

# Which Bike?

NOVEMBER  
60p

40

EVERY MONTH ALL NEW AND USED BIKE PRICES

**YOUR FIRST ENDURO:  
KAWASAKI'S MILD  
KE175D OR HONDA'S  
MEATY XR250?**

**MOTO GUZZI'S  
LE MANS MK II  
-THE SUPERFAST  
SHAFTIE  
PLUS:  
SANGLAS S2,  
KAWASAKI  
Z400G  
& CHOOSING  
A CHAIN-  
THE MISSING  
LINK**





# Which Bike?

**Editor**  
Mark Williams

**Assistant Editor**  
Rick Kemp

**Technical Consultant**  
Tim Stevens

**Advertisement Manager**  
Charlie Harris  
Telephone 631 1712

**Telephone Sales**  
Jacquie Hancock  
Telephone 631 1682

**Group Advertising Director**  
Richard Howell  
Telephone 631 3187

**Production Manager**  
Dick Pountain

**Art Director**  
Paul Carpenter

**Art Editor**  
Bruce Nicholson

**Design Assistant**  
James Egerton

**Typesetting**  
Jane Hammell

Published by  
Sportscene Publishers Ltd  
14 Rathbone Place  
London W1P 1DE  
England  
Telephone 01-580 6104  
01-637/7991/2/3

VAT No. 234 6363 1  
Company registered in  
England No. 121 8996

All material in WHICH  
BIKE? is Copyright  
Sportscene Publishers Ltd  
and may not be reproduced  
in whole or part without the  
written consent of the  
publishers

