

VINTAGE
ROAD
RACING
ASSOCIATION
NEWSLETTER



May/June 1987

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SUBMISSIONS:

Submissions for publication are invited! They need not be typed, merely legible. **Photos may be black & white or colour.** Send all contributions to the editor, address as above.

Please provide identifying information with photos. They will be returned at the next meeting or by mail. Other contributions will be retained on file, unless otherwise requested.

A newsletter will be published at least every two months, every month if material is available or special announcements require it.

COVER PHOTO:

Daytona 1981.Vintage front grid.

NEXT MEETING(S):

Until further notice, any VRRR meetings will be held at the track during race weekends.

UPCOMING EVENTS:

August 8/9 Shannonville - Castrol East Series.
August 29,30 V.R.R.A. Vintage Weekend, Mosport.
Sept 11-13 Watkins Glen Vintage weekend.
Oct 3,4 Shannonville - Castrol East Series.

FROM THE EDITOR:

Tim Lahoy

Thanks to Dave Makin for the loan of the 25 Nov 1965 issue of **Motor Cycle** and the 1966 **Cycle World ROAD TEST ANNUAL**, from which samples appear in this issue. More to come as space permits.

Thanks to Stan Nicholson for his report on the event at Loudon, and to Holly Stephen for her racing results.

Thanks to Viki for typing most of this newsletter into the computer.

Volunteers are invited to apply for the position of **Newsletter Editor**, effective December 1, 1987 (or to solicit nominations in the event that the Executive decides to make this an elected position).

After almost 3 years as editor, I feel it is time for someone else to take on the job.

MINUTES OF THE GENERAL MEETING

Jim Garrett

Friday, June 26, 1987

1. After a great deal of discussion and a lot of good ideas which came from the general membership, we have decided to pare some of the frills off of the race in order to try to reduce the entry fee for the racers.

One of the strong points that the executive wishes to put across to potential racers is that at a typical R.A.C.E. run meet at Shannonville, we pay an average of \$1.60 per mile of track use. At the proposed (hope to lower this) fee of \$95.00, we would pay about \$0.60 per mile of track at Mosport.

2. It has been proposed that a flea market be arranged for the Mosport weekend.

3. Tim Lahey proposed that we could save \$1,000 if we were to forego the expense of trophies. This led to no little discussion, the upshot of which was a scramble from our general membership to sponsor trophies for our event.

To date, the following groups and people have sponsored trophies for our event:

- a) John Newton - 2 classes, maybe the 2 Am-Can races.
- b) Dave Hughes - 350cc GP-DELONGHI CANADA, Supervintage - MAGIC CHEF, Concours (competition) - Classic Racing Motorcycle Club.
- c) Doug & Manzi Warwick - 500cc GP.
- d) The Canadian Vintage Motorcycle Group - Concours (street).
- e) Paul Bowyer - BOTT - Hoffman Welding, Port Hope, & Hard Luck Trophy.
- f) Ron Peter - Period 1 unlimited.
- g) Three Crows Racing - 250cc GP.

Outstanding is still sponsorship for the participant plaques.

Thank you all for your support.

Hodge Brothers Racing, after sponsoring trophies for many years with the VRRR, wishes to withdraw its sponsorship this year because of the way the general membership spends the association's money.

4. The next topic for discussion was the volunteer help needed for the VRRR Mosport Canadian Vintage Challenge. The members, once again, have nearly filled the work roster.

For installation and removal of hay bales we have: John Newton, John Kettle, Dave Sproule, Jamie Broad, June & A.J. Sadowsky, Eric Teunissen, Bernie Tong and Rob Hunt. We'll see a few more and we are sure to get them at the track.

For registration: Doug & Manzi Warwick, the Teunissan ladies Erin & Kristin, and Ruth Tong.

For technical eligibility and scrutineering: the Ottawa Group, Stan Nicholson, Tom Saunders, Dave Makin, others? and Doug Warwick.

For grid control: Bill Mathison and Eric Teunissen, Dave Hodge and crew.

For marshalls we so far have Jamie Broad, and we'll likely need 12 more.

My notes also show a general volunteer named David Trent - I wonder if he knows what he is letting himself in for?

Lap scoring and timing will be done by Holly Stephen and crew.

5. Further questions to take care of:
a) Will Mosport Park be available to us on Friday evening for camping and hay baling?

b) How late will the gates be open on Friday and Saturday?

