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This book represents a fresh and informative approach to the subject of motorcycles. In handy pocket-sized form, it chronicles 75 of the world's greatest machines. Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 34. Chapters: [AJS Porcupine](#), [Aprilia RS125](#), [Aprilia RS3 Cube](#), [Aprilia RSV 250](#), [Aprilia RS 125 R](#), [BSL 500 V3](#), [Cagiva GP500](#), [Ducati Desmosedici](#), [ELF 500 ROC](#), [Honda NR](#), [Honda NR500](#), [Honda NS500](#), [Honda NSR500](#), [Honda NSR500V](#), [Honda RC110](#), [Honda RC211V](#), [Honda RC212V](#), [Honda RC213V](#), [Honda RS125R](#), [Honda RS250R](#), [Ilmor X3](#), [Kawasaki KR250](#) and [KR350](#), [Kawasaki Ninja ZX-RR](#), [Maxtra 125](#), [Moto Guzzi V8](#), [Muz 500](#), [MV Agusta 500 Three](#), [Norton Manx](#), [Pulse 500](#), [Sabre V4](#), [Suzuki GSV-R](#), [Suzuki RGV500](#), [Suzuki RG 500](#), [Suzuki RG 500 gamma](#), [Team Roberts KR211V](#), [Team Roberts KR212V](#), [Yamaha RD48](#), [Yamaha RD56](#), [Yamaha YZR-M1](#), [Yamaha YZR500](#). Excerpt: The Honda RC212V is a road racing motorcycle developed to race in the 800 cc (49 cu in) MotoGP series. Officially introduced on 30 October 2006 as the RC211V replacement in the MotoGP series, it was developed by Honda Racing Corporation (HRC) throughout 2006 and began officially racing in the 2007 season. The model name designates the following: The RC212V features an 800 cc (49 cu in) liquid-cooled four-stroke DOHC 4-valve V4 to power the all new chassis built with mass centralization and handling as top priority. Dani Pedrosa testing the RC212V. Dani Pedrosa and Nicky Hayden rode the factory-backed versions, while the customer machines were ridden by Marco Melandri, Toni Elias, Carlos Checa, and Shinya Nakano. A perennial issue with Honda's GP motorcycle is which team and rider receives the best parts and whether performance differences are due to the rider not the machine. Before the racing season started in 2007, Melandri was quoted as saying, "In the past few tests I've seen a big progression with Pedrosa's bike, but we're still waiting for new parts from Honda." After a few rounds, Honda riders did not achieve the results expected, leading HRC chief Satoru Horiike to admit that they made a mistake in the... Dieser Inhalt ist eine Zusammensetzung von Artikeln aus der frei verfügbaren Wikipedia-Enzyklopadie. Seiten: 70. Kapitel: [Suzuki-Motorrad](#), [Suzuki-Motorroller](#), [Suzuki Swift](#), [Suzuki DR 650](#), [Suzuki GT 500](#), [Suzuki Alto](#), [Suzuki GSF 1200](#), [Suzuki SJ](#), [Suzuki GR 650 Tempter](#), [Suzuki Splash](#), [Suzuki GSX600F](#), [Suzuki GSF 600](#), [Suzuki TL1000](#), [Suzuki Carry](#), [Suzuki GSX1100G](#), [Suzuki Hayabusa 1300](#), [Suzuki GSX-R 750](#), [Suzuki Grand Vitara](#), [Suzuki GSX-R1000](#), [Arab American Vehicles](#), [Suzuki GSX 1100 F](#), [Suzuki XF 650 Freewind](#), [Suzuki TU 250 X](#), [Suzuki GN 250](#), [Suzuki GT 750](#), [Suzuki GSR 600](#), [Suzuki GS 500E](#), [Suzuki Kizashi](#), [Suzuki SX4](#), [Suzuki Liana](#), [Suzuki DL 650 V-Strom](#), [Suzuki RE 5](#), [Suzuki VX 800](#), [Suzuki DR 125S/SE](#), [Suzuki LJ 80](#), [Suzuki Cappuccino](#), [Suzuki DL 1000 V-Strom](#), [Suzuki DR 125SE](#), [Suzuki MR Wagon](#), [Suzuki GSX 550](#), [Suzuki GSF 650](#), [Suzuki RF 600R](#), [Suzuki DR 350](#), [Suzuki Twin](#), [Suzuki GSX-R 600](#), [Suzuki Katana](#), [Suzuki Ignis](#), [Suzuki GSF 1250](#), [Suzuki SV 650](#), [Maruti Suzuki India](#), [Suzuki Wagon R+](#), [Suzuki Vitara](#), [Suzuki B-King](#), [Suzuki DR 600](#), [Suzuki Jimny](#), [Suzuki Gladius](#), [Suzuki SV 1000](#), [Suzuki DR Big 750 S](#), [Suzuki DR 800 S](#), [Suzuki GT 250](#), [Maruti Zen](#), [Suzuki RV](#), [Suzuki Vitara X-90](#), [Suzuki GN 400](#), [Suzuki GSX650F](#), [Suzuki DR Z400S](#), [Maruti 800](#), [Suzuki GSR 750](#), [Suzuki Burgman](#), [Suzuki GS 550 L](#), [Suzuki Intruder](#), [Suzuki LS 650 Savage](#), [Kawasaki KLV 1000](#), [Suzuki DR Z400SM](#), [Suzuki TS 125](#), [Suzuki GS 550 E](#), [Suzuki Baleno](#), [Suzuki GSX750F](#), [Suzuki RGV 250 Gamma](#), [Suzuki GSX 1200](#), [Suzuki TU 125 X](#), [Suzuki XL7](#), [Suzuki VZ 800 Marauder](#), [Suzuki VS 1400 Intruder](#), [Suzuki RG 500 Gamma](#), [Suzuki Escudo Pikes Peak](#), [Suzuki RM Serie](#), [Suzuki GZ125 Marauder](#), [Suzuki DR 250](#), [Suzuki Alto Lapin](#), [Suzuki XL7 Hill Climb Special](#), [Suzuki RG 80 Gamma](#), [Suzuki GSX-R 1100](#), [Maruti](#)

