



TEMPEST FROM A TEAPOT

● Although Ken Rosevear's official job at Can-Am has to do with motocross (Ken is a Motocross Development Supervisor), he maintains a more than passing interest in what's happening on the pavement. He has tuned for Jim Allen, one of Canada's highest fliers—and he has built this immaculate little 175cc water-cooled road racer, with which he plans to compete in Canadian 125cc GP events (the 175 is legal there because it's a single-cylinder engine).

Most of what you see, Ken Rosevear did. He designed and built the chassis, tail section and alloy tank; whittled out the wheel hubs, discs and carriers; plotted and built the pipe; and made the radiator. With transmission oil, engine coolant and firing (but no gas) the bike weighs 193 lbs., 50.2% of which is carried by the front tire. Its wheelbase is



52.5-in.; its fork inclination is 28.5 degrees.

The engine, built on standard aluminum 175 Can-Am enduro cases, has a liquid-cooled cylinder and head developed by Rotax for a street bike application. The cases were modified to accept a side-mounted 34mm Mikuni carburetor. The six-speed transmission was borrowed from one of Can-Am's Bonneville racers; other internals include a standard 175 crank, piston, clutch and a Motoplat ignition system.

The engine has no water-pump; coolant is circulated by Thermo-syphon. Estimated horsepower is 36 at 11,500 rpm. Ken claims that the bike out-accelerates any 125cc Yamaha twin, and nearly matches a 250 Yam coming out of corners. He plans to bump power up to 40 bhp., and then take a crack at a liquid-cooled 250cc single. ●



Built for Canadian 125cc GP racing, Ken Rosevear's sparkling little Can-Am single weighs less than 200 lbs. and produces about 36 bhp. And guess what—it's water cooled!