onto the salt, we found that it stuck to the

undercarriage like mud and we were glad to find a wash station to rinse the bikes off because we didn't want any premature rusting. Leaving Utah behind, we headed up and over the Sierra Nevadas towards California.

Lane sharing (aka lane splitting), I found out, is a legal grey area in California. Not illegal but not legal at the same time. It's a bit confusing but this is how it was explained to me. If you ride right down between the lanes, on the line, it's apparently illegal. However, if you ride within the confines of a lane, thus 'sharing' the lane with the vehicle next to you, it is "not illegal". We got to enjoy this 'new' capability less than

two minutes crossing into the California border. I don't know why it isn't legal everywhere! It just seems to make so much sense when traffic is backed up for miles and a motorcycle fits nicely between the cars. In

total, we saved about three hours of sitting in traffic by lane sharing that morning. Californians seem to be very understanding and accommodating about this. If the space is just a bit too tight, pull in the clutch and rev the bike and the two vehicles in front move apart just slightly. Loud pipes may or may not save lives, but they definitely made lane sharing easier. And following a CHP (California Highway Patrol) officer was like Moses parting the Red Sea since everyone got out of his way.

Having been to MotoGP at Indianapolis I knew how they handled the volume



of traffic. I assumed that Laguna Seca would be similar or better (since it's supposedly a world class facility), and realized I was totally wrong. Indianapolis is probably ten times easier to access than Laguna Seca. There were two entries for cars and only one for motorcycles. We tried to follow the directions given by Laguna Seca but found them barely useful. We circumnavigated half the facility before we finally entered and parked in our designated zone on a hill. This lot was completely out of sight when entering the track area. My friend from California had mentioned about postings on BARF (Bay Area Riders Forum) of parts being stolen off bikes during the 2009 GP. Luckily we had no problems. As we rounded the slope, our ears were tuned to the sounds of motorcycle engines screaming. It is a sound that I am sure thrills all motorcyclists.

Race day morning found us up bright and early to catch the GP warm-up. We were almost thwarted by the amount of traffic entering in the morning. The sound that emanates from a GP bike is absolutely unique and intoxicating. The noise they made as they flew around the corner was like an orchestra crescendo; it builds and builds as each bike came around the corner and got on the power. As they whipped past, I could feel the intensity as the grandstands vibrated and then the decrescendo as they rounded the next corner. Over and over we were assaulted and blasted by this mechanical orchestra that pounded and ebbed throughout the day. But boy, did we love it!

After the GP race we ventured over to the infamous Corkscrew. I am sure we've all played it on a video game or at least seen it on TV. But there is nothing to prepare you for seeing motorcycles going through it live and at speed. The Corkscrew is a one of a kind phenomenon in motorsports racing. From the Laguna Seca information, at the apex of Turn 8 (left entry to Corkscrew), the elevation drop rate is 12%. By the time you reach the apex of

“At that altitude I definitely felt the reduced amount of oxygen in the air; running was not an option, but running out of breath was a sure bet.”



8A (right corner), the elevation change is now at a mind boggling 18%. To put this in perspective, entering Turn 8 and exiting at 8A is a vertical drop of 5.5 stories high in only 450 feet of track. But going downhill is not finished and from the beginning of Turn 8 to 9, the elevation plunges almost 10 stories. Watching the AMA Pro Superbike racers doing it at speed, I absolutely salute their skill and courage to tackle that corner. If you have never seen a GP race live, you are missing out on something. It's definitely food for our riding souls.

Riding up the Pacific Coast Highway (aka PCH) on our way towards Oregon provided the counterpart of Laguna Seca. PCH is something that all riders should eventually do, since the beauty of the coast on winding tarmac makes for blissful riding. We stopped at Lassen, Redwoods and Crater Lake National Parks to view the scenery and learn about the area at park visitor centers. To make our way back to southern Utah, we rode on some extremely deserted highways. One section of the road going towards the town of Denio

Junction had only one gas station at the 150 km mark. During that stretch, we encountered only two cars in a span of 300 km, definitely not somewhere you'd want to break down. Riding in desolate areas makes you hope never to have bike problems. But that was exactly what happened; unfortunately my rear tire decided to have a blowout in the middle of the desert. Not just a simple nail in the tire but an actual blowout with cords sticking out. We quickly discovered that the desert also has no cell coverage; but

luck did not abandon us. One of the cars we had passed earlier was just rounding the corner and we flagged him down. Again luck was with me because if the driver had not been a local, he wouldn't have been able to tell us that there was a mechanic's shop 20 minutes up the road. The shop (The Desert Doctor) is run by a Harley rider who had moved into the area 35 years ago when his ride broke down. He decided he liked the area and set up shop. His business card says "Only shop within 200 miles", and luckily he had a tire that fit and I was only delayed by a few hours. This was also a quick reminder that cash is still king. Southern Utah offers the magnificence of Bryce Canyon, Arches, and Canyonlands National Parks. While we were in the area, a geology conference was happening at these sites and we got some very educational lectures from guest speakers about how the land was formed millions of years ago. Each of those three parks has something different to offer and all are worthwhile

for a visit. Leaving Utah and heading back towards Colorado, we stopped at Mesa Verde and Black Canyon Gunnison National Parks. Mesa Verde has multiple native cliff dwellings that have been restored, and Ranger guides will provide tours of the dwellings. Black Canyon Gunnison has sheer drop walls that are absolutely astounding since they were cut only by water. Riding through Colorado, we went up Independence Pass and made the trek up to Pike's Peak, our highest point for the trip at 14,115 feet. At that altitude I definitely felt the reduced amount of oxygen in the air; running was not an option, but running out of breath was a sure bet. Heading away from the Rockies, we took I-70 through Kansas City, Indianapolis and up to Columbus before heading home via Niagara. Columbus is a great stop for shopping since it has one of the largest (if not the largest) single store motorcycle retailers on the continent. Iron Pony seems to have

converted an old Wal-Mart store into a giant moto-gear shop. Our saddlebags limited our wants. In total we spent 24 days on the open road, racking up almost 13,000 km and passed through four time zones across 16 states and 1 province. This trip offered me a fresh perspective since I had never carried a passenger for this length of time. My pillion co-pilot was my 17 year old cousin who started the trip wide-eyed and bushy-tailed. She had an eye-opening experience about everything we saw and I am quite sure that she will revel in telling, retelling and sharing photos with her friends. I have also successfully converted another family member to a rider. At the end of our sojourning, she declared her intent to get her own bike after graduation. Not sure what my aunt thinks about that. When the road beckons again, my mind and body will respond with automatic reflexes, in gear and revving for the next adventure, wherever it may be. **2R**



“If you have never seen a GP race live, you are missing out on something. It's definitely food for our riding souls.”

# 2Ride and Snow

take the December and January show by storm.

WRITTEN BY PAUL BALSAMO

Entering our second year of publication, attending this winter's motorcycle shows have so far proven one thing: we are here to stay. Where people once approached us at the booth and at various motorcycle events a bit quizzically, it's not the case anymore. Unexpectedly, some readers stopped by to make voluntary donations to encourage the publication. While it is an occasional occurrence online, readers steadily streamed by in person with donations, big and small, to help insure our success. We'd like to thank you all for your support, you know who you are.

The Metro Toronto Motorcycle Show in December show started well and we make an effort to have cool bikes on hand when we attend these events. With 2 Ducatis and a custom chopper, we were lucky enough to even attract the staff from other booths, have them come and chat with us and show us some support. Our readership numbers climbed steadily in the past months and after the December show, we saw our numbers increase noticeably, validating our efforts. Being a manufacturers' show

the December event's traffic was nothing like January's Supershow, near Pearson's airport. The downtown show seemed to be a bit smaller but with new-to-Canada manufacturers on the floor, such as Norton and MV Augusta, it was still a great event to attend.

At the January Supershow we were fortunate enough to be located by one of the entrances to Hall 3. Situated right by the food court it insured that just about everyone would see us during their visit. This time around, we had a rare green Matrix Reloaded edition 998 Ducati and a 650 Triumph, featured in our last issue, wearing a fantastic custom paint job. Traffic around the booth was nothing short of mind numbing all weekend, especially Saturday, despite the blizzard outside. Initially, our goal was to continue putting the word out about our magazine. We quickly realized that a large portion of the people at the show had already heard about us.

Our aim quickly shifted to getting our regular readers to subscribe instead of just picking up the mag in various shops, shows and cafes around town. It was no

surprise to see our subscription numbers continue climbing sharply, beating our accomplishments from the December show. The Supershow being more of a rider event, Mizz Lucy hosted one of the fashion shows featuring the latest motorcycle apparel. With over \$50,000 in cash and trophies up for grabs in the various custom bike competitions, fun was to be had by all.

Unlike others, the Supershow grows every year. With that, came the usual complaints about the parking situation. It's not hard to figure out that with a show of this magnitude, it is going to attract a lot of people. I think it's not a big stretch for anyone to figure that parking by the front doors come to those who arrive first. In the dead of winter, though, any excuse to sniff gear, paw a bike or just look at a custom from a distance is worth the trip. 2Ride will be at the bike shows in London, Kitchener and both Toronto shows in the spring. We look forward to seeing you there.

2R



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# ROLL the BONES...

Harley's 2010 **Cross Bones!**  
Whispers from the Graveyard.



WRITTEN BY DAMIEN EATON  
PHOTOS BY MR LEE



It's great when two worlds collide. For instance, I write the vintage column here at 2Ride Magazine, as well as Ride / Reviews on new machines. Well, here is where those two worlds meet happily in the middle.

Harley-Davidson's 2011 FLSTSB Cross Bones, looks like a classic post-war bobber, from its springer front end, to its bobbed rear section. But, straddle her low slung well sprung solo seat and you will find that the Cross Bones is thoroughly modern in its design. I didn't get as much saddle time as I would have liked on this throwback machine but what I did get, I enjoyed immensely. For me it's the simplicity and sheer raw sex appeal of this bike that gets me excited about it. It just looks like something Elvis, Brando, or perhaps Dean would have ridden, back in the day.

At first when sitting in the single seat, it felt higher to me than appearances first suggested. Its 760mm seat height and wide stance (compliments of HD's massive primary and forward set floorboards) made me feel like I was almost standing up. As soon as I started to move and molded into the surprisingly ample and comfortable seat, it was smooth sailing. It is at relatively low speeds that the Cross Bones really shines. At 80 - 110km/h, it has all the pull you could ever ask for and the mini-apes (handlebars) and seating position begin to make perfect sense. The air cooled, twin cam 96ci / 1,594cc V-Twins'

85 pound-feet of torque is plenty to keep you lolloping along steadily all day long.

My only real complaint, other than the juvenile skull-and-crossbones decal would be the overly stiff softail rear dampers! Other softails I have been on were firm but far less jarring than the Bones' set up. The tried and true Springer front end reacts as you would expect, and looks and feels as classic as ever. The bike seems fairly well balanced in the corners, again from my brief test ride.

If it's your thing, you will undoubtedly and immediately fall in love with her style. From the matte finish of the bodywork to the glossy black paint on the legendary Springer front end, and her classic sprung solo seat, the Cross Bones is ultimately a modern classic.