6. Note: The VRRR will **not** be supplying food for Saturday night at the race. We will supply a large barbecue, but the food and drinks are S.V.O. We will be providing food for the marshalls and other "hired help".

7. The word from our own insurance executive is that we've done OK on the insurance this year.

8. Bill Mathison has agreed to take care of getting product from NGK for this year.

9. Doug & Manzi Warwick have offered to send an information package out to lapsed members and other interested parties.

10. The Honda 6 may be at the Canadian Vintage Challenge.

LOUDON CLASSIC

Stan Nicholson

Paul Heinrichs and I went to the Loudon Classic in June to race in the vintage races organized by AHRMA, the same weekend as the last Shannonville event. Two race slots were provided and classes were combined, but scored separately as follows: Race 1 (10 laps)-Formula 750, Grand Prix 2 Strokes and 750cc Sportsman &, Race 2 (12 laps)-500cc Sportsman. In addition we had 2 vintage practice periods of about 20 minutes each. All practice and the races were on Saturday (the races were run back to back).

Now for the cost, like all AHRMA events, combined with AMA races, riders have to be members of both AMA and AHRMA. The entry fee for the races is \$35, US for the first entry and \$10, US for the second, pit entry for the Saturday and Sunday was \$35, US. So for \$80, US I got one race on the Yamaha and one on the Greeves, but it cost Paul \$70, US for one ride on his Triumph.

This was the first time I had been to the Classic and it was a good meeting, the stands were full and everyone was enthusiastic. It was entertaining just watching the antics of the crowd in the camping area. Burnouts on a 8' x 4' sheet of plywood and 24 hour a day fireworks! According to Gary Winn this was the second best vintage entry in this years series after Daytona, but even then there were no more than 25 entries. AHRMA are trying to encourage more riders with a "bring a friend to join AHRMA and race and get your first entry free" scheme, but with the restrictive eligibility rules this may still be a problem for many VRRR bikes.

Anyway, we enjoyed the weekend and stayed to see some of the Camel Pro finals on Sunday, but left just before the start of the Superbike race to start the journey home.

TO THE EDITOR

Toivo Madrus
#17

As a new member (1 yr) I would like to comment on two major areas of club activities:

1. General Meetings

The level of energy and sometimes hostility expended on minor issues (or non-issues eg. rule changes) at general meetings makes it hard to imagine why a new (or old) member would return a second time.

The current format (and content) scores zero for fun and 100 for hard work. Perhaps we should reverse the order and have movies, technical presentations, swap meets, Daytona reports first and conduct pure business at the end if time permits.

2. Racing Participation

Four years ago I stumbled onto the VRRR Classic at Shannonville and based on what I saw subsequently attended several race meets (spectated). I was impressed by the variety of machines and number of participants. Where did everybody go?

Why is our participation at RACE meets so limited? Is it a reaction to RACE's banishment of the VRRR or is it a sign that we need to attract new members from a broader base of interest areas?

Should we have a period "3" or replica racing, should we join forces with other special interest groups and stage more joint events?

The creation of a Sports Touring Special Interest class for our Vintage Weekend is a step in the right direction. Based on the level of interest expressed by non-members in the new class it could prove to be a major factor in the success and perpetuation of our annual event.

It's time to leave behind the naive notion that Vintage motorcycle racing is a perpetual motion machine and develop "new" ways of enhancing an "old" interest.

RACE RESULTS

Holly Stephen

Shannonville - June 7, 1987

----- 250cc -----

Pos	#	NAME	Machine
1	68	R. Soles	
2	29	A. Berestford	
3	41	M. McCaw	
4	22	J. Rogers	
5	70	S. Nicholson	

----- 350cc -----

Pos	#	NAME	Machine
1	81	J. Wood	
2	91	J. Struke	
3	150	R. Schaefer	
4	90	A. Struke	
DNF	31	G. McCaw	

----- 500cc -----

Pos	#	NAME	Machine
1	99	R. Desmarais	
2	25	P. Sheppard	
3	57	D. Hodge	
4	264	D. Emy	

----- SUPER-VINTAGE -----

Pos	#	NAME	Machine
1	40	P. Bowyer	
2	89	S. Cockledge	
3	921	F. McDermott	
DNF		F. Mrazek	

