

She kept right on blurling to San Diego, California then north past Los Angeles — though she usually wasn't blurling fast enough. It was very difficult sometimes to stay off the freeways; it seemed that sometimes the only way to get where I was going was via these multi-laned monsters. It was with a great sigh of relief that I reached Highway 1 north of San Luis Obispo, that famous scenic road along the coast.

After thousands of miles of being at the mercy of automobiles and trucks, the tables were finally turned! Through the switchbacks and banked curves, I flicked the bike with sheer exuberance. It was a great road, a great experience — one which ended all too soon.

In Big Sur I woke up one morning with a flat tire. I had only brought the stock Honda tool kit — which was a foolish oversight. I all but had to beg the local auto repairman for a screwdriver with which to change it. Next time I'll be prepared.

It was also in Big Sur that my journal died, and my trip went to sleep. After almost a month on the road, living out of a cardboard box, I was becoming weary. John Steinbeck said it best:

" . . . the lifespan of journeys . . . seems to be variable and unpredictable. Who has not known a journey to be over and dead before the traveler returns?"

While there were still good things ahead (redwood groves, Oregon's magnificent beaches, the Columbia River Gorge and more) I no longer saw with the same eyes as before. The date on which I had to report for work loomed nearer; it disturbed me to see the end of my freedom. The spirit of my journey had departed, and for all practical purposes the odyssey itself was finished.

I stayed with relatives in Seattle for a week, procrastinating until the day before I had to return to work — thus necessitating that last long ride which ended in the weary part of morning on a fire-line in northern Idaho.

Was it worth it? There is no question. While a journey itself may last a month or two, it's never completely over. It becomes a part of you, living on forever in your mind and character. Experiences like that have no value that can be measured.

[RR]

## The New Bassani SMR's Are LIGHTER... FASTER... QUIETER & CHEAPER...

### Than Your Present Stock Muffler System.

Now you can replace the stock muffler set-up on your Honda CB 500/550 & 750 or Kawasaki Z1/KZ900 with a Bassani SMR (Stock Muffler Replacement). With the easy to follow instructions, a wrench and a hacksaw, you can convert your stock exhaust system into a Bassani high-performance flow-through four-into-two system. It's even easier on the Honda 'F' models where the Bassani SMR just slips on. This is the same design muffler as in the Bassani four-into-one collector systems. The stock headpipes are retained. There are no frame modifications required. Center and side stand operations are left un-

hampered and servicing is as stock. With the Bassani SMR you'll gain about 9% to 14% increase in horsepower throughout the entire RPM range, better mileage, increased lean clearance, and the prestige of owning the finest quality system available... a Bassani. You'll appreciate the deep, throaty (but quiet) sound of the rebuildable silencer, which is quieter than most stock systems. And it will only cost you about half of what a complete collector system or a stock replacement muffler system costs. The only thing you will lose is about 12 pounds of excess weight. So get maximum performance out of your machine... slip on a Bassani SMR.

Send \$6t for brochure and information.



Bassani SMR's fit:  
Honda:  
CB 400F (4 cyl.) - 4 into 1 SMR  
CB 500/550 - 4 into 2 SMR  
CB 750 - 4 into 2 SMR  
Kawasaki:  
Z1/KZ900 - 4 into 2 SMR

The man that stands behind his name.

**Bassani**  
Manufacturing

3726 E. Miraloma,  
Dept. RR Anaheim, CA 92806 (714) 830-1821