

350 LC's. The difference in this Lemoto 350cc, is that it belongs to one of Mel Lemoto's customers, and has completed over 2,000, so this is your chance to see just how well, the products stand up to the elements.

The new GSX400F Suzuki and a 750GS Suzuki are shown completely restyled by Mel Lemoto, with their cafe racer accessories. So if you want to give your bike a sporty new image, then visit the Mel Lemoto Stand. They will have all you need, for machines 50cc - 1100cc.

Stand: E20

**MOCHECK LIMITED,
24-28 Clapham High Street,
London S.W.4.**

Telephone No: 01-720 7576

Good news for those in the market for a new Honda comes from Mocheck, of Clapham. Mocheck are taking advantage of Bike '81, the Earls Court Motor Cycle Show, to display new Hondas which will be available for sale at low prices, interest free terms and with low rate insurance - subject to stock availability.

Of special interest to sports enthusiasts, Mocheck will also be showing a number of high performance customised machines - including a Rickman Predator which uses the Honda 900/4 engine and a CBX 1000/6 Honda engine in a Moto Martin frame. They will also have a special display of machines showing the range of Rickman fairings and accessories.

Their demonstrator Mocheck Hunter will be also on sale with a number of other selected demonstrator and second-hand superbikes.

Mocheck's supermarket are offering special low cash and carry prices on Bell, AGV, Kiwi and Nolan helmets. They will also have leather jackets at under £50, and many end-of-range items at cost.

Stand: F17

**MORPHY MOTORCYCLES,
Brook Street,
Tring,
Herts.**

Telephone No: 044282 6325

Morphy Motorcycles Italian Superbike specialists will be showing Laverda, Moto Morini, Beta and Batavus.

Stand: H41

**MOTIQUE,
Unit 2,
15 Maswell Park Road,**

**Hounslow,
Middlesex.**

Telephone No: 01-898 0702

Stand: H6

**CHAS MORTIMER
RACING SCHOOL,**

**Kingston Lodge,
Whilton Locks,**

**Nr. Daventry,
Northants NN11 5NH.**

Telephone No: 0327 843014

We are exhibiting a race kitted RD400 Yamaha as used in the biggest and best racing school currently operating in the UK. Application forms are available along with further details. On sale at our Stand, we are offering a full range of Ray boots and Gimoto leathers from Italy as well as an assortment of Furygan suits, jackets, gloves and sweaters. We cater for the discerning motorcyclists as well as road race riders.

Stand: D6

M & T MOSS LTD,

Unit A,

Lewcos Industrial Estate,

210 Church Road,

Leyton,

London E10 7SH.

Telephone No: 01-539 0253

Moss Luggage - Manufacturers of quality soft luggage to the motorcyclist. Our bags are so good we name them instead of using numbers.

Panniers we call "Streamliner" and "Boxer", tank bags are named "Softy" "Jumbo", "Double Decker" and "Constant Companion", tote bags are called "Bazooka".

Come and see these members of our range and be introduced, it could be the start of something good.

For this Show only we are offering certain discontinued items to clear to make way for our sensational 1982 production which is a brand new concept of motorcycle luggage.

Stand: H1 & K18

**MOTOGEAR,
1837 Pershore Road,
Kings Norton,
Birmingham 30.**

Telephone No: 021-459 9744

We are wholesalers and retailers of embroidered cloth badges, metal badges and

stickers and carry a large range of these goods. Wholesale enquiries are welcome.

Stand: H22

MOTO MARTIN (UK) LTD,

24 Fortess Road,

**Kentish Town,
London NW5.**

Telephone No: 01-485 3112/2812

Moto Martin (UK) Ltd. is a company that has been set up to handle imports and sales of all Moto Martin products in the United Kingdom. There are now over 60 completed Moto Martins on British roads and popularity for these frame kits is increasing all the time.

There are over 30 frame kits available and new models appearing at regular intervals. The latest models are Z100 J Kawasaki and RD 250/350/400 Yamaha.

The company is also working on a turbo charged CBX Martin which will be on sale later this year.

Stand: E11

MOTORCYCLE CITY LTD,

145 Lynchford Road,

North Camp,

Farnborough,

Hants.

**Telephone No: Farnborough
511506**

Motorcycle City will be showing the complete range of Yamaha motorcycles - many for sale at the lowest possible prices available anywhere in Britain!

In addition, Motorcycle City will display and have available for sale - a wide range of components and accessories, many at extra special "show" prices.

Visit Stand E11 and discover why Motorcycle City have become established as the No.1 Yamaha motorcycle retailer - and learn more about their professional and expert back-up and full servicing facilities.

Stand: E1

MOTOR CYCLE NEWS,

P.O. Box 11,

Huxloe Place,

High Street,

Kettering,

Northants.

Telephone No: 0536 81651

Motor Cycle News is the worlds largest selling motor cycle newspaper and is available every

Wednesday throughout the year. On the Stand will be our exclusive range of official Motor Cycle News clothing as well as a variety of badges and stickers.

PLUS - The latest issue of our new off road publication Dirt Bike Rider.

PLUS - A selection of bikes covering most aspects of the Motor Cycle News world.

PLUS - The fabulous Moto Martin Viper, the prize in our recent "All Action" competition.

Stay in touch with Motor Cycle News, the biggest thing on Two Wheels - every Wednesday from your newsagent.

Stand: B4

MOTORCYCLE PARTS SUPPLY,

Townstal Industrial Estate,
Nelson Road,
Dartmouth,
Devon TQ6 9LA.

Telephone No: 08043 4296

Motorcycle Parts Supply is one of the UK's leading mail order companies, specialising in the Express Delivery of a wide range of often hard to get motorcycle parts and accessories.

For the 1981 Earls Court Show M.P.S. will have their largest Stand ever and in conjunction with this they will be introducing many new products at very special show prices, these include:-

a) Their own completely priced decibel silencer, that will fit most bikes over 250cc and is available with a bracket to fit the silencer either level or upswept.

b) Leakproof fork tube oil seals - Guaranteed not to leak.

c) Carburettor repair kits - available for most Japanese bikes.

They will of course have all their usual products available at special show prices, these include:-

Chains, sprockets, K&N custom air filters, Boyesen Reed valves, wet weather disc brake pads and headrace sets.

Also available from their Stand is a FREE brochure giving full details and prices of their products and information on the super fast postal service that they can offer - SO THE MESSAGE IS DON'T MISS THE M.P.S. STAND.

Stand: F1

MOTOR CYCLE WEEKLY,

I.P.C. Business Press,
Surrey House,
1 Throwley Way,
Sutton,
Surrey SM1 4QQ.

Telephone No: 01-643 8040

Stand: E15

MOTORCYCLE WORLD

MAIL ORDER LTD,

Wellhall Road,
Peacock Cross,
Hamilton,
Strathclyde.

Telephone No: 0698 281700

Stand: F10

MZ - WILF GREEN LTD,

New Street,
Halfway, Nr. Sheffield.

Telephone No: 0742 488500

"Bike '81" gives our company the opportunity of launching a new MZ motorcycle on the U.K. market, the MZ-ETZ 250.

The ETZ 250 incorporates many new and modern features including disc brake and posilub lubrication. It combines reliable MZ design principles and the latest innovations in motorcycle technique.

A powerful redesigned 243cc single cylinder, two-stroke engine improves too the reliability and economy of the worldwide acknowledged MZ motorcycles.

Therefore, the ETZ 250, like all previous models, needs less maintenance and is a reliable uncomplicated motorbike of multifarious utility with sporty characteristics.

On the centre road we show:

- The S51 four-speed Simson moped, which in the July issue of "Which Bike" was described as sporty, powerful and well designed. The road test carried out found it to be faster on acceleration than any of the 50cc competition and it has power and room enough to carry a passenger.

- The "Pathfinder 125", developed by W. Green Ltd on the basis of the well known MZ TS 125. With this bike the demand for a sporty and dual purpose machine is met.

- The TS 250/1 combined with a 'Mitzi' sidecar, a transport facility for the whole family.



Stand: E10

NEVAL MOTORCYCLES,

58 Holderness Road,
Hull,
North Humberside.

Telephone No: 0482 24867

Neval Motorcycles will be exhibiting a motorcycle mark last imported into this country in 1975 and that is the URAL motorcycle combination. These machines although not actually being imported by Neval are being shown to assess public response to the much improved model, and for another model the 175cc Voskhod machine.

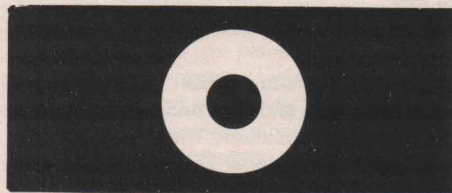
First appearance also of the Neval Three Wheeler Freight Carrier. In London, this vehicle is something between a scooter and a small van is fitted with electric start, reverse gear and sells at an unbelievable £795 including V.A.T.

Neval 650cc MT10 Combinations are in view on the stand with the new export model twin drive that the Company export to the States, unfortunately this right hand sidecar only model, is not now registerable in the U.K. after the right hand sidecar law came into force on 1st August. However Nevals still have a few pre-August 1st registered machines and can supply all European customers.

Nevals new 350cc Intruder will be showing its class and can be compared against other 350's at its price of £525, certainly value.

Also in the 350cc class is the 3-01 combination the ultimate in family value at £827 which includes the fully sprung sidecar with screen, tonneau cover and rear carrier.

Nevals new 125cc Electronic model will be on display. The economy commuter that must be the best value 125 on the market and it comes within the new B.H.P. Learner restriction soon to come into force.



Stand: B18

OLYMPIC PRODUCTS & ACCESSORIES LTD,

P.O.Box 47,

Cheshunt,

Herts EN8 0DF.

Telephone No: Waltham Cross
35697

Olympic Products & Accessories Limited is a Mail Order company specialising in motorcycle luggage. The company previously traded under the name of Guzcourt Limited. The company changed its name to Olympic Products & Accessories Limited to align itself with the Olympic luggage marketed by the company.

The company will be exhibiting the Olympic Tank and saddle bag which are the principle products featured in recent advertisements in the "Supermart" section of "Motor Cycle News".

Both bags will be for sale on the Stand at a special show price of £16.00 which represents a reduction of £3.95 per bag on normal mail order prices.

Orders can be placed at the Stand for mail order delivery at Show prices with payment by C.O.D.

The company will also be featuring a raffle of one of the top of the range articles of Olympic Luggage with a high retail value. Tickets will be available on the Stand at 25p each or 5 for £1.00.

Enquiries during the Show for trade supplies would be welcomed by the company. Any dealer interested in this possibility should contact Martin Lewis on the Stand.

Stand: E5

ONGAR MOTORCYCLES,

**Central House,
High Street,
Ongar, Essex.**

Telephone No: 0277 363236

Ongar Motorcycles, the UK's number 1 BMW dealer has the full range of BMW motorcycles on the stand including the specially customised R100 pictured in the catalogue for sale with BMW finance available.

This machine is a normal R100 fitted with a R100RS fairing, paniers and special paint. It is one of the bikes offered at a special package price which represents excellent value for money.

We will also have a number of BMWs fitted with the full range of Pantera fairings on display, as well as the full range of BMW accessories - with show offers on some items.

There will be a number of new products launched including a spotlight kit for the R100RT - BMW video tapes will be playing during the show and various personalities will be dropping in from time to time.

Stand: D27

CHARLES OWEN & CO. (BOW) LTD.

**257a Chingford Mount Road,
London E4 8LP.**

Telephone No: 01-524 3910

Manufacturers of fibre glass crash helmets. Completely made in Britain to the highest standard, not mass produced.

Specialists in fitting big heads, small heads, difficult heads. Individual hat sizes, not numbered helmets in plain colours for your own individual design. Why look like many other riders. Be Different!

Original anti-mist patentees. Come along to our Stand and have a chat. Try and examine our helmets, then look around and compare with other helmets before buying and we are sure you will find quality and price unbeatable.