From a technical standpoint, you will likely enjoy such additions as sequential electronic fuel injection and electronic ignition. Not to worry, HD has been careful not to overlook certain mainstays such as, split gas tanks and a hand stitched leather covering over the gap.

Overall, the 2011 Cross Bones is a sexy, no nonsense rumble down memory lane for some, for others it's just hot, plain and simple.

2R

## Model Highlights

New Fuel tank sender for accurate fuel-level readings

New Helical cut 5th gear for improved transmission sound

- Black powder-coated power train with polished covers
- Deluxe exhaust with slash-cut mufflers
- Gloss-black painted Springer front end with chrome springs
- Laced Steel wheels with gloss-black rims
- 200 mm rear tire
- Black headlamp shell
- Oil tank with Willie G. signed skull graphic
- Gloss-black cat-eye tank console with retro speedometer face
- Gloss-black mini ape-hanger handlebar
- Half-round footboards
- Sprung solo seat
- Gloss-black round air cleaner cover
- Chopped front fender
- Bobtail rear fender with black supports

## Key Features

With a Springer® front end and authentic post-war bobber details, the Cross Bones® is a raw, stripped-down-and-chopped custom.

The styling is timeless, the comfort and reliability totally modern.

The Softail® rear suspension mimics the clean lines of a vintage hardtail frame but offers the comfort of a modern suspension that is hidden under the chassis. The rigid power train allows tight packaging of the engine and frame and creates a solid connection between the rider and the power that moves the motorcycle.

- Rigid-mounted, counter-balanced Twin Cam 96B™ V-Twin engine with Electronic Sequential Port Fuel Injection (ESPFI)
- 6-Speed Cruise Drive® Transmission
- Horseshoe oil tank
- Five-gallon fuel tank
- Optional Harley-Davidson® Smart Security System with hands-free security fob





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# Hair by Helmet

WRITTEN BY MIZZ LUCY

PHOTOS BY MIZZ LUCY AND ANDREW SCHMID

**B**ack in the 'Easy Rider' days they let their hair hang loose and it was cool to ride with nothing on your head but the wind and getting that just rode 100 miles look. And that would work if you have short hair and had no care in the world. But what if you had long or medium length hair? Would you brush or comb the bewilders out of it? There goes keeping your locks neat and healthy.



I have struggled with keeping my hair from getting knotted, tangled, sun and wind damaged. Then there is the removal of the helmet to reveal that hair by helmet. We can

avoid the look all together by using a few tried and proven fool proofs tricks with the help of hair care products and accessories

If you like to wear something under your brain bucket, be it long or short hair, a doo-rag or bandana is the most popular accessory. This look can be achieved by folding the bandana into a triangle and placing the wide end up against your forehead, then bringing around the corners to the back and tying it. This also allows for an anti-itch scalp by putting a barrier between you and your helmet, also helping absorb any moisture if your hair is longer or shoulder length, avoid combing or brushing after your ride as this will cause breakage and damage. Instead, wait until you wash your hair. If you don't think you can wait, use your fingers to gently remove any tangles and then only use a wide-tooth comb.



### Short to medium hair

You can use the bandana or doo-rag during and after the ride or use a baseball cap. For those that like to show off their hair antics, here are a few tips to consider.

Carry in your saddlebag a couple of these necessities: a brush, comb, tiny water bottle and a water soluble hair gel product. Medium hair rider can brush out their hair and using water you can eliminate fly a ways. For short hair, using a water soluble gel you can achieve a soft spiky or a slicked back look. And do you have bangs? Use squirts of water and a rounded brush or fingers to fluff them.

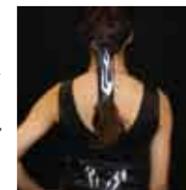
### Medium to long hair

The one item to carry other than those mentioned above would be baby powder. If you have sweated during a long ride, use the baby powder by shaking some onto the scalp, then run your fingers through it and brush out, results, a fluffy and fresh do.

### Ponytail Wrap

The other styles include the low ponytail from the nape of the neck, a braid or pig tails. A very popular hair accessory for this is the ponytail wrap, which is made from leather or vinyl with fancy clasps and it comes in various lengths and colors.

Now, to protect the ends of your hair, try tucking the bottom of the braid or ponytail up under itself and pinning it or by hiding the braid or tail under your jacket. For long journeys, I use jasmine oil on the length of the braid or tail to prevent it from drying out. Try to avoid soiling the helmet by only applying it from the nape of the neck down.



### English Braid

There are many types of braids if you want to keep your hair neat and easy to do while resting in between your stops. The most popular one is the English braid

which can be done by sectioning your hair into three, starting at the nape of your neck, drape sections from left over the middle and then right section over the middle almost till the end, then secure tightly with a hair tie.

### French Braid

A French braid follows the same method as an English braid; however, instead of starting at the nape of the neck, it starts from the hairline at

the forehead and travels down the back of the head, incorporating strands from either side of the head and weaving them into the braid so all the hair is secure. A few of my long haired male and female riders like to wear the Bikers Braid. It is not really a braid at all, as a biker's braid is a ponytail secured at intervals down the length with a number of hair elastics. The Biker Braid is for motorcyclists and it requires little time or skill to achieve this style while protecting hair from whipping around in the wind.



Even though we may have done or tried all of these hair tips we will still get the tangles.

When you are done riding for the day, use a conditioner on wet hair before washing. Then use a wide tooth comb to get out any tangles, wash, rinse and light condition to help maintain your mane.

2A

# What are you doing FOR THE WEEKEND?

WRITTEN BY MARGOT BAI - AUTHOR OF SPEND SMARTER, SAVE BIGGER (WWW.SPENDSMARTER.CA)

PHOTOS BY WOBBLYCAT PHOTOGRAPHY

**A**s a motorcycling couple, my husband and I count our blessings. Not everyone has the time, financial resources and good health to pursue two-wheeled adventures. We took up riding together, taking the course on a chilly April weekend in 2002. Since then, we've enjoyed road trips to the east coast, Virginia Beach and down the Blue Ridge Parkway, while my husband James has tripped as far afield as Florida and James Bay. But lately we've been feeling like something is missing, that perhaps life is more than just planning the next road trip. We wanted a way to give back and ideally use our motorcycles in the process.

Our friend and volunteer extraordinaire Steven Marchione was telling us about some fundraisers he volunteers for including the Ride to Conquer Cancer and the recently renamed Shoppers Drug Mart Weekend to End Women's Cancers (WEWC), formerly the Weekend to End Breast Cancer. Specifically he was heading up the Moto Safety Team, whose role is to arrive at intersections along the walk in advance and guide the participants safely across. Motorcycles make it easy to zip over to the next intersection and largely eliminate issues with finding parking. With my background in driver safety from 5 years as a driving instructor with Young Drivers of Canada, this opportunity seemed like a perfect fit.

The weekend is pretty intense for all involved. The walkers are the real heroes: each one must raise a minimum of \$2000 for the privilege of walking 60 km in 2 days. The route starts at the Exhibition grounds early Saturday morning, winds 32 km north across the 401 to "camp" at Downsview Park, then back down to the Exhibition over 28 km on Sunday for closing ceremonies.

Because of the logistics of the event, food is provided for walkers and volunteers. However because it is a fundraiser, volunteers each pay \$75 to offset the cost of their food. Our advance preparation included a dinner meeting with the Moto Safety team to introduce everyone and go over our duties. Turns out the team, who affectionately refer to themselves as Boobs on Bikes, consists of a dedicated group of individuals most of whom return year after year to volunteer. We met a group of riders of all walks of life who share a common passion for giving of their time and riding ability to help fight against cancer. Their bikes were equally varied, including cruisers, sportbikes and scooters, both old and new. Not surprisingly, many had been touched by cancer, whether themselves or a loved one. For them, the fight was personal.

When the big weekend finally arrived, we were pumped but not entirely sure what to expect. Friday night was the All Crew Meeting at the Exhibition grounds. This



"Moto Safety team Captain, Steven Marchione. Yes those are bra's on his head and windshield"

gathering of all the volunteers gave us some perspective on the size of the event - about 500 volunteers giving their entire weekend to the cause. Volunteers have a variety of roles including setting up snack & lunch stations along the route, assisting walkers with first

aid or rides to the next rest stop, and setting up hundreds of tents at camp.

Saturday morning we met early at the Ex to be on hand for help as needed, grab breakfast and decorate our motorcycles with anything pink! Each rider was equipped with a long range radio for dispatch and communication purposes. We rode ahead of the walkers as a group, dispersing to our various intersections.

James and I were first stationed at Front and Spadina with another, seasoned Moto Safety crew member Paul Medeiros to show us the ropes. Quickly we picked up the rhythm of the intersection, learning exactly when to step out to block traffic and release the walkers. Walkers piled up a hundred or more at the red light, moving in waves as the light turned green. So many faces, young and old, men and women all with a common purpose to fight back against women's cancers. Some walked for a friend fighting the disease. Others walked for a loved one

who had lost their battle. Incredibly, one walker, Kitty Cohen, was 97 years old! Everyone had a sense of the importance of what we were doing and the very real challenges we face in the fight against cancer.

The day was long - we covered 2 intersections before lunch and 2 more in the afternoon.

In the morning, walkers are bunched up but naturally spread out as the day progressed so we stayed longer at the afternoon intersections. Motorists certainly run the gamut in their reactions to the event. While most were appreciative of what we were doing and used extra care while

driving, others were annoyed and would try to cut in front of the walkers. We never knew what kind of driver was behind the wheel so safety was always at the top of our minds. Being sure a driver was actually yielding before stepping out or allowing walkers to



WEWC 2010 Moto Safety Team



Margot with husband James

cross was crucial.

Saturday evening we didn't roll into camp until almost 7pm - our role is to wait for the very last walker to arrive so we can be there to cheer them on to the end. Seeing a bike or flag and hearing some encouragement helps weary walkers know they are not alone and keep moving forward. Camp offered dinner, drinks, entertainment and tents for those who want to stay overnight. Some of the Moto Safety team zipped home for the night to return for an even earlier start on Sunday morning: 6am breakfast and walkers starting around 7am! As the day wears on, exhaustion starts to set in for walkers and volunteers: it becomes a challenge to keep up your enthusiasm. To help, volunteers on the Participant Experience team make rounds with their decorated vehicles, playing music, handing out candy and cheering on the walkers! When they arrived at our intersection, it was just what we needed!

The day ends with closing ceremonies at the Exhibition grounds. On stage, various members of the organizing committee thanked walkers, volunteers and donors for their contributions. Dr. Tak Mak - Director of The Campbell Family Institute for Breast Cancer research shared with us some of the past successes and future plans for cancer research at Princess Margaret. For the 2010 Toronto walk on Sept 11-12, 4623 walkers raised an incredible \$10.8 million dollars for cancer research and patient care.

