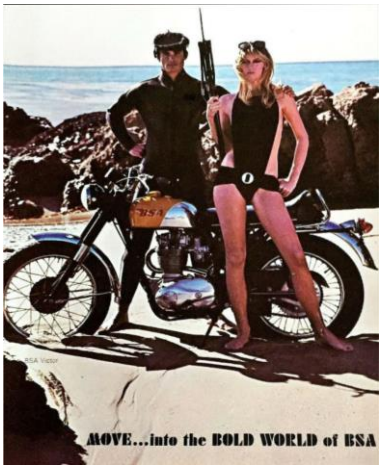
1970

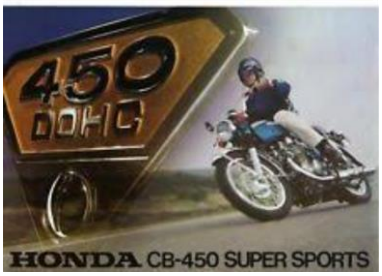
BSA bought Triumph in 1951 and following the introduction of the 150cc Terrier and 200cc Tiger Cub in 1953, BSA introduced a similar 250cc C15 in 1958. By 1964 progressive boring and stroking of the C15 resulted in an alloy-engined 441cc version. With a Ken Sprayson modified C15S frame, Jeffrey Victor Smith took the 1964 and 1965 500cc World Motocross Championships, with the bike named "Victor" after Smith's middle name. The production B44 441cc Victor Scrambler and Victor Enduro Trail appeared for 1965. Several B44 versions appeared over the next few years, notably the VR Roadster in 1967 and SS Shooting Star for 1968, before arguably the quintessential B44, the 1969 441 Victor Special, which was produced only for export markets. Improvements included a 7.0-inch twin-leading shoe front drum brake, a lower, 9.5:1 compression ratio, battery and coil ignition and a heat shield for the exhaust. The claimed output was 30 horsepower at 6000rpm, good enough for a theoretical top speed of 155km/h. Where the Victor Special really scored was that it was effectively a 250 on steroids. Contemporary road tests praised the 441 Victor Special engine as "a paradigm of flexibility" and the suspension "almost perfect for knocking around the rough." By 1969 BSA may have been in its death-throws but the 441 Victor Special showed that someone at BSA still cared about creating a great motorcycle.

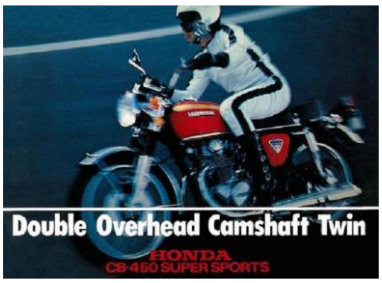


The BMW R75/5 was made in Spandau West Berlin. At the time the rest of Berlin and East Germany were Communist but West Germany was subsidising manufacturing in West Berlin. Before this model BMW's had Earles forks and changed to telescopic forks with this model. The tank is 24L so it has a range of about 450km. Several years after this model BMW changed from drum to disc brakes.

Taglioni joined Ducati in 1954, and his first design was the 98cc bevel gear overhead cam Gran Sport, which was nicknamed "Marianna" in Italy. Taglioni's Gran Sport proved competitive in Italian race events during the mid-1950s Grand Prix racing was next, and Taglioni's design brief netted a 125cc double overhead cam single. Although reliable, the engine wouldn't rev high enough to make decent power. Allowed to rev out at 11,500rpm, the valves would float and hit the piston crown. Looking for a solution, Taglioni settled on desmodromic valve actuation. With desmo actuation, Taglioni's single could cleanly rev to 12,500rpm, and in 1956 the 125cc works racer took the win in its debut at the Swedish GP. Although the desmo was successful at the track, Ducati's road-going singles used bevel drive overhead camshafts and rockers, with enclosed hairpin valve springs. This engine style became widely known as the "narrow case" design. In 1967, Ducati launched a redesigned frame which required wider engine mounts and these became known as "wide case" engines. In 1968, Ducati finally brought a desmo to the street with the launch of the 250 and 350 Mark 3 D — "D" for Desmo. The 350 was more highly tuned and had a narrower powerband; the 250 was more forgiving for riding on the road. The 1970 250 produces 22hp at 7.500rpm and weighs 127kg.

The Honda CB450 was made by Honda from 1965 to 1974 with a 444 cc 180° straight-twin, dohc engine. Producing 43 bhp, it was Honda's first "big" motorcycle. With DOHC was sporty and sophisticated for it's time but unusual in it's use of torsion bar valve movement. The first model produced in 1965 was a sensation and was known as the "Black Bomber." Though produced with great hopes it was soon overshadowed by the Suzuki T500 twin and the Kawasaki H1 500 triple both of which produced more performace with less complexity. Honda soon pushed it off the model leaderboard when it released the CB750 Four in 1968. Lighter and cheaper than the CB750 it remained popular however as commuter into the mid 70s and Honda's only production DOHC until the late 70s.

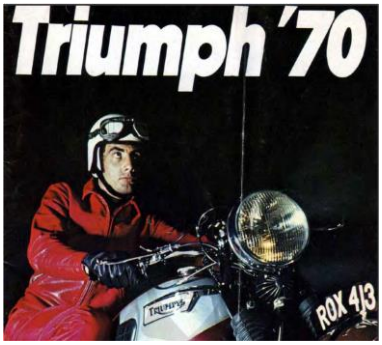




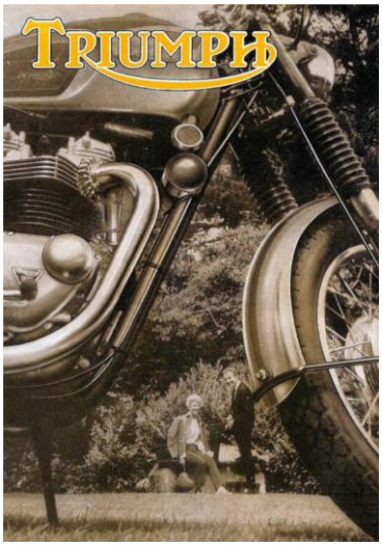
Considered by most to be the last real 'Bonnie', the 1970 model was the ultimate example of everything that the Bonneville had become. It was beautiful and fast and, according to Cycle Guide, "the most commonly seen and most-sought after piece of merchandise by teenagers... The Bonneville has a great deal of personality. The more you ride it, the more you like it."

Although problems continued to plague the factory, 1970 was a peak sales year for Triumph in the United States. And, although no major changes were made to the Bonneville, there were several minor improvements. New crankcase halves and engine breathing changes helped improve oil tightness. Front engine mounting plates were changed to bolt on units to facilitate easy engine changes and the Concentric carburetors were improved once again.

Throughout the Sixties Bonnevilles were the motorcycle to have. Their excellent road manners, easy starting and attractive styling made them one of the most successful motorcycles ever made. 1970 Triumphs are the last to incorporate a separate oil tank. In 1971 Triumph made major, not always favorable, changes to the design that included oil-in-frame. 1969 and 1970 Bonnevilles, in particular, are highly regarded and sought after by both riders and collectors.



Introduced for the 1960 season, the Tiger 100A was the first sports version of Triumph's unitary construction 500 twin, the 5TA. A raised compression ratio and 'hotter' cams helped the Tiger to a top speed in the region of 90mph, while the retention of a single carburettor meant that fuel economy did not suffer unduly. The T100A's replacement, the Tiger 100SS built between 1961 and 1970, featured an abbreviated rear 'bathtub' enclosure in its first incarnation together with larger-diameter wheels and a slightly more powerful engine equipped with coil ignition. It was the hot item buy when it came out in 1963 with it's siamesed exhaust. By the end of the 1960s, changes to the Tiger 100 had included an improved frame with stiffened top tube, 12-volt electrics (along with the rest of the twins) and the adoption of a twin-leading-shoe front brake. Through the 1960s, Triumph's 500cc twin had been considered a 'rider's motorcycle,' appreciated not for any one outstanding quality but rather for its overall balance and competence. The editors at Cycle World magazine, for instance, most with racing and cow-trailing experience, considered the 500 to be Triumph's finest machine, calling it a "sound and well-proportioned design. Excellent braking, requiring only one or two fingers on the front stopper. Easy starting. And exemplary reliability."



International Six Days Trial successes in the late 1940s prompted Triumph to adopt the 'Trophy' name for their off-road-styled twins, at first for the 500cc TR5 and then for the 650cc TR6, introduced for 1956. The bigger Trophy retained its sporting character but became more of a roadster as time passed, ending up, in effect, as a single-carburettor T120 Bonneville, whose specification in all other respects it closely followed. More tractable than the Bonnie and more economical too, the Trophy gave little away in terms of outright performance. The Trophy continued in this form when Triumph's 650cc twins changed to unit construction of the engine/transmission in October 1962. Styling and mechanical updates coincided with the Bonnie's from then onwards. 1970 is considered a pivotal year for Triumph motorcycle design. It was the last year of what many considered some of greatest motorcycles ever made. Although it lies in the shadow if its big sister, the Bonneville, the 1970 TR6 is probably one of the most rider-friendly and versatile Triumphs made in the modern era. The 1970 650 single carburetor twins reached the zenith of pre oil-in-frame development with features such as a progressive and powerful dual leading shoe front brake, light throttle operation and a fuel tank with a larger capacity than the Bonneville to further enhance its touring capability. In the performance department, the TR6 will run only a few miles an hour shy of the Bonneville's top speed (around 100 miles per hour), acceleration is on an almost even par easily through third gear and fuel economy is exceptional with 60+ miles per gallon not unheard of.

At the Tokyo Motorcycle Show of October, 1967, Yamaha blew the socks off them all, not with a multi-

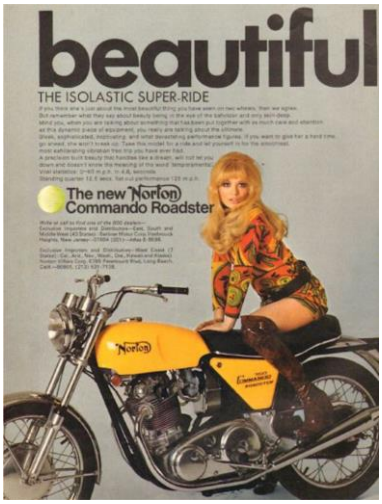
cylinder strip-scorcher, but with a humble-spec, single cylinder two stroke – the DT1. This machine not so much as filled a category, but created one – the first true dual-purpose on/off-roader that really worked. The engine was a simple, piston port 246 cc two-stroke single, developing a modest but honest 22 horsepower at 6,000 rpm, breathing through a 26 mm Mikuni carburettor, with a five-speed gearbox. But unlike the 'competition', the DT1's engine featured Yamaha's own Autolube oil injection, which did away with the old two stroke bugbear of mixing oil and fuel manually. On the road, the DT1 would top out at 70 mph (112 km/h) which was still plenty fast enough to get you to and from the trails on the weekend. The wide speed of power meant the bike was brilliant in traffic as well as off-road.

1971

The Honda CB500 Four was made from 1971 to 1978. It was introduced at the London Racing and Sporting Motorcycle Show in February 1972, and sold in the US market until 1973, replaced by the CB550 in the 1974 model year, while continuing in the European market until 1978. The CB500 weighs 185kg , with 50 bhp and a top speed of 185 km/h.Unlike the earlier dry sump CB750, the smaller bike has a wet sump engine. Also, the primary drives were different, the CB750 having a duplex chain, while the CB500 had a "Hy-Vo" Morse chain. Reviewing the 1972 show models, UK monthly magazine Motorcycle Mechanics described the CB500 as "*one of the 'show stealers'. Four cylinders, in-line across the frame, four carburettors and single overhead camshaft motor, coupled to a five-speed gearbox give this 500 cc machine the performance of a 650 twin cylinder bike"*

The Norton Commando was produced by the Norton Motorcycle company from 1967 until 1977. It had a hemi-type head, similar to all OHV Norton engines since the early 1920s. During its ten years of production, the Commando was popular all over the world. In the United Kingdom it won the Motor Cycle News "Machine of the Year" award for five successive years from 1968-1972.

Given that its engine was an old pre-unit design, even Norton's chairman, Dennis Poore, expressed surprise at the Commando's remarkable success. The origins of the Norton Commando can be traced back to the late 1940s when the 500 Norton Model 7 Twin was designed by Bert Hopwood. The twin-cylinder design evolved into 600 cc, 650 cc Manxman and Dominator until superseded by the 750 cc Atlas before being launched as the 750 cc Commando in 1967.



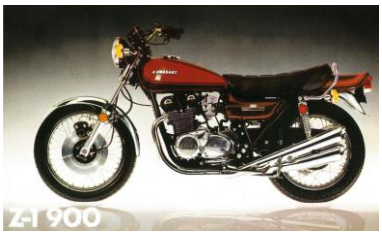
As well as having a radical new frame, the Commando's engine was tilted forward. This allowed more space behind the carburettors for the airbox; and it gave an attractive raked appearance to the motorcycle. The revolutionary part of the Commando, compared to earlier Norton models, was the Isolastic anti-vibration system. The Roadster' delivered 56 brake horsepower at 6500 rpm .By the middle of 1972 BSA Triumph group were in serious financial trouble. The last of the 750 series, the MkV was produced from November 1972 to mid-1973 as a 1973 model. From 1973 the 850 variants were introduced.

1971 Yamaha JT1 60cc Rotary Valve, "Daddy has a DT1, now you need a Jt1..." The start of the mini-bike carze. The 1971 JT1MX was a mild 60cc rotary valve little beastie with a four speed box, autolube, primary start, and approved USFS spark arrestor. To keep costs down, Yamaha cut corners on the suspension, and designed the front forks with one spring in the right fork leg, using compression damping, with no spring on the left side, with rebound damping. The rear shocks used rebound damping, which was just fine for a beginner.

1972

Benelli was originally established by widow Teresa Benelli in Pesaro, Italy in 1911 with the hope that it would provide her six sons with employment, beginning with repair work. By 1920 the Fratelli Benelli produced their first engine, a single-cylinder two-stroke, and the following year installed it in a motorcycle of their own manufacture. By the time the Second World War started, Benelli had won four Italian Championships and continued to do well in competition through the Fifties and Sixties. Following the merger of Benelli with Motobi in 1962, a series of 125cc (54mm x 54mm) and 250cc (74mm x 57mm) motorcycles were sold under both brands, marketed as the “Sport Special” and the “Super Sport”. For 1971 a revised model was introduced with Marzocchi front forks and higher, adjustable handlebars, but the model only survived another two years before being discontinued, the vast majority built badged as Benellis. The Sport Special was known as the *super egg* for obvious reasons.

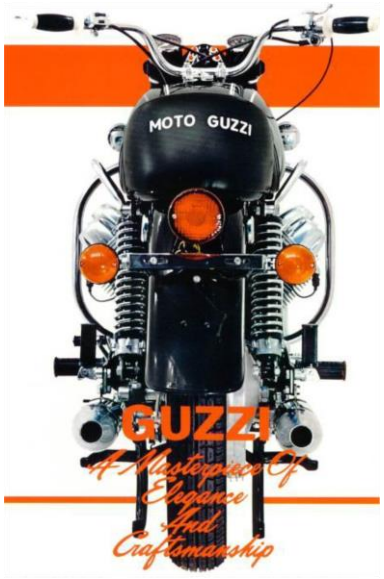
The Kawasaki Z1 is a four-cylinder, air-cooled, double-overhead camshaft motorcycle introduced in 1972 by Kawasaki. The Z1 was noted for being the first large-capacity Japanese four-cylinder motorcycle to use the double-overhead-camshaft system on a production motorcycle. When the Z1 came out it was the largest capacity Japanese bike in production and it started the true superbike phenomenon of the 70s. When the first Z1s appeared on the road they were astounding, no other motorcycle had such presence, was so massive all around and had so much promise. The power and performance was definitely there but it was not matched by its chassis, suspension or braking. A typical situation in the early 70s when power had advanced so quickly. The Z1 sounded powerful and looked it. In Australia a large machine was most welcome for covering long distances. The Z1 however was not a machine for inexperienced hands. The Z1 went on to prove it was a strong engine with the capacity for continuous improvement and it went on to spawn a range of models into the 80s growing in size over the years to 1000cc.

