

**SHOCK
BUYER'S GUIDE**

SUSPENSION: Part 2

MOTORCYCLE

02179



Motorcyclist

OCTOBER 1977 \$1.25

**Yamaha's Quick
New 750E
Super Hot
For '78**

**Paradoxical
Puch:
50cc
60mph
110mpg
\$1345**

**Superbowl '77:
How
Weinert Won**

Yamaha's IT250



71486 02179

Motorcyclist

PUBLISHED MONTHLY NUMBER 964

Magazine

OCTOBER
1977

TESTS

18

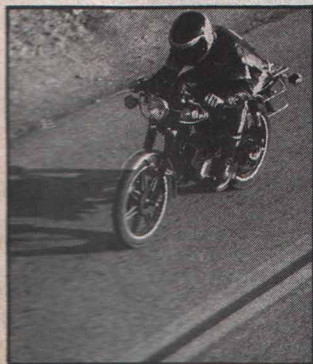
STREET TEST
YAMAHA XS750E



The E equals extra horsepower for '78.

38

STREET TEST
PUCH 50cc MONZA



An amusing little toy for the average rich rider.

54

DIRT TEST
YAMAHA IT250

What it's like to live with IT.

FEATURES

14

JIM POMEROY
INTERVIEW

His time in Europe has helped at home.

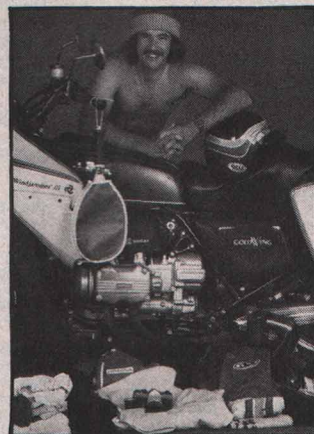
30

TOURING TIPS

If done correctly, getting there is *all* the fun.

33

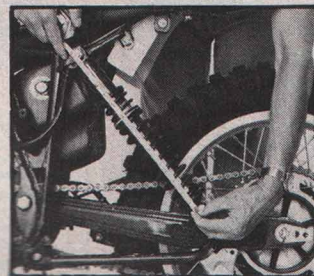
PACKING FOR A TOUR



What to take and where to put it.

44

COMPLETE GUIDE TO
SUSPENSION



Part II: What wheel rate means to rear suspension.

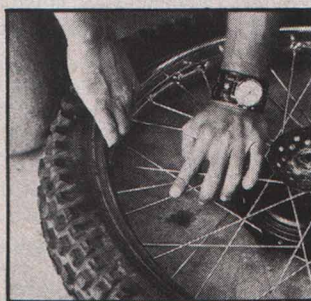
48

SHOCK BUYER'S GUIDE
Where to go to buy boingers.

58

HOW-TO:
CHANGE A TIRE

You can't have too many irons in the tire.



62

HONDA 350 PROJECT



Setting a single up for the street.

66

QUICK LOOK
HUSQVARNA 125 MX

Something from the Swedes to blow 'em in the weeds.

67

PRODUCT EVALUATION
FULL BORE ADJUSTABLE
STAND

If it has two wheels, this will hold it.

75

QUICK LOOK
HONDA 180 TWINSTAR

My first chopper?

