

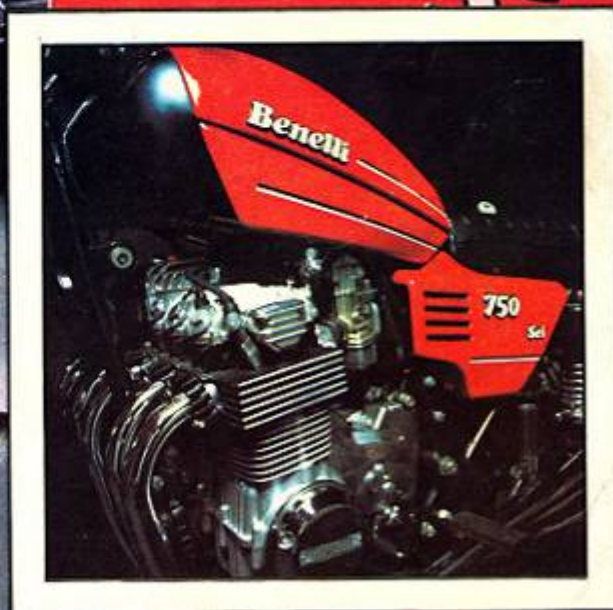
SEPTEMBER 1975 35p

# bike

TRIKE CUSTOMS.  
STREET DRAGS.  
SPORTS MOPEDS.

TYRE WAR  
HEATS UP

750's  
10 CYLINDER  
2 BIKE  
GIANT TEST





# bike

No. 30 SEPTEMBER '75

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MV 750S and Benelli 750 Sei, photographed by John Wallace.



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Bike Editorial Offices: East Midland Allied Press, Oundle Road, Woodston, Peterborough PE2 9QR. Tel. 0733 68900. Telex 32157. Advertisement Office: Rosebery House, 8 Breems Buildings, London EC4 1HS. Tel. (STD 01) 242 2557. Circulation/Subscriptions: 117 Park Road, Peterborough. Postal subscriptions £5.35 a year. Net sales January-June 1975 63,232: ABC certified. Published by EMAP National Publications Ltd., 117 Park Road, Peterborough PE1 2TS. Tel. 0733 63100. Printed by East Midland Litho Printers, Peterborough. © East Midland Allied Press 1975.





# Street Is Neat But The Strip's A Trip

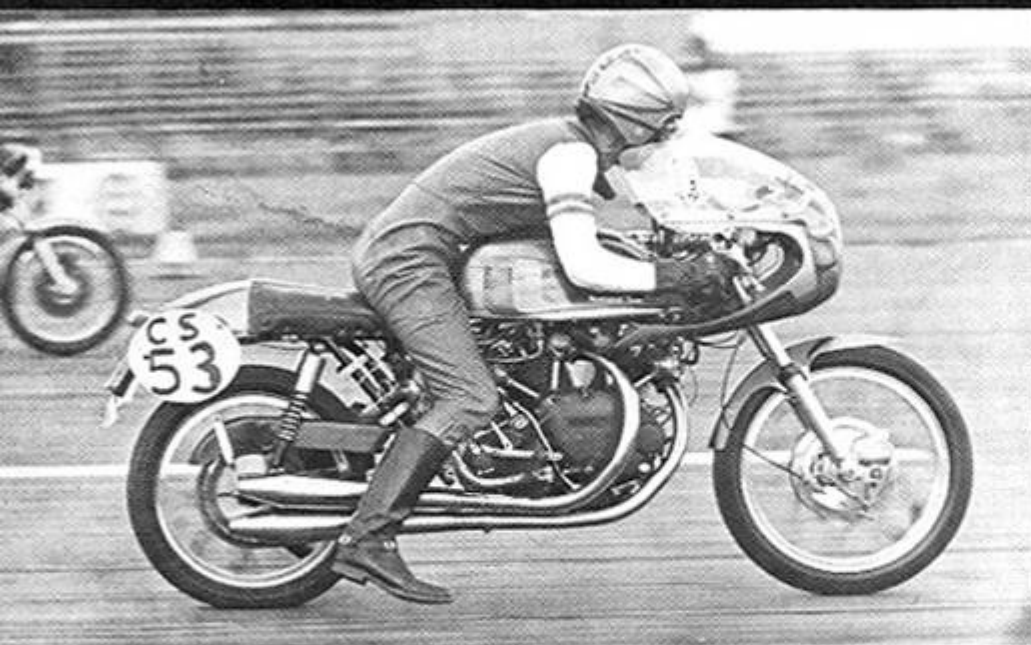
Street class drags is the kick for all you greedy little blighters who want the best of both worlds . . . Terry Revill, pictured right performing a flame burnout, and below, warming up the tyre on his new Kawasaki, rides his bike more on the roads than on the strips — yet he's a consistent winner in Street Bike. And Phil Brister's unassuming Norton (top) is a real street sleeper that embarrasses a few slick dudes at times. Turn over for more dramatic pix . . .











## Street Is Neat But The Strip's A Trip

(Continued from previous page). Brister's ageing Commando has been rejuvenated with an 850 engine, but even so, he's down on power compared to the more exotic multis. His secret is his masterful start line technique, which has put him in

the 11.9s. Revill is the Street ace — on his new almost standard Z1, he took six wins with a best of 11.70 in his first six rides, and on his previous Dresda Honda did plenty of winning — but the honour of being fastest goes to Alex Heal (below right). He is the first man in Street Bike to break into the tens, in fact, clocking 10.98 secs/128mph with the help of an exceedingly potent Honda motor tuned and temporarily loaned by Pipers. Since the Piper motor went back to the factory he hasn't gone so quick with his own 900cc Honda motor, and he's going to try turbocharging to regain power.

Despite the proliferation of multis bristling with all sorts of tuning goodies, the oldies are still going strong... Ray Elger's 1000cc Egli framed Vincent (top) can still stay with the best of 'em. He was the first man in Street Bike to run in the elevens, and although his current form is low twelves, he could soon be back in the elevens.

Kamikaze action from Dave Randall, (below left) shows how those fiery two stroke triples got their fearsome reputation. In search of more power he fitted a expansion chambers in place of his 750 Kawasaki's silencers. Trouble was the power became so vicious he flipped the bike at Santa Pod, doing some rather expensive damage.

Street drags are getting more popular. For the ordinary biker there's the kick of seeing a bike bearing at least some resemblance to his own performing on the track. And for a competitor it's a relatively cheap way of getting into drags, and you've still got a bike you can use on the roads.