Buy British!



Stand: D16

PANTERA, 122 Bevois Valley Road, Southampton.

Telephone No: 0703 28683

Pantera will be exhibiting its latest fairings and options. The Pantera II fairing and the Pantera S feature spotlights, VDU instruments, radio, cassette and sonic intercom equipment, colour matched to any bike or available in standard colours including black and white. Pantera fairings are hand built by craftsmen to the customers individual specifications. Pantera will shortly be introducing a new sports fairing to fit all the most popular bikes it will feature cubic headlamps, built-in indicators, storage pockets and will be frame mounted.

Stand: G1

PEDLER CYCLES LTD,

**Gate 16,
Plough Way,
Surrey Docks,
London S.E.16.**

Telephone No: 01-231 3679

Stand: J10

PATCHIT, DIWAN ENTERPRISES LTD,

**22 Hanbury Street,
London E1 6QR.**

**Telephone No: 01-247 7790 or
7823**

Our name is Patchit we are known throughout the world. Now you have heard of us too.

We specialise in screen printed T-shirts, patches, lapel badges, woollen scarves and belts and wristbands.

Our range of T-shirts from Bob Marley right down to AC/DC, M'Head and most popular rock groups. Our patches come in 3 sizes, regular, 7 inch and jumbo back patches which will fit the shape of your denim jacket backs.

We have so many items we are unable to talk about all of them, the best thing for you to do is come and see them for yourselves and perhaps we can do business.

Remember "Patchit" Stand J10. See you soon.

Stand: H45

PEPPER PERFORMANCE PRODUCTS LTD,

**c/w Freeman Automotive,
Unit B, Barker Buildings,
Countess Road,
Spencerbridge,
Northampton.**

Stand D17

PERMA LTD,

**Unit 7, Brunel Gate,
Portway Industrial Estate (West),
Andover,**

Hampshire SP10 3SL.

Telephone No: Andover (0264)

53004/54651

Telex: 477125 PERMA-G

Motorcycle water and weather proof clothing. "Ultimate" touring suit. Quilted 'Aluminium' lining. Welded taped seams.

"Silver Dream" one piece suit. Quilted lining. Welded taped seams.

"Lightweight Touring" one piece suit. Unlined. Nylon. Welded taped seams.

"Road Runner" one piece. Unlined polyamide PVC. Welded seams.

"City Suit" two piece. Unlined nylon (moped suit). Welded taped seams.

All above carry replacement guarantee against possible leakage or defect.

Stand: E6

PIPER FM LTD, Bromley Green Road, Nr. Ashford, Kent.

Telephone No: 0233 73 3131

Piper one of the leading performance exhaust manufacturers will be showing their full range. There is now a system available for virtually every popular bike and recent additions include Yamaha XJ650 4:1, XS400 2:1, Suzuki GSX 750 and 1100 4:1, Kawasaki ZIR/ST.

A new feature will be that some systems will be available in the latest deep black chrome finish for the first time. The latest free leaflet can be obtained on the Stand, as well as the 1981 Piper tuning manual priced at £2.95.

The Piper range is by far the largest in the UK. If your model is not shown ask the people on the Stand if it is scheduled for the near future.

PIRELLI LIMITED,

**Thavies Inn House,
3-4 Holborn Circus,
London EC1N 2QA.**

Telephone No: 01-353 5102

Telex: 22520

In the four years to 1980, riders on Pirelli-shod motorcycles have won a total of 86 World, European and National Championships.

Highlight of the display is the outstanding range of V-rated Pirelli Phantoms, the winners of a string of endurance races around the world, including the Castrol Six-Hour in Australia and Canada last year and South Africa in January.

Through racing development, both the 'semi-ribbed' MT 29 front wheel, and 'semi-slick' MT 28 rear wheel Phantoms are now made with a 'high grip' compound which improves mileage by over 50% and are available in metric and inch sizes. The Phantom tyres are designed to be used as a pair.

Again, stemming from endurance race development is the Pirelli Gordon, an H-rated road tyre, suitable for both front and rear wheel fitment. The Gordon's excellent wet and dry grip, cornering ability and directional stability, have made it an outstanding success in UK endurance events. Its regular wear over high mileage also makes it a natural choice for high performance machines with a top speed of 130mph.

The Pirelli MT 13 CR, as fitted to Ulf Karlsson's 1980 world championship winning Montesa is available which gives an outstanding firm grip and traction through the use of a new 'ground hugging' carcass, a softer rubber compound and a deep block tread pattern.

For moto-cross enthusiasts, Pirelli has the MT 25 Pentacross and MT 32 Sandcross tyres.

The Central Tyre Company, is the sole importer and distributor for Pirelli motorcycle tyres to the trade in the UK.

Stand: G4

**PJ1 OILS LTD,
426 Limpsfield Road,
Warlingham,
Surrey.**

Telephone No: 08832 6221

Stand: F18

**POWERHOUSE
MOTORCYCLES LTD,
141-145 Kentish Town Road,
London NW1.**

Telephone No: 01-485 9214

Powerhouse London's leading Moto Guzzi, Ducati and Harley Davidson dealers are this

year displaying the complete range of all these machines on their own Stand.

This will include the brand new Moto Guzzi Le Mans III and Ducati Pantah 600. All the models on the Stand will be for sale during the show with many special offers for the show period only. There will also be a display of selected second hand machines.

Our accessory Stand will be selling a great selection of all that's the best in accessories at unrivalled prices.

Powerhouse formed only 4 years ago has fast become one of London's most popular motorcycle dealers through its friendly and fair dealing and its enthusiastic after sales service.

So come and meet us at the show! It'll be great to see you.

Stand: D20

PROMOTIONAL AIDS,

**Unit 6, White Gates,
Alexander Lane,
Shenfield,
Essex.**

Telephone No: 0277 224051

T-shirts and sweatshirts various and with Bike '81 logo. Stickers. T-shirts printed while-u-wait.



Stand: D29

RAMBLER TRADING,

**75 College Drive,
Heachan, Kings Lynn,
Norfolk.**

Telephone No: 0485 71071

Custom clothing specialists, instant T-shirt printing. Custom lettering, caps, silk look jackets. We also provide a silk screening service for clubs.

Stand: D10

RIVETTS OF LONDON LTD,

**236 High Road,
Leytonstone,
London E.11.**

Rivetts of London are exhibiting an extensive range of motorcycle clothing and safety helmets. Leather jackets are available at very

competitive prices including the newly launched Commando jacket at £39.50. Amongst the large selection of helmets are; AGV, Kiwi, Stadium, Nava and Electro. And there is an area strictly devoted to Bell helmets.

You are most welcome to visit our Stand and we will be delighted to show you what we have available. And, you will be pleasantly surprised at the very competitive prices.

Stand: D5

**ROAD RIDER,
10 Eastfield Parade,
Forbes Avenue,
Potters Bar,
Herts.**

Telephone No: Potters Bar 44808

Road Rider Ltd. will be specialising in rear shock absorbers, with a full range comprising S & W oil: air and street stokers, Marzocchi Strada and a new range from USA - The "Eagle". Road Rider will also have their full range of air-fork conversions and of course the famous super-vista throttle controller.

Amongst Road Rider's other well known products will be engine guards, brake pads, security devices, and a wide range of interesting accessories.

Stand: E8

ROYAL AUTOMOBILE CLUB,

**P.O.Box 100,
RAC House,
Lansdowne Road,
Croydon CR9 2JA.**

**Telephone No: 01-686 2525
01-839 7050**

One of the features of the RAC Stand is a display showing the RAC/ACU National Motor Cycle Training Scheme, which was started 34 years ago and now has more than 350 training centres throughout the country. Two motorcycles, supplied by Honda and Suzuki, who both give much assistance to the scheme, are on display and are of the type made available to pupils who do not have their own machines. They are paid for by generous donations from the Government, the motorcycle manufacturers and other organisations. Under the scheme, pupils receive practical training on private ground, away from the public highway, and theoretical instructions on such items as law, insurance and basic maintenance. Advice and details of RAC membership (in particular the benefits available to motorcyclists) can be given by our staff at the show.

The annual subscription for Associate Membership, (includes both husband and wife) is £17.00. Joining fee £3.00. Recovery Service £12.50 (this service covers accidents as well as serious breakdowns).



Stand: C16

**SAFELIGHT,
19 Willowmead Square,
Marlow, Bucks.
Telephone No: 062 84 4974**

We consider the Safelight fibre-optic motorcycle brake light and tail light failure warning system to be an important new contribution to motorcycling safety as unfortunately a significant number of motorcyclists are hurt every year by being run into from behind by lorries and cars at night, additionally a large number of riders are exposed to the risk of injury by riding unaware that they have non-functioning rear lights. Thames Valley Police confirm that a considerable number of motorcyclists are stopped by police officers for defective rear lights.

The rear light and brake light bulb filaments of motorcycles are particularly prone to failure because of the high vibration levels at the rear of the machine, caused by the engine and the road surface. The Safelight system provides the rider with the ability to continuously monitor the rear light and brake light bulb from his normal riding position without him having to resort to the dangerous maneuver of frequently looking backwards over his shoulder (if indeed he remembers to check at all). Furthermore, most modern motorcyclists have the rear of the machine so designed that it is virtually impossible to see the rear light assembly from the riding position in any case.

The kit, which is quick and easy to install, contains flexible fibre-optic cable which transmits light rays along its length, this is routed along the wiring loom to the rear light where a small hole is drilled in the light housing so the end of the cable can "see" the rear light bulb. The front of the cable is held in a small black anodised aluminium holder which is mounted to the side of the speedo or other convenient surface on the instrument panel by an adhesive pad. The light rays from the rear light bulb show up as a bright dot of light which can easily be seen by the rider, if the tail light or brake light goes out so does Safelight, instantly warning of failure. The universal kit contains all items necessary for fitting on any bike and retails at only £4.95, thus making it within the financial reach of all motorcyclists. The system has been received with enthusiasm by the motorcycle press, safety organisations, etc. Several thousand systems have already been sold by mail order and distribution to the retail motorcycle trade has commenced. It is encouraging for us that there have been a significant number of "repeat" orders from satisfied customers. Our product is sold with a money back satisfaction guarantee and to date none have been returned. We have had quantity orders from the organizers of several regional motorcycle

training schemes to whom we sell at a discount for resale to their pupils. It is already being fitted as standard equipment by one British manufacturer and is being evaluated by two others.

Stand: B5

**SHANE HEARTY & TRAIL
BIKE HOLIDAYS,
96 Beckenham Lane,
Bromley, Kent.
Telephone No: 01-464 4700**

Shane Hearty will be exhibiting the exciting 1981 range of Bell helmets, including the new Star, the 1981 Tourstar, the new Magnum and Magnum III. Also the full range of visors, badges, accessories and everything Bell.

Also exhibited Simpson helmets and visors. Everoak helmets and Bob Heath visors for all popular makes of helmet.

Plus a tremendous selection of pin-on and sew-on badges, key fobs and show badges.

Details of Trail Bike holidays, riding in the Yorkshire Pennines, are also available from the Stand.

Shane Hearty Motorcycles, 96 Beckenham Lane, Bromley, Kent. Tel: 01-464 4700.

Stand: E16

**SIDERIDER,
11 Pottergate,
Norwich, Norfolk NR2 1DS.
Telephone No: 0603 28903**

The Siderider range consists of three models, the latest being the Saluki Futura which is outstandingly futuristic in design. The seating capacity is for one adult and one child. This particular model lends itself readily to 'customizing' to allow the discerning motorcyclist that 'personal' touch. The glass fibre body coupled with monocoque construction gives ample scope to fit radio, intercom, glove compartment etc. into box section cutouts provided in the standard model. Safety features include laminated glass throughout and the family man will also find the provision for fitting a child safety harness seat in the rear compartment, extremely useful.

