

# THE BIKER

A person wearing a silver Simpson helmet with a black visor and a silver leather jacket is shown from the chest up. They are holding a large, complex metal carburetor in their hands. The background is a dark, textured blue.

70p FEBRUARY 1981

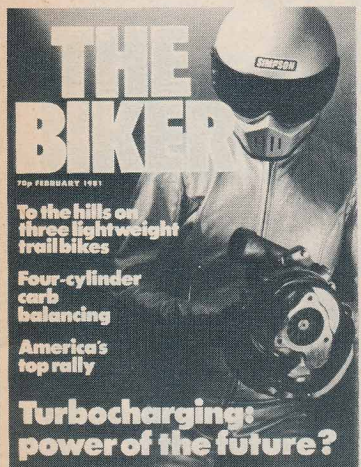
**To the hills on  
three lightweight  
trail bikes**

**Four-cylinder  
carb  
balancing**

**America's  
top rally**

**Turbocharging:  
power of the future?**

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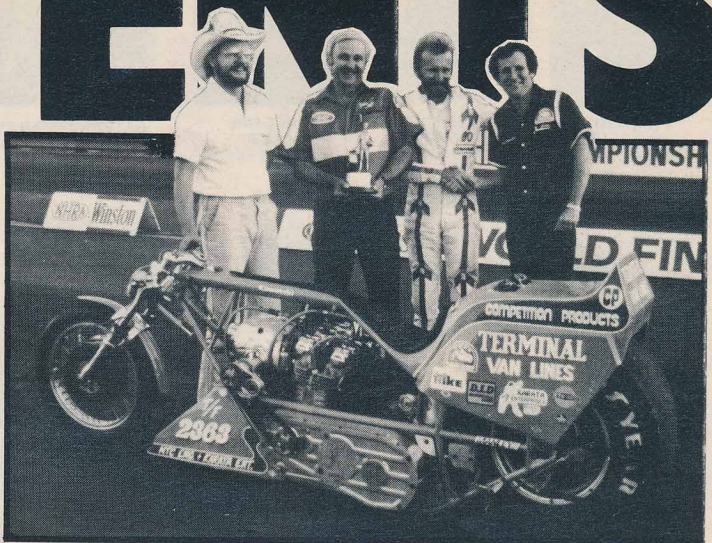
To the hills on three lightweight trailbikes  
Four-cylinder carb balancing  
America's top rally

**Turbocharging: power of the future?**

Cover: For a look at the turbocharged world of tomorrow turn to page 23. Photo by Michael Bailie; leathers by ABC Clothing Centre, London SW5; Simpson Helmet from Cobra Road & Racing, London NW5

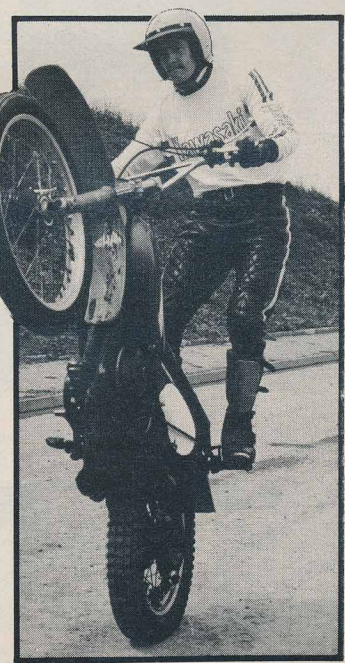
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This bike has completed a standing 1/4 mile in 7.084 seconds. See our Megamania Special for other earth-shakers from the Winston World Finals