Printed by  
Southernprint Ltd  
Banksome  
Poole, Dorset

Distributed by  
Moore Harness  
Ltd, Corsica St.,  
London N1

**Cover**  
**Photography**  
Honda XR20  
by John  
Perkins

**2**

**New Bike Buyers Guide:** Everything you wanted to know about the UK bike market.

**16**

**Your Letters:** Telling us like it is.

**17**

**Two Wheel Gazette:** The horrors of Meriden, and other surprising stuff.

**21**

**Running Out Of Road:** Motorcycling's most notorious column makes its way to *Which Bike?*

**22**

**Motorcycle Chain – The Missing Link:** The how's and why's of final-drive.

**28**

**Editorial Hacks/New Products:** Jota-ing into the '80s!

**31**

**Spartan Spaniard:** A big one-lunger from Sanglas gets the test treatment.

**35**

**Costly Commuter:** Kawasaki's Z400 Custom turns out to be a sheep in wolf's clothing.

**43**

**L'amour Le Mans:** Falling in love with Moto-Guzzi's Le Mans Mk. II

**52**

**On the Rough – Mild and Meaty:** Kawa's new KE175D isn't quite what it appears to be, but Honda's XR250 is.

**60**

**Off-Road Rambles:** What's happening in the dirt!

**62**

**Golden Oldies:** Our oldest bike yet brings music to the ears.

**64**

**The Proof of the Pounding:** High mileage CX500 and Guzzi V50 in a 9 month progress report.

**68**

**Unsafe at any Speed?:** A chilling look at crash helmet safety standards.

**73**

**New Bike Price Guide:** All the prices at a glance.

**74**

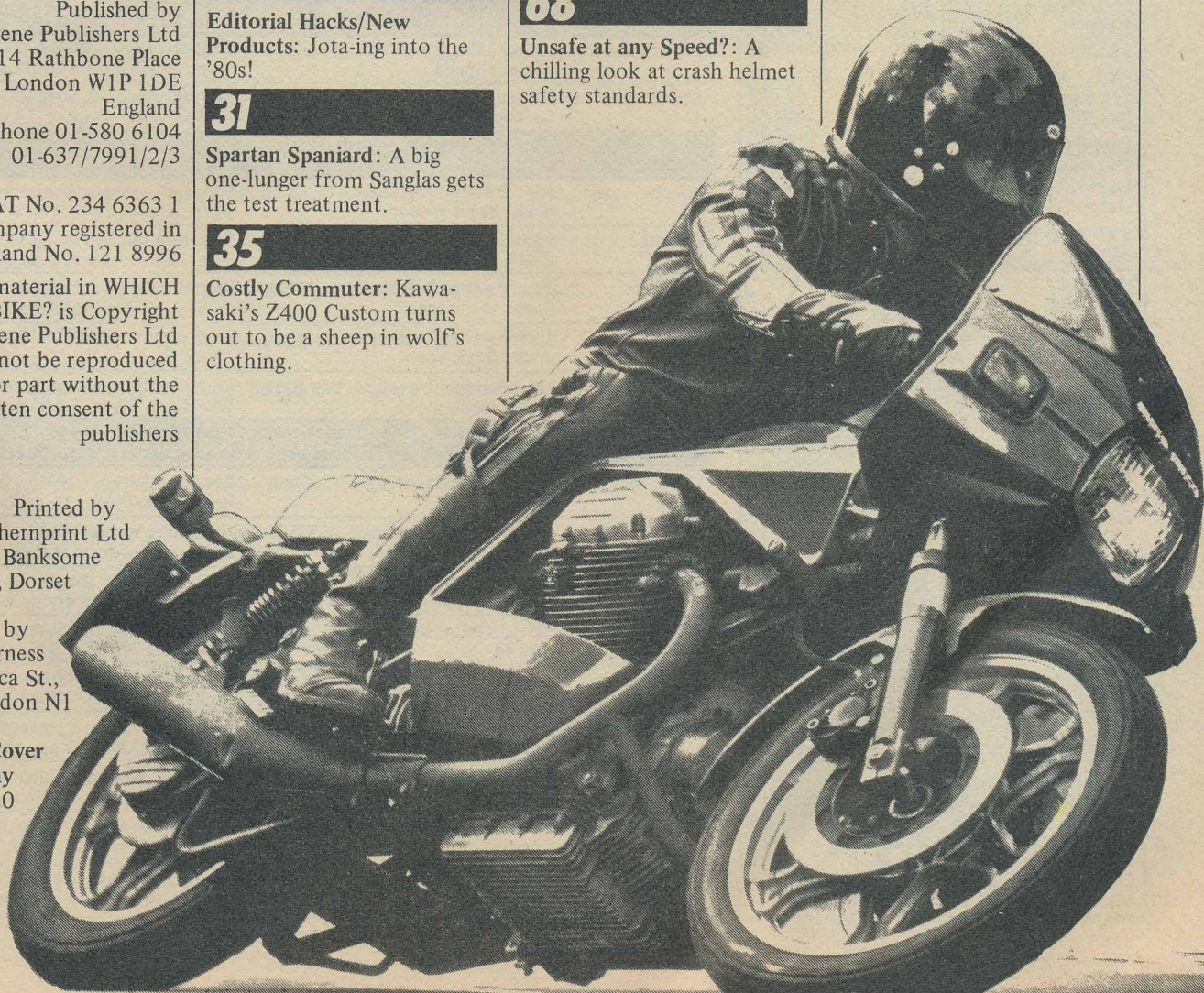
**Help!:** We've expanded our advice section to include even more of your maintenance and repair queries.