The Saluki can be fixed to most bikes from 500cc upwards and is available from £715.15 plus VAT.

The Terrier is a new single seat design available in both standard (SX) and de-luxe (L) form. Both models have the same basic shape, although included with the (L) model is a full screen, hood, superior interior trim, lockable boot and side pockets.

The (L) model features a removeable adult seat to give maximum space as a load carrier or to allow a carrycot or child safety harness seat to be fitted.

Both the (L) and (S) models include a 10" wheel and are available for fixing to bikes in the range 250/500cc. Prices range from £360.00 to £490.00 plus VAT.

In addition, current development includes

an (S) model fixing for scooters 150cc upwards, which is expected to be on the market soon.

Stand: J6

**SONIC HELMETS LIMITED,
Communication Centre,
202 Bradford Road,
Castle Bromwich,
Birmingham B36 9AA.
Telephone No: 021-749 4900 or
01-804 4343 Telex: 21523**

Sonic Helmets proudly announce the release of the very first British helmet with 'built-in' intercom. One of its main features is that the microphone and ear pieces are fully adjustable to fit exactly to give the optimum performance on any individual head. The helmet is fibre glass, A.C.U. stamped and meets British Standard 2495:1977.

Sonic expect very large export orders particularly from France and West Germany for this brand new concept in clear communications.

The standard Sonic Equipment is on sale which enables any biker to fit a Sonic intercom system into his helmet which will also take radios (FM) or tape recorder and eventually CB radios.

David Bryan the Managing Director, with members of his staff will be on the Stand to talk to people, with demonstration helmets fitted with Sonic for bikers to try out.

Stand: C2 & H20

**SOUTHERN RACEWAY LTD,
1857 Pershore Road,
Kings Norton,
Birmingham 30.
Telephone No: 021-459 9744**

We are manufacturers and wholesalers of nylon jackets which includes a large range of motorcycle and car jackets, one and two piece waterproof nylon motorcycle suits and adults and child's cotton/polyester rack style overalls.

We are very competitive in the retail market and can offer good discounts to wholesalers.

Stand: H25

**SPARES 'N' REPAIRS,
52 Woodford Road,
Watford, Herts.
Telephone No: 20570**

All the latest accessories for Moto Guzzi and Ducati motorcycles will be on display and for sale a range of components will be on offer at special Show prices. Electronic ignition by Piranha will be for sale and as the countries leading distributor of both Piranha and Lodge spark plugs an unbeatable deal can be struck with us here on the spot.

Do not miss the demonstration of the best electronic ignition with unique Silver Lodge the only spark plug designed to compliment the output of electronic ignition of all types.

Get a new set of Lodge plugs for your bike, car, van and lawnmower at the Show price. One of the best bargains.

Stand: H7

SPEEDSCENE,

**1 Blacker Road,
Birkby,
Huddersfield.**

Telephone No: 0484 43337

This stand will be specialising in the range of Metzeler tyres and tubes including tubeless tyres and the new Sport compound tyres which have achieved considerable success recently in the "Streetbike" series. The tyres will all be available at competitive prices.

Stand: H17

SPEEDSCENE,

**1 Blacker Road,
Birkby,
Huddersfield.**

Telephone No: 0484 43337

Speedscene have established a reputation as retailers of quality motorcycle clothing. This year the full range of Belstaff products will be shown including the world famous Trailmaster Professional suit. The new Trophy suit will also be on display together with Cromwell helmets and Belstaff leathers and accessories.

Stand: H28

**SPEEDSCENE LTD,
212 Seven Sisters Road,
London N.4.**

Telephone No: 01-272 9233

Speedscene Ltd has recently been opened by two keen motorcyclists - David Chisman and Julian Oxley - both heavily involved in production road racing and also moto-cross. This is their first show and they will be able to give first hand experience of the products they are selling and advice on all aspects of road racing.

Their "Team Bike" Honda CB900FZ Formula One machine raced at the Silverstone GP will also be on the Stand.

All products being sold are heavily discounted. Amongst the usual range of items are Metzeler tyres which have proved very successful on the road and on many machines in the MCN Streetbike series, including the Honda CB1100R's of Haslam and Dunlop. Many new helmets manufactured by Nava

Kiwi (the K8), Kangol and AGV all used by some of the world's top Grand Prix riders will be on sale; as well as Bell helmets - used by many other riders that are not sponsored by helmet companies.

Leather jackets, jeans and waterproofs (from nylons to wax cottons - all fully guaranteed) will be sold at huge discount prices. And remember, if they haven't got what you want, they can order it for you - still at the same silly price!

Stand: D18

SPEEDMAN LTD,

**289 Old Kent Road,
London SE1.**

Telephone No: 01-237 3807

As manufacturers of leather suits, jackets and jeans and selling direct to their customers, Speedman Ltd. are able to produce superlative quality garments and are also able to keep the cost down without cutting corners. A wide range of garments is kept in stock and these can also be made up entirely to customers design specifications. A made-to-measure service is also available.

Great attention is given to detail and only the strongest zips and threads are used. Garments are lined with satin or sailcloth and either quilted or unquilted.

Speedman Ltd. can also undertake repairs or alterations to any manufacturers garments and in most cases colours can be matched identically.

Stand: H21a

GERALD STAINS LIMITED,

**Ross On Wye,
Herefordshire.**

**Telephone No: Ross On Wye
2589 or
01-546 2348**

Why pay more for quality?

Gerald Stains Ltd., established in 1926, has been the sole concessionaire for Hazet tools in Great Britain since 1935.

Hazet, the most respected tool manufacturer in West Germany, produce a vast range of high quality tools in drop forged chrome-vanadium steel: sockets from a 1/4" to 2" square drive; spanners, ring, flat or combination, from 5mm to 55mm (Whitworth and A.F. tool!); and special tools for all vehicle applications.

Gerald Stains Ltd. will be showing, and offering for sale, a range of tools wide enough to satisfy the most enthusiastic home mechanic and overworked service engineer alike, all of which come with a life time guarantee.

In the past our products have only been available to trade customers, which include British Aerospace, Rolls-Royce, Jaguar, The

Armed Services, The Police Force and such specialist firms as Fowlers of Bristol.

Now we are challenging the highly competitive retail market, hitherto dominated by low quality overseas imports, in the sure knowledge that there is still room for high quality, hand finished, product.

Stand: B11

STAR RANGER,

**3 Cale Street,
Chelsea Green,
London S.W.3.**

Telephone No: 01-352 7340

Telex: 847777 DINCHEX

Star Ranger is the obvious development in conspicuous safety belts, for the motor cyclist and cyclist, as it actually contains electric lights.

At the moment there are two types of belt. The first is of a bright colour and reflects head lights that shine on them that's good once the head lights have found the rider, but of little use in most accident situations, such as the motorist turning left or right as his head lights would be facing the wrong way, let alone the drivers who don't use their head lights or they are dipped, as motor cyclist ride quite high up.

The second type are fluorescent and are terrific, in the day time, but as the Highway Code says about fluorescent material it's "Of little use in the dark". That's when you switch on Star Ranger.... at night and in bad weather conditions and that's when it counts!

Star Ranger have also developed the ultimate safety triangle The Star Ranger Light Pyramid.

Stand: A16

STAR RIDER - The National Motorcycle Training

**Scheme,
Federation House,
2309 Coventry Road,
Sheldon,
Birmingham.**

Telephone No: 021-742 4296

'Star Rider' - The National Motorcycle Training Scheme - challenges all bikers at Bike '81 to show their riding ability at the 'Star Rider Skills Test'. The Skills Test is a demanding course of ten obstacles, calling for careful machine handling at slow speeds. On a trail bike which will be provided, anyone wishing to try their skill will have to negotiate tight turning circles, figure of eight, serpentine and a see-saw - keeping their feet firmly on the footrests! Each obstacle will have a score and the rider with the best score at the end of the show will be in line for a prize.

As well as trying their skills, there will be ample opportunity for motorcyclists of all

THE "STAR RIDER" SKILLS TEST CHALLENGE



**CAPITAL
RADIO 194**



"Star Rider" The National Motorcycle Training Scheme - challenges all bikers at "Bike '81" to show their riding ability at the "Star Rider Skills Test". The Skills Test is a demanding course of ten obstacles, calling for careful machine handling at slow speeds. On a trail bike which will be provided, anyone wishing to try their skill will have to negotiate tight turning circles, figures of eight, serpentine and a see-saw - keeping their feet firmly on the footrests! Each obstacle will have a score, and the rider with the best score at the end of the show will be in line for a prize.

As well as trying their skills, there will be ample opportunity for motorcyclists of all abilities to find out about "Star Rider" motorcycling courses. There are three types of course available - "Bronze" for beginners, "Silver" for learners who want to pass their "L" test, and "Gold" for experienced riders who want to get the best from their bike and learn the finer points of roadcraft. Not only will "Star Rider" courses help you to become a better motorcyclist, they can also save you money on insurance premiums.



The Cruiser, Capital Radio's amazing promotions and broadcast vehicle, which replaced the well-known Capital Fun Bus, will be appearing at the motorcycle show Bike '81 in Earls Court.

The Cruiser will be at the show for most of the eleven day run, and Capital DJ, Phil Allen, will be providing entertainment in the form of music, competitions, prizes and stickers and there will be the opportunity to purchase Capital Goodies from the lovely Capital girls on a nearby stand.

Capital is also mounting a "Star Rider" competition which will take place in the West Brompton Forecourt. The competition will give youngsters the chance to try their hand at a motorcycle skills course as well as obtaining help and advice from members of the National Motorcycle Training Scheme.

The Capital's attendance at 'Bike '81' is all part of Capital Radio's ever growing involvement in London at large. The station is now involved in activities, both cultural and popular, covering every aspect of entertainment from pop concerts to live theatre and sculpture, radio play-writing, jazz, choral music and the Wren Orchestra.

abilities to find out about "Star Rider" motorcycling courses. There are three types of course available - "Bronze" for beginners, "Silver" for learners who want to pass their 'L' test, and "Gold" for experienced riders who want to get the best from their bike and learn the finer points of roadcraft. Not only will "Star Rider" courses help you to become a better motorcyclist, they can also save you money on insurance.

Stand: E16

**SQUIRE SIDECARS,
Bidavon Industrial Estate,
Bidford on Avon,
Warwickshire.**

**Telephone No: 0789 772690/
778433**

Squire Sidecars, Europe's largest sidecar maker, is exhibiting three of its current range of models which illustrate the broad range of applications now available. The smallest outfit is the Vespa motor scooter and Squire PV1 sidecar which has proved popular within this country and Japan. Squire's new middle-weight range is represented by the wedge shaped SL1 sidecar coupled with a Kawasaki Z440.

For the largest capacity machines, Squire is showing its RS1 child/adult sidecar with one of the big Kawasaki's. Other versions of the RS1 and well known ST2 single seater sidecars can be seen on the Abbey Garage and Mcheck Stands.

Information and literature on all the company's models is available from the Stand and a representative will be able to answer any technical questions.

Stand H5

**SUPAMERICA CUSTOM
WAREHOUSE,**

**East Street,
Chesham,
Bucks.**

Telephone No: 0494 782652

Complete range of special M/C accessories and equipment - some imported from USA, including side panniers, Norwester waterproof clothing. Gazebo M/C covers and lots of other goodies. Acell ignition equipment. Special mail order catalogue.



Stand: A15

**TAKODO,
1 Bridge House,
Adelaide Raod,
London N.W.3.**

Telephone No: 01-586 7643

As promoters of traditional Japanese rice wines in the UK we have pleasure in exhibiting at the Earls Court Motorcycle Show for the first time. On our Stand you can enjoy the taste of authentic and delicious Japanese food and sample Sake, the national alcoholic beverage of Japan. Sake is made from the juice of fermented rice and is usually served warm in delicate earthenware cups. To enhance the pleasure of these culinary delights our gracious Kimono-clad hostesses will serve you in the traditional manner.