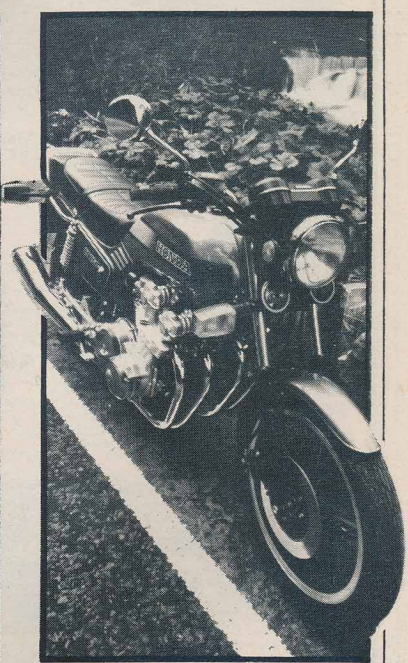


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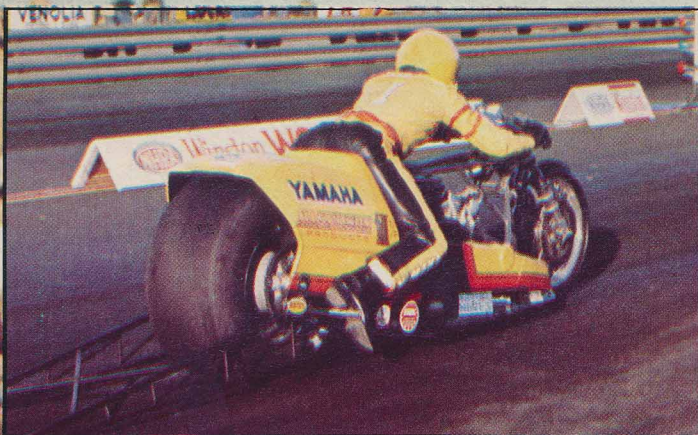
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# MEGAN



Twice World Champ Jim Bernard and his wedge-shaped XS11



Marion Owens burns out on Boss Hog — a Harley, naturally

## After the amazing scenes at last year's Winston World Finals let's hope that plans to bring the top Americans to British drag strips come off

**A**S far as the two-wheeled fraternity were concerned, the 1980 Winston World Finals should have been advertised as the 'Bo O'Brochta Show.' The popular St Petersburg, Florida, based rider set the drag racing world on its ear during qualifying when he stopped the clocks on a Saturday morning pass with an absolutely astounding ET of 7.084sec at 196.07mph!

I watched the record breaking run from the startline and was amazed to see the Terminal Van Lines Special Kawasaki carry the front wheel for fully half the track before making contact with the fabled Ontario Motor Speedway asphalt with a puff of smoke. So shocked was the announcer that he double-checked both sets of timing clocks before passing on the incredible news to the spectators.

The remainder of the field was well over half a second

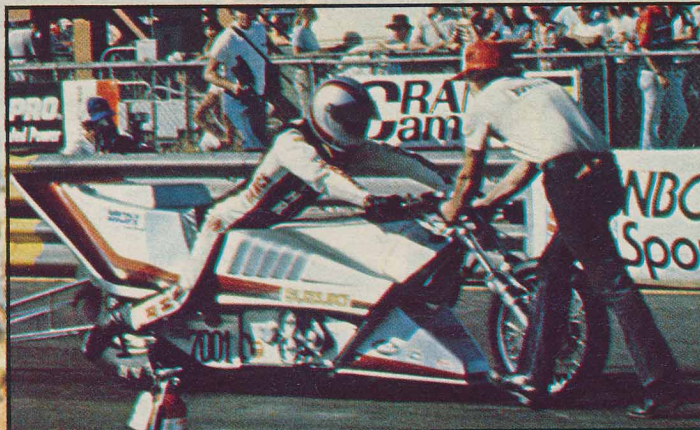
behind Bo and, when qualifying was over, Terry Vance had secured the number two slot on the Vance & Hines factory-backed Suzuki, his best run was 7.77 at 174. Defending world champion Jim Bernard was third on the potent XS11-engined Yamaha with a stout 7.81, 183mph. Veteran Russ Collins rounded out the top four with his revitalised double-blown Honda *Sorcerer*, 7.90, 186mph. Santa Pod visitor Marion Owens of

Oklahoma City took fifth spot aboard his *Boss Hog* Harley Davidson with 8.18 at 170. Wayne Davis and Keith Ruxton III completed the seven bike starting field with off-pace passes of 9.11 and 10.66, respectively.