**80**

**Used Bike Price Guide:** Up-to-the-minute prices of most secondhand machines on the market.

**88**

**Back Issues:** This is where to look for the elusive road-test.

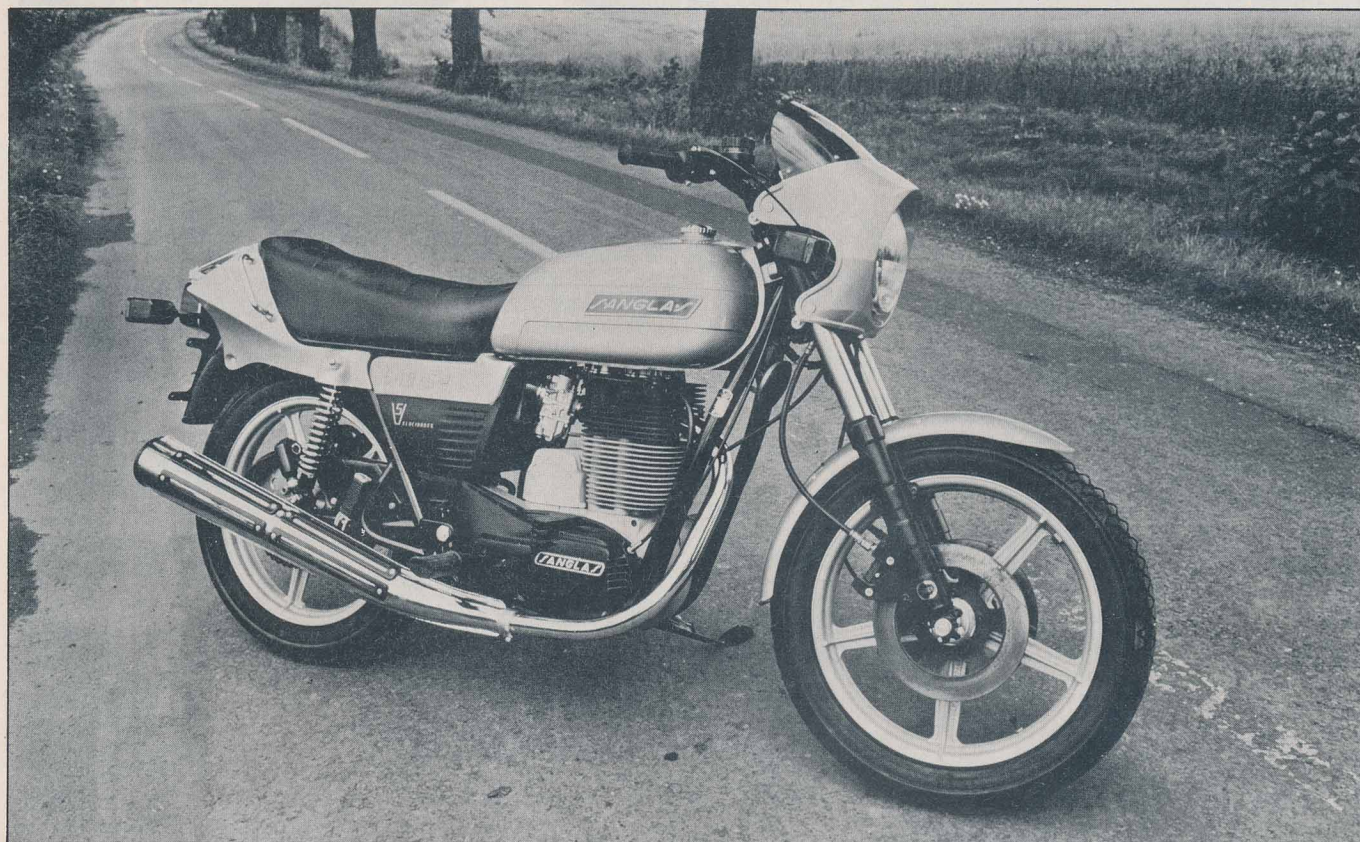








# SPARTAN SPANIARD



The Sanglas 500 S2 V5, to give it its full title, would seem to be an engineering throw-back. The basic engine concept wouldn't have been out of place in a BSA frame of fifty years ago. No bad thing some might say, in this age of the complex multi, and it's the people who would condone that sentiment who are the potential Sanglas market. How many of them exist will determine the success or failure of the marque in this country.

500cc single cylinder machines have appeared from Japan, but these have been technically refined, with four valve heads, overhead cams, twin exhaust ports (not new in concept), even piston position indicators to make kick starting easier. The push-rod OHV Sanglas, with the exception of its electric starter, is devoid of engineering frills. Should the starter fail, unlikely due to the size of the battery — it's huge — there is a kick start and valve lifter to get you going. The starter motor drives on to the crankshaft flywheel via a Bendix.

---

Over £1,300 sounds like a lot of money to part with for a motorcycle that might just manage 95mph down hill. *RICK KEMP* looks at this Spanish import.

---

Photography by *Jerry Young*.

---

Actual displacement of the motor is 497cc with a bore and stroke of 98.5 x 79mm. The compression ratio is fairly high at 9.3 to 1 and the alloy head has bronze valve guides and inlet valve seat. The conrod and crank-pin assembly is a very hefty roller bearing journal. The crankshaft runs on roller bearings on one side and plain on the other, a robust arrangement reputed to last for many years. (The Spanish Police hang on to their bikes for over 100,000 miles.) The duplex primary drive comes off the nearside of the crank while the off-side drives the oil pump, camshaft and contact breakers. The fact that this is a dry sump motor could escape notice as there is no separate oil tank. The oil is carried in a gearbox sump and pumped round from there. The head and engine covers are sand cast alloy so the only thing that

shines under the tank is the Spanish made Amal carburettor.

The inelegance of the engine is in stark contrast to the frame and cycle parts. The neatly welded frame is a massive double cradle construction with heavyweight suspension front and back. The fork stanchions are 37mm diameter tubing and very rigid. The rear units are fully adjustable. Telescopes with hydrobag attachments which preclude 'bottoming out'. To help soothe the engine's pulses, the 'bars are rubber mounted and another feature which is an oldie but a goodie are the fully adjustable footrests. Doesn't sound like much but an inch either way can really help tailor the bike to an individual's needs.

The Sanglas' styling is unlike anything else on the market and incorporates some useful features. The glass fibre

seat trim is fitted with a fold-out rack and pillion grab handles. The small handlebar fairing neatly houses the instruments and warning lights and provides a cowl for the headlight. The wheels are sand cast like the engine cases and although they hold the dirt, they are fairly easy to clean and, of course, there's no polishing involved.

Starting the bike proved no problem by either method, the car size battery easily turning the motor but because a Bendix drive is used with the starter, it tends to clatter somewhat.

