

BARGAIN HUNTERS!

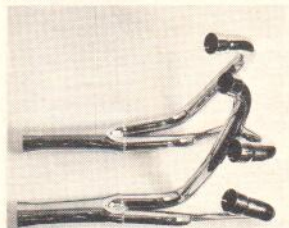
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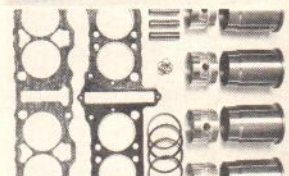
JUST A FEW OF OUR BARGAINS!



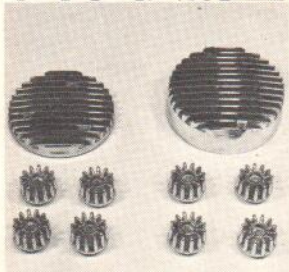
Honda Glas-pak Cross-over "Drag" Pipes
CB750 \$66.50



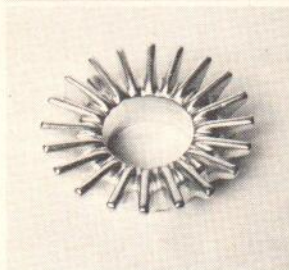
CB500 \$66.50



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greater effective area, which could help. Careful flow development, of the type that has done so much for car racing, may do the rest.

What else might they do? They already have the best and lightest aluminum disc brakes in the business. Handling of the "Talladega" frame is already good, despite what people say, and Gary Nixon has shown that will to win can make up for a lot in the handling department.

Since the H2-R now has five speeds, an obvious scheme would be to go to six. Walter Villa, the very experienced Italian rider/builder, made up a few six-speed clusters for the 500 cc H1-R a few years back. Why not do the same for the H2-R?

It turns out that the tooth loading in the existing box is on a par with that in the most heavily loaded low gears of truck transmissions. The narrower gears of a six-speed would aggravate this. There are more heavily loaded gears, but they are found in exotic places, like rocket engine turbo-pump reduction sets, and their lifetimes are measured in minutes, not hours. True, Yamaha is using a six-speed, but note that they have provided a lubrication pump for it. So, since Kawasaki gearbox life is good now, why mess around?

Suzuki is something of a mystery to me, because this past year they had riders and equipment to win with on more than two occasions, but problems kept them out of the results. There seems to be a "discontinuity" in their communications with Japan. Every year at Daytona, there they are in their secret garage, with finely engineered and very fast machinery, droves of race department staff from Japan, and some of the best riders, but when all this fails to produce a win the interest dries up, and with it go the parts supply and technical help. It's very hard to win Daytona, and the disappointment ought not to ruin the rest of the season.

After the big race some US mechanics are hurriedly hired, and for the rest of the year they try to make speed without deviating from the factory orders.

They have never run a machine with an American-built frame, although Kawasaki has derived great benefit from just such experimentation. There seems to be an unwritten law about Suzuki race engineering. Don't mess with it!

They did have some various minor problems, which were fixed up in due course. Ignitions developed cold-solder joints in the stators. The original organic-faced clutches were updated with copper-graphite, and made a lot more durable. The new frames handle better than the 1972 items, all the riders agreed, but the machines are still high and heavy.

Suzuki cranks, usually immortal, began to fail. Smart's crank went in the last practice at Loudon. Another stopped him at Talladega. Finally this was traced to a bad batch of big-end roller cages.

(Continued on page 83)

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