The walk is fantastically successful at raising money for cancer research but it goes far beyond that: it provides a means for those affected by cancer to fight back against the disease that stole their health or their loved one. As we reflected on the weekend, we were grateful for the opportunity to play a small part. For us, it provided a meaningful opportunity to give from the overflow of our blessings to help with the fight against

cancer. On Sept 10th, 2011, James and I will be "pinking" up our motorcycles for the Walk once again. What about you? What are you doing for The Weekend? Visit [www.endcancer.ca](http://www.endcancer.ca)

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Margot Bai is the author of Spend Smarter, Save Bigger: Finding Big Savings in your Home, Mortgage, Vehicles, Insurance and Investments (White Knight Books, 2006). She is also a contributing editor for MoneySaver magazine. Visit her online at [www.spendsmarter.ca](http://www.spendsmarter.ca). **2A**

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## ROYAL ENFIELD'S BULLET 500, THE MIGHTY THUMPER AND THE HISTORY OF NOW...

**S**o you want to ride a motorcycle? Not just any motorcycle? You need a leather jacket, but it has to be the right jacket. It should look as if it has been through hell, just faded and rough enough looking to tell a story. You'd rather the wind blow through your hair helmet-less to show people you are the real deal. Safety is for other people. You will ride day and night with your jeans rolled up at the ankle, your dusty boots worn at the sides, your goggles caked in road grime. You'll be humming a song by the Rolling Stones, or perhaps Bo Diddley. You will not listen to an iPod, you will not carry a cell phone or GPS, because that is not what riding a motorcycle is about, right? Beneath you a simple engine will thump rhythmically, in sync with the passion that placed you on this particular machine to begin with. You will be free of stress and the day to day that kills us all slowly but surely. You will ride because you have to; it is as simple as that.

# Bullet the Blue Sky...

WRITTEN BY DAMIEN EATON  
PHOTOGRAPHY BY MARTIN BESKO - AZURE BLUE



Well the truth is, you will get about fifteen minutes down the road, max, and the OPP will pull your helmet-less self off the road and give you an expensive love note. Everything else written above is attainable and you don't have to be riding a 30 year old machine to get there, not that there is anything wrong with that.

Royal Enfield has been kind enough to design a motorcycle just for you. Everywhere you go your new machine will turn heads. No one is going to know that it is brand new? No one will care because it's just that unbelievably cool, quite right actually; after all they have designed it for you. After all they had you in mind when it was first introduced in 1931, and really haven't changed it too drastically since. Oh! Yes, I forgot to mention Royal Enfield is the oldest motorcycle brand and the Bullet is history's oldest single production motorcycle and it is now available in Canada.

First registered in Redditch, Worcestershire, England in 1893 Royal Enfield has made everything from bicycles to lawnmowers, guns to motorcycles, thus giving them their cannon logo, 'Made like a gun, goes like a bullet'.

RE made many different motorcycles; singles, twins, V-twins, over the years. Through industry decline the company was left in tatters by the early sixties, by 1968 they were sold to NVT (Norton-Villiers-Triumph) and by 1971 the long standing company was dissolved.

In 1949, the Indian army placed substantial orders for Bullets for border patrol and by 1955 they opened a factory in Madras, licensed as Enfield India Ltd. Production on the Bullet in its different variants, such as 350 and 500cc displacements has continued to present. In 1995 the Indian company acquired the rights to the Royal

Enfield name and the legacy continues.

I have an affinity for British bikes in general. I love the Triumph's, Norton's, BSA's, the Veloce and the Vincent's and no less the Enfield's, regardless of where they might be built today. That being said, the day the Bullet 500 was delivered to my house in Caledon, you can imagine my enthusiasm for this beautiful looking machine.

The 4 stroke OHV 500cc single cylinder is now unit constructed (no separate gear box). It has been redesigned to feature electronic fuel injection, 12-volt electronic ignition, and a catalytic converter to meet California and Euro 3 emissions standards.

As you turn the key and press the starter you at once hear the unmistakable thump of an old British single, if not slightly dumbed down via the aforementioned technical advances. Back in the day, you would have tickled

the carb, opened the choke to full, released the compression lever and waited with baited breath for a response, that dependant on temperature and luck might not have materialized. With the new Bullet, those days are long gone.

Once started, the Bullet soon settles into idle and you can hear the massive jug doing what it does best, thumping like only a big single can. Without the aid of a counter-balancer, vibration is evident from the get go, not as fierce as the older singles but it is there and at speeds over 100km you can imagine yourself as a mosquito on a vibrator with fresh batteries.

Sporting narrow Avon tires and fairly wide set bars, the light and nimble Bullet is a joy in the twisty's as you sing some Frankie Avalon to keep the thump company. At 410lbs with 27hp, you won't be getting anywhere extremely quickly, but you will look fantastic getting there.

## 2010 Enfield Bullet Classic EFI

MSRP \$7,395.00\*

### dimensions

Length 2,200 mm  
Wheelbase 1,370 mm

### engine

Engine 1-cylinder, 4 stroke, OHV  
Horsepower 27.5 bhp @5,200 rpm  
Displacement 499 cc  
Bore x Stroke 84 x 90 mm  
Compression Ratio 8.5 : 1  
Fuel System Electronic Fuel Injection (EFI)  
Ignition Digital Electronic  
Cooling Air-Cooled

### drivetrain

Transmission Constant mesh 5-speed

### brakes

Brakes Front: 11.02 in. (280 mm) disc  
Rear: 6 in. (152.4 mm) drum

### tires

Front & Rear 3.25 x 19 in.

### operational

Suspension Gas filled shock absorbers



It has a fantastic upright seating position, with adequate braking via front disc and rear drum. Adequate, not fantastic, but light years ahead of the older Brits with dual drums, and a mere hope and a prayer of stopping.

Royal Enfield is enjoying somewhat of a renaissance in most parts of the world. Those who are tired of the soul-less look and feel of a lot of today's carbon copy motorbikes are looking for something simpler. Quality control from India has improved dramatically but still has some advancing to do. Some of the components on the Bullet such as the fasteners and such appear as if they might have been taken from a dusty box at Home Depot, word has it that serious dealers in the UK and Stateside are changing out some of these for higher quality goods to put the finishing touches on this lovely bike.

I have spoken with the President of Origin Motorcycles; Royal Enfield Canada's Importer, Rob McMullen and can tell you, he is a man with a vision for this historic motorcycle and its place in Canada.

The Royal Enfield Bullet 500 is as classic today as it was 50 years ago. In other parts of the world, riders are adopting the Clubman/ Café racer and Vintage kits to accentuate this bike that is as much a lifestyle as it is transportation. A range of active lifestyle apparel and accessories is quickly finding its way to the great white north.

Just as the Rocker and the Café Racers were to British counterculture in the 60's, the Bullet is bound to find its way into the hearts of riders Canada wide.

2R





# Winter Withdrawl!

WRITTEN BY SID ROCHWERG

**I**t is November as I write this and it is starting to get very cold outside, the snow and slush are becoming an unavoidable reality. How am I ever supposed to get through the winter without being able to ride?. The last eight months have been very therapeutic and relaxing because of being able to ride. This reminds me of my first season of motorcycle riding. Every conscious and unconscious thought was spent thinking about riding my bike and it was hard

enough to survive from one ride to the next. How would I ever make it all the way from late November to the sunny days of April? These troubled times called for action and I decided to bring my little 175cc into the house and put it in my warm dry laundry room in the basement, much to the surprise of my parents.. They had followed the tire tracks that traversed through their living room en route to the basement. Most importantly my cycle was warm and dry and now I could look at it, sit on it and

dream of warmer days.

But after a few cold weeks that just wasn't enough. So I decided take my bike apart and see what made it tick. It didn't take long to disassemble the two stroke Yamaha Enduro but it took five times longer to put it back together and luckily I didn't have any leftover pieces when I was done. Now, whether all the pieces were in their proper position was another story. Since I had used the swag method (scientific wild ass guess) on some of these parts, I now needed to see if the motor would run. The genius of storing the bike in the laundry room now came to light as I disconnected the dryer vent hose and connected it to the bike exhaust. Now my parents, as I'm sure you figured, were not home at the time, but it didn't take them long to smell out what I had been up to. I learned even deodorant spray can't quite cover up two stroke engine fumes.

The little Yamaha did run but I never did get to ride that bike after having put it back together. You see, like yourself perhaps, I find reading motorcycle magazines and visiting motorcycle shops and bike shows over the winter helps to ease the pain of winter withdrawal. During one of these visits I found myself as the new owner of a 500cc street machine. By having traded in the 175cc, the bike shop dropped off my new bike in February and picked up the old one. But I still had almost two months of winter to go before I could ride and this is not easy when you have a brand new bike in the garage and can't even try it out. Luckily, it was too big to get in the basement and I didn't think about dismantling a four stroke engine and putting it back together.

Well, I did make it through that first winter! But as you've either experienced or guessed, the first winter is the hardest to survive and stay sane.

These days, if the urge gets too great, I just go for it!

Firstly, I check to see if the roads are dry and mostly salt free with a temperature above or around the freezing point. Then, I venture out to ride the cities highways with my best snow clothes on. Highways are usually in the best and cleanest condition after a snowfall compared to other roads to ride on over winter. The constant traffic has usually melted all the ice and snow and everyone travelling in the same direction with no oncoming traffic makes it a relaxing ride. I find that there is at least one night in every winter month when the conditions are just right for an adventure.

Ride Safe!

Sid Rochweg is a retired Canada Safety Council Chief Motorcycle Instructor with over 35 years riding experience. **2R**

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# Yamaha FZ8

## "Almost a new UJM"

WRITTEN BY PAUL BALSAMO  
PHOTOS BY MARCO FERNANDES

The FZ8, also known as the Fazer 800 in Europe, is hot on the heels of its smaller relatives the Fazer 600 and FZ 600. The new incarnation of the model reinforces a well-earned image of a powerful, nimble motorcycle that will satisfy the most demanding riders. As a bonus it is quite appropriately adapted to newer, less experienced, riders wanting a bit more challenge. Based on this impression, complete newbies to the sport would be ill advised to buy one of these as a first bike. It packs a healthy punch and has gobs of torque, especially for a fast revving inline 4.



While this bike carries a familiar nameplate, it's a completely re-designed machine. The new contraption is based on a new 779cc motor, optimized for useable power throughout the rev range, all wrapped in an attractive new all-aluminum frame.

The 2010 FZ8N is a pleasure to ride around. The ergonomics are instinctive and fatigue on long rides is minimal, no matter the kind of roads the rider is facing. Whether you plan on hitting the highway to go see if the coffee is better 400kms away or you plan on commuting to work, this bike answers the call brilliantly.

The FZ8N's styling is a fairly recent look to this side of the Atlantic. When full faired bikes get dropped in Europe, they often never recover their full coverage plastics. Time and again, small replacement cowlings with wicked looking headlight clusters are favored. The street fighter look of the FZ8 is very exotic and totally functional. The lack of expensive panels allows you to see the mechanical heart of this bike, visualizing the muscles working within it. Thankfully, this steed has what it takes to back up its attitude. You definitely hear the snarl when traffic tries to slow it down. Everything about this bike screams urban brawler.

Where once everyone wanted a 750cc, emissions restrictions tightened and racing rules and technology changed. With time ¾ liter bikes have become rare on the street and essentially non-existent on the track. Liter bikes and 600cc bikes now dominate the market not because they are particularly well adapted to road usage but rather because of racing regulations. Smaller bore 4strokes are a great product for beginners but few satisfy experienced riders. Once a rider has accumulated a few years of riding experience, though, many would be happy to graduate from the 600cc mills to something a little bigger. In this day and age of smothering traffic laws and regulations, Liter bikes are akin showing up to a knife fight with an automatic weapon.