The carb-mounted choke is simple to operate and doesn't need to be kept on for long. Gear selection is smooth and positive but the clutch operation is rather vague, it works well enough but is difficult to slip cleanly. The power builds up without any noticeable peaks up to a maximum of 35bhp at 6,700 rpm. The Sanglas isn't designed to be a rocket and standing quarters take around 17 seconds. Top speed is just over 90mph, but 75-80mph is

## SANGLAS 500 S2 V5



a more comfortable cruising speed. Vibration is no great problem with this machine, being a single it's the low frequency vibes that are more apparent. At the top end of the rev range it's the mechanical noise that makes you back-off if you're sympathetic to machinery. If not then the engine will rev through the red line.

With a frame and brakes like the Sanglas has, a 35bhp engine is not going to strain things any. The three discs are made by Recmo and look very similar to Brembo units, and the wheels come from the same factory. As far as handling goes, the chassis can cope with anything the engine can dish out. On corners, however, sharp or rough, there's no hint of any flexing. The front forks have fairly long travel and although their springing and damping makes for a good quality ride, a certain amount of rise and fall takes place during gear changes and under braking. Braking into a bend doesn't produce too much lightness at the back end so the rear units are well matched. It wasn't quite clear from the gentleman from the Spanish factory exactly how the rear shocks worked, but the general idea seems to be that just prior to the units arriving at the bump stops at the bottom of the compression stroke, an extra valve opens and stiffens the damping, all clever stuff and it seems to work. So it would appear that the frame and cycle parts are now well proven and it just remains for Sanglas to offer a more powerful engine to do them justice.

Most young riders won't be familiar with big four-stroke singles and as such will probably find the performance rather flat, but the five-speed gearbox allows comfortable, fuss-free cruising at moderate engine speeds. This bike is designed for long life and easy maintenance, virtually all jobs can be done without removing the engine. This will appeal to the DIY motorcyclist, so will cost of spare parts, which are considerably lower than the Japanese equivalents, a fact which gets the bike rated as class 2 with most insurance companies. As for long life, there isn't a great deal of chrome on the bike and what there is seems to be of good quality. The styling is a bit of an anomaly, as the sports image isn't upheld by the performance and even as

a touring bike it lacks some refinements. It could do with a larger front mudguard and an enclosed rear chain. The petrol tank capacity is a useful 3.8 gallons, giving the bike a range of 266 miles, for it will easily return 70 miles to the gallon.

The Sanglas might seem overpriced and at first reckoning the same money will get you a Morini or a Benelli 350, and a Honda CX500 is exactly the same price. What exactly you want out of your motorcycling determines your view of the Sanglas in terms of value for money. If you've been used to owning British machinery, then this bike could appeal now that British spares are becoming hard to get. It will run for very high mileages with the minimum of maintenance and it won't rot away if left outside. Best of all, it won't cost you an arm and a leg to run.

#### SANGLAS S2-V5

**Price:** £1328  
**Engine:** OHV single  
**Capacity:** 497cc  
**Lubrication:** Dry sump  
**Comp. Ratio:** 9.3 to 1  
**Ignition:** Coil and points  
**Carburetion:** Amal  
**Max. Power:** 35bhp at 6,700rpm

**Max. Torque:** 4.8Kgm at 5,000rpm

**Primary Drive:** Duplex chain  
**Clutch:** Wet multi-plate  
**Gearbox:** 5-speed  
**Final Drive:** Chain  
**Electrics:** 12v, 36amp battery, 250w generator

**Fuel Capacity:** 3.8 gallons  
**Frame:** Duplex cradle  
**Suspension:** Telesco oil damped telescopic fork (f). Swing arm with 4-pos. (r). preload.

**Brakes:** Recmo twin discs (f) disc (r)  
**Tyres:** 3.25x18 (f)  
 3.50x18 (r)

#### DIMENSIONS

**Wheelbase:** 55½in.

**Seat Height:** 31½in.

**Grnd Clrnc:** 6.2in.

**Dry Weight:** 387lbs

**Equipment:** Electric start, rev counter, trafficators, seat lock, tools, carrier, fairing.

#### PERFORMANCE

**Top Speed:** 92mph

**St. ¼-mile:** 17secs

**0-60:** n/a

**Av Fuel Cons:** 72mpg

**Tank Range:** 270 app. miles

**Importer/** Sanglas Importers

**Manufacturer:** (UK) Ltd., 30/32

Lower Stone St.,

Maidstone, Kent.

ME15 6LX.

*Recmo brakes and Telesco suspension (top left and right) are more than a match for anything the rugged OHV single (bottom) can dish out. Faired instrument binnacle is a classy addition to an otherwise pretty basic machine, as was the nifty folding carrier.*