Stand: B28

**TALON PRODUCTS,
Swains Factory,
Crane Mead,
Ware, Herts.**

Telephone No: Ware 4105

Talon exhausts are top quality chromed systems manufactured to highest standards by skilled work forces. Therefore our cost efficient company can pass on the benefit by low cost exhausts direct to the public. Available for many of the popular models and offering a choice of silencer style our Stand must be worth checking before considering buying elsewhere.

Also a variety of other accessories on display.

Stand: F12a

**THE BIKER,
109-119 Waterloo Road,
London SE1 8UL.
Telephone No: 01-928 3388
Telex: 21977**

Now just into its second year, The Biker has had a huge impact on motorcycle magazines in the UK. Right from the first issue its original blend of full colour and no-nonsense approach to motorcycling has earned it a dedicated and enthusiastic readership.

But with the ever increasing cost of owning a bike, more emphasis will be found in future issues on the practical side of owning a bike with more down to earth help for readers on owning and enjoying their machines although we'll still be bringing you the exciting side of biking with big full colour road tests, news and views on the machines, the sport, the industry and the people - plus touring world-wide.

Overall an editorial package that will make you continue to enjoy the finest magazine in its field.

Stand: J14

**TRISTAR MOTORCYCLES,
10-12 Trinity Street,
Halstead,
Essex.**

Telephone No: 0787 475959

A large range of helmets at the lowest price anywhere? That is the aim of Tristar Motorcycles at this show. For the first time, we will have the new fibre glass open face X1, supplies of which have been short up until now. Also for the show is the fabulous coloured specials. The established X2000 will also be available, while Centurion Sports and MK1 specials will be offered at the lowest price ever.

Stand: B2

**TRIM SUPROTECT,
57 Frankfurt Strasse 84,
6054 Rodgau 3,
West Germany.**

Stand: F11

**T.T. SUPPORTERS CLUB,
232 Slade Road,
Birmingham B23 7RW.
Telephone No: 021-373 3401**



Stand: L1

**UNITED KINGDOM
BICYCLE MOTOCROSS
ASSOCIATION,
120 St Margarets Road,
Twickenham,
Middlesex TW1 2AA.**

Telephone No: 01-891 4931/4

United Kingdom Bicycle Motocross Association is the governing body of the sport of BMX in the United Kingdom. It is a riders' association which has been set up with the following objectives:-

1). To codify and establish a complete set of rules and regulations for the sport.

- 2). To establish local and national leagues for riders of all ages.
- 3). To provide insurance cover for riders of all ages.
- 4). To assist with negotiations with local authorities, with private landowners and others concerning the setting up of BMX tracks.
- 5). To advise on the physical layout of tracks and to approve tracks for the holding of league, national and international events both indoors and outdoors.
- 6). To co-ordinate sponsorship of the sport by commercial organisations and to arrange television and other media coverage of events.
- 7). To work in conjunction with associations in other countries for international events.

Stand: E16

**UNIT SIDE CARS,
12 Wethersfield Road,
Siblehedingham,
Essex CO9 3LB.**

Telephone No: 0787 61000

The Hedingham single seat side car has been designed for the club man or long distance all-weather rally man. The exhibit shows a standard and used Hedingham fitted to a Goldwing some months ago. The unit has been loaned to Unit Side Cars by owner Mr. Robin Hamlyn of Norfolk for the exhibition.



Stand: J12

VERKERKE,

**33-34 Broomhills Industrial Estate,
Braintree,
Essex.**

Telephone No: 0376 21120

Motorcycle posters - Production and racing - Benelli - Munch - Honda - Harley Davidson - Chopper - Trike - Ossa - Suzuki - BMW - Yamaha - Norton - MV - Augusta - motocross - Enduro - Moto Guzzi - Triumph - Speedway - Sidecar - Kawasaki and many more.

Stand: H26

**VETTER PRODUCTS LTD,
Parkham Drive,
Eastleigh,**

Hampshire SO5 4RN.

Telephone No: 0703 610133

Vetter's world is the real world of British motorcycling. YOUR WORLD. In 1981, explore it with Vetter.

Introducing the first new Windjammer of this decade.

The Sleeker Windjammer V. Vetter designed Windjammer V to be the best touring fairing that experience and high technology can create. Examine it carefully. The finish, quality of materials and attention to detail. The clean, pure design free of gimmicks and cheap tricks. Sample the new dimension it can add to your riding. Compare it against the pretenders. Then make your decision. Windjammer V.

Vetter sends you further into the touring lead.

Windjammer V gives you genuine value. Every feature of Windjammer V exists for a reason. Dual storage compartments. One with a handy double pocket soft tonneau cover. The other with a locking shield for security. Smoothly contoured leading edge lights that boldly proclaim your presence on the road. A windshield that mounts securely, but is designed to break away from the rider under impact. A safety feature so important the United States Government has awarded Vetter a patent for it.

No one else has it.

An integral cockpit headlight adjustment knob so you can instantly dial in the level of light protection you need. Right from the pilot's seat.

A quick-change headlight ring, so you won't be caught in the dark with no place to go.

Dramatic striping that accents Windjammer V's new, swept-back profile.

All standard equipment.

All built into a bonded double hull ABS fairing body with ultra-violet-resistant polyurethane finish for maximum durability.

Stand: H43/A1

VIENNA GRILL,

**193 South Lambeth Road,
London S.W.8.**

Telephone No: 01-582 2897

Traditional Austrian and Continental sausages, Vienna-steaks etc., served with rolls and relishes.

Stand: B19

VINCELIGHT LIMITED,

**33 Fashion Street,
London E.1.**

Telephone No: 01-247 2747

Vincelight Ltd.: An ambitious new company specialising in top quality leather motorcycle clothing. At present our range includes thirteen different styles of gloves, four styles of jackets and two styles of jeans. In the near future jumpsuits and other new styles will be

introduced. Our prices are probably the lowest in the whole United Kingdom. Our main manufacturing centre is based in East London and we have also very good contacts abroad to which enables us to produce our goods on a more competitive level.

We can manufacture on request. Our full range of garments is available for both the wholesale and retail markets.



Stand: E9

**WHEELIES & CO,
4 Town Square,
Erith, Kent.**

Telephone No: Erith 32653

Stand: C14

**WILDERMAIN LTD,
37 St Cuthberts Street,
Bedford.**

Telephone No: 0234 51417

Leather jackets and waistcoats. Belts 'N' Buckles. Sweatshirts/T-shirts. Sunglasses. Badges made while-u-wait. Hats. Studs. CB accessories.

Stand: C7

WISECO PISTON CO,

**Roy Baldwin Int. Ltd,
1 Vange Mews,
St. Margarets Street,
Rochester.**

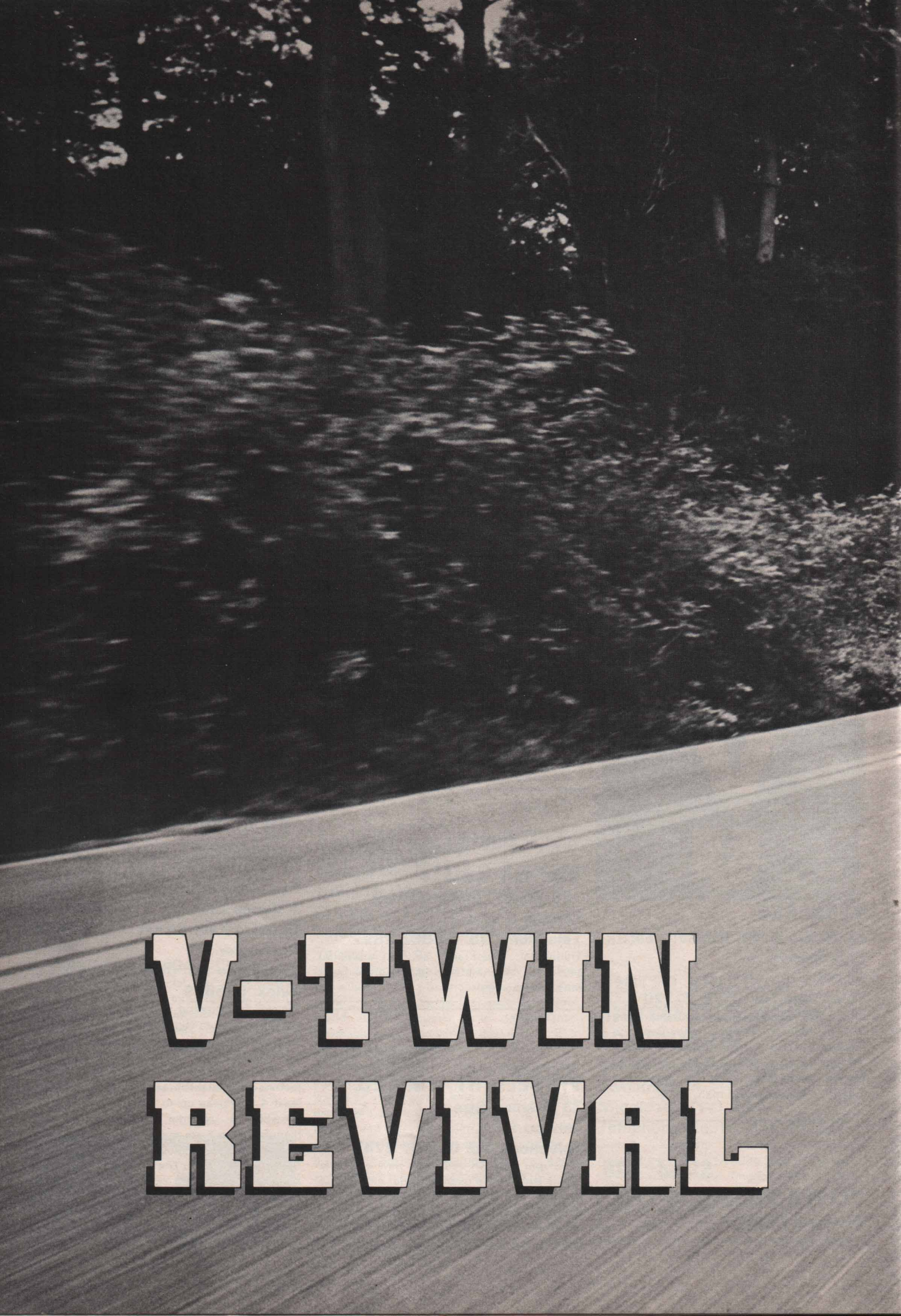
Telephone No: 0634 407162

Telex: 965609

We will be showing a full range of Wiseco forged aluminium super light pistons suitable for most Motocross machines and for some touring machines including the latest light-weight pistons for the LC Yamahas. These pistons are available in standard size and in at least 4 oversizes up to 2.0mm so that is it possible to use our pistons above the manufacturers 1mm maximum oversize.

We will also be showing a range of Super Street and Big Bike kits suitable for Honda, Kawasaki, Suzuki and Yamaha machines and again all pistons are from forged aluminium alloy.

It is also hoped to have a selection of new tune-up kits available.



**V-TWIN
REVIVAL**



The fastest growing segment of the market isn't the in-line four cylinder bike, these days. Instead its an engine configuration beloved of designers in pre-war days - the v-twin.

Harley-Davidson have always been committed to the type, and even when the other makers fell by the wayside or changed to the more fashionable vertical twins, Harley continued to make, and sell their almost pre-historic v-twins.

Subsequently the Italian manufacturers, Moto Guzzi and then Ducati developed bikes using the two cylinder engine in a v-layout. Moto Morini followed, with a range of delightful, light weight small and medium capacity bikes.

Then, most surprisingly of all, Honda introduced the CX500 - and high technology had come to an old design. They were followed earlier this year, by Yamaha whose machines reverted to the simpler traditions.