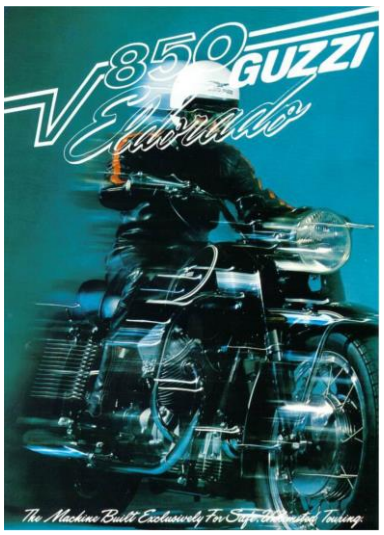


An engine design that originated in the late 1940s, Moto Guzzi's venerable 90-degree v-twin is still around today powering the latest generation of superbikes, tourers and cruisers from Mandello del Lario. The first motorcycle to use Guzzi's v-twin appeared in the late 1960s in the form of the 703cc V7, and this remarkable engine would prove exceptionally versatile. Guzzi's first take on the ‘cruiser’ appeared in the early 1970s in the form of the 850GT California, marketed in the USA as the Eldorado. The styling was unashamedly American-inspired: comfortable 'buddy' seat, cow-horn handlebars, king-size mudguards, foot boards, panniers, screen and lashings of chrome, all of which conspired to make it look like Italy's answer to the Harley Electra Glide. "This isn't some faceless Japanese pretend cruiser, but an original," Bike magazine observed. The Eldorado was produced from 1971 to 1975.

The Moto Guzzi 850 Eldorado was based around the 90° V twin engine originally designed by Giulio Cesare Carcano, the Eldorado packed 64hp at 6000rpm with lots of low end torque. The engine was by 1972 upgraded to 844cc. This was an engine that

would earn a legendary reputation for reliability. The engine was mated to a five speed gearbox through a four plate clutch. Moto Guzzi also installied a large Marelli generator . This was just as well as the bike only had an electric starter with no kick start back up. This was a bike that earned it's place in the market with superior fit and finish, ease of maintenance & shaft drive. The Moto Guzzi Eldorado was also significantly lighter bike than the Harley Davidson and a superior handler and comfortable tourer.





For many years Motobecane was France's largest manufacturer of motorcycles. Charles Benoit and Abel Bardin joined in 1922 and designed their first motorcycle in 1923. By the 1930s Motobecane was producing a best-selling range of motorcycles. Like many European motorcycle manufacturers, the 1960s proved difficult for Motobécane as cars became affordable. As a result, sales decreased. The arrival of cheap, efficient Japanese motorcycles also hurt sales. They continued to produce two-cylinder 125cc motorcycles throughout the 1970s. They also manufactured a small number of two-stroke, three-cylinder 350cc and 500cc bikes. For a time in the late 1970s and early 1980s, the company competed in Grand Prix motorcycle racing claiming several victories in the 125cc class and finishing second in the 1980 125cc road racing world championship. The Motobecane 125 is very rare outside of France.

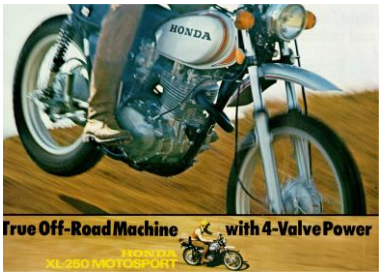
Imported by Alron Motorcycles in Stirling St, North Perth, Australia, in the early 70s these modernistic styled machines were available in limited numbers. The Motobecane LT was a two-stroke twin paired with a five-speed transmission. It was introduced in 1969 to compete against bikes like the Yamaha DT125 and Honda CB125. Motobecane also intoduced a 350cc triple at the same time. The engine delivered 12.5 hp at 7000 rpm for a machine weight of 91 kilos. The model went on to be further refined, power increased to 16hp and a racing version was produced. Production stopped in 1977.

There are few names in motorcycling as illustrious as MV Agusta. Racing success in the 1950s led to MV offering some of the finest sporting singles then available, including the magnificent 175 CSS, and in 1955 they unveiled a prototype 350cc twin. The double overhead camshaft design was quite radical for its day. It wasn't until 1963 that MV reconsidered the twin. This time the design was much more mundane, with a 160cc overhead valve pushrod twin-cylinder engine that produced an unremarkable 7.5 horsepower. By 1971 the twin became 350cc, and for 1972 and 1973 emerged as the magnificent 350B featured here. The all-alloy, unit-construction twin-cylinder engine followed the usual MV practice of looking outwardly similar to a two-stroke, with the heavily finned cylinder-head and barrel almost completely disguising the overhead valve layout. Vibration, always a problem with 360-degree parallel twins, was reasonably well-controlled on this short-stroke engine. The earliest MV350B featured coil and points ignition, but this was changed to electronic (as on this example) in October 1972. At the same time the electrical system was upgraded to 12 volts. While the 350B engine specification was unremarkable, its breeding was impeccable. Like the Ducati desmo singles, the MV 350B represented the culmination of an era for Italian motorcycles. Demand for faster and more powerful motorcycles led to the market for small displacement sporting bikes diminishing. The cost of producing such high specification machines was no longer justified, and only those who appreciated finesse over horsepower wanted the expensive MV 350B. But those who did appreciate it got one of the sweetest handling, best looking, and best balanced bikes ever, 30

bhp @ 7,900rpm and 149kg in weight.

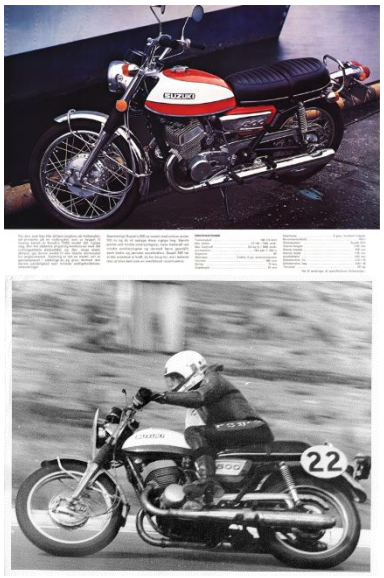
The Norton Commando was a British Norton-Villiers motorcycle with an OHV pre-unit parallel-twin engine, produced by the Norton Motorcycle company from 1967 until 1977. It had a hemi-type head, similar to all OHV Norton engines since the early 1920s. During its ten years of production, the Commando was popular all over the world. In the United Kingdom it won the Motor Cycle News "Machine of the Year" award for five successive years from 1968-1972. Given that its engine was an old pre-unit design, even Norton's chairman, Dennis Poore, expressed surprise at the Commando's remarkable success. The origins of the Norton Commando can be traced back to the late 1940s when the 500 Norton Model 7 Twin was designed by Bert Hopwood. The twin-cylinder design evolved into 600 cc, 650 cc Manxman and Dominator until superseded by the 750 cc Atlas before being launched as the 750 cc Commando in 1967. As well as having a radical new frame, the Commando's engine was tilted forward. This allowed more space behind the carburettors for the airbox; and it gave an attractive raked appearance to the motorcycle. The revolutionary part of the Commando, compared to earlier Norton models, was the Isolastic anti-vibration system. The 'Combat' engine was introduced in January 1972 which saw the appearance of the 'Mk4 Fastback', updated 'Roadster' and the '750 Interstate'. The 'Combat' delivered 65 brake horsepower at 6500 rpm .By the middle of 1972 BSA Triumph group were in serious financial trouble. The UK Government decided to bail the company out with a financial rescue package, providing it would agree to merge with Norton Villiers. Norton Villiers Triumph was duly formed and the new company got off to a shaky start. The last of the 750 series, the MkV was produced from November 1972 to mid-1973 as a 1973 model. From 1973 the 850 variants were introduced.

Launched in 1972, Honda's groundbreaking XL250 was notable as the first mass produced motorcycle to use four-valves per cylinder technology, setting the standard for all future four-stroke enduros. Hugely popular with off-road riders wanting a street legal machine, the XL250 remained in production for the next 15 years with only minor updates. The XL250's engine produced around 24 horsepower; fuel was fed by a 28mm Keihin carburetor while a flywheel magneto providing the ignition. The Honda used a 21-inch alloy front rim and an 18-inch rear wheel.. The Motosport edition was sold in just one colour – metallic silver – with a red and white muffler emblem, red tank and mudguard stripes. Despite being heavier and less powerful than the opposition, the XL250 became one of the best selling off road motorcycles of all time



The Suzuki T500 burst on to the market in 1967 as the biggest road going two stroke produced in decades. The first model produced had striking 60s styling and was a thirsty beast, but it's 47 bhp and light weight proved to a Bonneville killer. Cheaper, flashier, simpler to run and with performance to beat it stunned the crowd. !969 saw the model re-styled and the durable T500 Titan came on the market. The Titan proved fast, reliable, an effective two-up tourer and a machine capable of serious performance with only minor re-tuning. In 1970 Frank Whiteway rode a Titan to win the 500cc Production TT. In 1972 Stan Woods won the 500cc production TT at a speed of 92.2mph. In 1973 Jack Findlay on a highly tuned machine based on the road bike won the Senior TT at a speed of 101.55mph. This was the first 500cc GP win for a two-stroke and the closest machine to a production bike to win the title. The Suzuki 500 twin had a production a production life of 10 years and now has an avid enthusiast following worldwide and is still campaigned in historic racing.

A bit of trivia as the T500J model was the shortest production number of all the T500's it is distinctive because of the plastic chrome side covers that were not popular in their day but very rare to find nowadays due to so many being removed and subsequently lost.



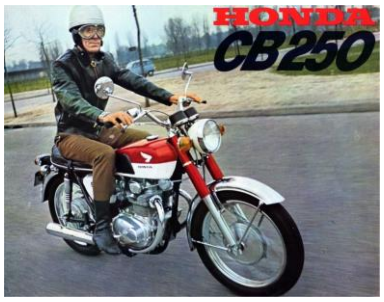
Introduced in 1969 the CB175 was a pretty solid motorcycle platform. The motor was quick and dependable, the seat height was low (think entry level riders), it had full electrics (including starter and turn signals), 5 speed transmission, speedometer with trip meter, and tachometer. The 1972 Honda CB175 used a 174 CC air cooled four stroke overhead cam parallel twin motor with twin carbs that made 20hp linked to a 5 speed transmission that was capable of a top speed of 86mph, Chassis was light, suspension and brakes were rated adequate to good. The extra power came at a cost as the motor was not as robust as the earlier CD175 but the performance boost made the CB more fun to ride.

BSA turned to unit construction for its range of parallel twins as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 in January 1962. The basic architecture of the preceding A7/A10 was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block. The first high-performance variant, the A65R Rocket, arrived in October of '63, aimed squarely at America's speed-obsessed throttle jockeys. It was superseded the following year by the yet-faster Lightning 650, first of the BSA unit-construction twins to be equipped with the new splayed-port cylinder head fitted with twin carburetors.Cycle World's editors really liked the Lightning out on the open road. "It is a sumptuous, torquey machine suited to a wide open highway where it can stretch its legs," they wrote. "Its smooth, quiet gearbox, good muffling and excellent powerband all contribute to fatigue-free riding for hours on end."

For 1965 BSA's original A65 Star single-carburettor touring twin was replaced by the A65 Thunderbolt, which joined the twin-carburettor Lightning, both models continuing after the range was given a major makeover for the 1971 season. In this, its final incarnation, BSA's 650 gained a new oil-bearing frame, Ceriani-style front forks with exposed stanchions, and conical hubs. The lusty, parallel-twin performance remained unimpaired, Bike magazine recording figures of 14.09 seconds for the standing quarter mile and a top speed of around 105mph when comparing the Lightning with an almost-identically-performing Yamaha XS2 back in 1972, when - perhaps surprisingly - the BSA's handling, ride and comfort were deemed superior to those of its Japanese opposite number. Produced through into the 1970s, the A65s are considered to be the last of the classic BSA twins, as first the Rocket III triple, then the oil-in-frame 650 met with mixed market response, no doubt hastening the company's demise in 1973.

Differing essentially only in engine capacity, the Honda CB250 and CB350 arrived in 1968, superseding their hugely successful CB72 and CB77 forebears. Although retaining its predecessor's basic architecture, the new overhead-camshaft engine was styled differently, with cylinders virtually upright, and went into a new tubular cradle frame that replaced the earlier spine type. Additionally there were now five speeds in the gearbox plus a twin-leading-shoe front brake. With a claimed 30bhp on

tap at 10,250rpm the new CB250 was good for a top speed of around 90mph. In it's final derivation the CB250 gained a front disc before being phased out for the all new 4 cylinder and CB250T range. The CB250 machines proved immensely popular and reliaable and sold in large numbers mainly for commuting. They are very popular these days for conversion to historic racers responding well to performance modifications.



1973

With the launch of the CZ100 in 1960, Honda created the class of machine known as ‘monkey bikes’, so called because of their diminutive stature. The power unit was the C100 step-thru’s reliable four-stroke single. An ultra-short wheelbase, small wheels, and a vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could be fitted into the boot of car. A 72cc version, the ST70 Dax, with the overhead-cam engine from the C70 “Cub” and slightly larger and more practical frame was introduced in 1969, becoming the CT70 for 1971, by which time telescopic front forks had been adopted.

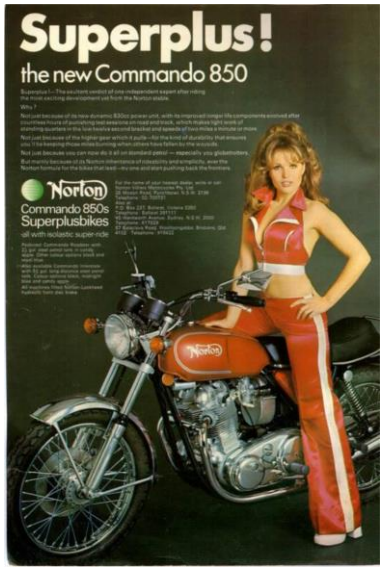
Virtually indestructible, the 1973 Honda XR75 was a capable off-road machine which not handled and performed well for the younger rider but rode like a real bike. The XR75 was a bonafide MXer, with its engine featuring larger valves, bigger carbs, high compression & a high redline. Paired with the 72cc mill was a close-ratio four-speed box with straight-cut gears.Powered by the same 72cc OHC single-cylinder engine and four-speed transmission with manual clutch, the XR75 remained in production until 1979. A mini-MX.

MOTO GUZZI

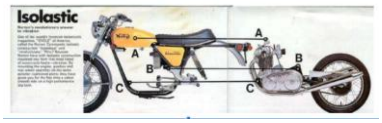
Moto Guzzi's 90-degree v-twin engine first appeared in a motorcycle in December 1965 when the 703cc V7 was displayed at the International Milan Show. The work of Ing. Giulio Carcano, the man who had masterminded Guzzi's spectacular V8-engined Grand Prix racer. Lino Tonti created the first true sports version - the V7S (Sport) - in 1971. In creating the V7 Sport Tonti did away with the electrical generator mounted atop the crankcase, opting instead for an alternator carried on the crankshaft nose, thus enabling a much lower frame to be used. The result was 'an amazing transformation of a formerly staid, overweight package.' Moto Guzzi’s 50th anniversary was in 1971, and Tonti wanted the V7 Sport in production for that model year. However, manufacturing tools and dies weren’t ready. Determined to have a V7 Sport for 1971, the racing department began hand building pre-production prototypes. To meet international homologation rules for production racing, Moto Guzzi had to build at least 100 V7 Sports in 1971, resulting in the Telaio Rosso (literally, red frame) V7 Sport. Regular V7 Sports production started in November 1971, with production bikes using a thicker steel-tube frame instead of the chrome-moly tubes found on the Telaio Rosso. Essentially a factory-built road racer, the V7 Sport was fast and agile. In one Italian magazine test, the V7 Sport was clocked at 125mph. Pitted against the Ducati 750 GT, Honda CB750, Kawasaki H2 750 and Laverda 750 SF, the V7 Sport proved fastest. This was the nascent age of the Superbike, and although other manufacturers were producing quick machines, not all of them could handle as well as a Moto Guzzi. The V7 Sport lasted only a few short years, however, and was discontinued in 1974 after De Tomaso took over Moto Guzzi in 1973.

