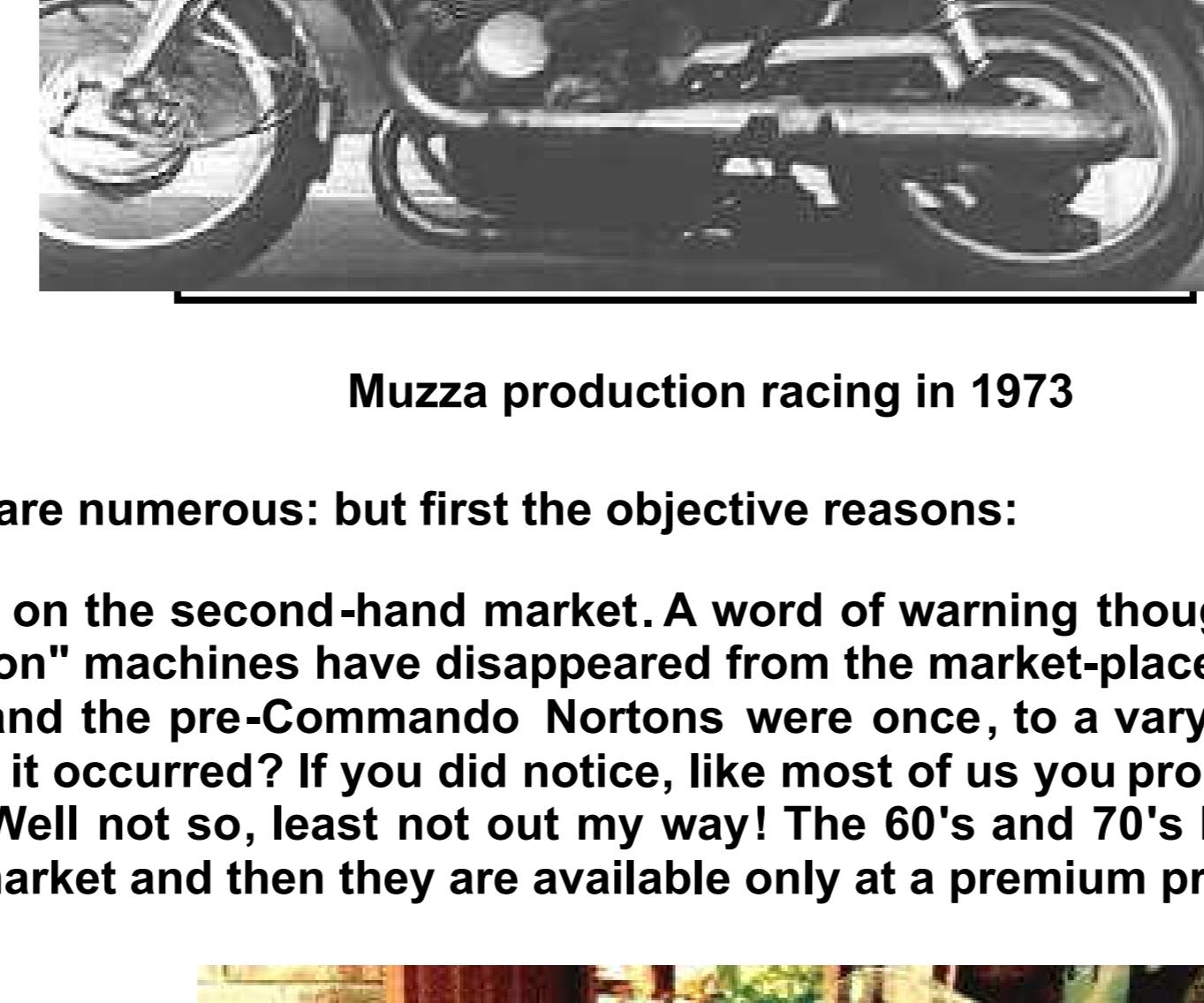




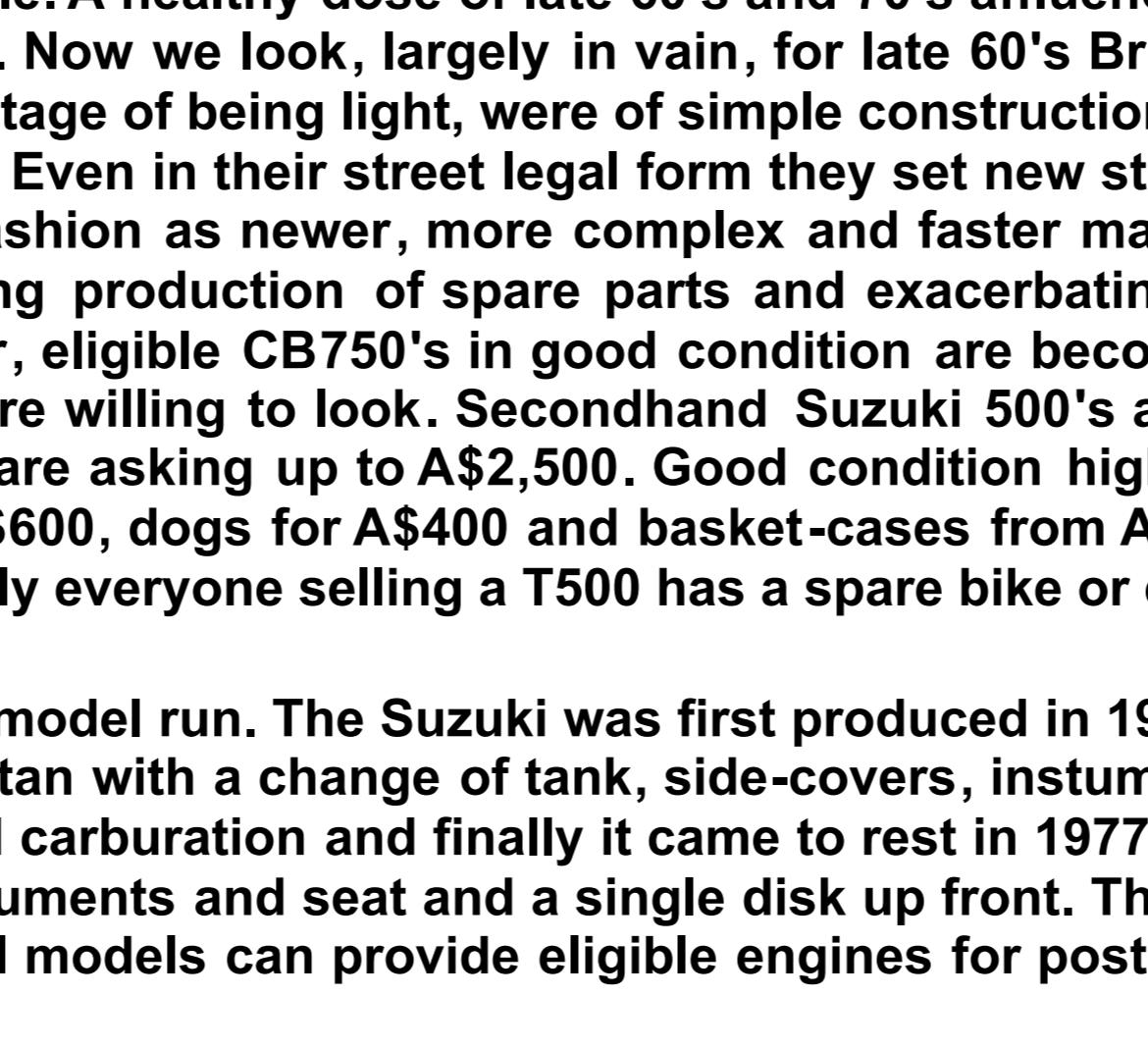
and off the track, the friend
acing. One of the many mach
in the form of a modified T/

of articles sets out not only to explain the pitfalls and hazards of building a T500 post-chassis to make the machine perform reasonably well on the track and at little cost.