Shannonville - June 21, 1987

BATTLE OF THE TWINS

Pos	#	Name	Machine
1	7	F. Mrazek	
2	75	D. Sorenson	
3	72	T. Spigelberg	
4	96	L. Strung	
5	40	P. Bowyer	
6	89	S. Cockledge	
7	186	B. King	
8	631	D. Head	
DNF	29	P. Sheppard	
DNF	86	N. Morrow	
DNF	31	G. McCaw	Ducati
DNF	921	F. McDermott	Ducati

OVERALL

Pos	#	Name	Machine
1	7	F. Mrazek	
2	40	P. Bowyer	
3	31	G. McCaw	
4	75	D. Sorenson	
5	99	R. Desmarais	
6	81	J. Wood	
7	29	A. Beresford	
8	921	F. McDermott	
9	41	M. McCaw	
10	25	P. Sheppard	
11	48	B. Morrow	
12	86	N. Morrow	
13	57	D. Hodge	
14	24	J. Baker	
15	36	S. Bowyer	
16	151		
17	90	A. Struke	
18	441	D. Makin	
DNF	349		
DNF	100	D. Sproule	
DNF	91	J. Struke	
DNF	17	T. Madrus	

BUY / SELL / SWAP / LOST & FOUND / THANK-YOU NOTES:

FOR SALE: A 1967 BSA 441cc B.44 and a 1969 BSA 441cc B.44. Both are in original cond. Asking \$1200.00 each or nearest offer. Saw Bell (416) 293-9069

MARRIED: A.J. Sedowsky and June Lawson, in May.

Whack it Early Whack it Hard

by DAVID
DIXON



THE MAN who breaks bar and squires it first to the winner. Do four times enough and you won't reach the top of the chest-circumference, provided you have the right machinery, of course.

This is the formula of Bill Ivy, who demonstrated the technique so successfully over the past season, mainly on Tom Kirby's Matchless. Following him at Benet's Hatch, I could see his plan in action and now I know just how difficult it is to execute. Mind you, far better than that I have tried and failed. That's why Bill keeps on winning. Until someone else can go out better, he will still be called the man.

Back in October 1947, in the days when Ivy was racing an Eves 50, Derek Minter was undisputed king of the British motor. He showed me his line round the popular 120-mile circuit and since then I have covered a couple of hundred legs adorning as faithfully as I could to the Mincer Line.

Now I know there's such a thing as the Ivy line and, if I could only master it, my lap times would no longer be just average, but dramatic. To try to achieve it, I had to address some of Mincer's coaching and, in doing so, I discovered some remarkable things about young

Bill



After a change of the K. Ivy (left) and a different line of attack, Minter (right) has returned to the top of the tree by trying the early bar from the right one.



Bill Ivy (left) has a different line of attack, Minter (right) has returned to the top of the tree by trying the early bar from the right one.

lightly rather, breaking bars the apex, which I believe Minter now does too, though a few years ago he would have done a point was different. Ivy has a habit of making a mistake in the Mincer Line, which is to keep clear of the right-hand side.

The push-off from the bottom straight with Ivy is dramatic and sudden. It causes the Kirby 020 accelerator like the 'bumpers' you notice at the post-off of a motorboat's speed. The push-off is big, but it is not as big as the one you see in the picture. Whichever he finds the power capacity as he drives into the straight, it is his habit to keep it in the top gear.

It is his habit to keep it in the top gear, but he will not look him down, but he will look him down on the left-hand side. The habit is to keep it in the top gear, but he will not look him down, but he will look him down on the left-hand side.

The habit is to keep it in the top gear, but he will not look him down, but he will look him down on the left-hand side.

That, the observations of the K. Ivy (left) and a different line of attack, Minter (right) has returned to the top of the tree by trying the early bar from the right one.

So Ivy's technique, which makes use of his ultra-light weight, is to make even more use of what he has power as always as soon as the bar is set off.

Structure, I suspect, the power is on again even before he gets into the top gear. The technique is to keep it in the top gear, but he will not look him down, but he will look him down on the left-hand side.

INSIDE

According to the outside of the track, he pulled off the full of Chatterbox on the Mincer line, but there is a habit of Ivy, which is to keep it in the top gear, but he will not look him down, but he will look him down on the left-hand side.

The Ivy approach differs radically, for he goes on the principle that the corner power is based on the right-hand side of the track. The power is based on the right-hand side of the track. The power is based on the right-hand side of the track.



Just before the start of Chatter's race, the engine was seen to be in a state of total failure. It is well known that the engine is the life of the race, and the bike is a piece of machinery which depends on it for its power. In this case, the engine failed to start, and the bike was unable to compete.