Launched in 1967, the Commando deployed the preceding Featherbed-framed Atlas model's 750cc engine in the new vibration-beating Isolastic chassis and was an instant hit, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. In 1973 Norton launched the 850cc motor, a modified version of the 750 with the bore increased from73mm to 77mm to give a capacity of 829cc. Bert Hopwod’s original design had grown from 497cc to 745cc before reaching it’s final capacity 25 years after it appeared. With a modest 8.5:1 compression ratio the new engine produced 60hp at 6200rpm. The cost of producing the new improved engine, the strikes and a shortfall of funds pushed Norton into crisis. Norton struggled on producing the MkIII & the Interstate even adding electric start but the industrial troubles could not be resolved and the company finally collapsed in 1975.

Norton



The origins of the Norton Commando can be traced back to the late 1940s when the 497 cc Norton Model 7 Twin was designed by Bert Hopwood. The twin-cylinder design evolved into the 750 cc Commando in 1967. As well as having a radical new frame, the Commando's engine was tilted forward. The 750 was well received and performed well. By 1973 the Norton factory produced an 850cc version which had a lower stressed motor and improved reliability. Aside from the stronger 'Superblend' main bearing that cured the engine's bottom end fragility, the Commando 850 also featured a crankcase oil filter (in addition to the removable cartridge-type filter), stronger gearbox, stronger pistons, shallower steering angle, stronger swingarm and rear suspension mounts, better exhaust mounts, and improved oil tightness. Other "little" but notable changes included a stronger centre stand, better quality chrome plating, and a disc front brake as standard. The MKIIA model Norton is probably amongst the last machines which held true to the British motorcycle industry.



THE 1973 TRIUMPH TRIDENT IS A TURNING POINT: 1973 was a very important year for Triumph, and in particular for its star player, the Bonneville. Because that year, the 650 "Bonnie" went out to 750, got a 5-speed gearbox, and a front disk brake. These were major leaps forward for Triumph. The Trident line benefitted from the new hardware also, the 5-speed and front disk brake. That and minor styling revisions made this the best Trident yet, by far. By this time, the factory had sorted out most of the technical problems with the big triple's internals, and it was turning out to be an extremely fine motorcycles, albeit one of the most expensive in its day. They were heavy also, but they handled very well. Another reason that 1973 was so significant was that it would be the last full model year before the devastating workers' strike and Meriden plant shutdown the following year. While Trident production had always been at BSA's Small Heath factory, alongside its stablemate, the BSA Rocket 3, the turmoil within the company and the subsequent takeover by the worker-owned Co-op hampered production of the Trident and the Rocket 3. It also further constrained the already-constrained R&D budget that these bikes sorely needed to be truly competitive. In the end, they just couldn't compete with the cash-rich, tech-savvy Japanese. The entire British motorcycle industry suffered the same fate: their designs were obsolete, their production techniques absolutely archaic, and they had nowhere near the funds to remedy it. Fortunately, they left some marvellous machines in their wake, like the 1973 Triumph Trident T150V.

Back in 1969, BSA-Triumph's US distributors, unauthorized by the company, asked motorcycle styling guru Craig Vetter to create a customized BSA Rocket 3. It was to capture the free-wheeling, laid-back approach to biking best exemplified by the chopper and popularized worldwide by the movie Easy Rider, released that

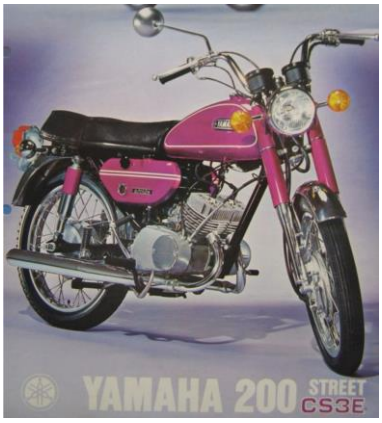
same year. With its slightly raked frame, extended front fork, up-swept three-pipe exhaust system and eyeball-popping bodywork, there had been nothing like the Vetter BSA before. By the time the concept reached production in 1972, Brown having been mildly chastised for even thinking about the project let alone starting work, the BSA brand name was moribund and Vetter's creation had become a Triumph, though one that kept the Rocket 3's inclined cylinder block. Apart from the change of badge, the production Hurricane remained remarkably faithful to Vetter's original vision. One of the motorcycling icons of the 1970s, the limited edition Hurricane was produced – the planned production run was 1200 units - for little more than one season, and today is a highly sought after and collectible motorcycle.

The RD200 was originally known as the CS1, a 180cc parallel piston port two stroke twin with Autolube and electric start, produced in 1967. In 1972 the engine grew to 195cc and the model name changed to the YCS3. There was no CS4 as "4" is an unlucky number in Japan. By 1973/74 the bike had various minor modifications but most importantly the addition of reed valves to the engine, one for each cylinder and was rebadged as the RD200. In 1975 the RD200 was offered with a disc brake. The RD200 was the only RD Yamaha offered with electric start. A sop to the commuter market; but, hardly necessary to start the bike. The RD200 in various forms was kept in production until 1980

This machine was one of a limited run of the 1st 10,000 - RD200. The next production run was the RD200A

Weight: 116kg, HP: 22 @ 7500rpm, Top Speed: 140 km/h, Transmission: 5 speed gearbox

The Moto Guzzi 850 Eldorado was based around the 90° V twin engine originally designed by Giulio Cesare Carcano, the Eldorado packed 64hp at 6000rpm with lots of low end torque. The engine was by 1972 upgraded to 844cc. This was an engine that would earn a legendary reputation for reliability. The engine was mated to a five speed gearbox through a four plate clutch. Moto Guzzi also installied a large Marelli generator . This was just as well as the bike only had an electric starter with no kick start back up. This was a bike that earned it's place in the market with superior fit and finish, ease of maintenance & shaft drive. The Moto Guzzi Eldorado was also significantly lighter bike than the Harley Davidson and a superior handler and a popular US Police bike.



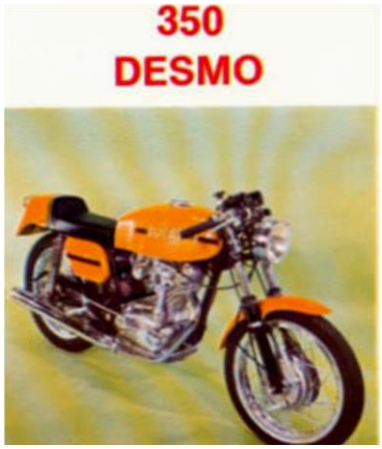
Relaunched in 1973 as the Yamaha RD200, the bike's roots can be traced all the way back to the 1968 180cc CS1. Although "built on the same scale as the RD125B," said Cycle in June 1975, the RD200 was 35 pounds heavier. Yet compared with the RD250, the 200 was as much as 50 pounds lighter and also physically smaller, with a seat height of just 29.5 inches and a 49-inch wheelbase.

Yet it had plenty of big bike features. Inside the 195cc, 180-degree 2-stroke twin was a four-main-bearing crankshaft with needle roller small- and big-end connecting rod bearings. Lubrication was by Yamaha's Autolube system, and fueling by a pair of 20mm Teikei carburetors with the fuel/air charge pulling through four-petal reed valves. Helical primary gears drove a wet clutch and 5-speed gearbox. Electrics included a combined 12-volt DC generator/starter motor unit for push-button starting, though the kickstarter was retained. Interestingly, none of the other RD models including the RD125, the RD250, RD350 or RD400 had electric starting. With the RD200, Yamaha clearly had its sights on the beginner motorcyclist looking for a cheap and fun way to get to work and around town.

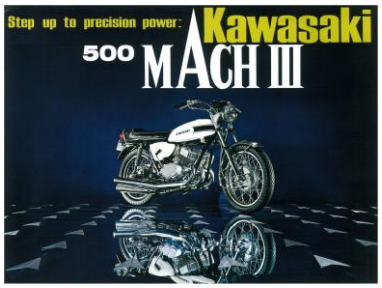
Weight: 116kg
HP: 22 @ 7500rpm
Top Speed: 140 km/h

1974

The first of Ducati's 'wide case' models was the 350 Mark 3 that debuted at the Cologne Show in September 1967, with production commencing the following summer. Changes to the 'wide case' models were not merely confined to the rear engine mount, Fabio Taglioni and his team taking the opportunity afforded by the redesign to incorporate a stronger con-rod and big-end bearing, and increase the capacity of the lubrication system. There were also improvements to the gearbox. Later in '68 Ducati launched the first of the legendary 'Desmo' roadsters in 250cc and 350cc (actually 340cc) capacities, these top-of-the-range super sports variants being distinguishable from the valve-spring models by virtue of their extra chrome and restrained 'D' decals on the side panels. Subsequent developments included the introduction of electronic ignition (in 1973, coincidentally with the adoption of a distinctive yellow livery on the Desmos) and more than one increase in big-end diameter, the last of which occurred in 1974, the final year of production. 24 hp at 8,500rpm 128kg.



The Kawasaki 500 Mach III wobbled onto the world stage in 1969. Blindingly fast, noisy, bad handling and fragile it left the competition in it's smoke. By 1974 the Mach III was tamer, more refined but still a wild beast to ride. By 1975 it was out of production as the big four strokes took over. During development, much attention was paid to cooling the central cylinder, and the outer cylinders' fins were cropped on the inboard side to provide extra finning for the middle. Producing high horsepower required a large port area, and this, coupled with the need to maintain good cooling of the central cylinder, resulted in a long crankshaft. Placing the ignition distributor on the right and alternator on the left also exacerbated engine width. The ignition was one of the more important innovations, and the H1 was the first production street motorcycle to feature electronic ignition. The bike produced 44.1kW (60hp) at 8000rpm. The bike weighed 180kg. The power-to-weight ratio came at a cost, the engine components were built light and durability was not a major concern. Fuel consumption was also considerable. While the three-cylinder engine was a tour-de force, the chassis and running gear needed more development. The double-cradle frame just wasn't up to the task, likewise the slender front fork and the brakes, too, were a weak point. But the H1 was intended to go, not stop, and this it did like no other motorcycle of its day. Capable of a standing 400m in around 12.8 seconds and a top speed of 200km/h, all the rider had to do was hang on. Over the years the H1 was gradually softened. The weight went up and the power down, the front end gained a disc brake, the wheelbase increased and eventually the engine was rubber mounted.



The Honda CB400F was produced by Honda from 1974 to 1977. The CB400F was an upgraded version of the 350 model from the previous year which was too expensive to produce.

In order to develop the CB350F into the CB400F, Honda increased the bore and modified the cylinder head to raise the compression ratio. In a first for Honda, a sixth ratio was fitted to the gearbox. Instead of aping the styling of the bigger Universal Japanese Motorcycle (UJM) style CB750, like the 350F had, the CB400F had a more café racer look with lower handle bars, rear set footpegs and more svelte styling. It also gained one its most recognisable attributes, a swooping four-into-one exhaust system.

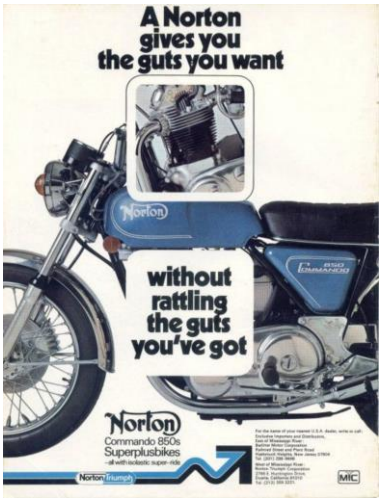
Although aimed at the sporting segment of the market, the four-stroke CB400F did not have the acceleration of the competition's two-strokes, but what the CB400F engine lacked in power it made up for in refinement, the small-displacement four-stroke being smoother, quieter and much more economical than the two-strokes.

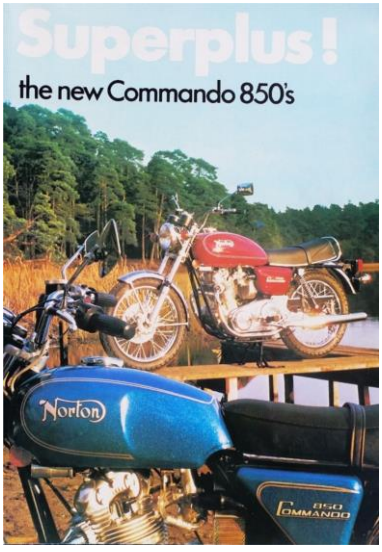
The Honda CB750 was introduced to the US and European markets in 1969. The CB750 had a transverse, straight-four engine with a single overhead camshaft (SOHC) and a front disc brake, neither of which was previously available on a mainstream, affordable, production motorcycle. Having a four-cylinder engine and disc brake, gave the CB750 a considerable sporting performance advantage over its competition, particularly its British rivals. Cycle magazine called the CB750, "the most sophisticated production bike ever", on the bike's introduction. Cycle World called it a masterpiece, highlighting Honda's painstaking durability testing, the bike's 120 mph (190 km/h) top speed, the fade-free braking, the comfortable ride, and excellent instrumentation. The bike remained in the Honda line up for ten years, with a production total over 400,000.

The 850 Commando was the last new machine from medium-sized Norton Villiers before the firm endeavored – ostensibly with British Government assistance – to assume control of the bankrupt BSA Triumph Group, which, with two large equally outdated factories, was an altogether bigger enterprise. It is a much labored tale, of course, but one that impacts on certain models, for no sooner were Norton and Triumph under way in the joint operation than it was felt the management's former sharp focus upon Norton – who, 'til then, had traded profitably – was seriously now diluted. BSA, as we know, failed to survive the merger, and the hiatus with unions at Triumph's old Meriden factory ensured that newly created NVT didn't produce any new models until 1975.

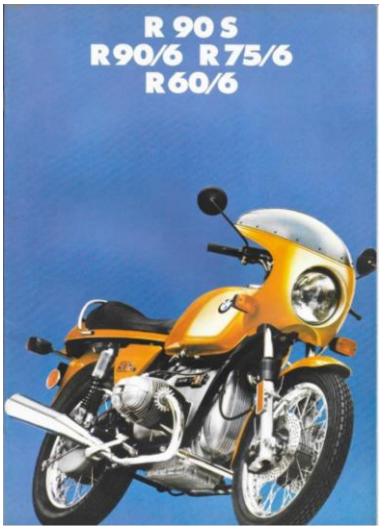
Norton's 1974 build, therefore, was arguably the last of the pure Nortons! The original 750 Roadster, with options for 7 colors of fiberglass fuel tank, hit the market in 1970, proving an instant success in USA and elsewhere. Steel fuel tanks and front discs were added for the 1972 season and, given its momentum, there was little reason but to continue the Roadster, unchanged, but from 1973 fitted with the sturdier 850-motor.

The 850, which actually displaced 828cc, employed the same transmission as before, but the motor itself was strengthened to give even better low down performance. In recalling that the 850 had originally appeared as a 500, designed by Bert Hopwood in 1948, contemporary magazine road testers were amazed with how little stress the 850's huge torque was delivered.





The BMW R90S is a 900cc sport motorcycle produced by BMW from 1973 to 1976. BMW commissioned designer Hans Muth to oversee the R90S, which became the flagship of the boxer engined "/6" range. Sporting distinctive two-tone paintwork, a bikini fairing and a new tail, the R90S was intended to shrug off the enduring image of BMW bikes as staid and utilitarian. The 67 bhp R90S had a top speed of 124 mph. The R90S' engine was a pushrod OHV, two valve per cylinder, air-cooled flat-twin "boxer" unit. The engine was based closely on the R75/5, sharing the same stroke, but with a larger bore, to give a capacity of 898cc. The R90S weighed 215 kg and has a five-speed gearbox with a shaft final drive. There were three series of the R90S: model year 1974: 6,058 units, 1975: 6,413 units, 1976: 4,984 units. The R90S was a distinctive looking machine with styling to suit the mid-70s. The BMW eveb achieved some modest racing success. A very attractive machine which has held its appeal.