Insurance premiums are also likely to put a serious dent in the pocketbook of potential liter bike owners. The FZ8N and its 779cc mill is the perfect compromise for everyday affordable and safe use without boring its rider to tears.

So, you ask, how did Yamaha manage to make power delivery so flexible and over such a broad rpm range? While an engineer would certainly provide a more complete answer, here is the short of it: A very complex, electronically controlled, fuel injection system controls the primary and secondary butterflies in the intake and is backed by a ginormous 7,8L air filter. A motor is essentially a big air pump: As long as it gets enough air in to mix with the gas the rider is trying to feed it and an exhaust system allows it to exhale freely, power magically appears at the rear wheel. Of course, there is a few other boring, and essential, technical details to the equation, but this is the general idea.

Thanks to its ingenious knowhow, Yamaha is finally offering us a bike that can be used on a broader spectrum of its rpm range and in a broader range of environments. It will almost remind some of the older riders of the Japanese UJMs (Universal Japanese Motorcycle) of the 70s but way, way better.

What is there not to like about the FZ8N? Not a lot, if anything at all.

The engine is a stressed member, making the whole frame assembly exceptionally rigid, contributing to the overall lightweight, nimbleness and high speed stability of the whole machine.

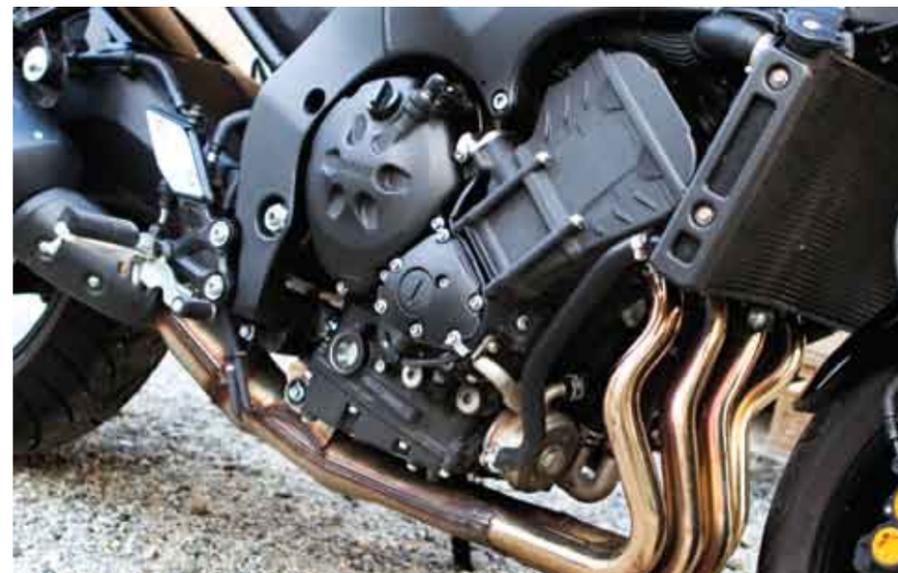
This whole package is hung in the rear by a monoshock suspension and a 43mm inverted fork in the front. All this translating to a very poised, stable, machine when going around corners, a true pleasure to the spirited rider.

Hauling down all this excitement are the very capable ABS-equipped front 4 pot monoblock calipers putting the squeeze on two 310mm floating discs. This cutting edge set up has the distinct advantage of managing to bring the bike, and the rider, down to more modest speeds while retaining a reassuringly

linear and stable composure. No wet noodle forks folding under pressure and wheels behaving badly with this bike. There is a rear brake to assist in all the fun, in the form of a 298mm rotor, in case you are wondering.

The sitting position is sporty-ish without being too aggressive. In fact, the ergonomics allow for quick movements in the saddle in traffic and affords a good view over cars ahead while in traffic. There should be no neck cramps or bruised tailbones in the future of FZ8N riders.

2R



### engine and transmission

Displacement:	79.00 ccm
Engine type:	In-line four, four-stroke
Power:	104.75 HP @ 10000 RPM
Torque:	82.00 Nm @ 8000 RPM
Bore x stroke:	68.0 x 53.6 mm (2.7 x 2.1 inches)
Fuel system:	Injection. Electronic Fuel Injection
Cooling system:	Liquid
Gearbox:	6-speed

### transmission type

Final drive:	Chain
Clutch:	Wet, multiple-disc coil spring
Chassis, suspension, brakes and wheels	
Frame type:	Diamond
Trail:	109 mm (4.3 inches)
Front suspension:	Telescopic fork, 43mm inner tube
Front suspension travel:	130 mm (5.1 inches)
Rear suspension:	Swingarm, linked monoshock with spring preload adjustment
Rear suspension travel:	130 mm (5.1 inches)
Front tire dimensions:	120/70-ZR17
Rear tire dimensions:	180/55-ZR17
Front brakes:	Double disc
Front brakes diameter:	310 mm
Rear brakes:	Single disc
Rear brakes diameter:	298 mm

### measures and capacities

Dry weight:	211.0 kg (465.2 pounds)
Power/weight ratio:	0.4964 HP/kg
Seat height:	815 mm
Overall height:	1,065 mm
Overall width:	770 mm
Ground clearance:	140 mm
Wheelbase:	1,460 mm
Fuel capacity:	17.00 liters
Oil capacity:	3.80 liters
Color options:	Blue, white, black





# “Open the pod bay doors, please, HAL.”

2010 Honda Goldwing: **A Space Odyssey**

Written by Gene Lee  
Photos by Wobblycat Photography

An unearthly thrust launches the large and sleek white missile away and I'm pushed backwards into the seat by the mounting G-Forces. Plumes of orange and red billow in the autumn air behind me like a rocket's fiery glare. A gloved hand moves deftly through an array of buttons and knobs as I check various gauges and readouts on the large LCD display in front of me. Destination: Andromeda. Um, I mean... Algonquin.

I'm aboard the 2010 Honda Goldwing, in a fetching Space Shuttle White, taking one of my last rides up north before the fleeting leaves of crimson and gold are hidden beneath a carpet of cold, white dust. The crisp October air has lost almost all its warmth and I'm happy to hide behind the Wing's expansive windshield. I also give thanks to Honda's engineers who've outfitted this bike with very toasty handgrips and a nifty foot-warming system, activated by a fairing-mounted lever which redirects engine-heated air over my boots. It is true that you'll meet the warmest people on a Honda Goldwing. Literally.

And as an added bonus, the glove compartment in the left fairing also gets quite hot, if you ever need to keep your lunch warm, or melt the plastic around your insurance slip.

Out in the city streets, the pale behemoth performs as if it has shed a couple of booster rockets along the way. Weight-wise, that is. The Goldwing is so well-balanced and feels inexplicably light because the 1832cc 6-cylinder engine is mounted quite low in the chassis. Even slow-speed maneuvers are comfortably executed feet up. It's only when a clear patch of road opens up that I realize we haven't lost any booster rockets at all. All 125 ft-lbs of orbital thrust are available at a mere twist of the throttle. The torque is astounding, and is absolutely necessary on a bike that weighs over 900lbs. With all the push





bursting from this engine, the bike feels impossible to stall. I'm sure if I released the clutch with the binders on, the rear brake would melt and a flat spot would develop on the front tire as it dragged along the pavement, long before the engine would quit!

Highway 400 may not be the most fun way to get to Algonquin Park, but the Goldwing is very comfortable on the super slab. In the fast lane, I push both

my luck and the needle on the speedometer, and I'm surprised when cars and trucks swiftly pull over to let me pass. And then, I realize why: They think I'm an OPP motorcycle officer! Wonder what gave them that idea? I take a sip from my large red coffee mug and place it back on the dash behind the windshield.

I tire of the slab long before the Wing does, and at Orillia, I pull off Hwy 11 onto Monck

Road, a nice twisty affair with 80 km/h signed sweepers. The USS Goldwing gladly obliges, and I'm treated to one of motorcycling's great surprises: leaning the CouchRocket over - CrotchRocket style! After each and every turn, I become more comfortable with the abilities of the Great White Bike. As the pegs get closer to the asphalt, I lean my upper body further into the turn, trying to keep the bike upright and maximize the contact patch with the cold pavement. After a certain point, the speeds and lean angles increase and I have to move around more aggressively. Unfortunately the soft, sculpted seat doesn't lend itself well to hanging off - there really is only one comfortable seating position on the Goldwing. But at this point, the Wing has impressed me.

There's enough sport in this bike to make you grin, even after a thousand miles of slab...

I check the built-in GPS to make sure I'm on the right track, but when I try to program in a detour around Norland, the controls are locked out. Honda has engineered the GPS to operate in Navigate-Only Mode when the motorcycle is moving. To input or change a route, the bike must be stopped and in neutral. To further reinforce this, all the Nav buttons are mounted on the top of the right fairing which forces you to use your throttle hand to input co-ordinates. Although this is undoubtedly safer, it differs from almost every GPS I've ever used, whether in a car or bike. I'm sure somebody on some Internet

forum has already posted a workaround. Or there's probably a modchip for sale at Pacific Mall.

Other GPS gripes: if you don't acknowledge the nag screen warning you that operating the navigation and radio is dangerous when the bike first starts up, then you'll be staring at that same screen for your entire ride until you pull over and put the bike in neutral. Annoying!

From Norland, Highway 35 is another one of those nice, curvy Northern Ontario roads that heads north past Minden and Dorset where it ends at Hwy 60, the gateway to Algonquin Park. The trees start to lose their fiery highlights the further north I ride, and I fear I have missed that narrow 10-day window where the Park's fall colours are at a peak. For more information on when this window is (it varies every year), visit the Algonquin Park web page at <http://www.algonquinpark.on.ca>.

Although Hwy 60 has quite a

bit of curve in the road, the pace through the park is quite slow as there are many vehicles stopped at the side of the road with hikers, tourists and wildlife all staring at each other in wonderment. This is probably the best time to try to find a radio station or plug your iPod into the Goldwing's terrific 6-speaker sound system. I am amazed to see that there are even built-in intercom plugs between the rider and the passenger: all you need to purchase are the Honda headsets!

Along with the other tourists in the park, I pull over for a break and to take some pictures. My camera and a backpack full of clothes take up minimal space inside the 60L topcase. Each 40L saddlebag is empty. Honda tells me I have about 147L of combined storage space. It's obvious I'm not a real Goldwing rider because: a) I have no idea what to do with all this space and b) I don't have a stuffed animal attached to the topcase... Just kidding about the

stuffed animal, Goldwing Riders. Not kidding about the storage space, though: What the heck do all of you keep in your saddlebags that you need to tow around a trailer as well!?!

I ride through the west gates of Algonquin as the afternoon sun starts to dip early on the horizon. Besides the cold, the biggest drawback of riding later in the season is how short the riding day becomes. It'll be a cannonball run south on Hwy 62 to Bancroft and then all the way down Hwy 28 until I take scenic Hwy 7 west all the way back to the big city. As I re-enter into the orbit of the centre of the Universe (that's Toronto, by the way), I am surprised by how refreshed I feel after almost 700 kms and 12 hours on the road.