Gypsy, Suzuki T 20, SRAD, Suzuki TS 250 X, Suzuki GSX750L. Auszug: Das Unternehmen Suzuki K.K. (jap., Suzuki kabushiki-gaisha; engl. Suzuki Motor Corporation), gelistet im Nikkei 225, ist ein japanischer Hersteller von Motorrädern, Autos und Aussenbordmotoren... Describes the development of motorcycles and shows many classic examples. Whether it's a big-bore, high-end custom sportbike you're after, or a naked, bare knuckles streetfighting drag racer, this book has the goods for getting you there. In three different scenarios, the nation's top builders give blow-by-blow instructions for completely rebuilding three popular streetbikes -- from performance modifications and exhaust systems to flawless finishes and detail work. Focusing on highly customized Hayabusa drag bikes, including a slammed and lowered Suzuki GSX1300R Hayabusa, John Dantzler of the Charlotte, North Carolina, shop Two Wheel Customs outlines the suspension and engine modifications that the serious street and quarter-mile racer can make. He takes a salvaged, late-model four-cylinder street machine and transforms it into the kind of machine that both professional stunt riders and corner-carving enthusiasts favor. Next, author Mike Seate covers the details on constructing and installing popular modifications -- everything from engine crash guards and wheelie bars to motocross-style handlebars and bikini fairings -- while stunt riders and streetfighter builders from the United States and Europe weigh in with tips and advice. Last but not least, the builders at Wisconsin's Patrick's Performance and South Carolina's Coastal Motorcycles provide a step-by-step account of the construction of two high-end custom sportbikes -- transforming a Yamaha YZF R-1 and a Suzuki GSX-R 1000 into the kind of machines that are eye-popping everywhere-on the streets or on the motorcycle show circuit. An illustrated guide to the history of motorcycle design that profiles bikes from around the world, describes technical and stylistic innovations, and includes photographs. Written and curated by Alicia Mariah Elfving, founder of TheMotoLady.com and the Women's Motorcycle Show, and arguably the most notable advocate for women in the motorcycling hobby, *The MotoLady's Book of Women Who Ride* subverts all the tired women-and-motorcycle tropes, offering the true stories of the women past and present who ride and wrench as well as anyone, proving every bit as indispensable to maintaining and growing a positive motorcycling culture. Historically, depictions of women in motorcycle culture tend to objectify—from the outlaw motorcycle club “biker babe” to cheesecake photography to posturing celebrities with motorcycles as props. The truth is much different. From the early days of motorcycle culture more than 100 years ago, women have played a central role in making the motorcycle a legitimate form of transportation, recreation, and motorsport. Elfving presents more than 70 figures in the motorcycle world, from the Americas to Europe and even the Middle East and South Asia—stunt riders, racers, builders, customizers, organizers, and more. Elfving links today's women motorcyclists with those of the past and illustrates the freedom represented by two wheels, and how motorcycles allow women to transcend cultural expectations confidently. You'll meet riders such as: Sofi Tsingos, who raises money for charities by building and auctioning motorcycles. Safety ambassador Brittany Morrow, who found her calling after surviving a high-speed crash with no gear. The Van Buren sisters, who in 1916 were among the first motorcyclists to ride coast to coast and the first women to ride to the summit of Pikes Peak. The late Jessi Combs, an iconic TV personality, metal fabricator, and land-speed record holder. Overwhelmingly positive, Elfving instills confidence and can-do rather than providing an echo chamber of common complaints among women in motorcycling. In addition, *The MotoLady's Book of Women Who Ride* is illustrated throughout with contemporary and historical photos of the author's subjects, comprising a beautiful as well as inspiring package. For over 100 years the world's best motorcycle racers have pitted themselves against the gruelling 37-and-threequarter-mile Isle of Man Mountain Course at the annual event known worldwide simply as 'the TT'. The Tourist Trophy meeting - to give its proper name - represents perhaps the greatest challenge that the sport of motorcycle racing can offer. The top names in road racing - Collier, Wood, Duke, Hailwood, Agostini, Hislop, Jefferies, McGuinness, Hutchinson and the Dunlop dynasty - have all considered the pursuit of a Tourist Trophy to be the ultimate goal. From riding the earliest single-cylinder, belt-driven machines with outputs of under 10bhp, to coping with today's sophisticated four-cylinder machines giving well over 200bhp, generations of riders have risked their lives to satisfy the desire to go faster than the next man and to win a TT. In the process they have lifted lap speeds by almost 100mph. Exactly how that huge increase has been achieved is told within these pages, set against the background of the triumphs and the tragedies of the TT history. A comprehensive story of speed at the TT Races, superbly illustrated with over 200 colour photographs and maps. Ian Hutchinson – ‘Hutchy’ to his many thousands of fans – is a motorcycle racer like few others. A road racer to the core, he has enjoyed spectacular success, notably at the Isle of Man TT, but his own story goes far beyond even those triumphs. In the summer of 2010, Hutchy set the record for most wins in a single TT festival – five in all – having already won the Supersport class at the North West 200 in Northern Ireland. Then disaster struck. At a British Supersport round at Silverstone in September that year, he crashed heavily and was struck by another rider's machine, breaking his left leg so badly that at one stage it was feared it might have to be amputated. After many surgical operations and a long period of recovery, he fractured the same

