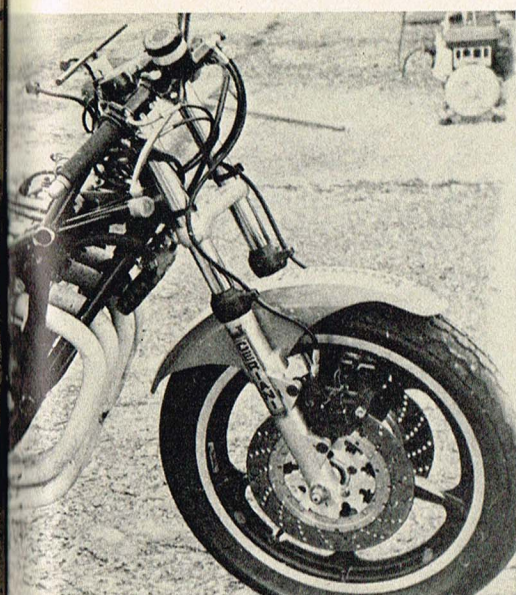
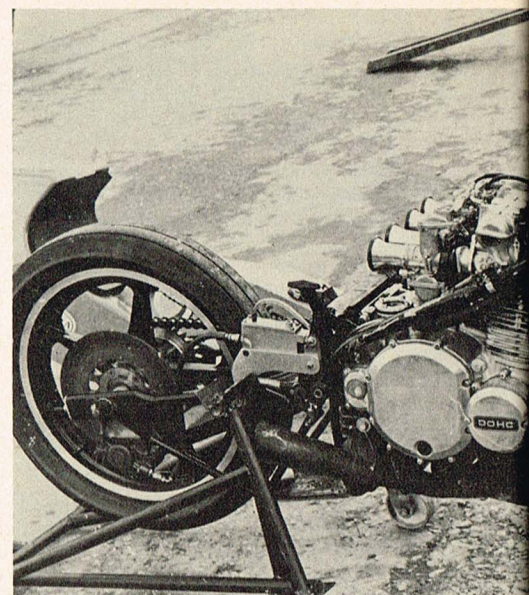


● Throughout Europe, interest in endurance road racing, at both club and international levels, is soaring. Generous sponsorship, direct factory interest, substantial prize money and huge and appreciative crowds have made it worthwhile for many competitors—and factories—to make expensive commitments to long-distance racing. The team that has made one of the more elaborate commitments, and has seen that commitment pay off lavishly, is the French-Swiss partnership of Geoges Godier and Alain Genoud. They came to the Bol d'Or in 1974 with a big-bore Kawasaki Z-1, won, returned in 1975, and won again. Not only is the Godier-Genoud Z-1 the most technically interesting motorcycle in European endurance events, it is one of the most interesting motorcycles of any kind. Of all the bike's special components, the chassis (1) is the most arresting. University lecturers Pierre Doncque and Michel Lambert presented drawings of a cantilever frame to

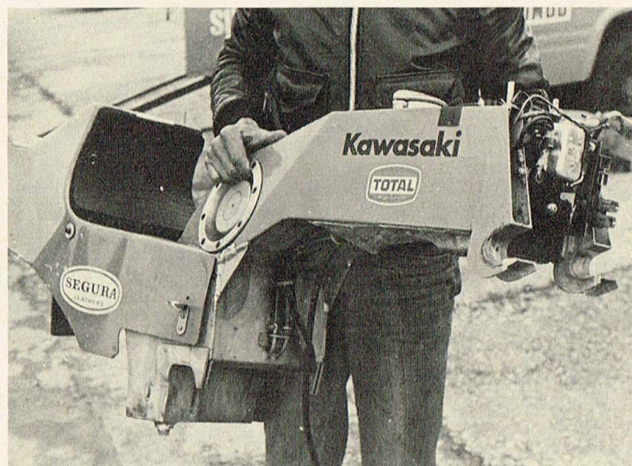
Xavier Maugendra, head of the French Sidemm company. With Maugendra's approval and some of his financial support, Doncque and Lambert began construction as a college project. Heavily triangulated about the steering head, the chassis has no upper frame tubes; instead, lateral tubes form a straight-line connection between the steering head and the swing-arm pivot point, fitting as close as possible to the engine. Naturally, a new fuel container had to be built to accommodate the chassis. Made of light alloy, the tank (2) quick-disconnects, contains a Formula-One-type fuel bladder and uses a fuel pump, likewise mounted at the front of the assembly. The motorcycle's most magical element is its rear suspension system (3). The swing arm pivots from a point to the rear of the kick start boss and just below the actuating arm for the master cylinder. The Koni shock absorber and spring are located behind and below the transmission housing. The shock's upper