This machine was purchased from it's long term owner in 2010. The engine had been fully reconditioned by Brook Henry in 1988 and then left on a shelf in ashed in Popanyinning until bolted together as you see it now. Kept as it was in the 80's and is still a good rider's bike.

Years produced: 1971-1974, Total production: 4,093, Claimed power: 60hp @ 8,000rpm, Top speed: 125mph, Engine type: 748cc overhead valve, air-cooled 90-degree V-twin, Weight (dry): 185kg (407lb)

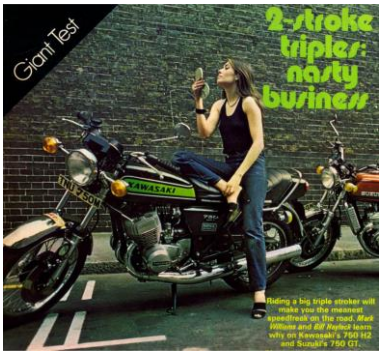
The Ducati 750 GT was very much the work of Taglioni, who had joined Ducati from Mondial in 1954. Ducati had long been aiming to produce a twin, but not with cylinders in a vee. Honda had recently introduced the CB750 Four, and Ducati's management team not only saw the need for a 750cc model but also realized that it needed to be something special rather than another parallel twin. Taglioni, whose stated design aim was "simplicity, carried out to its ultimate extreme," adapted his earlier V4 layout to create a V-twin, that was essentially two 350cc singles on a common crankcase. Taglioni's design was finished by March 1970; the first engine underwent testing four months later, and it was so impressive and trouble-free that by September a complete bike was ready to be unveiled to the press. By June 1971 it was in production.

The Ducati GT750 was a revelation when it was produced, a perfectly proportioned machine, with an innovative engine, great sounding, handling and performance. It is a proven machine and it lead to a range of sportier v-twins which in the end produced a dynasty of Ducati v-twins to this day.

The Gilera 5V Arcore , in Germany called Gilera Strada , is a motorcycle produced between 1972 and 1975. At the beginning of the seventies, like all European houses , Gilera was heavily hit by the serious crisis started in the sixties and determined by the general abandonment of the motorcycle in favor of the car . The " Piaggio " management, which took over in 1969 , remained for a long time undecided whether to continue the production of the four-stroke motors or to focus on two-stroke engines. The new "Arcore" was presented in November 1971 at the Milan motorcycle and motorcycle show in the classic displacement of 150 cc, to allow access to motorways and, a few months later, in the 125 cm^3 version, for use by 16-year-

olds. The new models were put on sale at a price slightly higher than competing models. Hoping to break into the US market the Gilera featured interchangeable right and left side gear changes. In use the 12bhp machine proved underpowered, vibrated excessively and was subject to frame breakages. Production ceased in 175 after only a bit over 5,000 models produced.

The Kawasaki 500 Mach III wobbled onto the world stage in 1969. Blindingly fast, noisy, bad handling and fragile it left the competition in it's smoke. Enter 1972 and the scene is now into 750s and Suzuki had built a surprisingly tractable 2 stroke tourer, the GT750. Kawasaki wanted to stay top of the tree and a light (184kg) 750 triple H2 appeared, the Mach IV. If the Mach III was considered a widow maker then the 750 was even less socially acceptable. Pure speed standing still, terrifying if adrenaline rushing riding whilst on the move, at least at over 4,000 rpm. The Mach IV was a stop light racer per se, nothing was going to beat it. The challenge was not to flip the machine when the clutch dropped, wobble off the road or run out of brakes. Riding early 70s Superbikes was not for the faint hearted. Never intended for long distance riding, the Kawasaki H2 was an out and out street racer and chewed fuel at an alarming rate. The motor was built light and was not designed for longevity, but who in those days did not lust after one, if only the budget would allow for such an outrageous and impractical machine. Not to say, ridden sensibly, the engine had good torque and was an excellent 2 stroke for it's day. Inevitably many of these machine ended up being raced or put into other sporting uses. As a result good examples are few and far between and the H2 is now a sought after machine with a price tag to match.

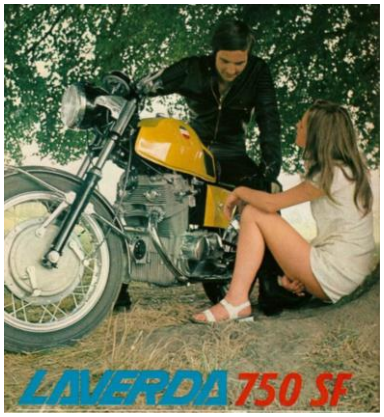


The Laverda 250 was powered by a Laverda designed 2 stroke motor and was intended off-road and road use. The bike appeared in 1974with electronic ignition, dry clutch, enclosed drive chain and variable steering geometry.

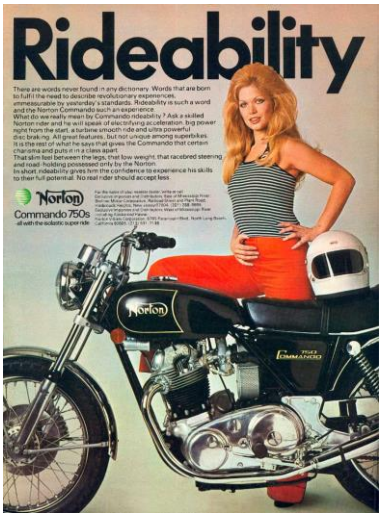
The engine was placed high in the frame to clear the bulky exhaust and the first bikes produced were treated in special protective gold paint. The motor produced 36bhp @ 7600rpm. The bike was considered overweight for serious competition and the mag brake on the front was inadequate for the road.
The bike was expensive to build and buy and it never sold in great numbers being considered by test riders as neither fish nor fowl for the dirt or the road.

The Laverda 750 SF was produced from 1970 to 1976. 60bhp @ 6600rpm. In November 1966, Laverda displayed a prototype 650cc parallel twin at the Earls Court Show in London. The fact that its engine had more than a passing resemblance to Honda's famed 305cc overhead cam twin was no accident. In designing the new bike, Massimo had looked to Honda's twin for inspiration. Not having the resources of a huge company like Honda, Massimo saw he could benefit from Honda's development of the 305, the first production overhead cam motorcycle engine. 1970 was also the year Laverda introduced the improved SF, which stood for Super Freni or "Super Brakes." Where previous 750s had relied on Grimeca twin-leading-shoe stoppers, the new SF used a twin-leading system designed by Laverda. The next major step in the evolution was the SF2 for 1974, initially offered with a single Brembo front disc but quickly upgraded to a dual-disc setup for the American market.

The 750 SF went on to spawn the ultra desirable SFC 750 which was designed for racing. The SF developed a reputation for reliability and surefooted handling.



The Norton Commando was a British Norton-Villiers motorcycle with an OHV pre-unit parallel-twin engine, produced by the Norton Motorcycle company from 1967 until 1977. It had a hemi-type head, similar to all OHV Norton engines since the early 1920s. During its ten years of production, the Commando was popular all over the world. In the United Kingdom it won the Motor Cycle News "Machine of the Year" award for five successive years from 1968-1972. Given that its engine was an old pre-unit design, even Norton's chairman, Dennis Poore, expressed surprise at the Commando's remarkable success. The origins of the Norton Commando can be traced back to the late 1940s when the 500 Norton Model 7 Twin was designed by Bert Hopwood. The twin-cylinder design evolved into 600 cc, 650 cc Manxman and Dominator until superseded by the 750 cc Atlas before being launched as the 750 cc Commando in 1967. As well as having a radical new frame, the Commando's engine was tilted forward. This allowed more space behind the carburettors for the airbox; and it gave an attractive raked appearance to the motorcycle. The revolutionary part of the Commando, compared to earlier Norton models, was the Isolastic anti-vibration system. The 'Combat' engine was introduced in January 1972 which saw the appearance of the 'Mk4 Fastback', updated 'Roadster' and the '750 Interstate'. The 'Combat' delivered 65 brake horsepower at 6500 rpm .By the middle of 1972 BSA Triumph group were in serious financial trouble. The UK Government decided to bail the company out with a financial rescue package, providing it would agree to merge with Norton Villiers. Norton Villiers Triumph was duly formed and the new company got off to a shaky start. The last of the 750 series, the MkV was produced from November 1972 to mid-1973 as a 1973 model. From 1973 the 850 variants were introduced.



1974 M model RE5 - wankel engined rotary. Sold as the bike of the future with rotary themed styling and instruments. Sales went flat and the later models used GT750 instruments. Sold for the same price as a GT750 the rotary was seen as over-complex, lower powered and heavy.

Initially, the engine over heated and used copious amounts of fuel and oil and had problems with sealing of the rotor. At the time, special courses on the rotary were run for Suzuki mechanics in Perth because of the complexity of the design. The rotary was a competent tourer as long as frequent fuel stops were available. The RE5 handled well as did the GT750. Suzuki soon fixed most of the engine teething problems but

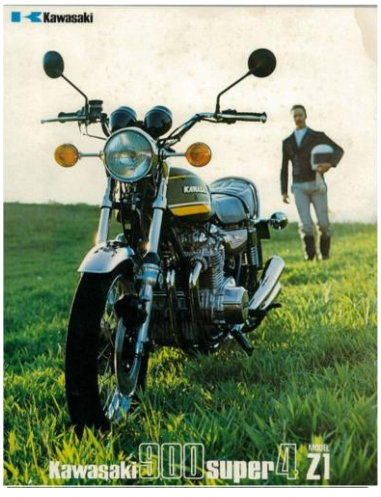
the model never gained popularity.

Suzuki invested heavily in the Rotary and the diversion of resources held back development of other models for some time. The opportunity was lost to improve existing 2 stroke engines to make them competitive with Yamaha and Kawasaki. It took until 1980 for Suzuki to lead the pack again and finally to set the standard in 1985 with the GSXR750 and RG500. This machine was purchased largely original in 2008 and it runs a Mini carbie. The original carbie is too hard to setup and is often replaced. The RE was produced from 1974 to 1976. 61.9bhp at 6500rpm, weight 230kg dry. Possibly 6000 made with only a relatively few still operating.

The DT360 was significantly restyled compared to the earlier 360 RT1,2,& 3 model's. It featured the MX frame, CDI ignition, improved front forks and new rear shocks. Unfortunately it was also about 6 kilos heavier. And the carburettor was down sized from 32 to 30mm. It's key strength was its ability to pull like a tractor, and it's weight was held lower than the RT 360 models. 27,573 units were produced according to official Yamaha production numbers. A very popular model globally, but rare now. The Dt360 produced 32bhp @ 6000rpm. Weight 126kg. With the longer wheelbase, improved rake and reed valve intake the DT360 handled and performed far better than the earlier models and was a competent off-road machine.

The Kawasaki Z1A was derived from the original Z1 900 which was released to the world in late 1972. The arrival of the Z1 set the world aflame because nothing mass built before for the road was so big nor so powerful. The Z1 was Kawaski's first foray into large 4 stroke road bikes (it's previous 4 stroke 650 the W1 being basically a Meguro BSA copy). The whole purpose behind the Z1 was to build a giant killing machine to push the Honda CB7504 into the shadows.

The 1st time the Z1 appeared on the road it dwarfed all other bikes and performed and sounded like a superbike. It wasn't long however that it was discovered that the brakes and handling weren't really up to the task of taming the engine. The engine however was basically unbreakable and was soon adopted for touring, commuting and sporting success. The Z1 set the standard for all other Japanese manufacturers and forced many British and other European manufacturers into terminal decline. It would be many decades before they recovered.



1975

The Honda CB550 was a 544 cc motorcycle produced from 1974 to 1978. It featured a four-cylinder SOHC air-cooled wet sump engine. The first version, the CB550K, was a development of the earlier CB500, and like its predecessor, had 4 exhaust pipes, 4 silencers and wire-spoked wheels. Compared to Honda's 1969 dry sump CB750, both the CB500 and the CB550 were much smaller and lighter. The CB550K shared some visual similarities with the CB750, and it fitted into Honda's 4-cylinder range as its mid-capacity bike.

From 1975 to 1977, a second version of the CB550 was offered, the CB550F "Super Sport". The K and F versions were sold alongside each other, sharing a similar engine, instruments, lights, wheels, brakes and frame. The F featured a lighter 4-into-1 exhaust and slightly flatter handlebars, and a different fuel tank without any chrome trim.

Both F & K models had a drum rear brake and a single front disc brake, although each fork slider had a bracket for a brake caliper. A second front disc brake could subsequently be fitted. The CB550K went through some minor iterations, the last being the CB550K4. Closely derived from the earlier CB500, the CB550's engine was the largest factory bore of this cylinder block; and when the CB550 was replaced in 1979 by the broadly similar Honda CB650, a completely new engine design was necessary.

The Honda CB750 was introduced to the US and European markets in 1969. The CB750 had a transverse, straight-four engine with a single overhead camshaft (SOHC) and a front disc brake, neither of which was previously available on a mainstream, affordable, production motorcycle. Having a four-cylinder engine and disc brake, gave the CB750 a considerable sporting performance advantage over its competition, particularly its British rivals.

Cycle magazine called the CB750, "the most sophisticated production bike ever", on the bike's introduction. Cycle World called it a masterpiece, highlighting Honda's painstaking durability testing, the bike's 120 mph (190 km/h) top speed, the fade-free braking, the comfortable ride, and excellent instrumentation.

The CB750 was the first modern four-cylinder machine from a mainstream manufacturer, and the term superbike was coined to describe it. Adding to the bike's value were its electric starter, kill switch, dual mirrors, flashing turn signals, easily maintained valves, and overall smoothness and low vibration both under way and at a standstill.

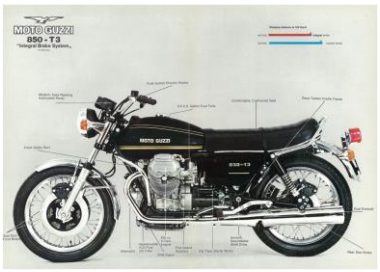
The bike remained in the Honda line up for ten years, with a production total over 400,000.

Developed, as everyone knows, from an artillery tractor engine, the transverse V-twin Moto Guzzi unit has proved to be one of the post-war 'greats', proving immensely durable, tuneable and adaptable throughout a whole range of bikes. The original Guzzis, were worked over by designer Lino Tonti in the early 'seventies, since when the rumbling twins have attracted faithful, long-term owners, their idea of a bike being the very antithesis of a Japanese 'crotch-rocket'. The 850T had only been on the market a year before Moto Guzzi introduced what many consider its most versatile motorcycle.

Introduced in 1975, the improved 850 T3 (the "3" signifying the triple-disc brakes) was in many ways the most important Moto Guzzi made in the Seventies. Lighter than the touring-oriented California and far more sporting than the new 949cc, 2-speed semi-automatic Convert, the 1975 Moto Guzzi 850 T3 was the bridge between the Moto Guzzi V7 Sport and Guzzi's larger touring bikes. A sport touring motorcycle in the best Italian tradition, it had all of the improvements Guzzi had prepared for the Convert — linked triple-disc brakes, dual-point ignition, full air filter, a real oil filter (albeit buried in the sump; but with less weight and better agility for riders looking for both performance and long-distance capacity.

Power: 68hp @ 7,000rpm, Top speed: 120mph (est.) Engine : 844cc air-cooled OHV 90-degree V-

twin, 83mm x 78mm bore and stroke, 9.5:1 compression ratio. Weight (dry): 243kg



Faced with the imminent arrival of 750 superbikes from the East, Triumph needed a multi. They built the Trident, which was pretty good by the time they stopped building it.