Hesketh, when laying down the parameters for their new machine reached the conclusion that light weight, good handling, and a narrow machine meant a v-twin - so that for the first time since the demise of the Vincent in 1955 a British maker is producing v-twins... the first six production machines are at this show.

Around thirty different models are currently listed, although not all are imported into the United Kingdom, and even more surprisingly they vary in engine capacity from 250cc right up to 1340cc - which is probably a wider range than any other engine type.

Smallest is the Moto Morini 250. It follows the pattern of all of the Moto Morinis (except for the 500cc off-road bike, the Sahara) of minimal width, fine handling and light weight... it weighs about 84 pounds less than the Honda 250 Dream, for example.

Other Morinis are in 350 and 500cc engine capacities - each of them an oversquare v-twin with Heron-type combustion chambers, allowing a compression ratio in the elevens on pump petrol with twin carburettors. All, except the Maestro 500, have a six speed gearbox - it has a five speed unit.

Claimed power outputs are: 25bhp (DIN) for the 250, 35 for the 350 Strada, 39 for the 350 Sport, and 43 for the 500 Maestro. The off-road model, the Sahara, is a 500 and slightly de-tuned but output is still 39bhp. Not massive outputs when compared to their multi-cylindered rivals, but good handling and braking ensure that they give little away point-to-point.

If the Moto Morinis follow the traditional v-twin layout, two of the makers - Moto Guzzi and Honda prefer an across the frame design which lends itself to final drive by shaft - with all its connotations for long distance touring. But both Honda and Moto Guzzi have strong sporting pretensions as well.

Honda have two production versions of the CX500 - a normal roadster and Custom model, with strong U.S. influenced styling. They have also shown a Turbo machine

which is a possible production machine of the future.

The attraction of the turbochargers for motorcycle applications is easy to understand - the units themselves are relatively inexpensive, light in weight and provide power boosts, which cannot be attained by normal tuning methods and still retain tractability as well as improving fuel consumption. Honda's IHI turbocharger boosts the CX500s power by around 60% and claimed top speed to 128mph, which is faster than their 750/4. The machine, complete with turbocharger and its piping, fairing and body mouldings weighs only 33 pounds more than the standard roadster.

It will be interesting to watch for further developments in this area. Suzuki is already experimenting with Turbo variants of their four cylinder machines.

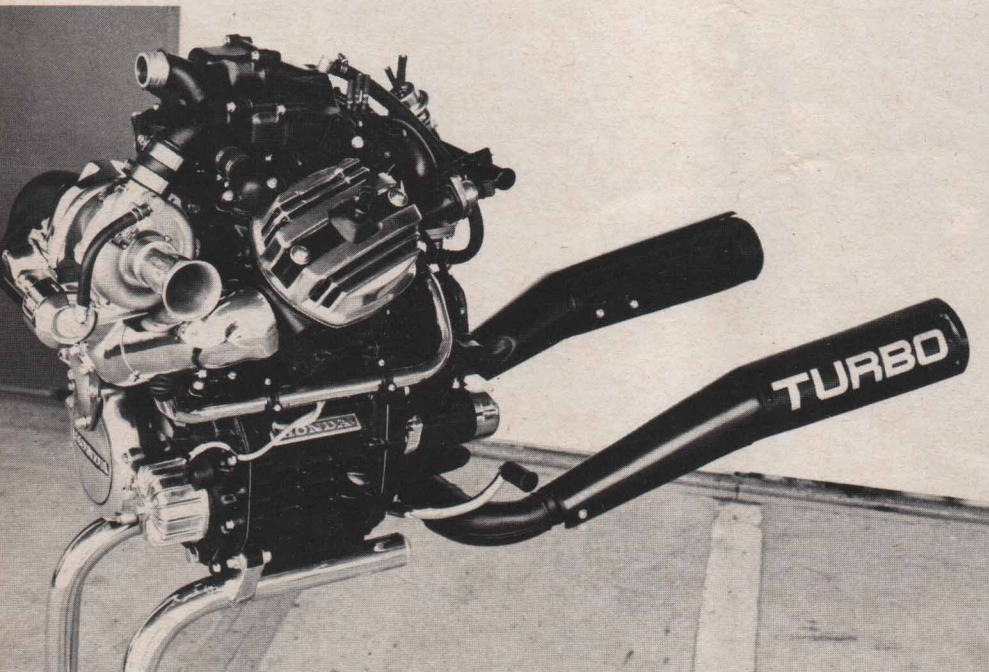
The CX500 Honda is a very fine motorcycle, in any case. While the basic roadster is more touring than sporting, its performance is among the best in its class, having a higher top speed than all but the most sporting of 500s.

While the Honda is a watercooled bike the various Moto Guzzi models make the most of the transverse layout - their cylinders are both stuck out in the airflow and get the maximum cooling effect. This is sometimes a problem with v-twins which have one cylinder behind the other.

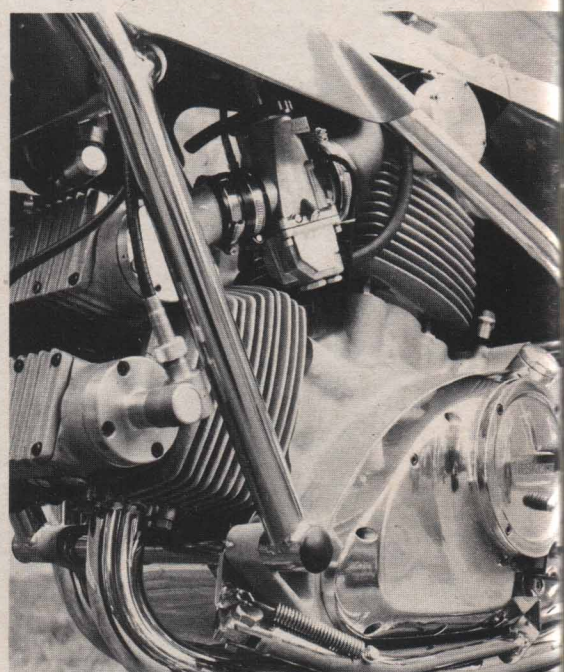
Moto Guzzi capacities start at 350cc with the V35 models, but these are not imported into the U.K. at the present time. The smallest on sale in this country are the two 500cc machines - the V50 and the V50 Monza. Virtually identical, except for a slight power increase (and a cockpit fairing) which gives the Monza marginally better performance, these smaller Moto Guzzis are very fine bikes - have superb handling and powerful braking and must rank as among the most desirable in their class. Weight of the Monza is 352 pounds - about 100 pounds lighter than the CX500 Honda - and about the same as a 250. This fact contributes to their superb road holding and general feeling of 'handiness'.

Next up in the capacity stakes in the Moto Guzzi range are the 850s. Two models are imported the T4, which is a tourer and the Le Mans Mk111 (a new model discussed earlier). The power output of the T4 is about 10bhp less than the Le Mans and is a more tractable, easier to live with engine, making it a good choice for long distance touring.

Experience has proved it to be a reliable, and reasonably economical unit... but perhaps an even better choice is the

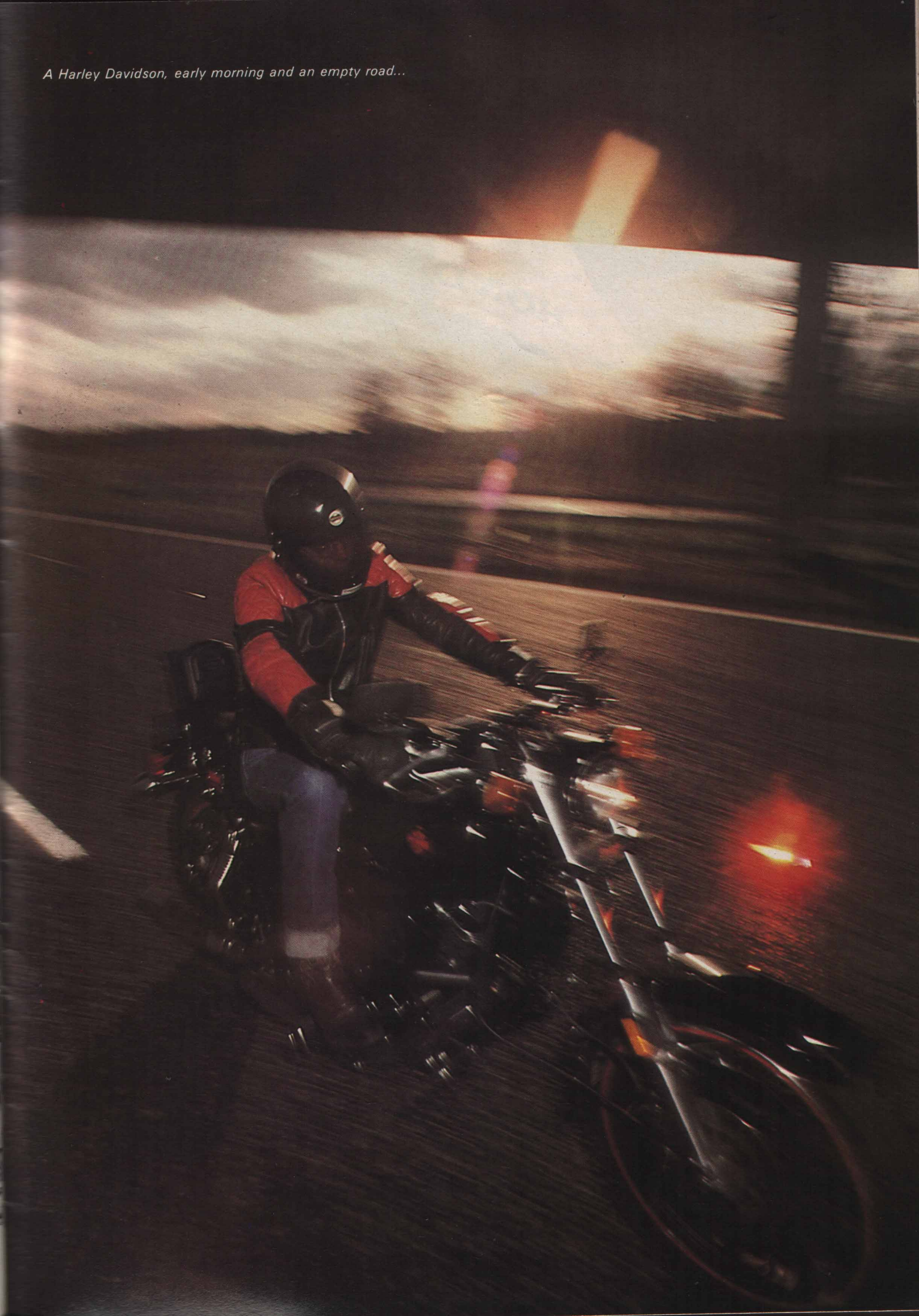


Engine of the Honda CX500 fitted with a IHI turbocharger.



Close up of the double overhead camshaft 4 valve Hesketh engine.

A Harley Davidson, early morning and an empty road...



Honda CX500 turbo.



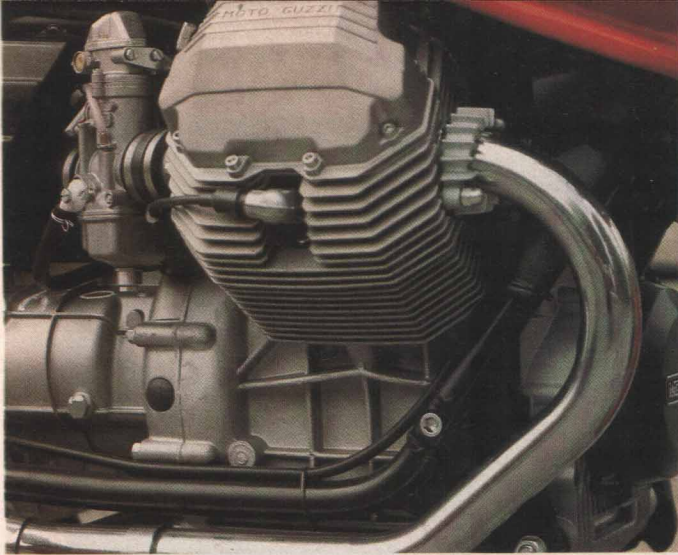
1000cc Spada. The engine capacity is larger, compression is lower and power is only a couple of horsepower up. It is, therefore, an even lazier engine - and overall weight of the two bikes is almost the same.