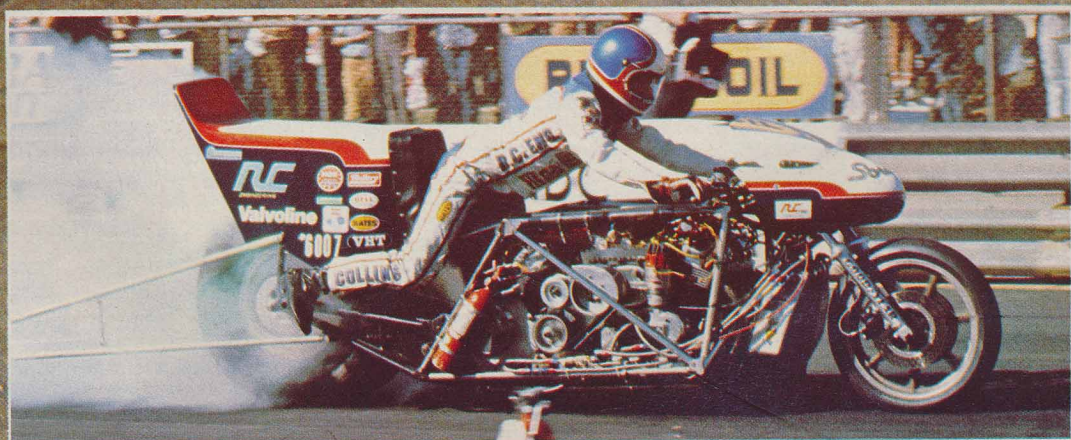
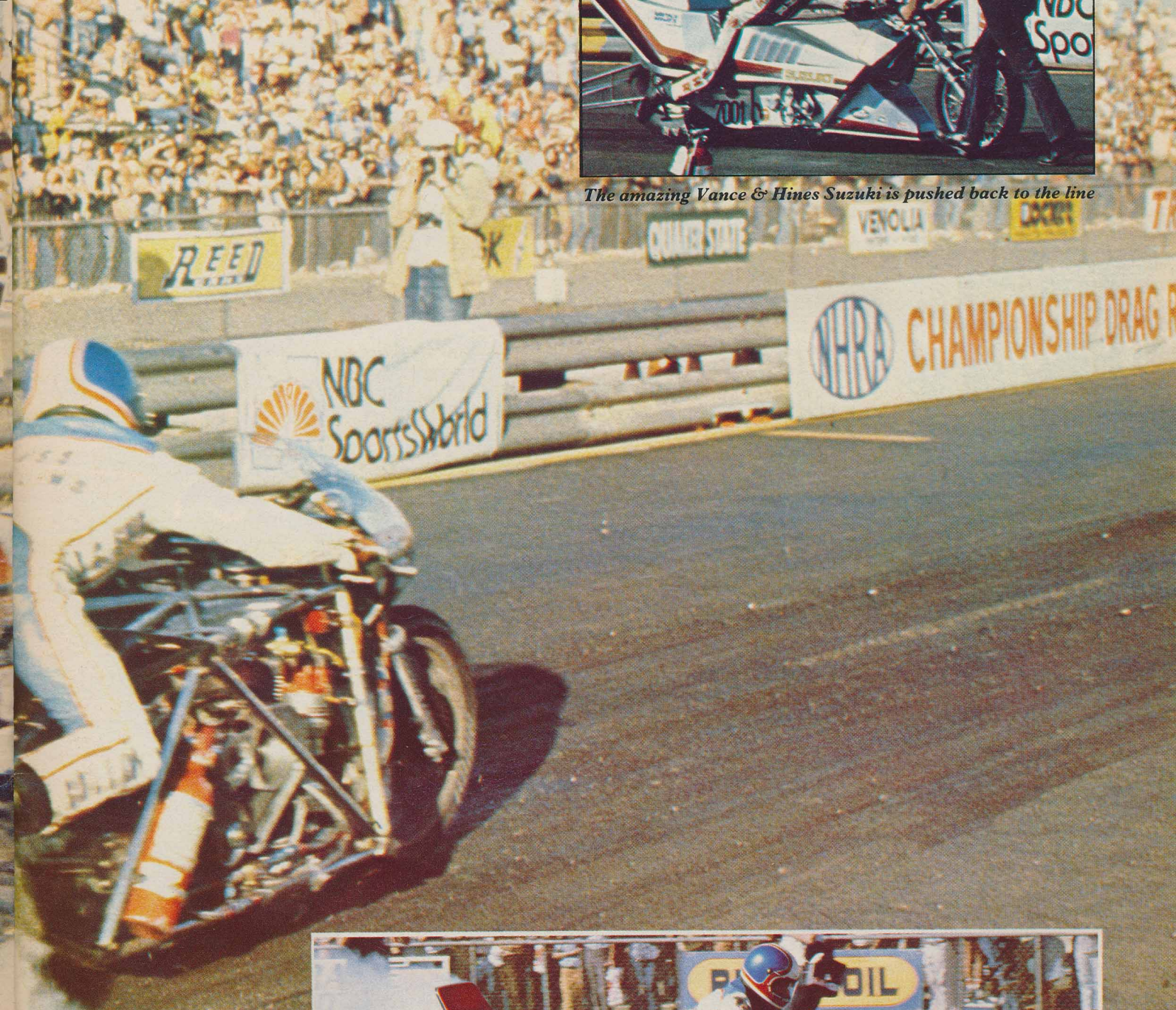
Sunday's eliminations opened with O'Brochta making a solo run due to the