leg in 2012 while practising exhibition-riding for a motorcycle show. Yet not even these disasters could keep the Yorkshireman from racing. After modifications to the rear-brake and gear levers on his race machines, he went out and won the 2013 Macau Grand Prix. Two years later saw an even more staggering return to form, when he secured three wins, a second and a third place at the 2015 Isle of Man TT, also winning the Joey Dunlop TT Championship Trophy for that year. And 2016 was to prove even better. Honest, brave and quirkily amusing, Hutchy: Miracle Man presents Hutchy's own accounts and opinions with those of various celebrated figures from the world of motorcycle racing. It is a book not only for fans of road racing, but for anyone interested in the life and career of a brilliant rider and an extraordinarily brave and enduring man, justly popular not just for his achievements, but for his unassuming modesty, kindness and humour. In 1985 Suzuki brought the technology from its championship-winning Grand Prix motorcycles to the street in the form of the groundbreaking GSX-R series. For decades the Japanese manufacturers had built sporting motorcycles that were all motor and very little else. For the complete package-bikes that handled as well on a racetrack as they handled in a straight-line drag race-riders had to purchase ultra expensive, ultra exotic machinery from European manufacturers. In one lightning strike Suzuki changed that. Suzuki GSX-R tells the complete story of these remarkable bikes. Many of the bikes featured in this book are classics from the heyday of motorbike manufacturing. Sadly a number of these famous names – such as Ariel, BSA and Velocette – are consigned to the history books and the bikes themselves have become more and more of a collector's item. Some credit the demise of the British motorbike industry to the invasion of the Japanese manufacturers (Kawasaki, Suzuki, Honda and Yamaha) in the 1970s. They changed the face of motorcycling in Britain as they established themselves as a global phenomenon. But brands such as Royal Enfield, Norton and Triumph have survived into the 21st Century and now proudly cruise the country's roads alongside the likes of Harley-Davidson and BMW. この商品はタブレットなど大きいディスプレイを備えた端末で読むことに適しています。また、文字だけを拡大することや、文字列のハイライト、検索、辞書の参照、引用などの機能が使用できません。[ご利用前に必ずお読みください] 誌面内の目次やページ表記などは印刷版のもので。一部の記事は、電子版では掲載されていない場合がございます。