Mainstream British bikes in The Great Golden Age were predominantly twins, twins of ever-greater capacity. They usually started out as 500s and then expanded in both internal dimensions until they reached their limits, mostly 750, although Norton went one better with their 850 Commando. And then the captains of industry understood that genuine competition was headed their way, in the shape of the famous Four from Honda. Unfortunately rather than invest in new technology Triumph perservered with the old twin production lines and design and the new 750 suffered from compromises made to accomodate 3 cylinders. Despite this the triple is a pleasant bike to rideifa bit heavy on fuel and oil. When it was launched in 1968, the Trident put out 58bhp at 7250rpm, which was competitive then. In 1975 the power output was unchanged.

The T160 was the last of the triples. The company was bust when they started building them, and they built them at Small Heath rather than at Meriden, home of Triumph. Only about 7,000 T160s were built.

The DT1 in 1968 started it all for Japanese trail bikes, 250cc single port 2 stroke, double cradle frame and 22 claimed HP. Wanting more the RT1 360 was produced, which morphed into the DT360A in 1974. The market demanded more power so Yamha pushed the motor out to 400cc and offered rear wheel 24 HP at 5,500rpm. The DT400 was fast on the road but didn't like a trailing throttle, open her up for fun and comfort. Starting the big lump took skill & effort sometimes, the CDI being finicky, but once going on the dirt the bike was in it's element.
Yamaha was also trying to enlarge the market for these big-bore twostrokes, offering a race version YZ400, and for 1976 they put lights and a muffler on the YZ and presented it as a serious enduro model, the IT400, trying to compete with the European ISDT models. But the two-stroke era was coming to an end, and Yamaha knew it. Which is why in 1976 Yamaha introduced a 500cc four-stroke single in the road-legal XT and off-road TT versions. The DT400 was kept on the payroll until 1979, and then retired.

After showing the world what it could do with the CB750 in 1969, Honda did it again in 1975. Besides the water-cooled "flat four" 1000cc SOHC engine the 1975 Honda GL1000 Gold Wing motorcycle came equipped with shaft drive. The real tank was located between the two side covers for a lower center of gravity. Final drive was by shaft. The GL1000 became a popular touring machine with many accessory windshields and pannier bags being marketed for it. 1979 marked the end of GL1000

development with the K4 model. Dry weight increased to 274 kg.For the last Gold Wing 1000 there were only minor changes for this model year, except for the ComStar wheels. Honda sold more than 97,000 units of the GL1000 in the United States alone between 1975 and 1979. The Gold Wing went on to spawn ever larger models up to 1800cc today.

The Kawasaki Z1B was derived from the original Z1 900 which was released to the world in late 1972. The arrival of the Z1 set the world aflame because nothing mass built before for the road was so big nor so powerful. The Z1 was Kawaski's first foray into large 4 stroke road bikes (it's previous 4 stroke 650 the W1 being basically a Meguro BSA copy). The whole purpose behind the Z1 was to build a giant killing machine to push the Honda CB7504 into the shadows.

The 1st time the Z1 appeared on the road it dwarfed all other bikes and performed and sounded like a superbike. It wasn't long however that it was discovered that the brakes and handling weren't really up to the task of taming the engine. The engine however was basically unbreakable and was soon adopted for touring, commuting and sporting success.
The Z1 set the standard for all other Japanese manufacturers and forced many British and other European manufacturers into terminal decline. It would be many decades before they recovered.

Suzuki GT750 le Mans: Production 1971–1977, 739 cc (45.1 cu in) two-stroke water-cooled three-cylinder, Top speed 180 km/h, 70 bhp @ 6,500 rpm, 5-speed, 219 kg (dry).

The Suzuki GT750 was a water-cooled three-cylinder two-stroke motorcycle made by Suzuki from 1971 to 1977. It was the first Japanese motorcycle with a liquid-cooled engine. Initially fitted with a radiator fan this was quickly phased out as it was unnecessary. Based on many components from the Suzuki T500 twin the GT750 was a capable touring machine. The motor was easily adapted to racing and in race tune was capable of 185mph and enjoyed success world-wide.

On the road the machine has impressive torque and smooth touring characteristics as well as exceptional reliability. The first model produced had a 4LS front brake but this replaced with twin discs from 1973. The GT750M had extra power compared to earlier models, raised gearing and improved ground clearance. It featured stable handling and sporty performance for the time. The final models the GT750A & B featured a new tank design before the model was phased out in 1977 in favour of the new GS750 4 cylinder 4 stroke.

1976

The Aermacchi SS250 2 stroke single was originally badged as a Harley-Davidson! Harley-Davidson had formed a partnership with Aermacchi of Italy in the early 1960s to sell machines under the H-D badge. One of a quartet of new mid-size two-stroke singles based on a Yamaha design the SS-250 appeared in 1975 but was under powered compared to the competition. Harley never really got behind the 2 strokes and they soon faded from the market.

Years produced: 1976-78, **Total production**: 6,817, **Claimed power**: 71-80hp @ 7,3000rpm, **Top speed**: 133.5mph (1977 test), **Engine type**: Overhead-valve, shaft drive air-cooled V-twin, **Weight**: 196kg (431lb)

Viewed by many as the ultimate expression of European motorcycle tradition, the sleek and sinuous Moto Guzzi 850 le Mans evolved from the famous 750 V7 Sport. Guzzi's V7 of 1971 combined Giulio Cesare Carcano's remarkable transverse V-twin with a sleek new frame by Lino Tonti, which required that the belt-driven generator be replaced by an alternator at the front of the engine. The engine gained a longer stroke for a capacity of 844cc. The le Mans also gained high-compression pistons, larger valves, a new camshaft and two 36mm "pumper" Dell'Orto carbs. Brembo callipers gripped the twin drilled cast iron front brake discs, one of which was linked to the rear disc through the brake pedal. What was different about the Le Mans was its styling. The clip-on bars, rearset footrests and humped seat all made it a worthy successor to the V7 Sport. Deservedly popular in its day and still very usable in modern highway conditions, the Moto Guzzi 850 le Mans is a true classic that has justifiably acquired cult status. The Tonti-framed le Mans ran to 1991 and five Mark series, with capacity upped to 1,000cc for the MkIV.

Suzuki built a giant killing 250 in 1965, the T20 or Super 6. This eveolved into the capable Hustler T250 and eventually with the addition of a disk brake front end, the GT250 with Ram Air Cooling. By 1976 the Ram Air cylinder head was no longer used and the bikel got cleaner lines overall. The new four port SCAV engine delivered sligthly more power (the earlier models had only two ports), revised second and third gear ratios made the bike a bit quicker off the mark and a four (instead of three) bearing cranckshaft ensured reliability. The new crank also meant sligthly different oilways for the two-stroke feed, also the barrels are different in construction using different stud spacing, and rubber inlet stubs which mount the carbs. Passanger footrests were moved from the swinging arm to the frame. The side cover lost its fake air intakes. Bike tests at the time said the A model was faster with more punch at the top end but suffered from a lack of power below 4,000 rpm, compared to the earlier models. The GT250 was good for nearly 100mph and was a nimble and durable machine having retained piston port induction and avoided over-stressing the motor.

GT 250 A 1976
Overall Length: 2,045 mm (80.5 in)
Overall Width: 815 mm (32.1 in)
Overall Height: 1,130 mm (44.5 in)
Wheelbase: 1,310 mm (44.5 in)
Dry Weight: 146 kg (321 lbs)
Engine type: Air-cooled aluminum 247 cc parallel twin, 2-stroke. 32 hp/ 7,500 rpm, 3.25 kg-m/ 6,500 rpm.

Brief history: - The 1971 Triumph Bonneville oil in frame got a entirely new frame that held the oil in the backbone, instead of a separate oil tank, as before, the oil tank filler is now located behind the tank and in front of the seat. With the new frame this made the seat height raised, too tall for many riders. Despite all the early problems the oil in frame Bonneville continued to be developed and refined, and actually became a very good motorcycle.

Late in 1972 the Triumph Bonneville got a much needed 5-speed transmission, in 1973 the front disk brake arrived. 1976 saw the shifter move to the left side of the bike and a disc brake at the rear. Meridian factory, where all Bonnevilles were built, shut down for most of the 1975 model year. Some 74's locked up during strike were sold as 75's.

This model is a US import, has been fitted with Norton Commando exhaust pipes, engine history is unknown, but has recently had new pistons and the

top refreshed, carburettor internals replaced.

Suzuki had been building the T500 twin since 1968 and had then diversified into GT triples in 1972. This had distracted sales form the T500 twin but sales still remained robust as the twin's reliability, performance and touring ability was appreciated by the market. Not to forget that the T500 by the mid 70s was relatively a bargain at $990. In late 1975 however Suzuki gave the T500 a makeover. The engine was the same reliable lump but the bike gained the telescopic forks and disc brake that had been on the GT range from 1973. It also gained the PEI electronic ignition that had been on the trail bikes since 1970. A new seat and the tank from the GT750 completed the makeover. The T500 was now the GT500 with greater stopping power, easier maintenance and a longer range. Despite these chages the big two stroke was challenged by newer 2 stroke designs from competitors and a move to 4 strokes by most of the major factories. 1977 saw the last of the GT500s and a succesful 10 year run of production came to an end.

BMW R75/7 - The rare one: 50HP - 5 speed - dry clutch

The 750cc engine was used up until 1979 and although there were faster bikes in BMW's line up, this mid-sized unit was often cited as the best compromise between power and smoothness. Being a /7 model this bike benefited from the latest improvements developed from the larger bikes and the result was a fine performing bike with an under stressed engine, able to provide years of reliable biking. The BMW R75/7 Claimed by some traditionalists to be the best BMW twin ever. A late 750 BMW is a good choice for anyone seeking long term ownership of a classic BMW twin.

All R series motorcycles are powered by BMW's iconic flat twin engine. This engine layout was first used by BMW in 1923 and it is still in use today in a modified form. Engines up to 1995 were all air cooled (air heads). R series bikes from 1969 to 1995 were powered by BMW's type 247 engine. This engine was different from its predecessor for having the camshaft mounted below the crank rather than above. This raised the cylinders slightly to give better cornering clearance, whilst still maintaining a low centre of gravity for the overall bike. Air cooled BMW twins are held in high regard, there not being a bad bike amongst them.

From 1995 the engine changed to have 4 valves per cylinder and had oil cooled cylinders (oil heads). Later still water cooling and fuel injection was introduced.

The classic /5 /6 and /7 bikes were produced between 1969 and 1985. The bikes were very similar but with gradual improvements being made and appearances being updated over the years. Over time, drum brakes gave way to discs, engine capacities increased, points were replaced with electronic ignition and later on full fairings were introduced.

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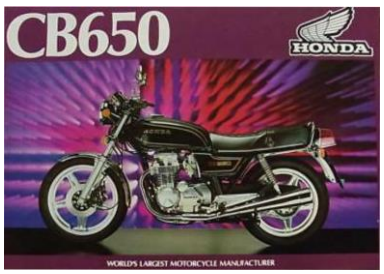
The final models the GT750A & B featured a new tank design before the model was phased out in 1977 in favour of the new GS750 4 cylinder 4 stroke.

1977

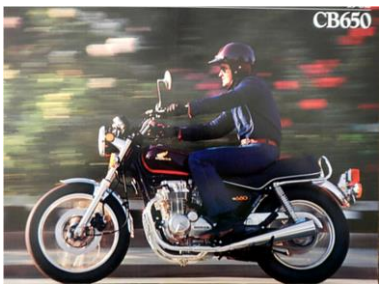
1978

The Honda CB650 is a 627cc motorcycle produced from 1979 to 1985. It featured a four-cylinder, SOHC, air-cooled, wet sump engine, with two valves per cylinder. The CB650 was a development of the CB550, itself derived from the even earlier CB500. The CB650 was the last of Honda's successful series of air-cooled SOHC fours that began in 1969 with the Honda CB750. For cost-saving purposes, the CB650 was designed to be produced on the same production line as its CB550 predecessor, using the existing tooling. The CB650's cylinder block was a new design, but it shared the stud holes of the earlier bike, which may explain why the bike could not be a full 650cc machine. Likewise, the frame was almost identical to that of the CB550. Handlebar levers and instruments (speedometer and tachometer) were also carried over from the earlier model. The CB650 produced a claimed 63 hp @ 9,000 rpm.



The Honda CB650 was available in Australia in limited numbers and only for a short while. It was overshadowed by newer and bigger capacity machines from Honda

The CB650 was sold in both standard and custom styles. The bike was one of Honda's most refined models with a good balance between weight, handling and power.



The Mark II le Mans was similar to the first series le Mans, but the bikini fairing became a larger half-fairing incorporating indicators. The fairing had been tested in Moto Guzzi's wind tunnel. The new fairing had a rectangular headlight, rather than the earlier round item. Cylinder bores were coated with Moto Guzzi's patented "Nikasil". Front suspension became air-assisted. The brake calipers on the front wheel, previously mounted on the front, were now mounted behind the forks. A new dualseat could now carry a pillion. Further changes included a revised instrument cluster derived from the 1000cc SP. For all that the MkII is still a easy riding sports machine and the SP lookalike fairing can even grow on you after awhile. Many owners however tried to revert the machines to look like the orginal le Mans thus making a stock MkII a rarity these days. A capable Italian machine, a true sports bike for it's times and a Classic.

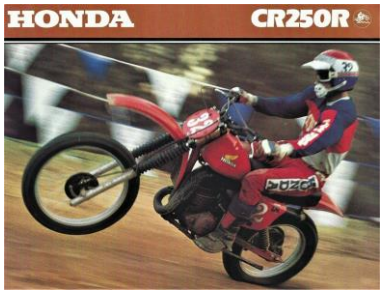
Yamaha's answer to the traditional British big single. The Yamaha SR500 (1978-1999) is a street version of the Yamaha XT500 single cylinder trail bike. The SR500 was produced from 1978 to 1999. The SR400 version is still in production. The idea for a road going single based on the XT was derived in Australia and sold to Yamaha as a heritage concept. Yamaha released the machine and it was an immediate success here and in Europe.

Initially released with cast wheels and discs front and rear the machine went through many iterations reverting to drum rear and eventually drum front. Cast wheels were replaced with wire wheels as well.

33Hp @ 6500rpm, 163kg, Max speed - 150km/h

After lack lustre success in the 70s in 1978 Honda released a stunning new motocrosser, the CR250R. It had a Euro-style engine with the output shaft on the right and a reed-valve intake. Probably the most memorable aspect of the bike was its striking appearance. Everything, even the motor was fire-engine red. Honda leapfrogged back to the front of the field in sales I signaled Honda's renewed commitment to motocross racing and offered real works bike performance for the masses. Claimed 35 bhp at

8500rpm.



1979

By the mid-1970s, Suzuki was in trouble. As worldwide emissions standards tightened, the handwriting was on the wall for the company's well-regarded line of two-stroke streetbikes. In 1974, Suzuki went all in on the technically advanced RE-5 Rotary, at a cost in the millions, but it failed to find an audience and after three years was withdrawn from the market. Whatever came next had to be a home run, or Suzuki might be out of business. Thankfully, the GS Suzuki's were very popular in the late 70s and early 80s. They were good all around bikes, being capable of long distance touring on the one hand, or production and superbike racing on the other. The DOHC 4-cylinder 4-stroke engines required little maintenance outside of general mechanical services. These machines were Suzuki's first range of 4 strokes and were highly successful. Among Japanese bike-makers, Suzuki may have been last to the party with a multi-cylinder four-stroke, but the GS series was arguably among the best. Their air-cooled, DOHC, four-cylinder engines made good power, but it was the bikes' superb handling that really set them apart. Soon, additional GS models rounded out the line, among them the GS850G in 1979, which added a 4mm overbore to the 750 engine, giving 843cc. Aimed more at long-distance riders, the 850 remained unflappable in the twisties, as Cycle World magazine found out in 1980. "It's a fine handling bike", noted the editors. "So willing to go around corners it entices its rider into enjoying sinfully fast riding". Still regarded as one of the most competent roadsters of the 1970s/'80s, the 850G remained in Suzuki's catalog until 1988. The GS850, has a reputation as one of the most durable machines ever made, mileages of over 100,000 being common. Its four-cylinder, shaft-drive layout makes for an effortless rider's bike. Many of the 850's components were used later in the GS1000E. Power 77hp @ 8.500rmp Weight 253kg

The Triumph Bonneville T140 is a 750cc twin motorcycle that was designed and built at Meriden near Coventry. The T140 was the second generation in the Bonneville series developed from the earlier 650 cc T120 Bonneville and was produced by Triumph in a number of versions, including limited editions, from 1973 until 1983 when the company was declared bankrupt.