The Spada is Moto Guzzi's challenge to the BMW R100RT in the luxury tourer market, and with a considerable price advantage over the German machine (for very much the same sort of specification), the Moto Guzzi must merit very serious consideration.

If performance is the over-riding consideration the Le Mans Mk111 is hard to beat. Its predecessors have proved very successful in production racing around the world, and the Mk111 is the most powerful and fastest in the line.

All Moto Guzzi's have an unusual linked braking system which applies front and rear brake in tandem avoiding brake lock and ensuring smooth, quick stops in all weathers.

In a market where many of the machines are so alike that only the paint scheme serves to tell them apart the Moto Guzzi has always been a little bit different. Their V-1000 Convert is an example of that - one of the few larger capacity machines with an automatic clutch and torque converter gearbox. It uses the same power plant as the Spada but hooks it to a two speed gearbox - first runs up to about 80/85 and top will run to about 105mph. Motorcyclists have tended to regard it with something less than love, but for the non-sports rider it is actually a practical and easy to ride bike.



Moto Guzzi Le Mans engine is a transverse v-twin.

Motorcycles which couldn't be more different to the Convert are the Ducatis... their v-twins come in sporty and super-sporty. Even the Darmah, which is regarded as a soft tourer, would qualify as a sports machine if made by any other manufacturer.

Their latest machine, the 600SL Pantah, has been mentioned elsewhere, but there is also a 500cc version. The engine capacity is smaller, power is a little less, but like the new machine this 500 is about "state-of-the-art" as far as road holding and braking are concerned. The only bike that can match a Ducati in these areas is another Ducati!

Performance of the 500 Pantah is good. Top speed is about the same as the 900cc Darmah SD, although acceleration is not as strong, naturally. Right at the top of the range, as far as performance is concerned, are the 900 Super Sport Desmos.

The engine of the Ducatis is a 90° v-twin with the cylinders in line, with the front cylinder almost horizontal and the rear cylinder vertical. This allows adequate air flow for the high performance engines and has the advantage of keeping the centre of gravity low, to help road holding.

The engines are overhead camshaft units with desmodromic valve operation - that is the valves are both opened and closed mechanically via the camshafts, rather than relying on the valve spring to close the valve. This has the advantage of allowing sustained high engine rpm, and a well tuned 900SS will run to between 130 and 140mph. This puts it in the top rank of sports motorcycles. Even the more modest Darmah is able to keep ahead of most of the competitors as it is perhaps easier to keep average speeds up on a Ducati than most other motorcycles.

They're not perfect - the riding position on most of them doesn't suit everybody, and they are highly tuned devices which need tender love and care. They are not really for the man who just wants reliable 9 to 5 transport - Ducatis are enthusiasts bikes and need to be treated as such.

Harley-Davidsons, it must be said are almost the opposite, but the same! They are enthusiasts machines, but they are as easy going and reliable as a commuter bike, but more fun to own.

They have been described as being as 'American as apple pie' - which leaves some room for argument. One thing is certain - Harleys are distinctively American. Big, lazy engines developing only modest amounts of power - but capable of doing it for ever. Their specific power outputs are laughable by Japanese and European standards, and unusually these days, the engines are long stroke. What they are not short of is torque. A Harley will pull from a walking pace to maximum speed in top gear smoothly, without a hiccup - and except for some vibration is an excellent example of why motorcycle designers find v-twins attractive.

Harleys come in two engine sizes - 1000cc and 1340cc. The larger develops the most power but it is such a hefty lump,

and it is mounted in bikes even more hefty, that the weight is far too high in all except the Fat Bob FXE. Most attractive, and one of the most famous of all, is the XLH/Sportster. This is the 1000cc model - lightest, at about 510 pounds (about the same as the Hesketh) - and fastest at between 105 and 110. Not great performance, (by the standards of other makers), but Harley Sportsters are a joy to ride. Few owners miss the outright performance, secure in the knowledge that they'll still be able to enjoy that same performance long after most bikes have been discarded by their owners.

There are no rational reasons for buying a Harley in preference to any other motorcycle - just lots of irrational ones. Owning a Harley is more a state of mind than anything else. But that doesn't alter the fact that they have been in business selling v-twins far longer than any other manufacturer - so they must be doing something right, especially as they cost the sort of money that most people reserve for the family car.

Yamaha's entry into the v-twin market doesn't quite seem to be able to make up its mind whether to be American or European inspired. The 750cc model seems to owe a lot to the U.S., and the 1000cc version a lot to the European sporting tradition.

Both are v-twins in the classic mould, without much in the way of surplus metal. Even the 1000cc is under 500 pounds, but both are right up to date as far as specification is concerned - with monoshock air suspension, box section swing arm and air forks, a pressed steel monocoque frame, disc brakes, and a low compression engine to cope with future decreases in petrol octane rating or lead content.

Neither of them are performance leaders in their class - Yamaha make multi-cylinder machines which compete in that sort of market. The XV750SE and TR1 are designed to appeal to the rider who wants something a little different, but still wants the back up, in service and spares, that comes with one of the big Japanese manufacturers.

Apart from the engine displacement and the final drive, the major difference in the two models is visual. The physical measurements are not all that different - the narrower bars on the TR1 means that it is 90mm narrower than the 750; the TR1 is in the modern European sporting mode, while the 750 is perhaps the most attractive of all the current American-styled machines.

The final drive is totally different though, the smaller engined machine is shaft driven and the TR1 is chain driven - with the chain fully enclosed and running in a lithium based grease. It is claimed that this ensures a minimum chain life of 30,000 miles.

Yamaha's vast experience in suspension and frame design, much of it learnt on the race tracks, is beginning to filter through to the road bikes and the v-twins specification is an impressive as anything going.

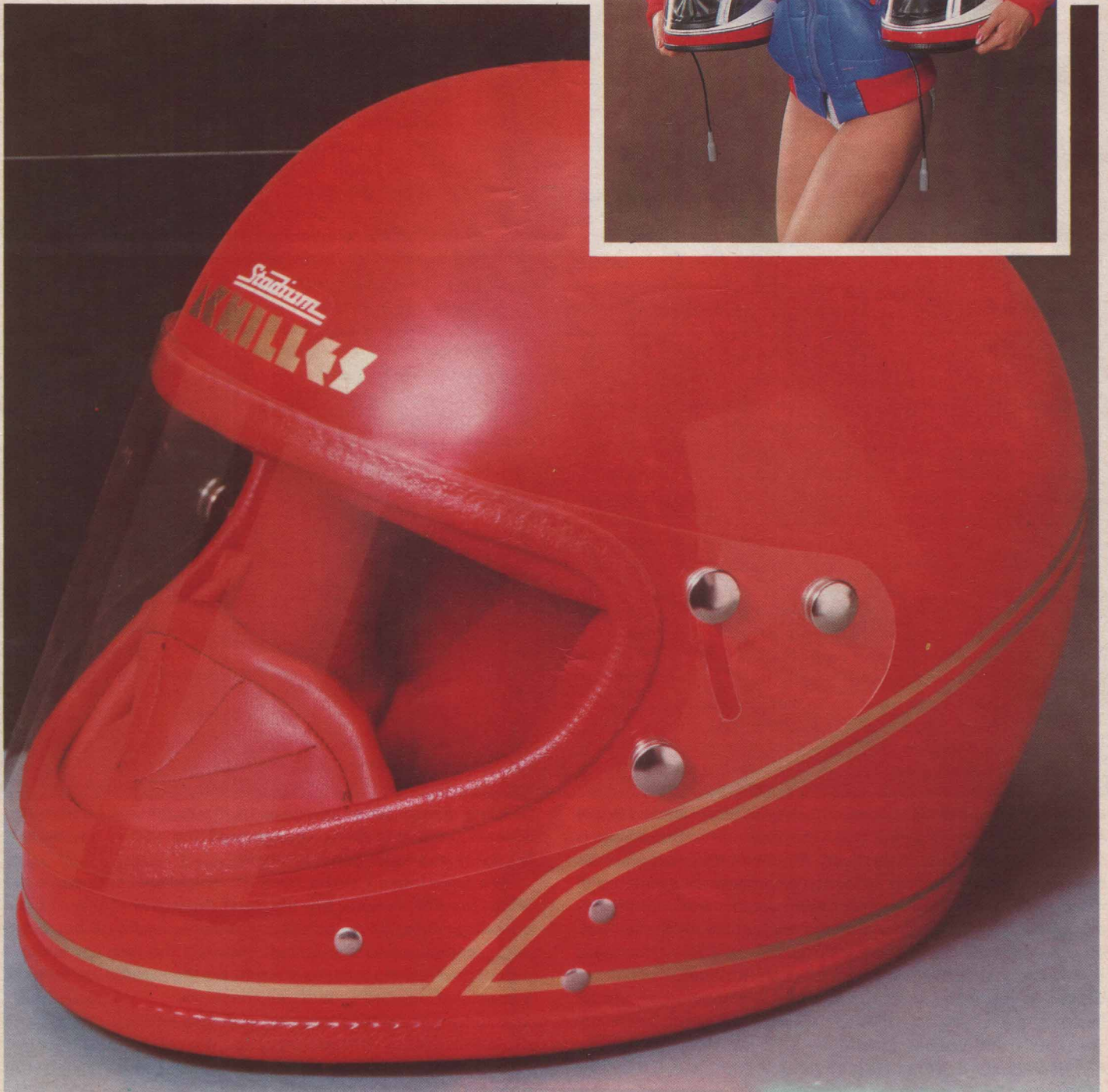
With both the front and rear suspension (this by monoshock) adjustable, it should be possible to set the bike up to suit any rider and any road condition.

These two machines may be Yamaha's first attempt at building v-twins, but they have all the essentials needed for success, including the price tags, and any rider in the market for a v-twin should consider them.

We have looked at the Hesketh elsewhere, and won't go into it too deeply here. It is the most expensive of the v-twins on sale at Bike '81, which is probably as it should be. Even when compared to the Ducati factory's modest production output the Hesketh must be classed, for the present anyway, as a specialist, limited production machine.

It follows the v-twin tradition with care and skill and a good deal of old fashioned craftsmanship. We will know in the near future whether or not Lord Hesketh and his team have got it right.

SONIC



NOW THE SONIC INTERCOM-HELMET

Sonic, the all-British company that made intercoms a reality, have taken the logical step forward. By integrating their unrivalled product into a top quality glass fibre helmet, Sonic have moved onto the next generation of intercom systems.

The Helmet

The new helmet is of glass fibre construction and is a development of the highly successful Achilles design. It affords the very highest degree of protection and exceeds the BS 2495/77 standard. Incorporating a chin glove and detachable face mask, which helps prevent misting, the helmet retains the legendary comfort of its Achilles design.

The polycarbonate visor is shatterproof and has been increased in thickness to keep windnoise (inside the helmet) to a minimum. The well proven Sonic Intercom is built into the internal face-bar padding and is quickly and easily detached. It is just as easily replaced!

The Sonic Intercom

Already the market leaders, Sonic have further improved their intercom with a recent important modification. The system now uses the very latest development in high fidelity and incorporates the same earpieces found in all the best personal hi-fi's such as Sony Walkman, Ingersol and Panasonic etc.

The earpieces, along with the miniature microphone, are fully adjustable within the removeable face-bar padding. Mounted on velcro backed foam pads it is possible to position

these components to perfectly suit individual requirements.

