



Blow, not suck

Blasting around on the Vee Two supercharged V-Rod featured elsewhere in this issue (see page 60) has got me thinking. No, not while I was holding on to the Harley's bars – things were happening a tad too quickly for me to divide my grey matter across more than one task at that particular time.

But I've been doing a fair bit of contemplating about the 'blown' V-Rod since. I'm surprised that we haven't seen more supercharged motorcycles, or cars come to think of it, hit the market place. Not after-market modified ones, but production vehicles.

The supercharged V-Rod indicates to me that adding a blower is a pretty efficient way of getting increased engine performance and fuel efficiency – but at affordable cost. Of course, turbo-charging falls into the same category.

The latter uses the exhaust gases to spin a turbine and ram the air-fuel mixture into the combustion chamber, whereas a supercharger takes the drive off the engine itself. Others have their merits.

And both can deliver huge performance gains. I can remember reading the stats of the turbo-charged Renault F1 racecars of the late '70s, and staring in disbelief at 1300 horsepower from a 1500cc engine.

Twenty five years on I now own a turbo-charged car (admittedly not with 1300ps!), although my supercharging sampling has been far more limited.

In fact I've only ever ridden one supercharged motorcycle before my recent V-Rod ride, and that was way back in 1992 aboard a 1327cc Kawasaki that developed *750 horsepower*.

No that's not a misprint - it was Party Time, the Top Fuel dragbike that held the national record back then. You could say that my supercharging experience up until now was both limited – and absolutely bloody frightening.

But after sampling the simplicity of the conversion on the Vee Two V-Rod I reckon we'll be seeing some of the major manufacturers heading down the 'blow not suck' route in years to come. A number of car manufacturers are already doing it, from supercharged Benzs to Commodores to Falcons.

V-Rods, Warriors, VTXs, B-Kings, K 1200 Rs and MT-01s look like fair game. As long as they're not as hairy as Party Time (*nothing* could be that frightening!), I can't wait...

KEN WOOTTON