IMPROVED

With some glibness, Chatter's representative stated that the engine was improved. However, it is clear from the text that the engine's performance was still poor. The representative's statements are likely to be a form of self-defense or a way to minimize the damage to the manufacturer's reputation.

Below: Having performed, by some the motorcycle against its right, it is to be expected that the engine will be improved. As a matter of fact, the engine is a piece of machinery which depends on it for its power. In this case, the engine failed to start, and the bike was unable to compete.

If I could only afford two weeks to be able to do it, I would have done it. I am sure that you will find this a most interesting and useful article. It is a pity that I cannot do more for you at the moment, but I hope to do so in the future.

And the Kirby Motor Cycle Co. has a very good record. It is a pity that I cannot do more for you at the moment, but I hope to do so in the future. The Kirby Motor Cycle Co. has a very good record, and it is a pity that I cannot do more for you at the moment.



Left: ... but it's not for by Marchant? Over the start of Chatter's race, the engine was seen to be in a state of total failure. It is well known that the engine is the life of the race, and the bike is a piece of machinery which depends on it for its power. In this case, the engine failed to start, and the bike was unable to compete.

based of around normally used there. Even then, the engine accounted without requiring any special attention, and the rider's performance was excellent. The engine is a piece of machinery which depends on it for its power. In this case, the engine failed to start, and the bike was unable to compete.

by DAVID DIXON

RACING LINE

DRIVER FOR GILERAS?

AT HOME in South Africa, Paddy Devereux has Mike Gileras as a guest. Gileras came to Africa to buy a bike, but he stayed, and he is now a regular competitor in the Transvaal. He is a very good rider, and he is a very good person. He is a very good person, and he is a very good rider.

Although Kirby's engine is not as good as the one used in the Transvaal, it is still a very good engine. It is a very good engine, and it is a very good rider. The engine is a piece of machinery which depends on it for its power. In this case, the engine failed to start, and the bike was unable to compete.

Less used, we are the star of the show. It is a pity that I cannot do more for you at the moment, but I hope to do so in the future. The Kirby Motor Cycle Co. has a very good record, and it is a pity that I cannot do more for you at the moment.

It is a pity that I cannot do more for you at the moment, but I hope to do so in the future. The Kirby Motor Cycle Co. has a very good record, and it is a pity that I cannot do more for you at the moment. The Kirby Motor Cycle Co. has a very good record, and it is a pity that I cannot do more for you at the moment.

It is a pity that I cannot do more for you at the moment, but I hope to do so in the future. The Kirby Motor Cycle Co. has a very good record, and it is a pity that I cannot do more for you at the moment. The Kirby Motor Cycle Co. has a very good record, and it is a pity that I cannot do more for you at the moment.

and my quicker than the Suzuki square four when I first started two years ago, and the one that is in the little pocket race. The Road Development will, no doubt, be a very good one. It is a pity that I cannot do more for you at the moment, but I hope to do so in the future.

PROBLEMS The production run for the Suzuki square four was limited to 100 units. It is a pity that I cannot do more for you at the moment, but I hope to do so in the future. The Kirby Motor Cycle Co. has a very good record, and it is a pity that I cannot do more for you at the moment.

IN the history of the Kirby Motor Cycle Co., it is a pity that I cannot do more for you at the moment, but I hope to do so in the future. The Kirby Motor Cycle Co. has a very good record, and it is a pity that I cannot do more for you at the moment.



DUCATI 250 MK III



MOTORCYCLE ROAD TESTS can take some curious turns—especially when being conducted by Cycle World magazine. In the case of the test performed with this Ducati 250 MK III, however, we did not more than the character of the motorcycle added: we ran it in a road race. The reason for this was that while the MK III has full (well, nearly full) road equipment, it is intended for the ultra-speeding rider, who may just take a nation some time, determine to go racing. So, our new staffer, Ivan Wagner, hunted the MK III off to a race for road-equipped production motorcycles. The bike was in "straight" form—the "crisis" form, attaching ordinary Pirelli tires (which proved to be a mistake) and it turned the race with only 56 miles showing on the odometer. A standard extra later, at the end of the race, the MK III sailed home in 3rd place and was, if anything, healthier than at the start.