The standard Sonic control box is retained and has provision for connection to a radio or cassette player. Powered by a PP3 battery, the control box is waterproof and shockproof.

Scarcely larger than a cigarette packet is is totally reliable, with a performance which makes conversation possible at 100mph - on the Continent of course!

Versatility

The Sonic system is already in use all over the world and the company exports over 60% of its production to twelve countries. Applications include road safety training and industrial communication, as well as sports usage. The new Sonic helmet was designed after consultation with rally driver Russell Brookes, leading powerboat teams, the Ingersol Heron-Suzuki Motorcycle G.P. Team and the Theodore Formula One car racing team. The helmet safety standard speaks for itself, whilst the intercom (microphone, earpiece and amplifier) is able to overcome all external noises such as wind spray and engine noise.

The amplifier box is available in two, three or four outlet versions, with each outlet having its own volume control. However, the system's widest use is still "two-up" motorcycle riding.

This latest addition to the Sonic range is available in sizes 0 - 4 from the Sonic Helmets stand, J6, at the Show.

Enter the BIKE '81 free £1000 competition

There's a prize a day to be won - including six 'Bikit' radios and four Stadium Achilles helmets, and a set of Eagle Cycleclothing - and at the end there's a major prize of a set of Eagle Cycleclothing and a pair of Intercom connected Sonic Achilles helmets, worth over £250.

Just answer the questions below, fill in your name and address (and the other details, in case you win), tear across the dotted line! Drop the form into the special competition box on the SONIC HELMETS Stand (Number J6).

The first correct entry taken from the box at 6.30pm each day will win the daily prize. All correct first stage entries will go forward for the draw for the major prize - to be drawn on Monday 31st August at 6.00pm.

All prize winners will be notified by post.

Name Telephone Number:

Address

Helmet size Clothing sizes

DAILY PRIZE QUESTIONS:

- 1). Who won the 500cc World Championship in 1977?
- 2). Name a famous pre-war English Circuit now no longer used.
- 3). What was the old nickname for a certain type of safety helmet?
- 4). Which make of motorcycle has won more World Championships than any other?

MAJOR PRIZE QUESTION:

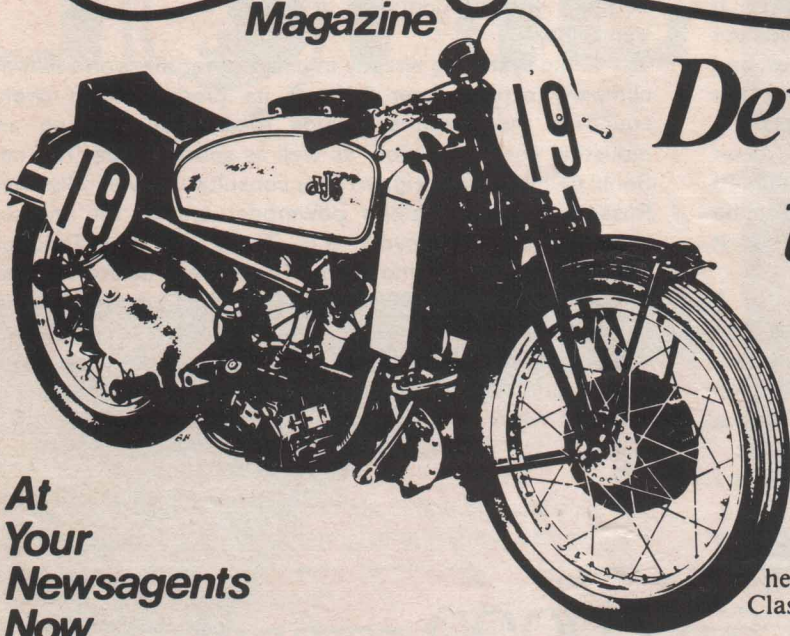
How many motorcycle shows have been held at Earls Court and Olympia this century?

I would like to win a pair of Sonic Achilles Helmets fitted with Intercom system, because

Employees of the Organisers, their associates and agents are ineligible. No correspondence will be entered into and the judges' decision is final.

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Magazine



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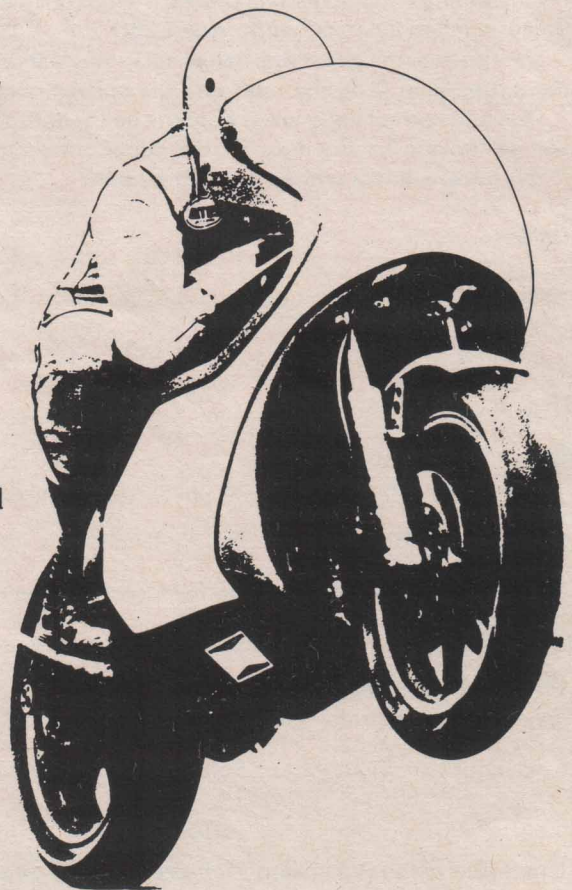
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BMX IN THE UK

One of the highlights for younger visitors to Bike '81 is the special 200 metre indoor BMX track which will provide non-stop action during the Show and feature national and international racing.

The track starts with a superfast ramp and has earth bankings known as Berms, a variety of bumps, or "whoops", and "killer whoops". Visitors can try their hand at BMX racing and a special timing device will sort out the fastest riders who will be eligible to win a Super Mongoose BMX bicycle.

The track will also be the centre for the Mongoose National Meeting (23rd August) and two Mongoose International Meetings (29th and 30th August). Top riders from the United States and Europe will be taking part and taking on Britain's best.

All of Britain's new BMX stars will be fighting for maximum points in the three meetings as the United Kingdom Bicycle Motocross Association season long competition nears its close.

The Mongoose Indoor BMX track teaches bike handling skills which are as useful on the road as off. BMX is a tough and exciting sports for girls and boys and calls for split second reactions, good control and steady nerves. Visitors to the exhibition will have a chance to try out the latest Mongoose bikes and see some top stunt riding by 15 year old London school boy, Andy Ruffell, and other members of the Mongoose Factory Team. Some of the tricks have to be seen to be believed, including 360 degree and even 720 degree mid-air turns.



15 year old Andy Ruffell. Ammaco/Mongoose.

EARLS COURT BMX



Mongoose 2 with chrome wire wheels.



Supergoose 2

As its name suggests bicycle motocross (BMX) is a pedal powered version of the popular motorcycle sport of motocross.

Like its powered ancestor BMX is a fast moving, exciting sport run over a special off road rough track.

It differs in that a BMX moto (or race) is only one pass of a track, not a multi-lap event, and is run with up to 8 competitors in a race.

Track length is usually 200 to 400 metres with a steep down hill start to allow the riders to build up speed quickly. Features of the track, like motocross, include jumps, whoop-de-dos (corrugations across the full length of the track), berms - the banked corners which are taken on the banking - rather like a circus "wall of death", and drop-offs - a long ramp with a sharp drop on the other side. Table tops - steep sides and a flat top - are also used on some tracks.

These obstacles must be crossed as fast as possible causing the riders to jump through the air in the most spectacular manner.

Top riders like Mongoose's Andy Ruffell or Diamond Back's (both makes of top quality BMX bikes) Harry Leary - perform the most spectacular feats of riding skill as a matter of course.

Andy Ruffell, a 15 year old schoolboy from Walthamstow, is the number one rider for the British Ammaco Mongoose team and Harry Leary, the team rider for the American Diamond Back company will be over for Bike '81.

Both riders will be among the competitors of the one national and the two international meetings which will be held at Earls Court during Bike '81 on a specially prepared indoor track.

The track is open to the public during the rest of the Show for the kids to try their skill at this exciting new sport.

The competitive events will be held on Sunday, August 23rd, and Saturday, 29th and Sunday, 30th.



Yamaha's Passola is a small 50cc machine aimed at women riders.

BUYING YOUR BIKE

Choice is what it is all about - today, more than ever, the motorcyclist has the widest possible choice when buying a new machine.

Changes in the industry over the past ten years or so seem to have narrowed the market, but while there are fewer makers to choose from, those that do remain are making more models than ever before.

Once, buying a motorcycle was a straightforward business. The buyer merely decided on a bike, looked at the various makes, paid over a comparatively small amount of money and rode away. There was only one type of motorcycle - street machines.

Now the market is fragmented and it is possible to buy a machine for a number of specific purposes. Road riding, road racing, trail riding, trails riding, moto cross, enduro, speedway racing, and even a special bike to race on ice or sand, if need be.

However, most riders normally look for a machine in one of two classes: straight road bikes or dual purpose bikes, and both are available in profusion at Bike '81.

The major Japanese makers - Honda, Suzuki, Yamaha and Kawasaki - sell machines of both types, while the European manufacturers tend to specialise, although BMW, Triumph and Moto Morini do sell large capacity dual purpose machines, and



The Kawasaki KE125 is typical of the current range of Japanese two-stroke trail bikes - handy off-road and on.

Beta - known for off-road machinery - are marketing a fascinating 125cc sports roadster.

Deciding which to buy - a roadster or a dual purpose machine should be made with a little understanding of their respective characteristics. Normally road machines are intended to be ridden on bitumen roads, while dual purpose road/off-road bikes can be ridden on the street but are often more suited to riding off-road.

An on-the-street and off-road combination is a compromise and will not function as well as a single purpose bike - usually the design is biased towards one area and the opposite area is not as well served.

If you intend only to ride to work in the city, a normal road machine is best. If, however, you like to go greenlaning at the weekends, as well as riding to work, then a trail bike is a better solution.

Bike '81 is a show intended to give you a chance to see, compare and, maybe, do a deal on a machine - the Central Roadway has most of the machines on the U.K. market on display in price order, and there is something there for every one.

At its most basic, a motorcycle is a vehicle which has an engine and two wheels, and is designed to transport one or two people. Within that definition there is a lot of room for a lot

of differences in individual motorcycles... a Yamaha Passola alongside a Honda CBX1000/6 demonstrates that quite quickly.

Yamaha's Passola is typical of the modern, Japanese, version of the motor scooter. Aimed at women, the Passola offers basic transport which offers economy, weather protection, low maintenance, and a certain amount of chic. It features a 50cc engine, automatic clutch and gears and returns about 100 miles per gallon, and beats using public transport.

If the Passola is representative of the scooter, the Kawasaki KE125 is representative of the small capacity dual purpose bikes. It's powered by a reliable rotary valved 125cc two-stroke engine which gives a wide power spread; the gearbox is a six speed unit which works well on or off road. The top gear being high enough to make cruising on road feasible.

Cosmetically, at least it owes a lot to their successful moto cross bikes of a couple of years ago. The exhaust system and box section swing arm are similar to the MX units, and the laid down rear suspension units give plenty of rear wheel travel and are about as good as you will get on this type of machine without going to monoshock rear suspension.

Climbing up the scale a bit into the 250 roadster class, most of the Japanese makers give the buyer a choice of two or four stroke machines - Suzuki, for instance, list three 250s - two four-stroke and one two-stroke. The four-stroke has a sophisticated double overhead camshaft 8 valve engine which puts out 27 horsepower at 10,000rpm. For a 250 it is economical, but compared to their two-stroke heavy at 349 pounds compared to the GT250X7's 282 pounds. But even that

is a little lighter than the American style GS250T which is what Suzuki imagines the "Easy Riders" among us want.