Licensed production of the T140 Bonneville was continued by Les Harris between 1985 and 1988 at Newton Abbot in Devon, these machines became known as 'Harris' or 'Devon' Bonnevilles. The T140 produced 49hp at 6.500rpm.

The Laverda Jota 1000 was produced from 1976-1981. Claimed power: 90hp @ 7500rpm, Top speed: 146mph (period test), DOHC air-cooled inline triple, Weight: (dry) 234kg. In 1975, Slater Brothers in England were offering a triple fitted with factory optional 10:1 pistons and 4C race cams. Slaters fitted fork yokes from the SFC750 endurance racing twins to give a shorter rake; and added an exhaust system designed byTim Healey. The bike, called the 3CE (E for England) was essentially the basis for the Jota. In 1976, Massimo Laverda agreed to supply a factory-built 3CE exclusively for sale in the U.K. It was called the Jota. The 1976 Jota was a sensation. Making around 90hp, it was the first production motorcycle trapped at more than 140mph. On the road the Jota looked and sounded sensational. It was a big bike which offered superb performance but at the cost of fuel economy, vibration and a heavy, heavy clutch. With the introduction of the 1200 in 1978, all of the triples adopted the same frame with more forward-leaning rear shocks and Marzocchi forks. Engine reliability problems surfaced in 1979 and were principally associated with crankshaft bearing and cylinder head changes. These were quickly resolved in 1980.

1980

The Z500 produced 52hp @ 9,000 rpm and weighed 185kg. The Kawasaki Z500 is long, narrow and relatively lightweight, making for quick, responsive handling. Overall, it's incredibly easy to ride and very forgiving with a good speed if you give a thrashing. The Kawasaki Z500/Z550 series began with the 1979 Z500, a scaled-down version of the Kawasaki Z1R. This easy riding DOHC 4 cylinder machine featured twin discs up front and a disc rear. The model went on to power the Z550 and the GPZ500 in various forms. The shaft drive version, the GT550 stayed in production until 2002. A long term success for Kawasaki. The Z500 motor was strong and easy to maintain could almost claim to represent the universal Japanese motorcycle of its time.

The "Pure Enduro" series of off-road racing motorcycles ran from 1977 through to 1984 in engine displacements from 175cc through 400cc. All engines were case-reed valve, air-cooled, two-stroke and single-cylinder with plain steel bores. Lubrication was provided via 20:1 pre-mix.The PE400 made its first appearance in 1980 but had totally disappeared from the Suzuki brochure by 1982. The bike had to be good right from the start as the bike to beat was the mighty Yamaha IT400. Any suggestion of simply putting some lights on a slightly detuned RM400 was quickly kicked into touch. There were two main problems, the big bore RM was all top end, the engine put out very little bottom or mid range power. The second problem was far more difficult to solve, the RM400 motor wasn't primary kick start design, it couldn't be kick started while still in gear which was essential on an Enduro type machine. The PE400 motor was pretty much brand new, a one off, made from the ground up. Surprisingly even after all the extra cost of designing & producing what can be considered a totally new bike, Suzuki only made it for two years. This makes the bike quite rare compared to the number of RM400 machines that rolled off the production line. The bike measured up very well against the opposition of the day, the 1981 Yamaha IT465 weighted in at 120kg whereas the Suzuki was a featherweight 113kg, while four-stroke fans had to struggle on with 123kg of Honda XR500. Power wise testers of the day found the bike could still stay in touch with the big Yamaha IT even when it had grown to 465cc.

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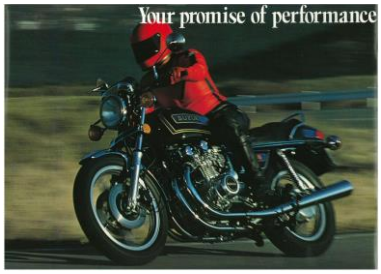
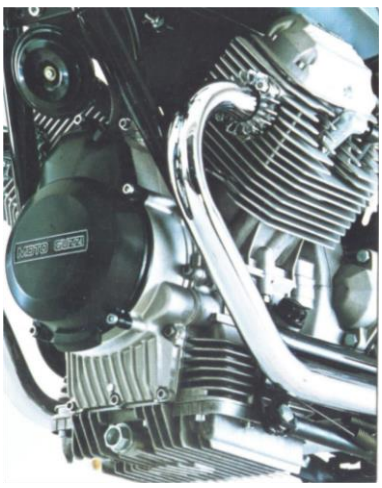


1981

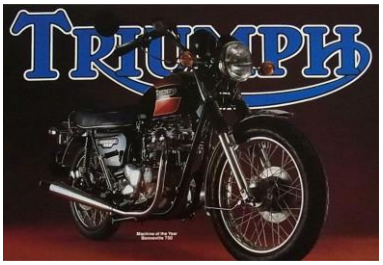
The BMW R 80 G/S is a motorcycle that was manufactured in Berlin, Germany, by BMW Motorrad from 1980 to 1987. Production totalled 21,864 bikes. It was the first in the BMW GS family of specialised dual-sport bikes, of which over 500,000 have been produced, and is often considered the world's first "Adventure Bike" able to be equally as capable both on and off-road. The designation G/S stands for the German words Gelände/Straße, which mean offroad/road – highlighting the bike's dual sport design.The R 80 G/S was developed for BMW by engineer Rüdiger Gutsche, a successful competitor in the International Six Days Trial on his specially adapted R75/5. In 1981, Hubert Auriol, riding a R 8 G/S prepared by German company HPN Motorradtechnik, won the Paris-Dakar Rally. He repeated his success on an 870 cc version of the R 80 G/S in 1983. Gaston Rahier won the Dakar on a R 80 G/S in 1984, and then again on a larger 1,000 cc engined R 80 G/S in 1985.Geoff got this machine as a box of bits and has done a great job getting it back together.

In the annals of Yamaha history, few bikes have been as celebrated as the YZ465. Only produced for two years in the early 80's, the 465's combination of abundant power, supple suspension, and tight handling, made it the Japanese bike to beat. For '81, Yamaha tried to smooth out the '80 model's massive midrange hit and make the 465 easier to manage. At 43 horsepower, the '81 YZ465 fell behind the competition. The new KTM 495 and Maico 490 both cranked out close to 50 hp. For 1981, one of the major upgrades for '81 was Yamaha's switch to 43mm front forks. Another change Yamaha made to the "H" model for '81 was to tuck in the rake to aid turning. This change, combined with the new beefy forks, gave the YZ very sharp steering response. It was no RM125 in the turns, but for a big and burly 500, it was very nimble. The trade off for this turning precision was, of course, high-speed stability. In 1980, the YZ465 had owned the best brakes on the track with their advanced dual-leading shoe brakes. This was the first year Yamaha moved to a "side pull" throttle assembly. Even today, the YZ465 stands as the high water mark for Yamaha two-stroke Open bikes. For the two years the Yamaha reigned supreme at the head of the Japanese 500 class, it was not uncommon for 70% of the bikes at a local race to be YZ465's. They were fast, reliable, well suspended and far less expensive than the Euro competition. After '81, Yamaha would punch out the 465 to a 490 and begin a long string of underwhelming machines. It would not be until seventeen years later, with the introduction of the revolutionary YZ400F four-stroke, that Yamaha would once again build the best open bike in Motocross.

From their inception in 1920, Moto Guzzi were destined always to produce technically interesting motorcycles. The first transverse Guzzi shaft drive v-twin was the 700 V7 announced at the end of 1965. This was the beginning of the v-twin Guzzis as most people know them. The V35 was introduced in 1976, along with the V50, and ran until 1987. The V35 Imola was launched in 1979, with a fairing and le Mans styling. In 1984 the Imola II was launched which featured four-valve cylinder heads for the first time on a production model. The 350 motor went on to the current day to inspire 500, 650 and 750 versions.



The final phase of Triumph twin development began in 1972 with the first appearance of the new enlarged-to-750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrel. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission and a disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. After the Meriden debacle, Triumph continued with the Bonneville as its main model, ringing the changes to produce a succession of special and celebratory editions, while significant technological developments included the adoption of electronic ignition and the introduction of models with electric starting, left hand gearchange and an 8-valve head. It was, of course, too little too late and the company folded in the early 1980s, its remains passing into the hands of entrepreneur, John Bloor. The T140 produced 49hp at 6.500rpm. *This machine is a T140E having electric start.*



1982

The Yamaha XJ650T (Turbo) Specs:

Engine: Turbocharged air-cooled inline four-cylinder DOHC two-valve four-stroke, 653cc, 63 x 52.4mm bore x stroke, 8.2:1 compression ratio, 4 x 30mm pressurized Mikuni CV carburettors, five-speed gearbox, wet multi-plate clutch, CDI ignition, shaft final drive. 235kg dry, 257kg wet, 90hp@9000rpm

The turbo-charged XJ650T came out in a rush along with the Honda CX500T, the Kawasaki GPzT and Suzuki XN85. All faded quickly as the benefits of turbo-charging were not realised. All suffered from running hot, turbo lag and complexity (=weight).

The XJ650 was a compromise, basically using existing parts from the XJ650 with a Turbo added and carbs rather than EFI. The styling was not a great hit and the extra power put the chassis under stress and consequently handling was not as good as some of the competitors.

Despite this, ridden competently and within reason the XJ650T could be a fun ride. It is loud due to the hot exhaust (note: one exhaust is a fake). The small turbo is mounted low and along with standard carbs there is quite a bit of lag at times. Performance can fall off somewhat as the bike (and the intake air) heats up.

Turbo bikes didn't sell well, for one thing they were twice the price of a standard bike and a bigger bike with with more performance could be bought for the same price. Consequently they are rare today and are a good example of where motorcycling was at in the early 80s. Still struggling to match handling and braking with the power available from good solid motors.

An original 1982Moto Guzzi 850 T4. The bike was bought new by a chap who lived on Groote island in the Northern Territory of Australia and ridden around for a while before being relocated to Darwin where it stood in a shipping container and then outside under a tarp for 15+ years. The next door neighbour finally persuaded the owner to part with it as it was clearly deteriorating. He did some work on the brakes and carburettors and got it back on the road. it was then sold and transported to Western Australia where it resided in a shed for a couple of years as a pending project. The owner also bought a 1200 Laverda "sight unseen" from the USA, which turned out to need some costly repairs so the Guzzi had to go. Every winter from 2016 it would be laid up for a couple of months and piece by piece I restored it to its current condition. This included chipping away the remains of a termite nest that was found in the alternator. These bikes were built to last and even at 40 years old, it can be relied on every day.

1983

The 1981 GPz1100 was the first 1,100 cc motorcycle released by Kawasaki. It was officially marketed as the GPz1100 B1. Its frame design was a typical cradle design and the engine was based on the new z1000J motor, fitted with roller bearings, but the engine capacity was increased to 1,089 cc. Cycle World stated "...the big Kawi went well, with standing quarters in just over 11 seconds at 119mph, fastest in its class at the time." Rather than featuring carburetors, the B1 was fitted with electronic fuel injection.

In 1983 a new GPz1100 design was released that featured Unitrack single suspension, anti-dive units on the forks and a major styling overhaul often called the "swish" look. Known as the ZX1100A1 model, the 1983 model featured a larger fairing. The power output was now claimed to be 120 bhp (89 kW) at 8,750 rpm.[4] CYCLE magazine recorded 104 rear-wheel horsepower on their dynamometer, and Kawasaki was hoping to have a solid 10-second quarter-mile machine. Motorcycle Classics reported "Cycle took the revised GPz1100 to the strip and restored its crown as the fastest 1100 in a straight line, with a standing quarter that broke into the 10s."

In 1984 the last GPz1100 was released, competition from sales of the GPz900R released in 1984 had surpassed the GPz1100, so the 1100 was discontinued.

The Yamaha IT 490 was a Two stroke, single cylinder, read valve, air cooled Enduro motorcycle produced by Yamaha between 1983 and 1984. Max torque was 30.98 ft/lbs (42.0 Nm) @ 5500 RPM. Claimed horsepower was 35.0 HP (26.1 KW) @ 6000 RPM. It was back in 1976 that Yamaha came into enduro for the first time in a serious way with the IT400C. The IT (for International Trial, after the ISDT) was based on the YZ400 motocrosser, featuring the same frame, motor, carb, pipe and shock. The IT differed by way of the addition of lighting, a much bigger fuel tank, longer off-road specific forks and a narrower rear tyre. Over the following years the IT improved and a full range developed, so that by their peak in 1983 you could chose from a 125, 175, 250 and the mighty 490 which represents the high water mark of the IT range. The most powerful IT with the best suspension – featuring linkage monocross rear suspension and 43mm front forks.

The Suzuki GSX750 ES was also known as the GS750 in the USA.

The GSX750ES, introduced in 1983 (called GSX750E in Japan), was based on the naked GSX750E. The GSX750ES was an air and oil-cooled 16-valve engine with 84bhp. The new GSX750 line was the smallest, lightest and smoothest of Suzuki's 750cc machines so far. Almost everything on the bike was new, including the cylinder head and the frame. The GSX motors were a treat, solid & reliable

The new 747cc engine shared only the cylinder measurements with its precessor (63 mm bore, 53 mm stroke. It weighed 16.8kg less than the '82 GSX750 engine. Even the exhaust system was made 5.3 kg lighter. The new engine was shorter, narrower and lower than its precessor. The maximum power output had increased from 81bhp to 86bhp through larger valves, increased compression ratio and re-designing the cam shafts, exhaust system and air filter box.

The GSX750ES had a 16-inch front wheel (100/90-16) for quicker steering and a 17-inch rear wheel (120/90-17). The steel cradle type frame was welded and the light alloy rear swing was an oil-damped Full-floater. A three quarter fairing was mounted on the ES model.
The GSX750ES proved to be a fantastic bike for its time. It was sporty, fast and practical. It handled well and was good for speeds over 200 kph. In many countries it was the best-selling Suzuki in 1983. In Sweden it was actually the best selling bike of the year, period. It was also Europe's Bike of the Year.

Kawasaki KV100 AG farm bike. The KV100 'A' (A7-A13) series and 'B' (B1-B14) series were 99.7cc Kawasaki motorcycles made from 1976 through 1988. They were designed mainly for the 'farm bike' market, a dirt/trail or dirt/road machine powered by a single cylinder, two stroke, rotary disc valve engine with displacement of 99.7cc producing 11.5 hp @ 7500 rpm.

It was street legal having headlight, taillight, and license plate bracket. Turn signals/indicators were optional along with special guards for the headlight, handlebars, engine and chain. It had a larger pack rack on the back and an optional holder for a long handled shovel.

The KV100 series is known for being made up of parts from other models (G3, G4, G5) of the same era which used the same frame or engine. They were sold in Australia, New Zealand and Canada.

The KV100 series has also been seen in Thailand and some countries in Africa (e.g. Zimbabwe). Some models had the Hi/Low 10 Gear system. Low was used by farmers for mustering cattle and riders wanting to travel up steep inclines or through other terrain needing high revs and constant speed. The KV series is often confused with the more well known (and marketed in the US) G4TR 'Trail Boss' (1970–1975) and KE100 series (1976...).

These bikes are considered ultra-rare as most were ridden to a point of no longer being viable and scrapped.