In addition to all that fun, we got a lot of good information from the race experience. For one thing, we learned that the Pirelli tires, while adequate to racing needs, did not have the sort of road-grip acquired for best starting arrangements on the MK III is ineffective. In these production-bike races, when the flag drops you lean as your machine and wait it through whatever normal means apply: kicking, or electric self-start. There is a second flag that gives one permission to get underway free-style (in effect, with a push from help). To make starting even a little bit probable, a piece of 2x4 was placed under the center stand (to the amusement of all but the distributor) to permit full stroke of the crank. However, after 30 seconds of frantic effort, Ivan pitched off on the second flag and the engine started immediately.



The starting problem is not typical of all Ducatis; it is caused by the footpeg location on this particular model. The MK III comes with low handbars (through not, unfortunately, real racing, clip-on) and footpegs mounted high and well back. Thus located, the low-bar peg interferes with the kick-start lever's swing, so the starter catches, etc., has been rigged to bring the lever below the peg. This measure, while convenient, leaves one with a very small arc of travel, and it is just not enough to get the engine started unless all conditions are exactly right. We found that to all practical purposes, the only method of starting that could be considered "normal" was the old racing "rev-and-lean." And, incidentally, the problem was exacerbated by the energy-reducer grain's limited autonomy which does not speed at all strongly unless the crank is spun handily, and it is likely to produce a walking backfire when a spark is generated.

Another tiny little feature of our dark-lever/footpeg combination is that unless you foot the peg up and out of the way (the left peg looks the right is right), there is a very high probability that your shin will make a sharp and uncomfortable contact with the peg at the end of the lever's swing in the end, and after some struggling, we sunk on the rev-and-lean start at the most inauspicious means of getting the Ducati MK III underway. We understand that future machines will be supplied with forward-mounted pegs, in the more normal manner. For those who prefer the arrangement on the test machine, there will be a bit with the necessary bits, a kit will also be supplied to convert the current model to forward pegs and controls.

Apart from the unappreciable behavior when starting, we liked the MK III engine very much. It now has a 28mm TT-type Dellorto racing carburetor and a bigger intake valve, and you get a megaphone as part of the package that gives a noticeable boost in performance. As for the basic design layout, we have liked that since our first meeting. The 250 Ducatis is, in many respects, like a little Mass engine. It has a big bore and short stroke, and will run, actually at 9500 to 10,000 rpm in racing trim; the



engine will turn that sort of revs but the power falls enough at 9500 to discourage the use of anything higher. One reason the Ducati 250 engine excepts high speeds without flinching is that it is an overhead-camshaft engine. There is just one camshaft, but the rollers used to flex cams and valves do not weigh enough to slow things perceptibly. It is fashionable, among Ducati speed tuners, to replace the harmonic valve springs with coil, but the low velocity spring required by the bargains does give a sharp, light valve, and the pins can be made a bit more straight-in because these springs are employed. Incidentally, although the usual adjusting-screw arrangement works for valve-high settings, on tuning Ducatis, the MK III has cam-shims that fit over the ends of the valve stem to do the job. This is a weight removed right out at the end of the rocker, where it has maximum effect, and it is another reason for the high-revving capabilities of the MK III engine. Retaining comes from the isolation of a large load-capacity ball and roller bearings in the crank assembly.

Tucked away in a back compartment of the crankcase, and sharing the engine's oil supply, is one of the best transmissions being offered in a mass-produced motorcycle today. This is a 5-speed unit, and the ratios are staged like those of a full-designed racing motorcycle. There is a gear in there for every situation. This box is somewhat widely about going into neutral at times, but it certainly allows one to make the best possible use of the engine's power range. Fifth gear can best be described as an overdrive, when standard gearing is used. However, because of the very small gap between 4th and 5th, we suspect it was intended to be just that. Race preparation for Handzled consisted of putting gas in the tank and checking the pressures only, as a variety top gear could not be used. Rocker-type shift levers are typically Ducatis (and typically Italian, for that matter) and on the MK III, the rocker is remote-mounted with a link leading forward to the transmission.

The chain-drive we ran the Ducati, at Handzled, California, provides a rather severe test of both brakes and



ROAD TEST ANNUAL

handling, and the Mk III scored well in these areas. Actually, the course was too slippery to permit any car-like style cornering, but it is also quite bumpy (we seem to have caught the course experts somewhere between plowing and plating) and the bumps did not affect the bike unduly. The brakes, which were worned back, were excellent. Anyone going racing seriously could make them run cooler by opening the "scoops" in the front brake backing plate. These are cast solid and have some dummy slots in them that admit nothing to the inside of the drum.