The X7 is one of the finest of the current crop of two-stroke machines and a combination of lightweight and high power give it a performance level which belies its modest engine capacity.

As the engine capacity increases the two-stroke/four-stroke choice starts to fall away as fewer manufacturers make large capacity two-strokes now. And the choice becomes wider in that the European makers become serious competitors for the Japanese.

If one were to describe the typical Japanese large capacity machine it would be complex, heavy, probably four cylinders, fast and reasonably priced.

As a comparison a typical European would be mechanically simpler, lighter, as fast, handle better and cost more.

Close to the top of the Japanese range is the Yamaha XS1100. Its a four cylinder double overhead camshaft machine which develops 95 horsepower, has a five speed gearbox and shaft drive - for an all up weight of 565 pounds, and can be best described as a sports tourer.

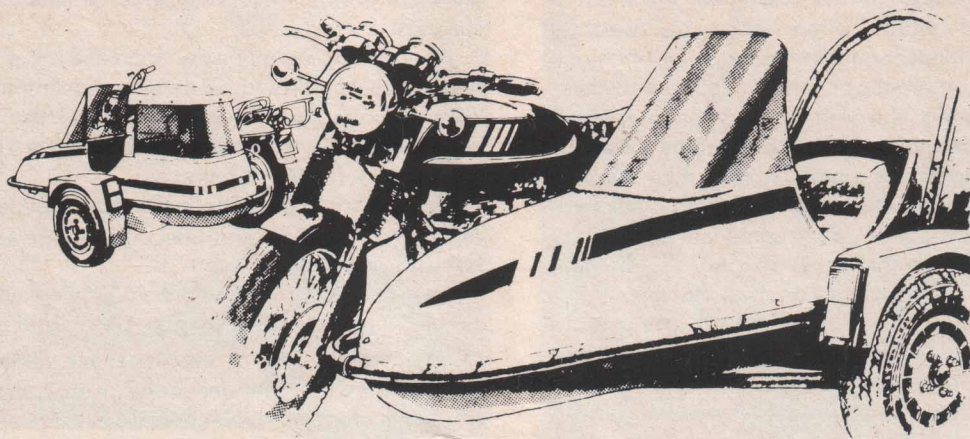
A similar machine, in intended use, if not in detail from a European manufacturer is the BMW R100.

But whatever your choice all motorcycles have one thing in common - they are fun, and you can see most of them at Bike '81. Take a look, and if something takes your fancy, please buy a bike and get involved with a form of transport that can become a way of life.



Yamaha XS1100 represents the top end of the market - it is comfortable, fast and priced at the top end of the market.

SIDECARS ARE BACK!



After years of neglect motorcycle combinations are beginning to re-emerge. Not just in Britain, but worldwide. Motorcyclists in the U.S. and Japan are discovering the fun and practicality of the sidecar.

The strength of the new movement is demonstrated at Bike '81 where seven manufacturers have banded together to mount a group display. The companies involved are Gemini, H & L Bridges, Squire, Unit Sidecars, Lawson Engineering and Hanalean.

Squire Sidecars, to some extent, led this trend back to sidecars and their current catalogue shows 8 variations on the theme suitable for machines down to a Vespa scooter.

At the top end of the range is the ST2. This chair is typical of Squire's units; it is a single seater sports sidecar suitable for use with any machine of 500cc and up.

It is made of colour impregnated GRP mounted on a safety perimeter frame with an integral roll bar. It has a bonded rubber leading link suspension with a cast alloy road wheel.

Finish is good, with integral lighting, fitted carpeting and a lockable boot. A hood and tonneau with a curved windshield giving good weather protection for the passenger.

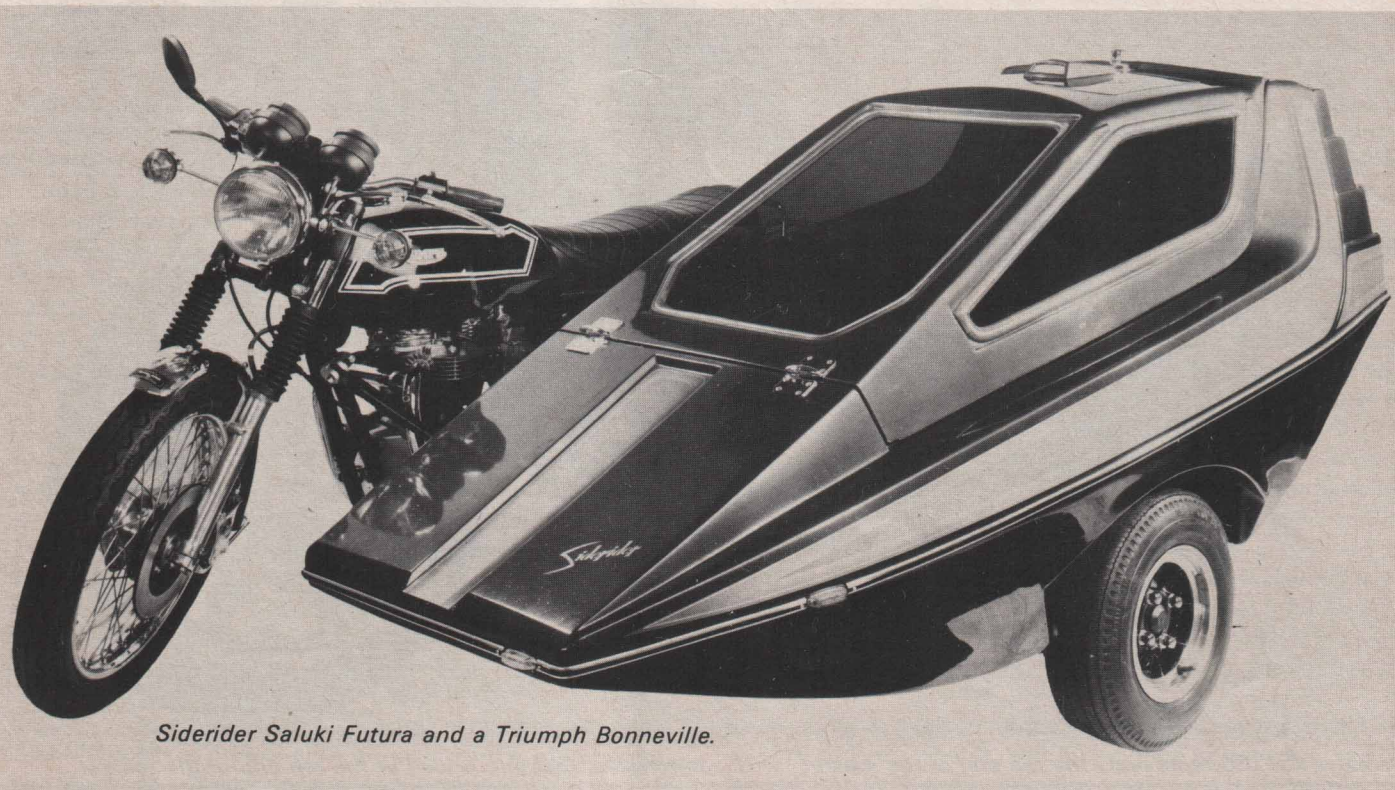
Weight is 198 pounds which won't effect the performance all that much, and will add only a couple of miles per gallon to the petrol bill.

At the other end of the scale are two sidecars intended for use with Vespa scooters - these are a small single seater chair and a commercial box, both of which are mounted on identical running gear... both weigh a minimal 85 pounds while the maximum load of the commercial box is 200 pounds with 16 cubic feet to play around in.

The chassis is a platform type and the body of the passenger unit is a one-piece GRP moulding. The box has a hinged lid with an automatic stay.

Their third range is for small and medium capacity machines and one of these the SL1 has a distinctive wedge shaped styling. Designed for bikes in the 200 - 400cc class it is a stubby 5'8" long for 130 pounds weight.

As unlike the Squire as it is possible to get Gemini's four models are family sidecars with full weather protection and make no concessions to sports motorcycling. Their two largest models are three/four seaters designed for use with bikes of



Siderider Saluki Futura and a Triumph Bonneville.

650cc and up and are similar to the famous family units of earlier sidecar days.

The bodies are made of plywood with alloy trim and on the larger models an alloy wheel as standard equipment, as is a sunshine roof.

Most dramatic of all the British sidecars is the Saluki Futura - manufactured by Hanalean under the Siderider name - this is a futuristically styled wedge which really lends itself to customizing to match motorcycle and taste.

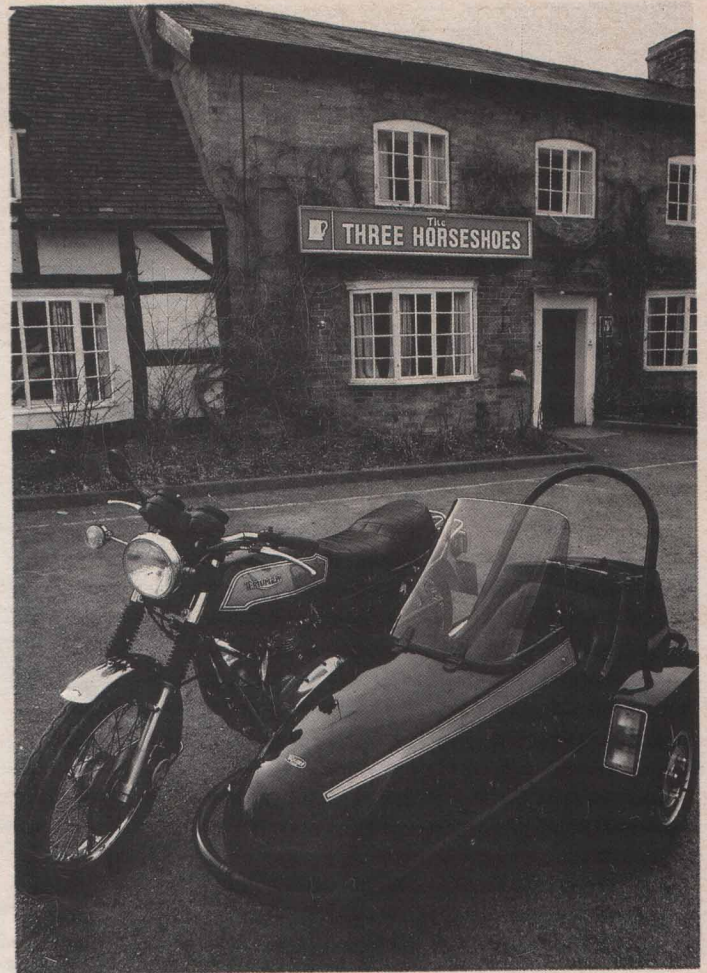
The body is fibreglass monocoque, with safety laminated glass. There is plenty of room for an adult and one child, as well as radio, intercom, and a glove compartment which can be fitted into box section cutouts in the standard model.

The display models at Bike '81 are the standard model and a customised version which is fitted with a stereo radio player and other de luxe fittings.

Another Siderider chair is the Terrier a new single seater which is also available in standard or de luxe form - both have the same basic shape but the de luxe has a full screen, hood, superior interior trim, a lockable boot and side pockets. This small chair is suitable for use with machines from a 150cc scooter upwards.

The other manufacturers showing sidecars at Bike '81 are Lawson Engineering with a neat single seater designed for use with machines from 500cc upwards; Headingham, a single seater sports chair in the traditional British mode fitted to a Honda Goldwing; and H & L Briggs will have two models - a child/adult and a lightweight single seater intended for use with small capacity bikes.

The sidecar Stand at Bike '81 is one of the biggest displays of sidecars seen at Earls Court for many years and if motorcycle combinations are your scene then there will be plenty to see and plenty to think about on Stand E16.



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