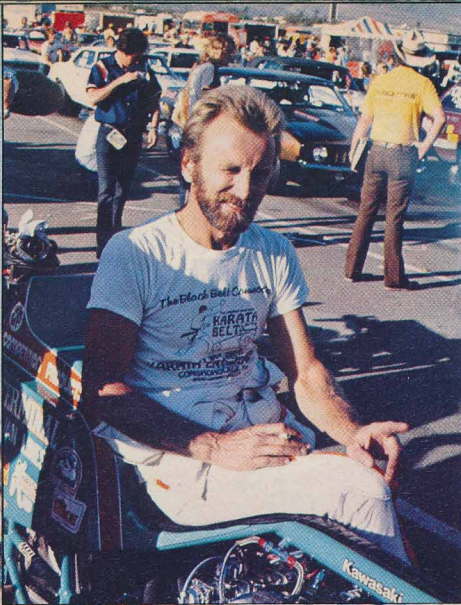
# MANIA *Special*



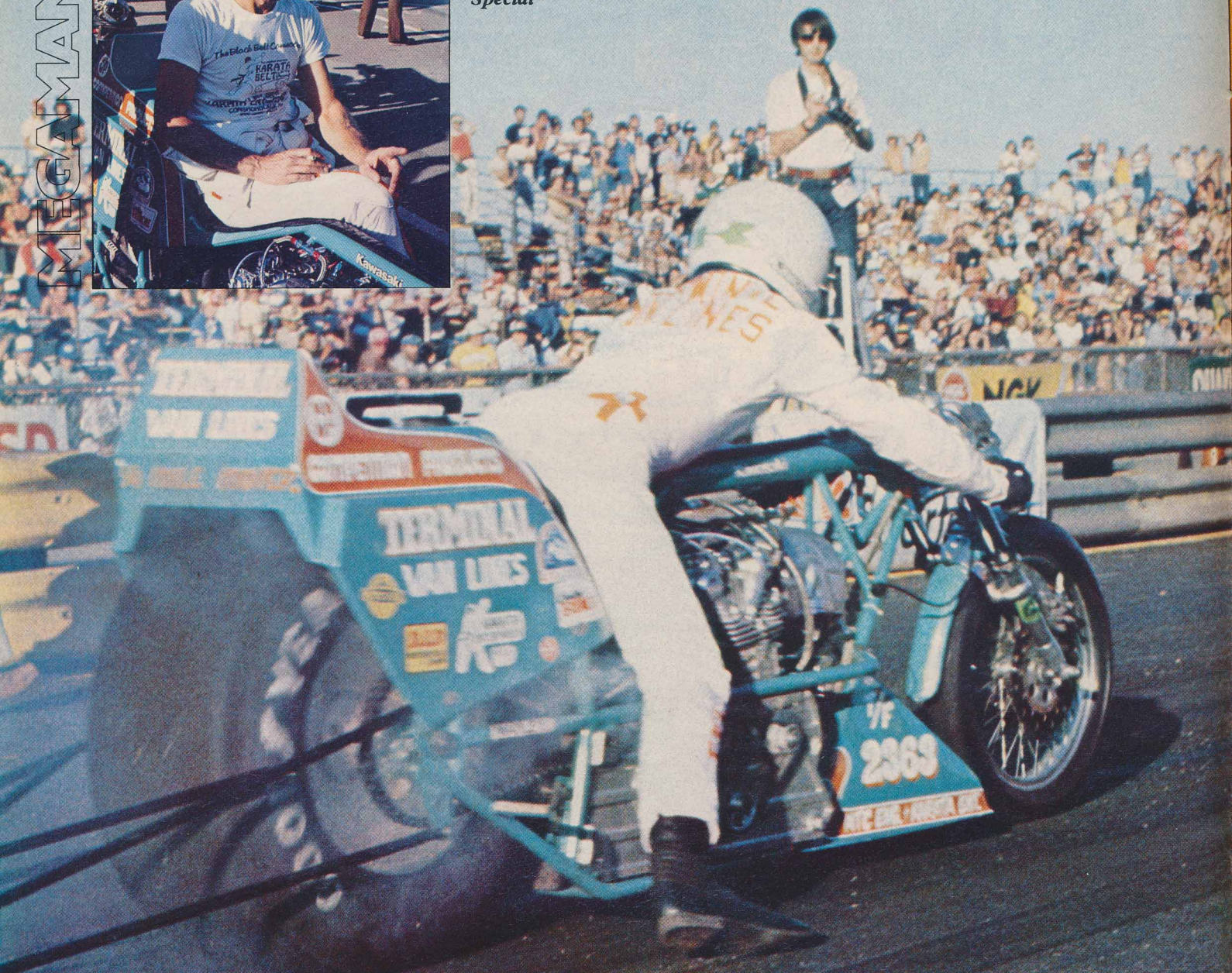
*The amazing Vance & Hines Suzuki is pushed back to the line*