So after all of this, what is the difference between the Space Shuttle and the Honda Goldwing?

Oh, about 40 lbs and a stuffed animal. **2R**





# “Now, that’s a spicy meatball!”

2010 Vespa GTV 300

Written by Marc Antony & Mr Lee  
Photos by Wil Lau & Kam Nong



“Wooohooo go little Pepe!!!” – I can’t believe how much fun it is to ride the Vespa.



All in all this was an excellent ride. It handles and accelerates very well in the city and the braking is sturdy and predictable. To date it has ended up as one of my favourite test bikes of the year. Although a little price,y, I personally would love to have one.

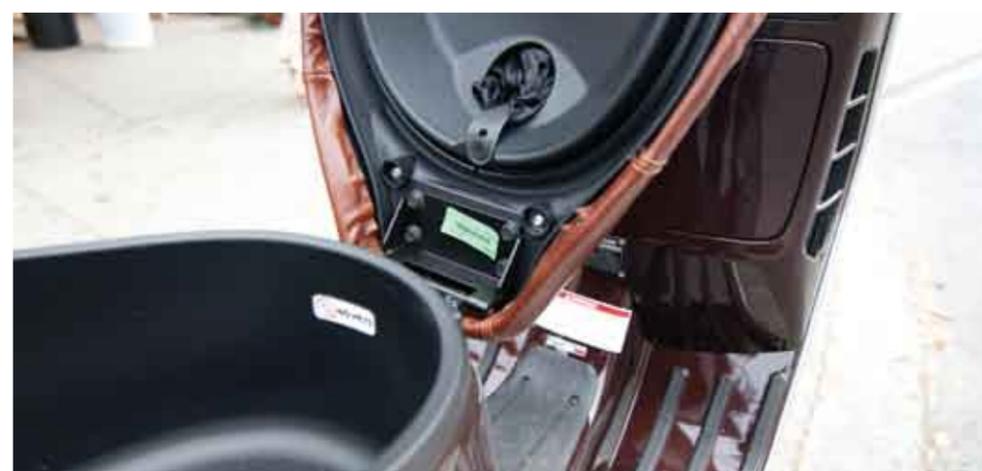
Let me start by saying, I have ridden other scooters before, but the day I arrived at BMW Toronto, with the premise that I was going to get one bike, I wasn't expecting I'd be leaving on a Vespa GTV 300 Scooter! I thought "hmm ok cool I haven't tried a scooter with a 300cc engine before".

First thing I did was jump onto the Gardiner and twisted the throttle till it didn't go anymore. She leaped forward and I gave'er till I hit top speed - which for me which was 130km/hr. Not bad at all; especially since she got up to above 100 very quickly, then taking its time to climb to 120. The entire time I was smiling in my helmet and screaming "Woohooo go little Pepe!!!" I can't believe how much fun it was to ride the Vespa. When I got home my wife had to try it. She loved it and put it on her list of things I have to buy her (one day). I loved the fact that it is perfect for running errands and of course

commuting in the city.

I would just jump on it and boot away to the store, shopping and it's got a neat bag hook so you can clip on your groceries as they sit between your feet. What a neat idea; and of course there is pretty good space under the seat. It was of small disappointment that you could not fit a full faced helmet under the seat or even my half helmet, but then again, my half helmet is not a shorty or scooter helmet and is almost as big as a full face.

When I brought it back I had to ask (wife made me) the cost on one of these bad boys. And even for this demo, I found it to be pricey for a scooter. I know it is the top-of-the-line Vespa and has all the bells and whistles, but I find it hard to spend that much money on a scooter. I still think one day I will get one. A scooter that can do hwy speeds is my kind of scooter.



## Ok so part 2.... Part 2 written by: Mr. Lee

I finally got to get a few days out of this Vespa picking it up from Marc's house. It was approx 10pm, dark, and foggy. Getting the key from his lovely wife, I hopped on. I was skeptical, very in fact. I put the key in and twist the throttle.... Huh? Where is the go? Ok finally figuring it out (twist it farther) off I go.

Finally a bit more comfortable on the scoot, I am at an intersection. I decide to blip the throttle to hear some sound.... Whoops! Weeeee! I find myself in the middle of Hurontario and Eglington, on a red light. Good thing the light just changed green a second later. 'Do not forget you are on a scooter' I tell myself.

Riding down the road as I approach the QEW, I ponder; did Marc really do over 100 on this? Should I try the highway? What if Marc was BS'ing me? Before you know it, I am on the on ramp. Let's hope this works. I twist the throttle and again weeeeeee!! I'm at 100km/h. I sit and wait a little bit more, 120 etc. I tuck in behind a Go Bus heading downtown and I am happy all the way home. Parking it in my driveway, my cheeks hurt, from grinning. What a rush this scooter was.

I rode it to and from work, shopping, to mother's house, took friends for rides, and even went to a Harley demo day on it (to the great amusement of the big tough HD riders). It was a blast. I managed to look it over closely taking note of all the little thoughtful things added by Vespa. A bag hook right up front, real leather seat (with a rain cover built in), spacious seat (although won't fit a full face lid), and chrome racks front and rear for extra carrying capacity.

All in all this was an excellent ride. It handles well, accelerates in the city very well. Braking is sturdy and predictable. To date it has ended up as one of my favourite test bikes of the year. Although a little pricy, I personally would love to have one. **2A**



Jagger said it best...

“What a **DRAG** it is getting old.”

WRITTEN BY DAMIEN EATON PHOTOS BY VINCE EDWARDS

So my question to myself as I sit here with a deadline looming and the intent to write, is “Where the hell do I begin?” The world has its share of adrenaline junkies, of that I have no doubt. I do however ask myself from time to time, what makes a full grown adult human being do some of the things we do? Let’s face it some of us do some pretty sketchy, half-witted things from time to time, sad to say, myself included.

Why, if for no other reason than to challenge ourselves or push ourselves to an uncertain edge, do we endeavour to outdo stupid on such a grand scale? What possesses a man to straddle what is little more than a massive engine with a seat, and to be catapulted via horsepower down the tarmac? After breaking bone after ageing bone on the Ontario Downhill Mountain bike circuit, gearhead Gord Stansell and long-time partner in crime Dan Rockey, gave

up the gravity, grit and dirt dance for something far more tame and relaxing! AMA drag racing, super comp sportsman class!!! Huhhhh! Not exactly a game of bridge with the girls, is it? The dynamic -duo soon found themselves purchasing a pair of vintage motorcycles and so began a five year transformation that at some point saw the two friends switching rides and dragging the strip.

Back up the train, five years you ask? What could one possibly do with a motorbike for 5 years? In the wise words of John Holmes, “Go big, or go home”. Or my personal favourite, for the big picture, please see below!

### KZ 1400 Donor bike -

1978 Kawasaki KZ1000 Gord acquires bike from race partner Dan. New suspension fitted to meet race guidelines via a GSXR. A ‘99’ GSXR-600 front fork assemble, and an ‘89’ swing arm were chosen. The fork went in with almost no mods, but the swing arm needed some milling. With new ends milled up and the old ones cut off and some welding, the bike now sits 10 inches over stock wheelbase, right under the class limit of 68.5 inches. A low compression street motor was chosen for ease of kicking over.

12:1 mtc pistons in a cast big block, the head was taken care of by a local Race Works shop in Dorchester.

The rest of the engine is fairly mild; the transmission has a bottom neutral and a handmade lock up clutch.

Ignition was hopped up with a MSD/MC1 spark controller, and a dyna billet advance, 38 deg. advanced all the time. Makes starting fun but the throttle response makes up for it!

Frame, alleviated of all the unwanted stuff, add bracing and brackets for lights and oil cooler from the head stock, and paint.

Also needed was some rear sets, strong ones so it could be kick started easily. One offs made of tube cromolly are welded directly to the frame.

A Beasley Race products supplied tail is added over the new arm and with the install of a GSXR rear light assembly, the old girl is starting to develop a real British Street-fighter look, all of her own.

Mounts were made. The seat and seat pan were fabbed up, sounds easy enough but it was a bit of a trick molding the foam to keep the classic lines while still fitting the overall look.

After some serious issues with fitting

fenders and race season dissolved into yet another cold Canadian winter, the bike got another overhaul, this time both cosmetic and performance related.

First rotating weight off, the cast wheels from the GSXR were replaced by Performance Machine spun aluminum rims, much lighter 17x3.5 up front and 17x6 in the back.

An Avon tire sits up front and a Shinko in the rear, the rear is a 170/70 stretched onto that 6”rim, flattening out the tire profile for racing.

Next the brakes get some spiffing up via EBC Prolite race up front at 320mm, and an SV650 front rotor on a custom carrier for the back, sporting 6 inch

piston callipers all around.

Tokikos up front, Performance Machine in the back, the PM on a custom mount, with a torque arm under the arm. (They just don’t make stuff like this, so Gord does). A Brembo master cylinder for the rear and an unknown front master cylinder along with braided lines were added to all.

Holding the swing arm is a set of ZRX shocks; in stock form they were way too stiff for racing. An expert had to be brought in to take the stock absorbers apart and redo the valving and such for dragging. The preload collers were re-matched and new knobs were made for the compression adjusters, a travel limit



spacer was installed under the bottom out bumper, for shock perfection.

Immediate squat for launch and slow rebound for weight transfer clutch was something that Gord and Dan needed to work on at the track, so a one off quick access cover was milled up and mounted, as well as one for the timing, sporting the now famous Street-fighter knuckles, added for cosmetic appeal.

A top end oiling system was next for installation, this meant drilling and tapping the head, making fittings and blocking off the stock oil galleries coming from the block.

Next, several small details materialized. The air shifter, a 12 gram Co2 powered unit Gord created from some old paintball parts he had lying around, was tucked under the right side cover. Through a regulator it powers the shifter, allowing full power clutch-less shifting, as a manifold right beside the shifter steals the air before it reaches the shift cylinder. It then goes into a pressure switch, when triggered it interrupts the ignition until the pressure is released, by the quick exhaust valve at the solenoid.

On race day and before each shift,

Gord needs to know when, so a small shift light was added to the dash, just off centre for racing (so the track can be seen around it).

Two 4" pegs were installed on the rear axle to get Gord's 6 foot 2" body stretched out enough over the tank to keep the front wheel on the ground; you know the ones that most of us would use to hold the bike on the stand?

The exhaust system came about out of necessity; see it is a kick start only, for the following reasons.

Reason one - save weight one starter motor, -7lb, started drive gear milled off the crank -1.1lb, starter solenoid -.5lb, and biggest -8.5lb of unneeded battery.

The battery Gord uses is a high end car audio product weighing in a 2.5lb.

Reason two - get it out of the damn way. That being said, it has such a wonderful sound to it. The front half is Vance & Hines, the back is all Gord. 2" up to 3 1/8" slash cut like a turbo pipe, 5 degrees of down angle and YES it is street legal and is ridden on nice summer evenings to the local Burger joint for the occasional Saturday night car show, or just out for a quick coffee with friends.