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絵師×バイクスに、ガルパンやばくおんでおなじみの作画監督、杉本功先生にご登場いただいております。

今回はガルパン版権絵のアナログ! 原稿を掲載。先生のこだわりが感じられる逸品をご堪能ください。 While the

history of European ompetition motorcycles has been largely dominated by Italian, British, and German marques, other builders around the continent have also played significant roles from the turn of the century to present.

Arranged by nation, this book examines more than two dozen important marques, including Bultaco, CZ, Elf,

Husqvarna, KTM, Ossa, Peugeot, and many others. A wealth of rare photography, including a special color

section, includes candid shots of the top personalities and the bikes both at rest and at speed. This book would

suit both MALE AND FEMALE READERS. Based on a charismatic detective Parker Lamont, in Canberra,

Australia's National Capital, and his pursuit of a sniper on a black unmarked motorbike, who is holding the

National Capital to ransom as he strikes on random days, always at 3pm. In the background, the lives of four

women are wound into the story. The main female character, Debbie, suffers from low esteem with women but

has a way with men! American Motorcyclist magazine, the official journal of the American Motorcyclist Associaton,

tells the stories of the people who make motorcycling the sport that it is. It's available monthly to AMA members.

Become a part of the largest, most diverse and most enthusiastic group of riders in the country by visiting our

website or calling 800-AMA-JOIN. Contains alphabetically arranged entries that provide brief descriptions, as well

as longer histories of different makes of motorcycles from around the world; and includes color photographs of

many of the featured bikes. An intensive on scene study of crashes on rural roads outside of towns was carried

out from June 1986 to July 1987 in an area of roughly 100 kilometres radius around Adelaide, SA. A total of 80

crashes were investigated. This was a 14% sample of the 577 calls to crashes. Fifty-six crashes involved loss of directional control. The loss of directional control was due to various combinations of driver, vehicle and environmental factors. The drivers and riders involved in the crashes were predominantly young, (less than 30 years), male, unmarried, in a blue collar occupation, with a limited secondary school education. Almost half of male drivers were not wearing seat belts at the time of the crash. About 15% of drivers and riders had a BAC over the limit of 0.08 g/100 ml. Compared with urban crashes these crashes resulted in more frequent and more severe injury. Recommendations were made regarding measures to increase seat belt wearing rates, and to increase random breath testing in rural areas. Rural areas. BAC. Road design. Human factor. Seat belts Driver characteristics. Alcohol. Injury severity. Trip characteristics. Fatigue. American Motorcyclist magazine, the official journal of the American Motorcyclist Association, tells the stories of the people who make motorcycling the sport that it is. It's available monthly to AMA members. Become a part of the largest, most diverse and most enthusiastic group of riders in the country by visiting our website or calling 800-AMA-JOIN.

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