A close-up photograph of a Suzuki outboard motor, showing the engine block and the "SUZUKI" brand name on the side. The motor is mounted on a white boat.

A close-up photograph of a yellow license plate with the number "189" in black. The plate is mounted on a dark-colored vehicle, likely a truck, with some mechanical components visible in the background. The background is slightly blurred.



c. the Suzuki 500 is blessed with a fairly straight-forward engine design which responds very well to the gentle application of a port file and a set of expansion chambers. The motor is also very robust, with an almost un-burstable crank and a strong gearbox (more on the gearbox later). As a result of this built-in strength the motor is rather heavy (56 kgs) and consequently can give my back curry when-ever I have to lift it onto the bench or into the car boot. Consumable parts are still readily available through Suzuki dealers. On rare occasions however a wait is necessary if the item needs to be sourced from Japan.

d. the Suzuki 500 is a stable road bike. It has a long, long, long wheelbase and tracks very well at most sane speeds. With the standard frame the T500 is a predictable and reasonably competitive road racer, particularly on fast sweepers and in straight lines. It doesn't like quick changes of direction; a good witness to that being how the dis-respectful among the historic racing crowd catch me through s-bends on the track! Nevertheless a few basic changes can be cheaply made to redress some of the drawbacks of the long open frame. Simply put, the frame is solid and readily usable. It responds well to middling doses of frame bracing and the odd bit of cutting and shutting. It is heavy, but then no-one said Suzuki 500's were lightweights!

A black and white photograph showing a person from the waist up, wearing a light-colored flight suit with a striped patch on the sleeve. The person is standing next to a dark-colored motorcycle. The motorcycle's front fender features a license plate with the number '110' in white. The background is a plain, light-colored wall.



A close-up, low-angle shot of a car's front wheel and suspension system. The wheel is dark and appears to be made of a light-colored material. The suspension components, including the shock absorber and coil spring, are visible in the background. The background is a dark, textured surface, possibly asphalt or concrete.

This could be you!



Barry Sheene on his ex-works 125 - he soon moved up to a 500 twin

Having gained a modicum of respect through this means and having proved that you can exaggerate with the best of them you will probably be asked to prove your commitment to the sport by putting your money where your mouth is! If you are like me and carry your wallet in your back pocket comfortably nestling against your right cheek, then this is a far better proposition than putting your mouth where your money is!

for a Club T-shirt two sizes too small, then do not despair for the Club Treasurer has the happy knack of never forgetting a face and will pin you down for ever more. First expense for most is the Club fees, these are generally modest (as the best is yet to come) and may include a joining fee to cover the cost of writing your name in the address book. Club fees normally are no more than A\$40 for the year and this entitles you to call yourself a Clubman in public and to a Club newsletter every month. As a Clubman you are entitled to apply for a competition license. A concessional license allows you to enter Club events and tuning days. The license fee includes compulsory accident insurance. If you wish to ride at Open events with other Clubs then you will need a full Competition license. Your application must be accompanied by a significant donation, a pair of passport photos and have the imprimatur of the Club Secretary. Normally a concessional or a full license will not be approved by the Club Secretary until you have proven on at least two tuning days that you have a degree of riding skill, understand the flags and have a modicum of on-track courtesy. If you haven't already done so you will need to buy an ACCA approved helmet (\$450 should do), gloves and boots and a set of approved racing leathers. Leathers can be either one piece or two-piece; but if they are two piece they must zip together and zip close at the wrist and ankle plus have a velcro fastener at the neck. Fancy leathers with suitable padding and elbow and knee protection can be bought new for between \$800 to \$1000+; however secondhand leathers with the odd battle scar can be found in the classifieds for \$200 to \$600 depending on condition and the amount of flashy leatherwork on them. I think I've run out of time and I still haven't told you what to do with that old Titan you've got rusting in the shed! Well get out the General Competition Rules and and study them and next time I'll tell you what chopping and changing you need to do. Until the next time, get the bike out, pull the engine out of the frame and give it all a good clean. The frame could do with a bit of painting as well while you're at it.