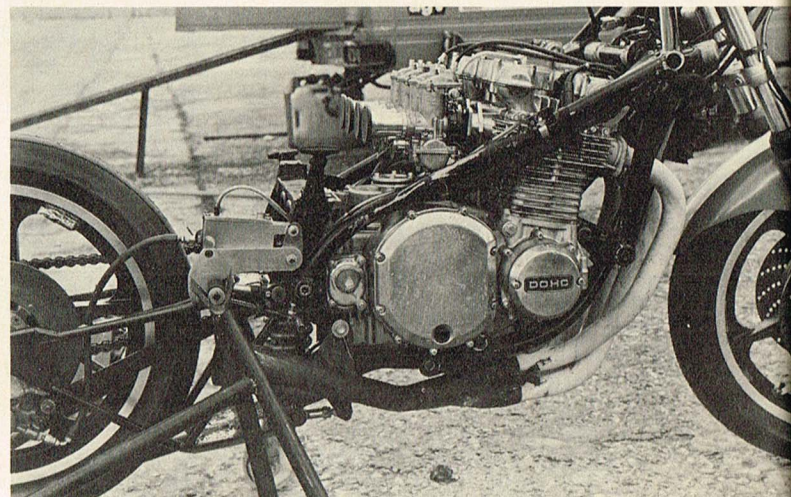
eye is fixed to the chassis; the lower eye attaches to the bell crank, and the bell crank connects with the swing arm. As you might expect from such a detailed and technically rich effort, the big Z-1 swarms with quick-disconnects. The bodywork (4) is secured by a combination of Dzus fasteners and flexible retainers, all necessary for the kind of rapid-fire pit work needed for winning long-distance European events. Other than the chassis, the most singular component on the bike is the "swing arm" assembly (5), weighing about 5 pounds and composed of small-diameter tubing, light-gauge plate, and reinforcing gussets. Like elements of the chassis, the birdcage swing arm is carefully triangulated. The Z-1's lone rear shock absorber attaches through a bell-crank to the fitting just forward of the swing arm's bottom plate. Like any serious large-displacement road racer, the Godier-Genoud Kawasaki uses an upgraded front fork (Ceriani) and very special calipers and

discs. The disc rotors (6) have been drilled tangentially and attach to the hub with ultralight aluminum carriers. The caliper units, made by Brembo, have been set up so brake pads can be changed quickly. Same with the wheels and tires (7); there simply isn't time to mount tires at a pit stop, so like any other serious endurance team, Godier and Genoud maintain a supply of wheels with tires already mounted.