DEPARTMENTS

2 INSIDE LINE

4 HOTLINE

8 LETTERS

10 TOOLBOX

68 SPORT

76 ACCESSORY SHOP

79 CATALOGS

80 THE LAST PAGE

STAFF

Richard P. Lague
Publisher / Editor
Virginia DeMoss
Senior Editor

Patt Reeder Dietz
Managing Editor

Jervis Hill

Art Director

Dave Ekins

Executive Editor

Jody Nicholas

Technical Editor

Rich Cox

Associate Editor

Brad Zimmerman

Feature Editor

Gloria Scher

Editorial Assistant

Bob Petit

Eastern Adv. Sales Manager

Mary McGee

Western Adv. Sales Manager

Kim Haskell

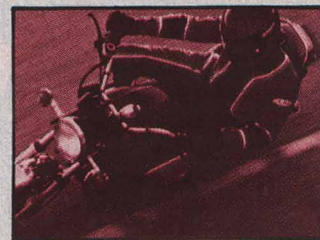
Western Adv. Sales

Irma Babagian Hutton

Administrative Secretary

Sandra Taylor Price

Advertising Assistant



COVER

The golden rays of the setting sun illuminate Rich Cox aboard our test Yamaha XS750E. Larry Willett caught the action for posterity . . . and our cover.

SPORT

Superbowl '77 Weinert Wins, But Hannah Sews Up The Series

by Rich Cox

To the delight of almost 60,000 screaming and yelling Supercross fans the 6th annual Coca-Cola Bottlers' Superbowl of Motocross went down in the record book as the largest, most spectacular and hardest fought clash of the series thus far. The Superbowl seems to be the place where the whole Supercross point race comes to a climax and this eighth meeting in the nine-race series was no different. The fans expected to see the best and they got it. On hand were the biggies of motocross, like Roger DeCoster, Tony DiStefano, current Supercross leader Bob Hannah, two-time Superbowl winners Jimmy Ellis and Marty Tripes (aboard his new factory Harley), last year's Supercross winner Jimmy Weinert and Honda's latest wonder-boy Jim Pomeroy.

For Hannah and Pomeroy it was the classic showdown. Pomeroy (currently in second place) needed the win if he was to catch Hannah in the last stadium race at Anaheim. Hannah, on the other hand, just needed to place third if Pomeroy won in order to clinch the '77 Supercross title. The pressure was on Pomeroy to go all out—and he knew it.

The \$160,000 Superbowl track was, as usual, spectacular, more challenging and dangerous than ever. It had the usual berserko obstacles and jumps that can twist bikes and riders into unbelievable positions and re-

Top: First lap action in the main is hot and heavy as Jim Pomeroy and Marty Smith try to horsepower their Hondas ahead of Marty Tripes' Harley and Weinert's Kawasaki. **Middle:** Pomeroy catapults himself down the Ski Run Jump in what must be the loneliest and most suspenseful trip in Supercross racing. **Bottom:** The giant 90-degree bowl following Goodwin's Gorge offered two lines—Weinert (far left) takes the outside line while La-Porte (7) and Jeff Jennings (54) take the inside.