*Sorcerer in its latest incarnation: Russ Collins set fastest terminal speed of the World Finals*



*Left: Bo O'Brochta looking suitably relaxed before the final round  
Below: the all-conquering Kawasaki engined Terminal Van Lines Special*



odd number of bikes in competition. His strong 7.47 at 186mph moved him up to the semi-finals. Jim Bernard also singled with his Ron Teson-built Yamaha at 8.13, 181mph when the Wayne Davis Kawasaki broke. Two-time World Finals winner Bernard would have the dubious distinction of facing O'Brochta in the next round.

Terry Vance on the Byron Hines prepped Suzuki faced mighty Marion Owens' H-D as round one continued. Owens smoked the huge rear slick straight off the line and Vance was lucky in winning after his motor let go at about the 1000-foot mark. Vance

recorded 8.28 at a slowing 158mph while Owens' tyre-smoking charge netted him an 8.85 at 170mph.

Russ Collins, taking another brief break from his late 1978 retirement from the sport, rounded out the opening action with an easy victory over the troubled Ruxton, who broke his Harley. The Honda advanced with a 7.86 at 188mph against the Fresno, California, rider's 12.00 at a mere 116mph.

Collins soloed in the next round when Vance couldn't repair his broken bike. 'RC' blasted out a none-too-shabby 7.46 with top speed of the meeting at 196 mph.

O'Brochta responded in his match with Bernard by laying down an impressive 7.30 — lowest ET of eliminations — at 189mph against a slowing 10.50, 94mph clocking.

The stage was thus set for the final round showdown between the all-conquering Bo O'Brochta and RC Engineering boss Russ Collins. Interesting to note that at the US Nationals in Indianapolis on Labor Day Bo had set the record at 7.28 seconds on his way to winning that event. Could he repeat it here at Ontario Motor Speedway?

The sun was setting behind the main grandstand as both

bikes pulled into the bleach box. Collins' burnout ended with a resounding bang as he over-revved the machine, spitting engine parts across the strip. O'Brochta singled for the title, cranking out a 7.37 at 184mph.

This well deserved victory wrapped up a superb season of racing for the 41-year-old pro, and also gave him his third consecutive Top Fuel victory. Summing up the impressive action at the 'Big O' simply read O'B!

Appropriately the best engineer vehicle award also went to the exuberant O'Brochta camp.

*Andy Willsheer*