

HONDA MIXMASTER'S RESURRECTED: PG.48

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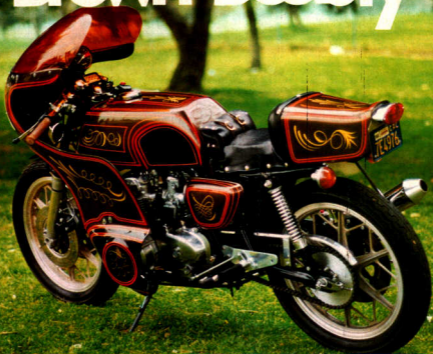
**UNBREAKABLE SPORTSTER
TRANS DOOR**

**HONDA 360G;
THE CHECKERED CAB
OF MOTORCYCLING**

SIDECARS: MILD TO WILD



Brown Beauty



One damn nice bike
by Dave Hetzler

It seems that every time you turn around you see more and more cafe racers. And why not. They're good looking, different, and for one person they're functional, especially if the owner is into street road racing. Let's face it, damn near every biker is into racing of one form or another. In the past the contest has been those stoplight grands prix. The main ingredient in this type of event(?) is the engine. But the cafe racer adds the rider to the picture. Said rider might be a bit down on power, but if he can handle his equipment better than the next guy, chances are you'll find him at the front of the pack over a twisty road.

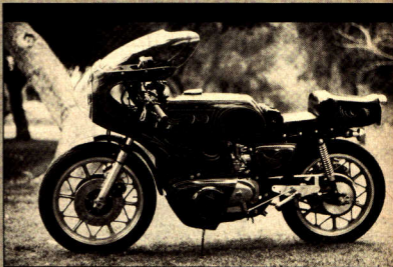
Bob Fischer isn't heavy into back street racing, but he's very heavy into having a bike that's ready for the job if the situation ever arises. And if it doesn't, well, he's got one of the nicest bikes on the block.

For openers, Bob bought a bike — not the first he's owned in 19 years of biking — that already was partially built. Actually it was built exactly the way the previous owner wanted it, but that made it only halfway done in Bob's mind.

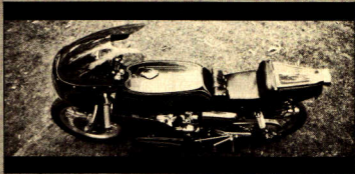
The bike started life as a '72 500 Honda, and the previous owner put on the fairing, the basic paint job and did most of the engine mods. Bob, once he owned the bike, had different striping done by Doug at Ron's Custom Paint. This was done to the fairing, the new Dunstall gas tank and the Racecrafters fenders.

The engine department was left pretty much stock, if you could consider Yoshimura nine-to-one pistons and a Yoshimura cam stock.

Fischer then decided that the stock ignition system wasn't what he wanted to light the fire, so he traveled to Dick Pearce's in Los Angeles, the distributor for the Read Titan equipment on the West Coast, and bought the first Boyer Densin transistorized ignition system in the country for the 500 Honda engine. A feature of this system is that you can still keep the electric starter in operation.



A finely detailed cafe racer shows clean lines. Need we say more?



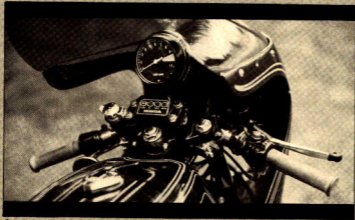
An overhead view shows the small leather bag/kit Bob utilizes to carry his tools, etc. That's the only space he could find.



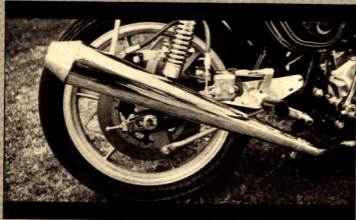
Stock carburetors use alloy air horns for breathing.



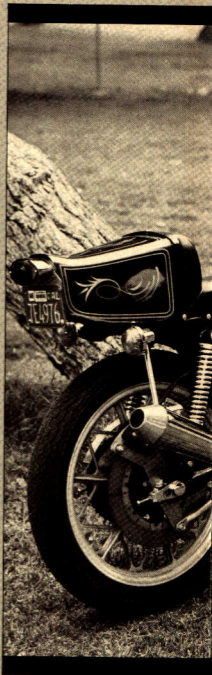
KR-83 tires work fine in the dry but Fischer says they're deadly in the wet.

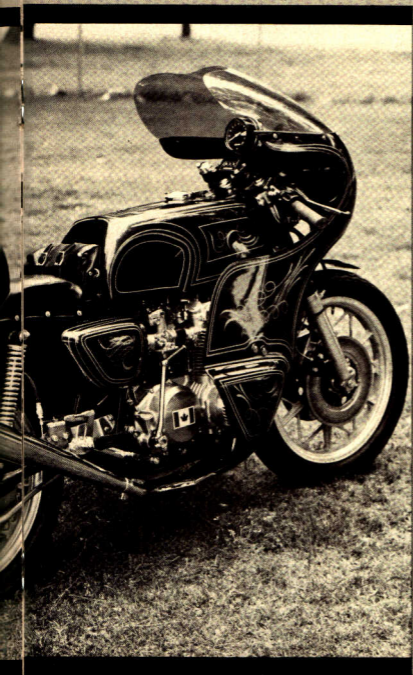


Just a tach is used to monitor speed and engine revs. Ignition switch has been moved from under the tank to the top of the left fork leg.



Read Titan makes the exhaust system. Stopper is by Airheart.





Keeping the road racer/cafe racer image, Bob mounted up Read Titan rear sets and the four-into-one exhaust pipe that ends with a reverse cone megaphone. As to the decibels, well, if you're not on the throttle you won't have any trouble; if you are, good luck.

If it becomes necessary to get out of town in a hurry, the KR-83 Dunlop tires, mounted on KimTab mag wheels, guarantee the bike won't roll out from under the rider.

If on that high-speed trip it becomes necessary to haul the bike down from the speed it's capable of (Bob estimates this to be right around 120mph), Fischer counts on a dual Honda disc setup on the front, and a Hurst/Airheart unit at the rear. Up front those dual discs reside on Yoshimura sliders mated to the Honda stanchions.

Cafe racers aren't that rare anymore. As stated at the start, you see more and more of them all of the time. Because we at BIG BIKE probably see more than the average bear, if for no other reason than we receive many photos from around the country, we feel safe in saying that it will probably be some time before we find a bike any better looking than this one, especially one that's ridden every day it isn't raining. And as the song says, "It don't Rain in Southern California." at least not very often.