The Moto Guzzi Mark III le Mans - Moto Guzzi's venerable 90-degree v-twin is still around today powering the latest generation of superbikes from Mandello del Lario. The first motorcycle to use this remarkable engine, the 703cc V7, appeared in the late 1960s. Enlargement to 757cc soon followed but the first sports model, the V7S, was of 748cc capacity. Hitherto an acquired taste enjoyed by a discerning minority, the big Guzzi suddenly began capturing the imagination of a wider public when the 850cc Le Mans sports roadster burst on the scene in 1976. Described by Bike magazine as 'the sleekest, horniest thing you've ever seen on two wheels', the sensational Le Mans looked like it was doing 100mph while stationary and on the open road delivered 130mph-plus performance. It worked well on the racetrack too, Le Mans-mounted Roy Armstrong emerging as overall winner at the end of the 1977 Avon Production Championship. In 1978, the model was revamped as the Le Mans II, featuring a more elaborate Spada-style fairing, and then in 1981 came the more heavily revised Le Mans III, which incorporated new cylinder heads, a new exhaust system, and refreshed styling. Without doubt one of the definitive superbikes of the 1970s, the Moto Guzzi Le Mans is today regarded as highly collectible.

1984

Honda was in a state of almost manic engineering experimentation circa 1983. The Japanese manufacturers were struggling to find a new way after the unovrsal success of the 1970 tranverse fours. Honda introduced several V-Twins; a pair of new DOHC four-cylinders in 550 and 650cc sizes, the new V65 Magna with bone-crusher 1100cc V-Four, the CX650 Turbo, CB1100F, several other bikes including the new XL600R—and the CB replacement: the VF750F. With stiff competition that year from the Kawasaki GPz750 and Suzuki GS750E the Honda was the most novel, the most complex, the biggest, heaviest, quickest and fastest of the bunch. This came at a price in relaibility. Honda suffered setbacks which dented the bikes reputation for some time. It didn't really recover until the VF750R came out many years later with gear driven timing However, in 1985, Honda de-stroked the VF750 engine to create the VF700F and sidestep the US tariff on bikes over 700cc. A one-tooth-smaller countershaft sprocket and camshafts with less duration saw to it we didn’t miss the extra 50cc much at all.

Honda's 1970s domination of the middleweight and heavyweight classes had been achieved with a succession of across-the-frame inline fours, but towards the decade's end the Japanese manufacturer began to turn increasingly to 'V'-configuration engines; the first four-cylinder example, the VF750, arriving in 1982. Always the innovator in motorcycles, Honda liked to showcase their technology that had been used in world racing circuit, both for factory prototypes and production series machines. Featuring a 16 valve double overhead cam 998cc V-4, the VF1000 series introduced three main models, the VF1000, the VF1000F Interceptor and the VF1000R in March of 1984. The 90° V-4 liquid cooled engine produced 113 horsepower at 10,000 rpm. The beautifully styled VF1000F was, and still is, a fine machine but it arrived among a sea of even finer tackle from other manufacturers. The Kawasaki GPZ900 and the Yamaha FJ series all arrived at the same time and stole the limelight from this most complex and sweet handling Superbike, without doubt the best thus far built by the mighty H.

The Kawasaki GPZ900R was manufactured by Kawasaki from 1984 to 2003. The 1984 GPZ900R was developed in secret over six years, it was Kawasaki's and the world's first 16-valve liquid-cooled inline four-cylinder motorcycle engine. The 908 cc four-cylinder engine delivered 115 bhp, allowing the bike to reach speeds of 151 mph (243 km/h), making it the first stock road bike to exceed 150 mph (240 km/h). Prior to its design, Kawasaki envisioned producing a sub-litre engine that would be the successor to the Z1. Although its steel frame, 16-inch front and 18-inch rear wheels, air suspension, and anti-dive forks were fairly standard at that time, the narrow, compact engine was mounted lower in the frame, allowing it to take Japanese superbike performance to a new level. Six months after being unveiled to the press in December 1983, dealers entered three works GPZ900R bikes in the Isle of Man Production TT finishing in first and second place.

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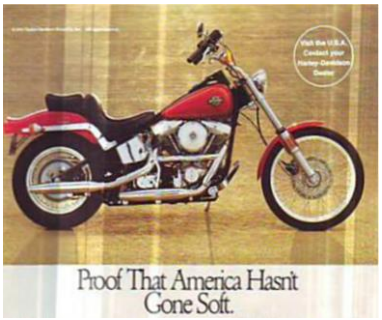
The Softail family was born in the early 1980s when Harley-Davidson acquired a concept motorcycle from a design engineer named Bill Davis, who experimented with hidden rear shock absorbers on a big twin frame. Davis worked alongside Harley-Davidson's engineers to perfect the design with the 1984 FXST Softail. The frame presented clean styling, low seat height and the classic 'hard tail' look of yesteryear, but with the comfort and handling offered by full rear suspension via horizontal, gas-charged shock absorbers underneath the transmission. Returning to round out the antique look was the classic horseshoe oil tank first introduced on the 1936 Knucklehead, which is still a Softail design element today. In 1984 two watershed events took place: the introduction of the Evolution engine and the debut of the Softail. The FXST Softail was an instant and continuing success.



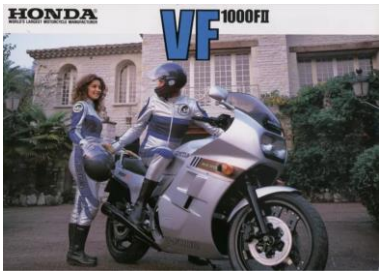
The Moto Guzzi 650 Lario 1st appeared at the 1983 Milan Show. Sporting 4 valve Heron heads, the Tonti small block frame, 16 inch wheels and le Mans style body work, the Lario was lighter and more nimble than the bigger bikes. Producing 60 hp at 7,800 rpm the Lario weighed only 184kg and performed quite well for the period. The light construction proved to be the machine's Achilles's heel however as exhaust valves could break at the revs the engine is capable of producing. Replacement with Suzuki valves provided along term solution. By 1987 the 650 Lario went out of production as the factory moved to larger capacity machines for sporting success.

The Suzuki DR 600 S model is an Enduro / off road bike manufactured by Suzuki . In this version sold from year 1984 the engine produces a maximum peak output power of 45.00 HP @ 6800 RPM and a maximum top speed of 93mph which is more than plenty on trail bike frame and suspension.

The Air/Oil cooled version soon made its name in competition winning the Paris-Dakar race in 1987, spawning the DR600 Dakar model the following year. This model really was the blue print for long distance enduro motorcycles.

1985

In 1985 the F2 Bol d'Or was released. The Honda VF1000 F2 Bol D'Or was the last of the timing chain OHC V4 machines before Honda went to gear drive on the VF750R to overcome failing cams on the earlier machines. This featured a full fairing and was aimed squarely at the touring market rather than the sports one. The F2 was the heaviest of the VF's tipping the scales at 245kg, strangely it was the only version of the marque to win a major race when Geoff Johnson bounced his way around the challenging circuit to win the 1985 production TT race. The VF1000 uses a V-4 998 cc double overhead cam 16 valve engine. The 116 bhp (87 kW) F2 had a full fairing which covered most of the engine, and changed the seat design to improve comfort for rider and passenger over long distances. The F2 has the name of the French endurance racing circuit "Bol d'or" across the top of the fairing behind the indicator, giving this VF it's Bol d'or nickname. An extra radiator is included to assist cooling and is integrated into the "wind tunnel" designed fairing. The fairing, designed to increase rider comfort and reduce drag, has a built in ventilation system and twin storage "pockets". The cockpit was redesigned too with a centrally mounted fuel and coolant temperature gauge, new style speedo and tachometer with yellow backgrounds. The twin headlights first seen on the VF1000R are also included on some models. Whilst suspension and braking specifications remain the same as the VF1000F, the F2 is the heaviest of all the VF's weighing 245Kg. Engine and frame modifications were carried over from the development of the R and FF models, but the F2 still had chain driven cams. The Honda F2 came out just as Suzuki and Kawasaki were releasing serious long distance machines such as the GSXr1100 and the Kawasaki GPZ1000RX. The VF1000 F2 was discontinued in May 1986.



The Suzuki RG500 "Gamma" is a two stroke sports bike that was produced by Suzuki from 1985 to 1987. It was directly inspired by the series of Suzuki RG 500 Grand Prix motorcycles. Like its GP forebearers, the road-going RG was powered by a naturally aspirated, water-cooled, rotary-valve inducted, twin crank square four two-stroke engine displacing some 498 cc. The Suzuki RG500 had the misfortune to be released in Australia at the same time of the market changing Suzuki GSXR750. Faced with a choice between a racey two-stroke 500 or a race styled 750 four stroke the market largely trumped for the larger machine, the price differential being marginal. Another factor was the Yamaha RG500 coming on the market at the same time. The RG500 was the better handling and performing machine but the Suzuki did not need the competition.The RG500 was the most fun to ride and it's performance was stunning but the GSXR was the most versatile. Before long the RG500 was being offered new in the crate for $3,999 in Perth. A bargain looking back now when RG500s are fetching a fancy premium as their collector status escalates.

1986

The Honda GB500TT is not a common machine. First sold in Japan in 1985 as a 500. Whilst not quite the same machine, many Japanese home market 400cc machines were also built, The GB500 was built in small numbers (some 2,000 in all) and in 1989/90 exported to the US.

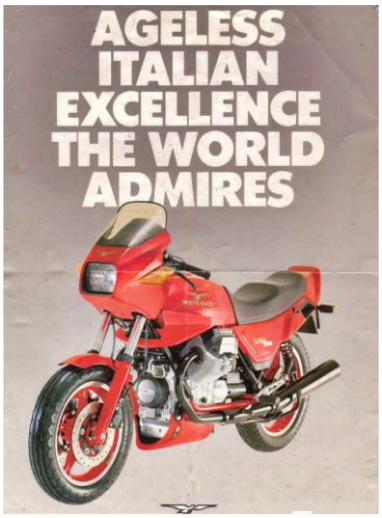
The US market did not take to a 500cc single and about a 1000 of the bikes were largely to Germany. Strangely, they were not marketed in the UK, the home of the classic big single. A number were also imported into New Zealand.

The GB500TT has now developed cult status in the UK and USA and being rare fetches a high price in very good low mileage condition. The GB500TT is much sought after and has become a collectible classic in a relatively short time. The GB500TT handles well, the motor is smooth, having a balance shaft, performs well on the road and is an attractive, attention gathering machine where-ever it goes.

The GB500 TT's design, mechanical configuration and café racer styling recall British 500 cc singles of the 1950s, such as the BSA Gold Star. The GB500 TT derives its name from "Great Britain and from the Tourist Trophy (or TT). The GB500's engine was derived from the Honda XL600 engine, a dry-sump four-stroke dirt bike. The four-valve single cylinder engine features a radial four-valve combustion chamber, along with a tubular frame, wire-spoked wheels with alloy rims, clip-on handlebars, solo seat, seat hump, and pin-striped fuel tank.

The Suzuki GSXR750 was a deal breaker. Before the GSXR came out in 1985 most superbikes were road based, heavy and stodgy. Suzuki introduced race tested technology to the street and changed the nature of the game. Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 on an unsuspecting world back in 1985. The 'Gixxer's development had been heavily influenced by lessons learned from the works TT F1 and Endurance racers of the late 1970s and early 1980s; lighter than a 600 and as powerful as a 1000, it made all other super-sports 750s seem flabby and slow. One of the modern era's few instant classics the GSX-R750 has been a huge commercial success for Suzuki and enjoys cult status today. The GSX-R750 was and is a superb machine and an excellent example of Japanese motorcycle engineering at its most refined. 100hp @10,500rpm 186kg.

By 1984, the only way for Moto Guzzi to maintain performance levels and cope with increased noise and emission requirements was through more engine capacity. As a result, the 1000 Le Mans Mk IV was produced. Completing the performance package were a pair of larger Dell'Orto 40mm carburetors and a reinforced Tonti frame. Controversially Moto Guzzi followed fashion with a wide 16-inch front wheel. To improve front-end rigidity and stability, the front mudguard included an integral fork brace and spoiler. The integral Brembo braking system was retained. The Le Mans MkIV styling was strongly influenced by the smaller 650 Lario. The 16-inch front wheel was not universally popular. Some improvement was achieved before production ended in 1988. The long legged Guzzi was capable of 140mph at a relatively relaxed 8,000 rpm.



MOTO GUZZI

Phil Morrison raced this 1986 Moto Guzzi 1000 le Mans Mk IV for Stolarski, the Moto Guzzi distributor in Western Australia at the time. The bike has never been registered for the road, it was taken from the showroom floor at Stolarski's,modified and put on the track to compete in the Thunderbike Series. Phil raced the le Mans at Wanneroo Raceway and in the country "Around the Houses" races at Bunbury, Collie, Boulder, Mingenew, and Donnybrook.

1987

New for 1987, the CBR1000 represented Honda's return to the across-the-frame-four after a lengthy dalliance with V4s of varying capacities. Beneath the bigger CBR's smooth 'jelly mould' bodywork there was a 16-valve water-cooled engine that incorporated a balancer shaft to quell vibration and an alternator mounted behind the block to reduce width. With over 140bhp on tap, the CBR1000 was boss of the contemporary litre-bike class, albeit somewhat heavy at over 256kgs, a factor that soon saw it re-classified as more of a sports tourer. A major success for Honda, the CBR1000 remained in production until 1997.

1988

Design work began on the fourth-generation Gold Wing in 1984. Honda describes prototype testing as involving sixty developmental stages, and building fifteen different test bikes, including one made from a GL1200 frame coupled with the original M1 engine so that a six-cylinder could be compared to a four-cylinder head-on. This early '70s prototype had an influence far beyond what the M1's initial designers could have expected. New Gold Wing engine design goals were smoothness, quietness and enormous power. The new Gold Wing made its debut at the 1987 Cologne Motorcycle Show, 13 years after the original GL1000 was first shown to the public at the same venue, and the GL1500 brought the most changes seen to the Gold Wing series since its inception.

The biggest difference was that the flat-four engine was replaced with a flat-six engine. Although the GL1500 still used carburetors, there were just two large 36 mm CV Keihins supplying all six cylinders, the first time any Gold Wing had less than one carb per cylinder. Honda also enclosed the entire motorcycle in plastic, giving it a seamless appearance. The seat height was lowest yet on a Gold Wing, the passenger back rest and trunk were integrated, and a central mechanism locked the trunk lid and saddlebags. Rear suspension air pressure was adjusted by an on-board compressor. One major innovation was the addition of a "reverse gear", which was actually a creative use of the electric starter motor linked to the transmission. The new Gold Wing weighed 360 kg dry.

Harris Rotax Matchless - Licensed to produce Triumph Bonnevilles while the John Bloor-owned company developed an entirely new range of up-to-the-minute models, Les Harris also bought the rights to the Matchless name in 1988 and manufactured the G80 at his small factory in Newton Abbott, Devon. He quit 10 years later. Despite its "Made in England" label, the Les Harris Matchless used an Italian-made frame and most cycle parts – Paioli suspension, Brembo discs and calipers, Dell'Orto carburetor, Lafraconi mufflers (from Germany came the Varta battery and Magura switchgear) - and was powered by an Austrian-made Rotax SOHC 4-valve single with oil-in-the-frame lubrication. Designed by Brian Jones, production began in 1987 and continued into the early 1990s, towards the end, to special order only. Reportedly some 850 units were produced in three colors; black, metallic burgundy and silver. 35bhp at 7,000 rpm 150kg dry weight.

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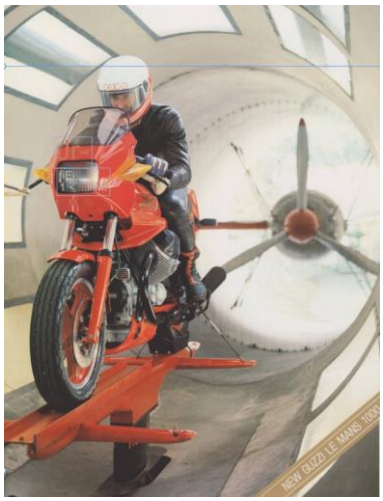
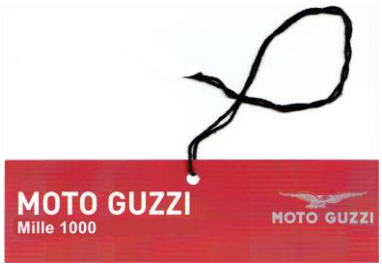


The Moto Guzzi 650 Sessantacinque GT had the same simple styling treament as the 1000cc Mille GT and 350 Trentacinque. Other than styling there was little to differentiate the

650 GT from the previous V65 version. Performance was unchanged. The GT had longer forks and a higher riding position. With 2 30mm carbs, electronic ignition and a weight of 165kgs the 650 was capable of 170kmh. The 650GT was produced from 1987 until 1993.

