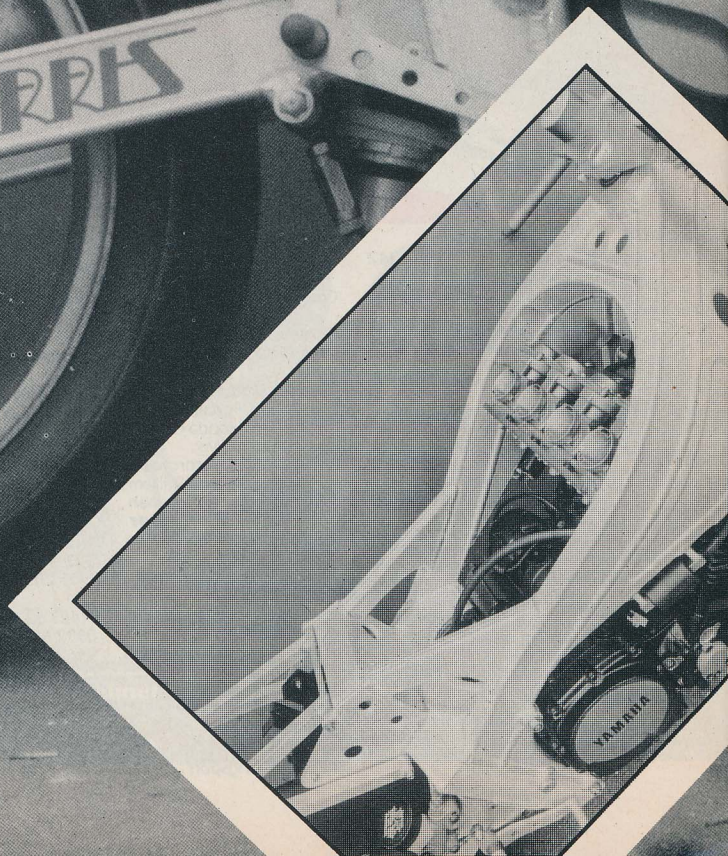
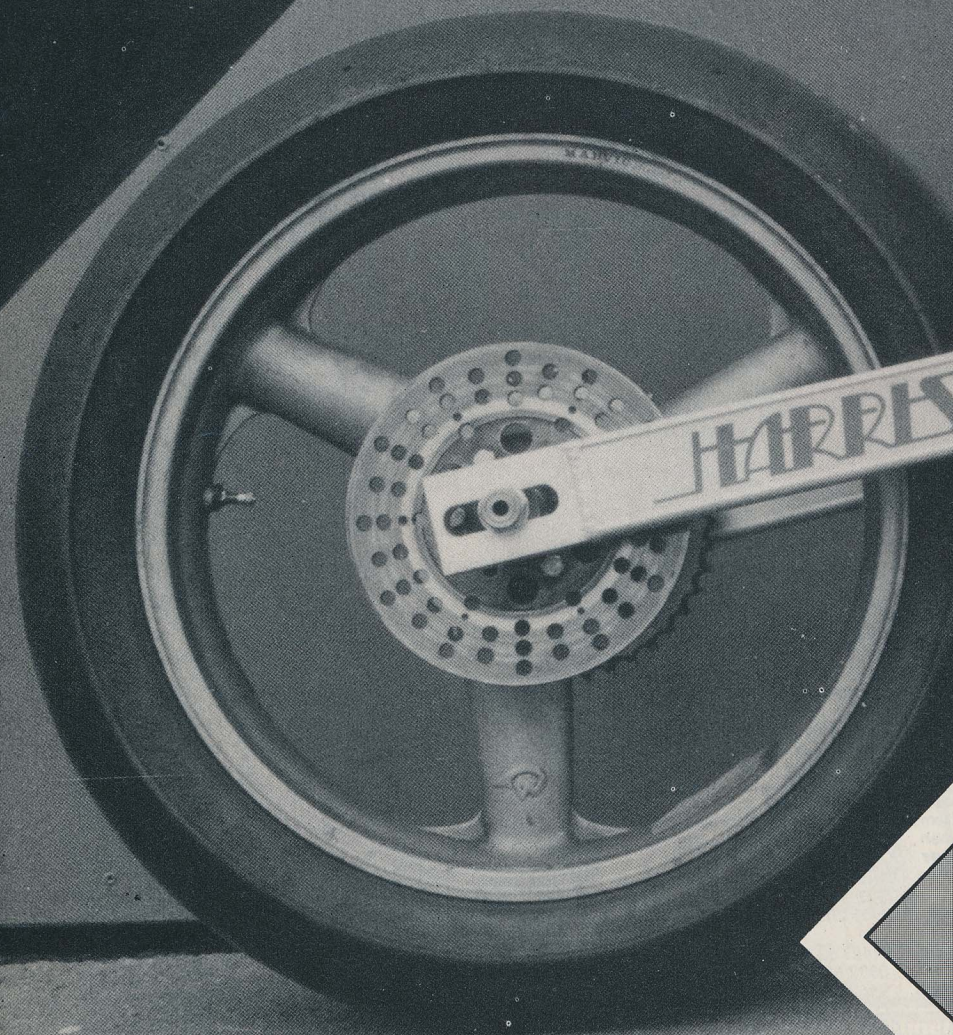