But alas friends, choose to ride alongside Gord to his left, to get a look at this mean, green machine, and I can assure you, your choice will be short lived. The exhaust note is thunderously loud and the Kawi shoots the occasional fire ball (3 1/2 feet long on the two step).

So with its big oil cooler hanging out front and those two bug eye head lights, The massive KZ has a very distinctive look.

Gord had a local friend do the color for him, the original Kawi green. A little lime with your octane Sir?

With accents done in gold leaf, Gord could not believe how beautiful it looked. I could not agree more.

Some last minute additions? the old MC1 ignition box has no provision for electronic retard, so adding nitrous oxide or even a simple thing like a start retard curve is difficult.

The new timing cover has a welded in and tapped bung for an air cylinder; this will be hard mounted to the timing plate. Then the timing plate is mounted so it can rotate, and stops were placed in the stock cover to limit travel, this allows the plate to rotate from 38 deg. advance to 30 deg. or -8 deg. retarded.

the cylinder will get its air supply from the air shifting system, through a separate regulator operated by a switch on the dash, (for starting) or by the nitrous controller (for racing). Through innovation, Gord was able to solve an new problem using good old school brains.

For our friend Gord it's been a long road that leads him to the track time and again, but a road I dare say he will ever regret.

**A final thought -  
Who says grown men can't  
look manly in DRAG???**

**To Gord I say, Well done.  
Go get em' on race day!!!!**

**2R**



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## Track Days

### April 2011

15th - RACE School - SMP Nelson  
16th - RACE Test Day - SMP Fabi  
17th - RACE Test Day - SMP Nelson  
17th - TMP Lapping days - Cayuga  
24th - TMP Lapping days - Cayuga  
29th - RACE School - SMP Fabi

### May 2011

2nd - Pro 6 Cycle - SMP Nelson  
5th - Riders Choice - SMP Fabi  
9th - Pro 6 Cycle - SMP Long  
19th - Riders Choice - SMP Fabi  
20th - Turn2 - Calabogie  
21st - Turn2 - Calabogie  
21st - TMP Lapping days - Cayuga  
22nd - Turn2 - Calabogie  
22nd - SMP Trackdays - SMP Long  
22nd - TMP Lapping days - Cayuga  
23rd - Turn2 - Calabogie  
23rd - GP Bikes - Mosport RDT  
23rd - TMP Lapping days - Cayuga  
31st - Pro 6 Cycle - Mosport

### June 2011

1st - Pro 6 Cycle - Mosport  
9th - Turn2 - Calabogie  
9th - Riders Choice - SMP Long  
10th - Turn2 - Calabogie  
11th - Pro 6 Cycle - Calabogie  
12th - Pro 6 Cycle - Calabogie  
13th - Pro 6 Cycle - Calabogie  
14th - Pro 6 Cycle - Calabogie  
17th - SMP Trackdays - SMP Long  
18th - Turn2 - Calabogie  
19th - Turn2 - Calabogie  
20th - Turn2 - Calabogie  
20th - Pro 6 Cycle - SMP Long  
23rd - Riders Choice - SMP Fabi

25th - TMP Lapping days - Cayuga  
26th - TMP Lapping days - Cayuga  
27th - GoLo Racing - SMP Long  
27th - Pro 6 Cycle - Calabogie  
28th - Pro 6 Cycle - Calabogie  
29th - Pro 6 Cycle - Calabogie  
30th - Turn2 - Calabogie

### July 2011

1st - GP Bikes - Mosport RDT  
1st - Turn2 - Calabogie  
4th - Pro 6 Cycle - Calabogie  
5th - Pro 6 Cycle - Calabogie  
7th - Riders Choice - SMP Fabi  
11th - Pro 6 Cycle - Mosport  
11th - Turn2 - Calabogie  
12th - Pro 6 Cycle - Mosport  
12th - Turn2 - Calabogie  
13th - Pro 6 Cycle - Mosport  
16th - TMP Lapping days - Cayuga  
17th - TMP Lapping days - Cayuga  
20th - Pro 6 Cycle - SMP Long  
21st - Riders Choice - SMP Long  
22nd - Turn2 - Calabogie  
23rd - Turn2 - Calabogie  
24th - Turn2 - Calabogie  
24th - GoLo Racing - Cayuga  
25th - Pro 6 Cycle - Calabogie  
25th - SMP Trackdays - SMP Long  
26th - Pro 6 Cycle - Calabogie  
30th - Pro 6 Cycle - Calabogie  
31st - Pro 6 Cycle - Calabogie  
31st - TMP Lapping days - Cayuga

### August 2011

1st - GP Bikes - Mosport RDT  
1st - TMP Lapping days - Cayuga  
1st - Pro 6 Cycle - Calabogie  
2nd - Pro 6 Cycle - Calabogie  
3rd - Turn2 - Calabogie  
4th - Turn2 - Calabogie

5th - GoLo Racing - SMP Long  
6th - Riders Choice - SMP Long  
10th - Riders Choice - SMP Long  
11th - Riders Choice - SMP Long  
13th - Turn2 - Calabogie  
13th - TMP Lapping days - Cayuga  
14th - TMP Lapping days - Cayuga  
14th - Turn2 - Calabogie  
15th - Turn2 - Calabogie  
15th - Pro 6 Cycle - Mosport  
15th - SMP Trackdays - SMP Long  
16th - Pro 6 Cycle - Mosport  
17th - Pro 6 Cycle - Mosport  
20th - Pro6 Cycle - Calabogie  
21st - Pro6 Cycle - Calabogie  
22nd - Pro6 Cycle - Calabogie  
22nd - Riders Choice - SMP Long  
23rd - Pro6 Cycle - Calabogie  
23rd - Riders Choice - SMP Long  
29th - Pro6 Cycle - Calabogie  
29th - GoLo Racing - SMP Long  
29th - GTAMotorcylce.com - Cayuga  
30th - Pro6 Cycle - Calabogie

### September 2011

1st - Turn2 - Calabogie  
1st - Riders Choice - SMP Long  
2nd - Turn2 - Calabogie  
3rd - Turn2 - Calabogie  
3rd - TMP Lapping days - Cayuga  
4th - Turn2 - Calabogie  
4th - TMP Lapping days - Cayuga  
5th - GP Bikes - Mosport RDT  
5th - TMP Lapping days - Cayuga  
10th - Pro6 Cycle - Calabogie  
11th - Pro6 Cycle - Calabogie  
12th - Pro6 Cycle - Calabogie  
13th - Pro6 Cycle - Calabogie  
15th - SMP Trackdays - SMP Long  
19th - Pro6 Cycle - SMP Long  
22nd - Riders Choice - SMP Long



## SOAR Schedule 2011

Round One: MAY 6,7,8 TMP

Round Two: JUNE 10,11,12 TMP Reverse Direction

Round Three: JULY 8,9,10 TMP, Round Four: AUGUST 12,13,14 GBM

Round Five: SEPTEMBER 16,17,18 GBM, Round 6: October 7,8,9 GBM

Each round will have an endurance race!



# Upcoming Events

**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

**NATIONAL MOTORCYCLE SHOW**  
Better Living Centre, Exhibition Place, Toronto, Ontario. March 26 and 27, 2011  
[www.nationalmotorcycleshow.com](http://www.nationalmotorcycleshow.com)

**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/>

**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).  
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)

**WROAR RIDE - JUNE 12, 2011**  
For 2011 the WROAR Ride will be meeting up in the north/west end of the GTA, and riding out to the scenic Caledon area, ending our ride at the Caledon Inn, which will be hosting the WROAR Riders for our after-ride gathering.  
[www.wroar.com](http://www.wroar.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/)

**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.

**RIDE FOR PROGERIA 2011 - 3rd ANNUAL RIDE FOR PROGERIA with AMANDA LYNN & FRIENDS!**-even if you don't ride you are going to enjoy this event! We have the best line up in Entertainment for this night of ROCK N' ROLL!  
Elmira, Ontario. June 18 2011  
[www.progeriaresearch.org/canada-ride-for-progeria.html](http://www.progeriaresearch.org/canada-ride-for-progeria.html)  
[www.fitnessfanatik.com/fundraiser.html](http://www.fitnessfanatik.com/fundraiser.html)

**THE BREAST RIDE EVER**  
Tecumseh, Ontario, SATURDAY JULY 9, 2011 [www.thebreastrideever.com](http://www.thebreastrideever.com)

**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

**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 information call (519) 798-3858 or visit <http://www.lonewolfclubhouse.com/ride-for-ms.php>

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# SOAR - The Final Battle

WRITTEN BY PAUL ROSEMOND PHOTOS PROVIDED BY SOAR

As per usual, I was off gallivanting around the world on business. However, this time I was allowed to return home two weeks prior to the race weekend, as opposed to days before. Yes, I was home in time for round 6, the final race round for the SOAR series. I wasn't too pleased with the addition of another race weekend. Considering how the weather has been in October over the past years, could you imagine racing in it?

With my new found time, a friend and I spent an evening swapping parts between the race and parts bikes. Swapping rims, sprockets, brake calipers, and brake pads is a simple task, but along with the brake calipers were spacers, drilled mounting bolts, and the tedious task of safety wiring. Then along came cutting and relocating the choke cable due to the cable fraying and coming loose. It would appear that the left clip-on can only take so many crashes.

As the race weekend drew closer, I was relieved with the idea that it was the last round, but already missed the hustle and bustle of packing for the weekend, butterflies in the stomach prior to my race, and the adrenaline felt on the starting grid. I was proud of myself for packing up the trailer the Thursday night before the race weekend. I left for the track Friday after work.

As luck would have it, there was no rain in the forecast for the final race

round. However, the night temperatures were looking rather cool. Better yet, COLD considering the mild fall we were experiencing.

I arrived at the track late Friday evening after sunset. My pit was setup to the lights and roaring of the drag strip behind me, along with random fireworks. After a brief shopping trip



for food, gas, and a donation to the local Cub Scout troop for a shiny red apple, it was back to the track for dinner and off to bed.

I woke up around 6am due to how cold the night was. I layed in bed motionless wondering if the bed beneath me was at all warm. I eventually shook off the cold and got myself together to start the day. Not wanting to pack lots of food for the last race weekend, it was cereal for breakfast for me. It was quick, easy, and surprisingly filled me up. I then turned to setting up the bike for the morning. Once all the extension cords were run, and the tire warmers came out, I then realized (in my usual

fashion) that I left my front stand at home. Faced with that dilemma, I began to wonder how I'd get a tire warmer on the front tire without inconveniencing another racer. I considered running without tire warmers as it was already a cool day, and also wondered how long my tires would last before I'd have to compensate for where the tire lacked, or slow down. I also didn't want to buy a set just to get through the last race weekend. A fellow racer took pity on me and lent me their front stand considering there was a good portion of time in between our races.

Soon enough, my qualifying race was called, and we were off and running. The sun was warm, but the air was still cool. I reminded myself to keep my head down and get through the eight lap race. During that race I felt that my tires weren't holding as

well as they use to. The cool morning air sliced through my perforated suit and reminded me that it was October. I expected this, but again, told myself to just get through the race. I finished 4th and was happy with that considering my tire situation which now made me nervous for the final race, and the competition. Andrew Westbrook, a fantastic rider on his old beat up Kawi that looked like it survived a war, and my nemesis Dan Dabeau on his Honda who has managed to get ahead and stay ahead of me race after race. In third place was a new rider who was new to the SOAR series.