The 1000cc Mille GT was developed in response to dealer demand from Germany. Effectively an amalgam of the Califonia 1000 motor with the 850 T5 chassis and components, the Mille is areturn to some of Moto Guzzi's basic design tenets. Pumping out 65hp the Mille is a versatile machine for City or country riding. Returning 47mpg reliably the Mille is capable of a relaxed touring speed with good engine response, sharing the T5's gearbox and final ratios. The Mille displays the virtues of Moto Guzzi design,a solid and reliable motor, a solid and good handling frame combined with visual appeal for the traditional rider with good braking and low maintenance. The Mille probably came out at the wrong time as the Japanese pocket rocket superbike market was exploding with all it's plastic excess. If the Mille came out now with all it's conservative values intact it would be in great demand as a traditional naked bike.



Released to commemorate the 20th anniversary of the V7's appearance the 1000 SE was sold in late 1986, 1987, and also into 1988 for those in the US market. (Only 100 SE models were sold in the US.) All 1000 SE bikes were red and white, with a red seat, red cast wheels and most had black rocker covers, engine and lower rails. The gearing was closer and higher than the standard 1000. The Le Mans 1000 MKIV appeared at the end of 1984 and continued with minor modifications until 1993. The Le Mans 1000 had a 949 cc engine with uprated 40 mm pumper carbs and the B10 camshaft from the production racer. De Tomaso himself decreed a 16-inch front wheel and new Lario-styling for the Le Mans 1000.

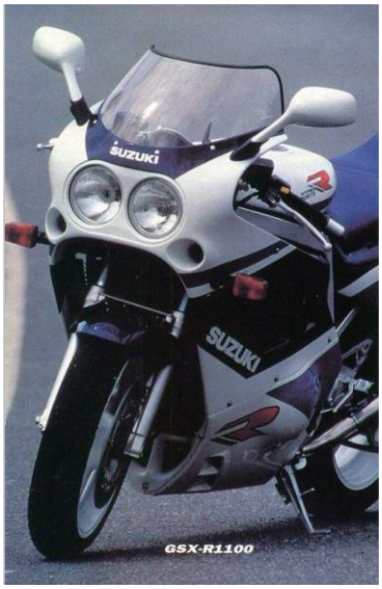
1989

The Suzuki RGV250 was for two stroke lovers the ultimate road going race bred experience. The RGV's water-cooled v-twin motor pumped out near 58hp at 11,000 rpm with a dry weight of 128kg, housed in an alloy framed package that set new standards for handing, braking and scintilating performance. Suzuki didn't stop at this though, later models featured upside down forks, bigger carbs and a eye catching curved swingarm straight from the race track. The RGV is a no-nonsense sports machine that needs to be ridden hard to get the best out of it, the engine needs to be spinning to bring the motor on song. Comfort is sacrificed for performance but the reward is razor sharp steering and an impressive confidence inspiring lean angle. These machines are rare to find in good condition as they were ridden as intended& many ended up on the race track. Maintenance was essential as the engine was highly tuned & the power valves need regular replacement. A highly desirable classic two-stroke from a time when two strokes were king.

GSX-R 1100 1989: Dry Weight: 210 kg, Engine: Air/oil-cooled 1127 cc inline-four, DOHC, 16 valves. Slingshot carburetors. Aluminum-alloy frame. 5 speeds. 138 hp @ 9,000 rpm, 110.8 Nm/ 7.250 rpm.

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 on an unsuspecting world back in 1985. Lighter than a 600 and as powerful as a 1,000, it made all other super-sports 750s seem flabby and slow. When the 1100cc version arrived for 1986, it similarly eclipsed every other big-bore sports bike. 'The acceleration is awesome – like being charged in the back by a rugby scrum,' enthused Bike magazine's tester, attempting to sum up the experience of riding a bike that produced 127bhp and could top 150mph with ease.

The 1989 model had a stiffer improved frame, brakes and styling compared to the earlier models. Despite this the 1100 demanded respect and whilst not a racebike but more of an all-rounder it's perfomance was still a trend setter.



In 1979, a small-block version of the air-cooled V-twin designed by engineer Lino Tonti was introduced as the V35. Radical when introduced, the design featured horizontally split crankcases and Heron heads. The former was a common feature of contemporary Japanese motorcycle design, whilst the latter was widely used in car engines. Both features allow more efficient mass production and also the design of the engine and associated components cut the weight to 175 kg. The power of the original V35 at 35 bhp was competitive with engines of comparable displacement of the period. Replacing the V35 III for 1988 was the Trentacinque GT (350 GT). Developed primarily for the Italian market, the 350 GT was eectively a V35 III, retaining the long-stroke V35 III engine but restyled along the lines of the Mille GT. Although the 350 GT was based on the V35 III, its swingarm was the shorter V65 type. The 350 retained the V350 III's 16- and 18-inch wheels. As a basic no-frills, standard motorcycle, the 350 GT was adequate but expensive to manufacture and could not compete against Japanese mass production in it's class.

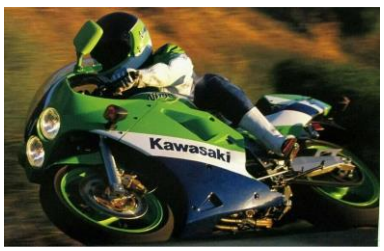

MOTO GUZZI
THE
NEW
GT
SERIE


MOTO GUZZI

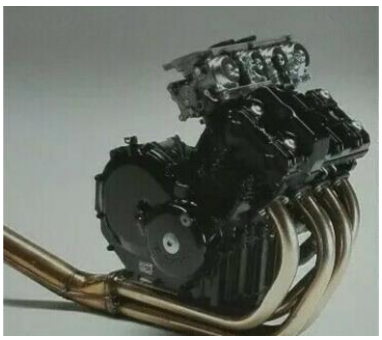

MOTO GUZZI

1990

Such is the predominance of the 'race replica' motorcycle today that it is hard to imagine a time when they were seen as unusual, even exotic, but back in the 1980s such machines had the power to amaze. Introduced for the 1989 season, the ZXR750 Ninja used a revamped GPX750 engine in a sexy-looking alloy chassis based on that of the ZXR-7 factory endurance racer. Much more practical as a road bike, the ZXR750 gave little away to Honda's considerably more expensive RC30, Bike magazine finding that the Kawasaki had better acceleration and a superior top gear roll-on. It also handled brilliantly, once the rear suspension had been sorted, and had one of the best front ends around. With over 100hp @ 10.500 rpm the bike is a spirited ride and a practical road racer, achieving success in World Superbike racing.



The 250cc Honda Fireblade.... from the 1990s, is a roadgoing tribute to Honda's multi-cylinder race heritage. The fully faired quarter-litre sportsbike is a potent 158kg (dry) package that showcases sophisticated chassis and powertrain engineering. The twin-spar alloy frame with a 1345mm wheelbase is complemented by a gullwing swingarm with Pro-link pre-load adjustable monoshock and effective, if non-adjustable, conventional 37mm forks. Braking is by twin floating discs up front with powerful twin-pot calipers, and a single rear disc. The little liquid-cooled 'Swiss watch' MC14-type engine packs four cylinders across the frame, with four-valves per cylinder, gear-driven twin cams and carburettor fuelling. A six-speed gearbox hooks up to a chain final-drive. Capable of 40bhp and 18,000 rpm the CBR is a true pocket rocket.

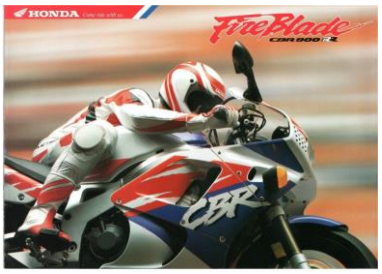


Brook Henry of Vee two Motorcycles (located in Bayswater Western Australia in the late 80s) was keen to build a competitive Ducati bevel drive racer which also would be adaptable to the road. Brook designed and built the Vee Two Alchemy which would accommodate any big bevel drive twin whilst combining modern suspension and braking in a lighter package. The Vee Two RV-1 was tried and tested on the track achieving considerable success here and overseas, Nick's Alchemy received a donor engine from a 900 S2 Ducati and initially retained the S2 front end and brakes before being upgraded to USD forks. A rare and unique machine and the 1st on the road.

1991

1992

Launched in 1992, the Fireblade blew away the opposition – principally Yamaha's FZR1000 and Suzuki's GSX-R1100 - with its combination of litre-bike performance and a 600-sized package. The first generation CBR900RR was introduced in 1992 with an 893cc inline-four engine. It set a precedent for light weight in the super bike class, being much lighter than other large-displacement bikes of the time. The CBR900RR was based on an advanced research stage model known within Honda as the "CBR750RR". With the objective of equaling the acceleration of competitors' flagship sport bikes, Honda increased the stroke of its inline 4-cylinder 750cc engine and thus raised displacement to 893cc. Complementing its power performance were the bike's dry weight of just 185 kg, wheelbase of 1,405 mm and a body almost identical to that of the advanced research stage model. At 205 kg wet weight, it was by just 2 kg heavier than the CBR600F2, while the next-lightest over-750cc machine, the Yamaha FZR1000, was heavier by 34 kg.

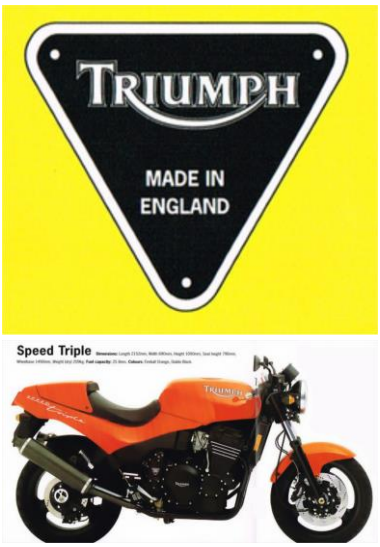


1993

By 1993, the Moto Guzzi le Mand was getting a bit long in the tooth and new spine frame models were being developed & even 4 valves per cylinder. The last batch of the MkV was sold as the Special Edition although no significant changes were made to the model which had been in production since 1988 other than use of the bigger valves heads used on the MkIV SE. The MkV varied from the MkIV 1000 in reverting to an 18" front wheell and the use of a larger fixed front fairing. Power 81bhp @ 7400rpm. Dry weight 215kg.

1994

As the Meriden-era drew to an ignomious end in the early 1980s, it looked as though Triumph's unbroken history of building motorcycles since 1902 was about to end. It took a white knight, in this case businessman John Bloor, to step in and save the company from oblivion. Bloor's purchase of Triumph in 1983 and investment in both a new facility at Hinckley in Leicestershire and a new range of motorcycles to compete with the Japanese, has ensured the brand's survival for years to come. The mainstay of the new Hinckley-era Triumph range, the 900 triple was sold in both sports tourer Trophy and naked Trident versions throughout the 1990s. Both bikes proved hugely successful thanks to their reliability and agility, easily outpacing their Japanese rivals for character as well. Offered between 1991 and 1998, the stripped down 900 Trident was powered by a 97bhp 885cc DOHC triple with bore and stroke of 76 x 65mm. The classic design, with upright seating position and exposed headlight, gives the Trident a relaxed character in comparison with the more frenetic sports bikes in the Triumph range.



1995

1996

The Bimota SB6 is pure art standing still or in motion. For many The SB6 is the pinnacle of old school Bimota craft. Take the best and most powerful Japanese engines and wrap them in the most exquisite and fine handling hand-made Italian chassis and bodywork.

The SB6 had a powerful Suzuki GSX-R engine, sublime handling and craftsmanship and Italian character. All for twice the price. The GSX-R1100-powered Bimota SB6 is the real deal. It needs to be treated with respect but rewards with 147bhp and at 190kg offered a huge adrenalin rush when the throttle was opened.

By now though the Japanese were discovering how to make asports machine handle and brake and it was not long before a comparative machine could be bought for half the price, perform just as well but it would never have the exclusivity of the Bimota.

Bimota showed the way for Japanese motors and no-one would argue which looks the best. Italian flair in spades.

1997

1998

1999

2000

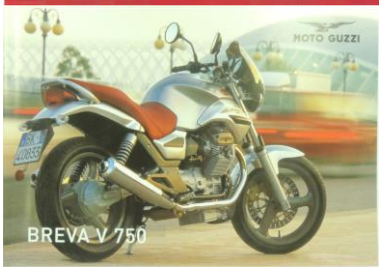
2001

2002

2003

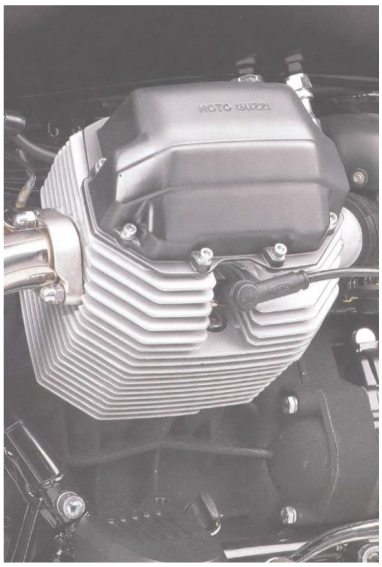
2004

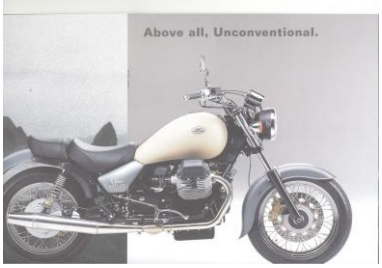
The Moto Guzzi 750 Breva has a long pedigree back to 1977 and the V50. An entry level Guzzi the Breva is a competent machine for around town or on the highway with 42hp, fuel injection and an easy to fling about 180kg. A Euro design machine, upright seating position and comfy seating the breva is a more adaptable machine than some of the other 750 options and was soon joined by a 1100cc version.



2005

The Moto Guzzi California 90 Anniversary was a v2, four-stroke classic motorcycle produced between 1994 and 2012. It could reach a top speed of 114 mph (183 km/h). Max torque was 64.91 ft/lbs @ 5000 RPM. Claimed horsepower 72.42 HP @ 6400 RPM. The Stone is a classic Moto Guzzi which is basically a stripped down lighter version of the California 1100 EFI. It retains the best of the classic Guzzi range, a Tonti frame, shaft drive, Brembo brakes and the big blocl motor. Grunty with good fuel economy it is an excellent cruising machine, good handling and low maintenance.





2006

2007

2008

2009

2010

2011

2012

The Moto Guzzi V7 Stone engine traces its roots to the Lino Tonti-designed V35 and V50 of the mid-'70s. This features cost-saving Heron heads, wherein the intake and exhaust valves are parallel and the combustion chambers are machined into the tops of the pistons. The valves are opened via pushrods and rocker arms-old-school and low-tech, but it still gets the job done. The V7 features a single EFI throttle body which delivers smooth even power and fuel efficiency. The V7 weighs only 187kg dry and with 50hp on tap offers a easy relaxed ride. Amil's machine has had some use and been modified to suit his riding requirements but otherwise is a standard V7, The major investment has been the second generation engine mated to the standard 5 speed V7 transmission.

2013

2014

2015

The Moto Guzzi tV7 Racer may not be exactly the old V7 Sport, but it's as close to it as it gets and you can still expect a thrilling feel once aboard this bike. Alongside the plethora of custom-grade parts and accessories the V7 Racer also comes with high-performance fuel injection, electronic ignition and pretty much all the modern tech Guzzi has in store. The engine traces its roots to the Lino Tonti-designed V35 and V50 of the mid-'70s. This features cost-saving Heron heads, wherein the intake and exhaust valves are parallel and the combustion chambers are machined into the tops of the pistons. The valves are opened via pushrods and rocker arms-old-school and low-tech, but it gets the job done.