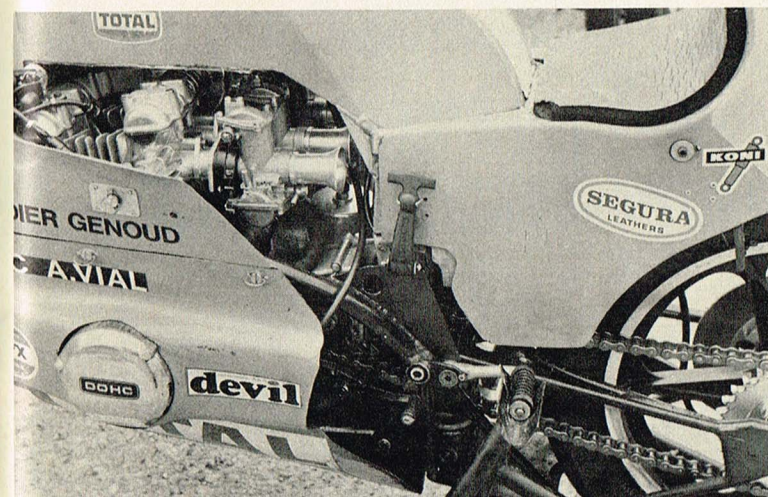
It has already been noted that Godier and Genoud's thoroughness paid off with two consecutive Bol d'Or wins; the last one also clinched the Federation Internationale Motocycliste's prestigious Coup d'Endurance championship, and for Kawasaki the Manufacturer's Award. They plan to stay active during 1976, which is good for Kawasaki enthusiasts all over the world and bad for factories like Ducati, BMW and Laverda who would like it very much if Godier, Genoud and their peculiar-looking, fast, tough and relentless Kawasaki Z-1 stayed home. ●



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3



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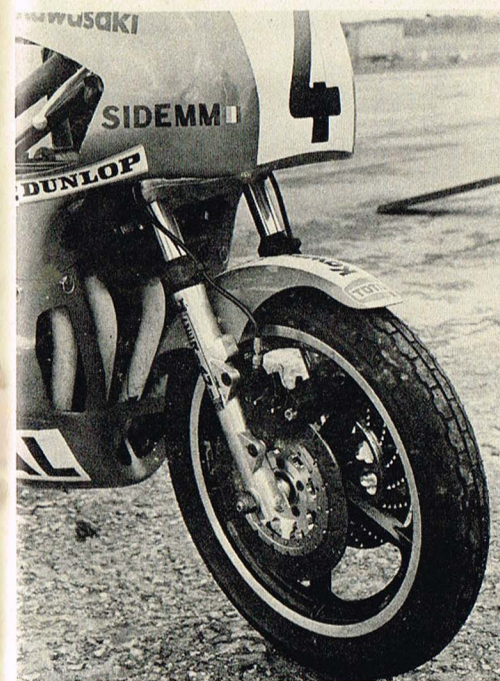
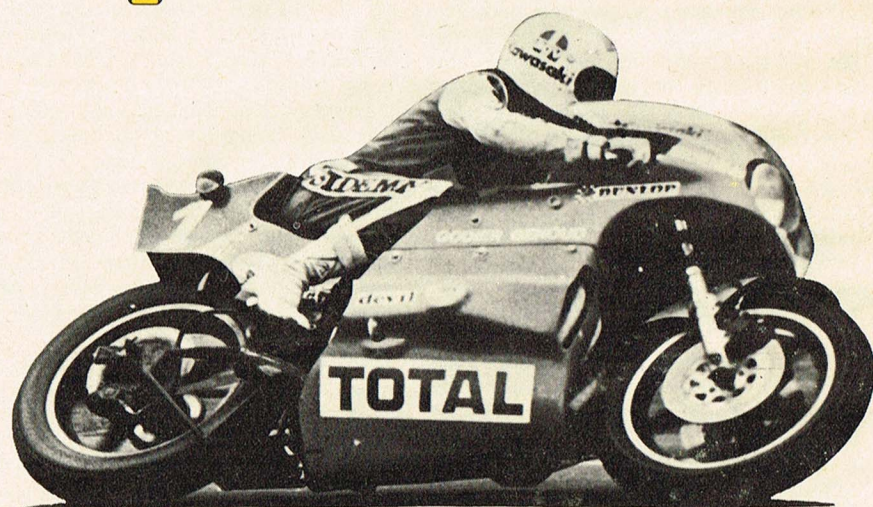


5

The Bol d'Or Flier

Designed by a pair of professors as a college project and ridden by a Frenchman and a Swiss, this 1000cc Kawasaki Z-1 has twice won Europe's (and the world's) most prestigious endurance race. It may look weird; it most assuredly does not work weird.

Story and Photos by Norrie Whyte



6



7