As night fell, the cool October air returned. Many retired to their bonfires. Others left for warmer accomodations. I did as well, but not before the night's fireworks ritual. After many dazzling colours, sparkles, explosions, and joyous laughter from other racer's children, it was time to turn in.

The next morning was grey and cool, but not as cold as the previous morning. I got to the track just in time to attend the rider's meeting. After going over the flags and the usual talk of the blend line (that people just can't seem to follow), the morning practice sessions began. In order to conserve what tires I had left, I opted not to run any of the practice sessions. However, the racer pitted next to me, had a hell of a time trying to get his bike started. Bump starting wasn't working for him. A bunch of us got together to help out. It came down to using a jumper pack, multiple people holding the cables to the battery (as there was no room to clamp onto the battery), starter button, adjusting the choke, and holding rubber covers out of the way.

Along came my race. As soon as we were on the grid, we were off. As much as I wanted to be competitive, I went all out as much as my tires would allow me to. I chased and traded positions with others until I finally broke away

from my pursuer. While I fought my battle, Andrew Westbrook (the shortcut kid), blew a turn and ran off essentially cutting a straight and a turn off his lap. He regained control and saftely merged with traffic. Luckily Westbrook didn't go down, but at the same time, surely Dan Dabeau was tasting victory. As the race went on, riders were running off, running wide, and bikes began to puff smoke. It was as if man and machine were both tired from the season. As we closed in to the end of the race, a rider ended up low-siding on the last turn onto the front straight. This inturn caused a firey wreck in the hay bales. I came upon the corner marshall at high speed only to see a frantically waved yellow flag. The flames in the hay bales were interesting as I'd never seen that in person before. After passing the wreck and still fighting for position, I was then greeted with the red flag at the start finish line. Although the race was cut short, I was relieved that the race was over. As I made my way back to the pits, I reminisced about the past season and thought about how this last lap would be the last lap for this race season. Due to a protest of an illegal bike in the race, I finished second, and maintained third place in the points race.

At the end of my second season of racing, I'm intrigued as to how much I

learned about riding and racing. There were certain things I picked up that never crossed my mind when I strickly rode on the street. There are things to be said about the "run what'cha brung" mentality. But there are things to be said and rewards to be had about reading, learning, and understanding the bike you're racing, how the suspension works, how tuning the suspension can work with and against you, different tire manufacturers, tire compounds, tire pressures, hot days, cold days, fuel types, and fuel management. The list is endless. Racing is a physically and mentally demanding sport that requires one's full attention and shouldn't be taken lightly. But at the end of the day we're all still friends and enjoy reminiscing about "that one time" over a drink.

I'd like to extend a special thank you to Ken McAdam, Tracey McMillan, and the SOAR staff for a great race season.

Thank you to Scott Rupert for his advice and support throughout the season.

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



# An Interview with an INTERNATIONAL RACER

WRITTEN BY ALEX COLLINS

## Craig Atkinson

**Nickname:** The Fiddleguy

**Location & Hometown:** Toronto

**Current bike here:** Canada: SV650S

**In the Caribbean:** GSXR-600

**Started Racing in:** 1993

**Number of Years Racing:** 18 years

**Day Job:** Motorcycle Technician

**Dream Job:** Eccentric Billionaire



PHOTO BY JOHN HALENKO WWW.HALENKO.COM



PHOTO BY SUZY ROBSON

**2Ride:** The most interesting thing to me Craig is your double race life, not only do you work the Regional's, Nationals and S.O.A.R, but you can also be found racing in Guyana. How did you get into International racing?

**Craig:** In 2003, I was invited to participate in an international racing event held annually in Guyana, South America. I went as a mechanic for one of the Canadian riders for this event, but as luck would have it, there happened to be a local motorcycle available for me to ride as well. Motorcycle racing in this part of the world is as much a religion as Hockey is to Canada, so of course I jumped at the chance to compete. I managed to put in a memorable ride with some very good results, so I was invited back the following year. I have since been lucky enough to build a wonderful relationship with many friends, supporters and sponsors, and now I have a team and motorcycles permanently based in Guyana. I go several times per year, and this year we will be campaigning full out in the Caribbean Superbike Championship, which also includes stops in Barbados and Jamaica.

**2Ride:** You know I have heard a few people now refer to you as 'the Monkey Man', is that an old college nickname or something you picked up from around the track?

**Craig:** Huh? No one here in Canada calls me that. Everyone knows me as "The Fiddleguy". You might be referencing something from my racing trips to South America. I've been known to, on occasion, purchase caged monkeys from merchants at an outdoor market in Guyana. The drive to the race track in that country takes us through some dense sections of jungle, where I released the poor fellows, in an attempt to give them a second chance at life. Because of this, there are some folks in Guyana who jokingly refer to me as "Monkey Man".

**2Ride:** You mentioned that here, people know you as "The Fiddleguy"; it seems you are not only skilled on a bike and with a wrench but also a musical instrument; a fiddle no less. That must be an interesting story.

**Craig:** I guess that's the Yin to my Yang. I am a

fiddle player. Specifically, I specialize in the style of fiddle music inherent to the Scottish traditions found prominently in Cape Breton.

**2Ride:** If someone wanted to come see you live, where might they find you?

**Craig:** I have a pretty busy performance schedule, which gets me to all kinds of interesting places and cities, but most of my shows are in Toronto. My "home base" and most favorite place to play is The James Joyce Irish Pub, located in The Annex area of Toronto. I'm there at least once a week.

**2Ride:** So you started racing in 1993, was there someone or something special that got you into racing?

**Craig:** that was pretty much the earliest I could actually afford to do it. When I was growing up, my parents used to take me to watch motorcycle racing...it was a family thing...sleeping in a tent, camp fires, Coleman stoves, and the whole deal. Later, in my teens, I was riding on the street, but a lot of my friends were racing, so I was still going to the track on weekends with them. I left my parents' home at a relatively early age, so pretty much had to wait until I finished college and got my life together with a decent income before I could do it, but racing has pretty much been around me for most of my life.

**2Ride:** You are also a very skilled motorcycle technician, besides the obvious advantages at the track, has this skilled helped or hindered you in anyway?

**Craig:** I would say hindered. Of course there are the obvious advantages...like free labor, employee discounts, industry connections, etc. ...but on the other side of that coin is the long hours, the self-discipline (my bike is always the last to be worked on), tough to get weekends off...and when I finally get to the racetrack, the only thing I want to do is ride MY bike and relax with my friends. On a race weekend, I'm just so tired of working on bikes that I find myself ignoring important things like mapping/jetting, suspension, etc. That pretty much throws my consistencies out the window. When I win the lottery, I'll hire a mechanic to come to the track with me!

**2Ride:** Being a previous employee in the bike industry I know that Saturdays are one of the big selling days, how do you manage to balance a booming summer job and a racing career?

**Craig:** I'm very lucky to have the support of Kahuna Powersports on this one. It's tough, but I try to communicate well with them, giving them as much notice as possible, as well as manage my time and work loads to make sure that everything is in place and none of my customers are waiting for their machines. I always say that "racing is a game of constant re-assessment". With solid planning and good, precise communication with my employers, we manage to do this quite effectively, without sacrificing my productivity and customer service.

**2Ride:** Everyone seems to remember you most from Calgary, what exactly happened there?

**Craig:** At the Nationals in 2005, I led most of the

600 race right from the start. Late in the race I got really tired and made some mistakes that dropped me back to fifth place. On the last lap, in the last corner, I came together with another rider in a fight to get third. We both fell, and I suffered some serious neck and spinal injuries, landing me in the hospital. Not fun at all, but the resulting internet/media viral effect was interesting. Rumors from coast to coast ranged from no injuries at all, to paralyzed or deceased. All the nastiness aside though, the resulting aftermath in the days that followed was a very accurate testament to how tightly knit the racing community is in friendships and a sense of family. While everyone had to pack up their trucks and move on to the next round, nobody left me behind to fend for my self. Most notably, James Collins suffered financial set back, as well as risked marital bliss, by staying behind to make sure I was well taken care of. Also, Shauna Duff and Parts Canada made sure that James and I both had a place to stay in Calgary while I recovered, and then got us both a flight back home to Toronto.

**2Ride:** You have been riding in all sorts of weather, what advice might you give some of the newbie's out there for dressing for all race conditions?

**Craig:** Well, in the rain, there's not much you can do to stay dry, so you might as well accept that. Just do what you can to be warm and comfortable so that you can concentrate on being smooth. That's the key.

**2Ride:** What keeps you motivated to keep racing after all these years?

**Craig:** It's hard to describe...lets just say that I feel more rested and "at home" at the racetrack than I do in my own bed in Toronto. I just live for it. I'll be doing it until I'm old and gray.

**2Ride:** Quite a busy life you have there, do you find any time for the ladies?

**Craig:** Suzy Robson (residing leading Lady) is more than enough lady for me. Not only is she a performer and artist like myself, she is a true and dedicated racing fan. I'm a very lucky man.

**Sponsors 2010:** Acme Slate, Caribbean Food Basket, Kahuna Powersports **2R**



PHOTO BY ROB MACLENNAN WWW.MORALLYAMBIGUOUS.NET

# TECH Corner

WRITTEN/PHOTOS BY SIMON BAKER

Regular maintenance on your bike will help it last longer, reduce repair costs and help prevent break downs. There are a few basic things that every motorcycle owner can check on a regular basis to help ensure that their motorcycle is safe and reliable. You don't need to be a backyard mechanic or know a lot about how things work to inspect your bike. The important part is to inspect it regularly so you know how your bike is supposed to look and operate at a normal level. This way you can identify problems earlier and have it serviced before it becomes a major problem.

Here are a few things you should check on a regular basis:

- Battery
- Oil
- Tires
- Brakes
- Chain and Sprocket
- Coolant Level

## Battery

Check your battery cable connections to ensure they are tight and corrosion free. Give the battery cables a light tug to see if they move from where they are connected to the battery. If so, tighten as necessary.

## Project:

General Motorcycle Maintenance

## Required Tools:

a rag and basic tools from your manufacturer's tool kit and all fluids needed.

If your battery has a clear case, visually inspect the fluid level inside the battery against the markings on the side to ensure the level is correct. Do not try to open the battery to check the level or top up the fluid level, this is best left to a professional. Handle with care as battery fluid is made up of sulphuric acid and distilled water and spilling some on you or your bike can be painful and damaging.

## Oil

It's best to check your oil level with the engine cool and on level ground. Make sure you keep your bike's oil level between the minimum and maximum levels as indicated on the dipstick or sight window. To correctly inspect the oil level on your bike, the bike needs to be leveled by standing it either on its centre or on a rear stand. When checking the oil level on a bike with a dipstick don't screw the dipstick in to check the level, rest the dipstick on the lowest part of the threads.

If you need to top up on oil, use a good quality motorcycle oil to do so. Do not use automotive oil in your bike. Automotive oils have friction modifiers blended into them which will adversely affect your clutch.