The Mk III almost has full road equipment: lights and a muffler, but no horn. Perhaps it is intended that one should blast warnings instead of sounding the non-existent horn. Actually, as there is no battery on this model, it may not be possible to have a horn.

One item is the Ducati MK III's electric gear as a few moments of pondering. It is a small switch connected in parallel with the ignition system, and if the multiple burnout switch is direct ground before the spark's return. Sometimes when you know, we do not understand.

Whatever else can be said of the Ducati MK III, it was great fun to ride. We would have preferred genuine clip-on bars to the droopy flat bars fitted, but the existing setup makes it easy to switch to the higher bars, even people like. The seat was too hard and narrow, but the riding position was very good if you like the stretched-out, semi-crouched crouch — and we do. We also liked the big, knee-attached fuel tank, with its quick-release flip-up filler cap. There was a 150 mph speedometer, which gave wildly optimistic readings, and a tachometer that also had a tendency to get ahead of itself. The tachometer, which (like the speedometer) comes with the machine but is not installed, was as good as the speedo was bad. It has a large, easily-read dial — marked up to a realistic 10,000 rpm — and only tell you just what the engine is doing at any given moment.

Editor's footnote: Don't fear of ZDY motor has been returned from the Ducati factory, and left at the Duc. Although it going to look into the fire-starting problem personally.

DUCATI MK III

SPECIFICATIONS

<p>LIST PRICE.....\$1729 FOB L.A.</p> <p>Frame type.....1.9 in. single-loop</p> <p>Suspension, front.....telescopic fork</p> <p>Suspension, rear.....telescopic fork</p> <p>Tire size, front.....2.75-18</p> <p>Tire size, rear.....2.75-18</p> <p>Engine type.....single-cyl., valve</p> <p>Bore & stroke.....2.58 x 2.28</p> <p>Displacement, cu. in......15.2</p> <p>Compression ratio.....10.0:1</p> <p>HP @ rpm.....30 @ 8400</p> <p>Carburetion.....25mm (1.14") D'Altonio</p> <p>Ignition.....flywheel generator & coil</p> <p>Fuel capacity, gal......4.2</p> <p>Oil capacity, pt......5.1</p> <p>Gil system.....wet sump</p> <p>Starting system.....kick, loading crank</p>	<p>POWER TRANSMISSION</p> <p>Clutch type.....multi-disc, wet plate</p> <p>Primary drive.....shaft</p> <p>Final drive.....shaft</p> <p>Gear ratio, overall.....1</p> <p>5th.....5.40</p> <p>4th.....6.42</p> <p>3rd.....7.50</p> <p>2nd.....9.43</p> <p>1st.....14.1</p>
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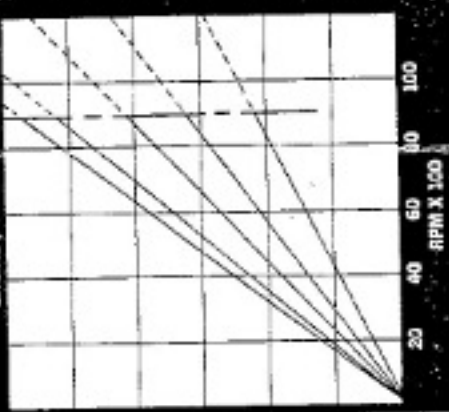
PERFORMANCE

<p>Practical maximum speed.....87</p> <p>Max. speed in gears @ 9000 rpm</p> <p>5th.....116</p> <p>4th.....104</p> <p>3rd.....83</p> <p>2nd.....65</p> <p>1st.....44</p> <p>Mph per 1000 rpm, top gear.....12.7</p>	<p>ACCELERATION</p> <p>0-30 mph, sec......2.5</p> <p>0-40.....3.5</p> <p>0-50.....5.9</p> <p>0-60.....7.7</p> <p>0-70.....11.0</p> <p>0-80.....15.0</p> <p>0-90.....21.5</p> <p>0-100.....29.5</p> <p>Standing 1/4 mile speed reached.....16.3</p> <p>Standing 1/2 mile.....26.3</p> <p>Standing 3/4 mile.....44.0</p> <p>Standing 1 mile.....80.5</p>
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SPEEDOMETER ERROR

<p>30 mph.....actual 26.0</p> <p>50.....44.0</p> <p>70.....61.0</p>
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ENGINE / ROAD SPEED



ACCELERATION