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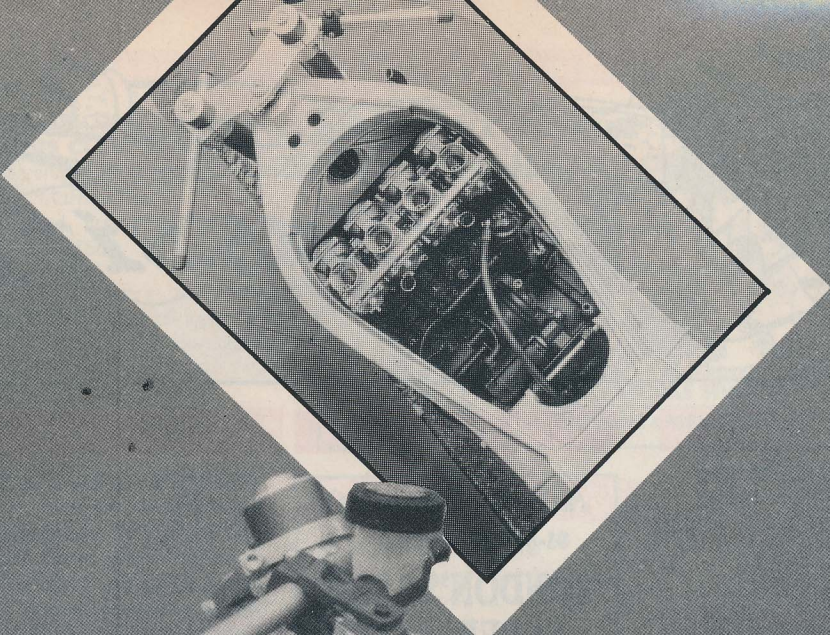
Steve Parrish's 1986 FZ endurance/F1 chassis has a distinct aroma of Genesis waiting around it. Colin Schiller sniffs the Harris brothers' handiwork

If anybody else had sworn to not having seen the Yam works Genesis chassis when designing this frame, you might just believe them. But Steve Harris, 8000 buddy of Stavros Parrish, has to be stretching the bounds of honesty. Seriously, both Steve and Lester Harris protest that, despite the remarkable similarity of their aluminum beam frame to one built in Hammamatsu, it really was conceived in the creative isolation of Herford. In fact, he claims, Steve had the idea over a year ago when the FZ was first launched, but Parrish's decision to concentrate on his RD500LC meant that the four-stroke had to take a back seat—at least for a while. But now this chassis looks set to become the main privateer tool during the coming season.

“Forgetting what it reminds you of, there’s nothing the belly of the spider and a dummy container on top of the engine that not only acts as air chamber for induction into the carb bank but also forms the top half of the fairing. The complete bike is promising to look somewhat futuristic. Vital statistics, by the way, are a wheelbase of 56 1/4 inches, rake and trail of 25 degrees and 5 3/4 inches. The Harris brothers insist that they have invested nearly 20 grand in the project, yet the average customer will only have to part with three big ones to get the kit, comprising frame, spindle, suspension units, rear wheel swing, adjusters, mudguard, tank, seat and fairing. Anyone with enough wonga to combine this Harris chassis with a \$4500 Yamaha tuning kit for the FZ is likely to have a really competitive bike. And perhaps the best news of all is that the basic Genesis clone carcass will be the latest Harris road kit by



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Particularly radical about the thing," says Steve. "It's really just an extension of what we were doing with the 500LC and previously, the Decote 250."

In metal-bender's parlance, it's a twin-spar monocoque built round a series of bulkheads fabricated from a composite of 16, 14 and 12-gauge aluminum. The two main spars are extruded and then milled down at the correct places to give required strengths by Les Freres Harris. "The thing that people always do wrong with aluminum is build to shapes similar to tubular steel frames, with the result that the end product just isn't strong enough. The best way to use aluminum is to concentrate large amounts in a small area, rather than using it like steel," says Steve. With a White Power rising-rate shock to the rear and White Power upside-down forks at the front, the Harris FZ chassis features an adjustable steering head (through three degrees), a petrol tank down in

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