## Tires

Inspect for correct pressure, any nails or other foreign objects in the tire cuts or slices and wear.

Tires must be inflated correctly to provide the proper amount of wear and traction. Under inflating a tire produces excessive heat which will wear a tire quicker and also causes a vague feeling when riding. Over inflation will cause reduced traction, a harsh feeling when riding and accelerate wear as well.

If you notice a nail or other object embedded in the tire; don't remove it yourself as you may end up with a very quick air leak from the tire. Take your bike to a qualified mechanic to either repair or replace the tire.

## Brakes

Brake fluid is hygroscopic as it absorbs moisture over time. This moisture lowers the boiling point of the brake fluid and causes corrosion within the brake system. Replace your brake fluid every year or two to ensure optimum performance.

Check your brake fluid level on a regular basis and top up as necessary. Bikes typically have two brake systems (front and rear) and both will require checking. If you are topping up your brake fluid always do so from a new sealed container to prevent adding moisture to your brake system. If you spill some brake fluid while topping up

use water to clean it up. Brake fluid is a great paint remover and needs to be cleaned up right away.

Check your brake pads for wear; if the friction material on your brake pads is less than the thickness of a quarter, then you're due for replacement.

## Chain and Sprockets

The best time to lubricate your chain is when it's still warm from a ride. The lubricant will soak in easier into the chain.

The best way to inspect, clean and lubricate a chain is with the back wheel off the ground using either a centre stand or a rear stand. This allows you to spin the back wheel easily and rotate the chain. Always spin the back wheel by hand - never run the bike in gear to spin the back wheel. I have seen the damage caused from getting body parts caught in the spinning chain and it's really not pretty.

With the rear wheel off the ground, slowly turn the wheel watching the chain for any spots where it appears to be tighter or looser than the rest of the chain. The chain should also have roughly an inch to inch and a half sag at the midpoint between the two sprockets at the bottom. If it's too tight

or too loose then you'll need to adjust it. If your chain has a clip type master link, make sure the clip isn't missing or cracked. Finally, for the inspection, make sure the rear sprocket isn't showing signs or excessive wear - the teeth on the sprocket should all look the same and be straight rather than having a curled look.

Clean the chain with kerosene or a commercial cleaner along with some rags and an old toothbrush to remove the old oil and dirt and then lubricate it.

## Coolant Level

Coolant level should be checked when the bike is cold. Topping up the coolant level on a warm or hot engine can cause burns.

If your bike is liquid cooled you'll want to check the coolant level as well. Coolant is what the engine uses to transfer heat to other areas of the engine and to the radiator. The coolant level should be between the minimum and maximum level markings on the reservoir with the engine cold. Unlike oil, automotive coolant is fine for use in motorcycles without detrimental effects.

Finally, give your bike a good wash. Pay attention when washing for any loose bolts or parts or anything else that seems amiss. Washing is a great opportunity to learn how everything should look on your bike and inspect for any changes since the last time you washed it. Remember, a little more work can go a long way in lengthening the lifespan of your bike. **2R**



2Ride Motorcycle Magazine would like to hear from our subscribers with any technical questions. Technical or general bike related questions are welcomed. Please send them to [TechCorner@2ride.ca](mailto:TechCorner@2ride.ca) We will answer your questions and may publish them in the next issue.



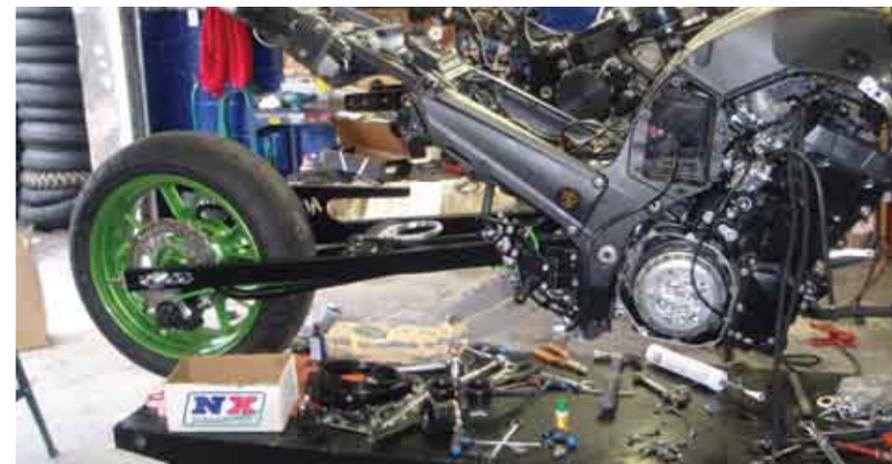


# Ever thought about **Drag Racing?**

WRITTEN BY MARC ANTONY PHOTOS BY MR LEE

“Did you know that you can take any bike  
and drag race it?”

So, if you can ride it you can drag it!”



**R**ichard Dacosta Maximo a new rider from Toronto, also new to drag racing, started riding in the summer of 2009 on his first bike - 2000 Ducati 748S. He started taking his Duc to the Cayuga track Toronto Motorsports Park. You can drag race any bike on Wednesday and Friday nights during the summer at Cayuga for \$20.00. Your bike can be stock or have modifications, doesn't matter what make or model it is, either way it is a fun and inexpensive way to race and have a great time. By the end of the summer of 2009, Richard had the itch and decided to get more power and purchased a 2007 CBR 1000RR. During the summer of 2010 he started doing some modifications to the CBR like a stretched swingarm and small injection nitrous. By the end of the summer he realized he had exhausted his CBR's potential without having to spend a lot more money on it. Richard then decided **“It was Time to upgrade to a bigger weapon”** and over the winter and just in time for the January Motorcycle Supershow, the ZX14 you see here was born.

Richard has been thinking of upgrading to a bigger bike, so he found this sweet deal locally on a 2009 ZX14 rolling chassis which had everything except the motor. Richard says “I had no choice but to purchase the ZX14”; He had always loved the look of a slammed stretched ZX14. Now Richard needed a motor and the guys at Champion Cycle happen to have a spare ZX14 motor that they were willing to sell.

Richard not only bought the motor from Champion Cycle but had their guys do the building of the green beast. They started to price out parts trying to figure out what they will fabricate and what they will purchase from off the shelf parts. Since the cost is high for aftermarket parts, Champion Cycle is known for fabricating a lot of their own parts which saves on cost. One of the more evident parts was the turbo manifold that was priced out for more than \$600, where **Champion Cycle had then fabricated one from scratch for Richard at half the price.**

Sadly, with less than 4 days remaining until completion, Richard's father passed away. Our condolences go out to Richard and his family. Without question Richard disappeared to deal with one of life's darkest times. The guys at Champion Cycle decided to go ahead and finish the project in time for the January bike show without Richard, giving him and his family the time they needed.

This bike was first seen **at the January Motorcycle Supershow and it won first place in the “competition drag” class.** While this bike was being built, the Discovery Channel got wind of it and filmed a lot of the bike being built at the shop and interviewed the guys at the shop. The segment is to be aired on Daily Planet on the Discovery Channel. Once we know the date and time we will post it on our website [www.2ride.ca](http://www.2ride.ca) and Facebook page [www.facebook.com/2RideMagazine](http://www.facebook.com/2RideMagazine).

Even with all the changes and mods listed, the bike has not been raced yet. The guys at Champion Cycle believe this turbo'd ZX14 should be making approx 320hp @ 8 psi and should be good to do about 8.20 @ 175 mph, of course these are all just numbers at this point. It is as the boys at the shop say, “the real world always makes figurative numbers look like a joke”. Richard cannot wait until spring and see what he can do with the beastly green Turbo ZX14. He would also like to take his racing career to the next level; one day either with this bike or another project in the future, leading up to eventually racing in the PMRA or CMDRA series of Canadian drag racing. 2Ride Motorcycle Magazine cannot wait to see this bike in action at Cayuga Toronto Motorsports Raceway. For 2011, 2Ride Motorcycle Magazine will also now be covering local drag racing this season.

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## Subscriber's Corner

This is Narayan's photo, sent in by her parents who live in Val-des-Monts, Quebec. She is 7 years old and can't wait till summer time. Her parents often find her sitting by their bikes in the garage reading their free subscription of 2Ride Motorcycle Magazine. They promised her she would get her own bike this summer as long as she continued to practice on her bicycle. They are looking to get her either a Yamaha TT-R50E or Honda CBF70. She is so excited she's already geared up and ready to go.

If you would like to see your photo in the Subscribers Corner, send in any interesting photo that includes a 2Ride Motorcycle Magazine within it, to [story@2ride.ca](mailto:story@2ride.ca). Your photo may be selected to be in an upcoming issue of 2Ride.



1968 CafeRacer, Period One, Norton Atlas 750cc. Excellent condition. Certified. Asking \$ 12,000. [g.j.best650@gmail.com](mailto:g.j.best650@gmail.com)



1974 GT750 \$4500 contact Paul at 613-474-2941 or email at [pmwhittaker@hotmail.com](mailto:pmwhittaker@hotmail.com). Bike is a 1974 Suzuki GT750 (liquid cooled three cylinder two stroke) and has been rebuilt from the frame and crank up.



2009 Ninja 250R Contact: Michael James Mabatid 647-287-9885

Asking price: \$4300



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1998 Honda Firestorm, 37000 kms, New Bridgestone BT-016s, new battery, oil & filter. Rear hugger. Always garaged. Great all round unmolested example. \$3600.00 obo Mick Call 705-888-0123



2007 Suzuki SV650s - Candy Sonoma Red 11018 Km (as of Aug 12, 2010 - bike was stored after that) Asking \$5800 Call Gordon 647-294-2030 or email: [gordo.hum@gmail.com](mailto:gordo.hum@gmail.com)



## Whitney Lucas

Age: 23

Bike: 1983 Yamaha Maxim 400cc

Whitney started riding 4 years ago when her father introduced to her to the world of motorcycles; prior to that she had never even given it a thought. As a birthday present, she took the Learn to Ride course and was on the road with the wind in her face!

The Maxim has been the only bike she has owned so far, and she can't say she has ever been disappointed with it. Breaking through the 'beginner' stage, Whitney is looking forward to upgrading to something with a bit more power and noise, allowing her to make some longer distance trips.

Whitney states "Now, I couldn't imagine not having that feeling of freedom, the ability to crack the throttle, and to save money on gas."



## Torsten

Age 43

Rides a 2007 Aprilia RSV

Being a big motor-sports fan, Torsten also races go-karts for fun.

Torsten is also a performance driving instructor of the 4 wheeled varieties variety as well, piloting everything from Porsches to Audi.

His first time riding any motorcycle was in the year 2000 then when he starting started on a 1999 Honda CBR 600 F4.

Finding it was not enough power, Torsten then moved up to a 2001 Honda CBR 929 Fireblade. "I love Loving the bigger CC's and torque,! I rode it from Toronto to Vancouver."

Today he owns a 2007 Aprilia RSV, to which his 5 yr old daughter Jordan says "it's too loud", of course due to that the V-Twin sound. Jordan does however have her eye on a pink Vespa.

Torsten, like the rest of us, is very much looking forward to better riding weather. He plans on doing a tour of the desert in Vegas with his petrol-head friends.

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