

It's All Happening

Another Martin Frame Spectacular

THE DEMAND for the high quality precision handling French Martin frames (see TWO WHEELS April) caused the company founder, Georges Martin, to enlarge the scope of the business.

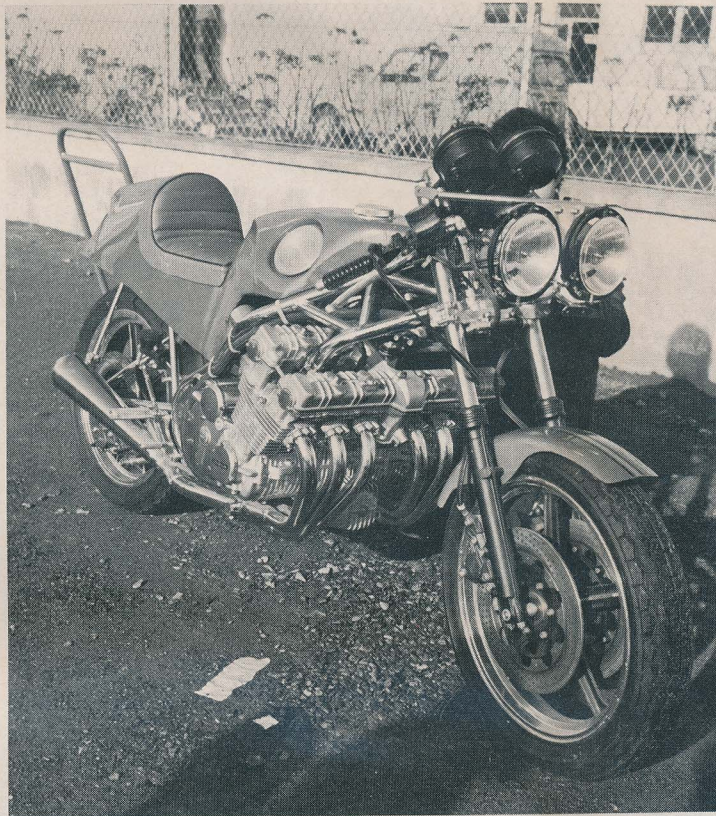
Full endurance race frames to take Honda and Kawasaki powerplants are in production, although only 25 will be made in the first 12 months — all Honda frames initially.

In addition, the range of Martin street frames is being extended to include the CBX and Yamaha XS11. The photographs show the first Martin CBX frame, a prototype version, tested recently by professional endurance rider Christian Bourgeois. It will be available later this year.

Both the new street frames follow Martin's full cantilever "wide triangle" design, currently available for all Kawasaki 900/1000s, the Suzuki GS750/1000 and Honda 750/900s.

The Honda CBX frame has a new unit for the rear cantilever section — a special Formula One car racing gas unit which caters for the extra weight of the six cylinders over the other fours. Information on the frames will be more complete after our test on the Honda Martin soon.

Australia's Martin frame man Bertrand Cadart also put us in the picture about a sidecar cross frame the company builds. It's superb tube-bending using more trick gear than we thought possible to bolt onto one

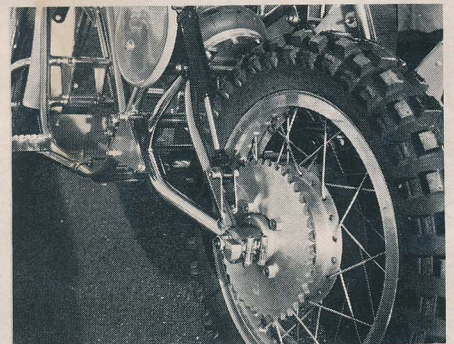


Trick tubes around Martin's latest — but where do you go from here? Note unusual setup on rear end of sidecar cross machine. Conventionally located damper units (without springs) and a gas cushion set in the normal cantilever unit position.

frame. The rear cantilever set-up uses separate gas damper units for compression and rebound but located as on a conventional rear-end set-up. The spring effect comes from a solitary truck gas cushion set in the normal cantilever unit position.

The bike has discs front and rear and the Earles forks style leading link steering has two Ohlin gas reservoir suspension units. It's available for several engines but we're told it's "not going cheap."

Enquiries for anyone who wants a Wasp beater or to be first in Aussie on a CBX frame are to phone La Parisienne, (03) 568-2271.



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