BOB CANDLAND



BOB CANDLAND



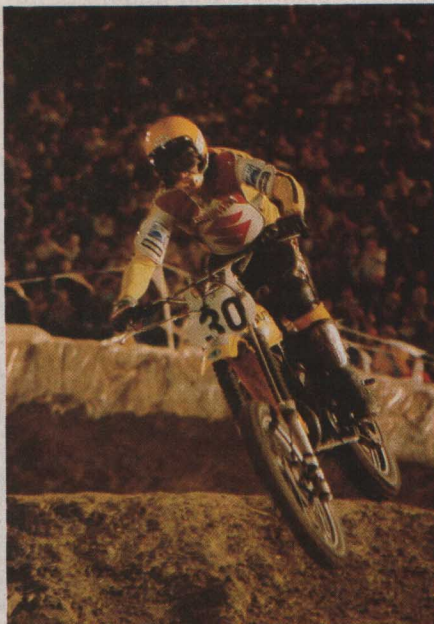
BOB CANDLAND



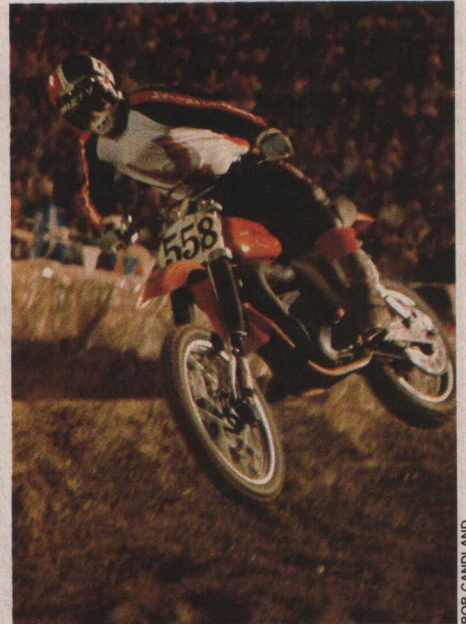
Above: Jammin' Jimmy and Olympic Decathlon winner, Bruce Jenner, get together to hash over the fine art of falling off Kawasakis. **Top right:** Captain Cobalt, aboard an ultra-fast Can-Am, was the favorite two-time winner, going on three, but the long air flights were too much for the Can-Am frame. **Right:** DeCoster showed he was as fast as anyone when out front, but as in past races this year, people just keep getting in his way. **Far right:** With all the V.I.P.s from Harley-Davidson in attendance, Marty Tripes shows there just might be hope for the Harley as he runs away from the pack in his heat race. **Bottom:** It never is really a Superbowl without the "man," Roger D.



DICK LAGUE



BOB CANDLAND



BOB CANDLAND

duce them to amateur appearance. One is the *Coca-Cola Climb* that rises 100 feet up and into the stadium bleachers, curves around the familiar Coliseum Peristyle, and then literally catapults the riders another 100 feet through the air and back down to the stadium floor on what is known as the *Ski Run Jump*. And just about the time they regain consciousness, they must conquer another obstacle known as *Goodwin's Gorge*, a seven-foot deep, 25-foot wide cavity that has to be spanned. On the back straightaway there's the *Toyota Tower Jump*, known in past years as *Insanity Ridge*, where bikes are actually piloted through the air anywhere from 50 to 80 feet. If that isn't enough, at the far western end of the Coliseum the track runs into the *Matterhorn*, a 10-foot high mound of dirt, knife-edged at the top, that literally hangs the riders motionless on top and then drops them to the stadium floor. Measuring .8-mile in length, the course was ac-



DICK LAGUE

tually shorter and wider than last year, but just as dangerous.

Practice started before nightfall and early arriving fans got to see Supercross riders doing their thing—taking outrageous chances and ultimately paying the price. The *Ski Run Jump* landing area and subsequent approach to *Goodwin's Gorge* was still muddy and slippery and during the first lap of practice no less than five riders either lost traction or hesitated approaching the *Gorge* and ended up ending off the second wall. Even Bob Hannah came close to blowing the whole evening when he almost ended there.

Directly south of the *Gorge* were the *Tetons*, a large double jump at the end of the front straight. This has always been a great area for spectators because they get to see how much courage (or lack of sense) Su-

SPORT

percross riders have. The two jumps are spaced about 30 feet apart and the safe approach is to slow down and ride through them; the fast way is to hit them wide open in fifth and sail over the entire mess. Naturally there were several who chickened at the last minute, clipping the second mound and getting off at around 60 mph. Monty McCoy was the most memorable, as his KTM did several cartwheels and flew up into the stands, sending one spectator to the hospital, but escaping injury himself. This, however, didn't phase Hannah, Burgett, Pomeroy and DiStefano from making the attempt, all four of them technically missing the jumps but somehow saving it in a bizarre fashion, driving the crowd crazy. Weinert, spokesperson for the Supercross riders, refused to ride unless the jump was cut down for safety reasons—and it was.

After rider introductions, a few words from Roger D., a quick speech by Robert "Baretta" Blake on the world of motorcycling, and the obligatory fireworks, announcer Larry Huffman began pumping the crowd for the first of four 10-lap heat races.

All the action in the first heat race was at the starting line when Hannah got a middle-of-the-pack start and then really got squeezed as the track narrowed for the first turn. He disappeared momentarily and then his bike reappeared doing cartwheels down the sideline; he took three riders with him. By the time Hannah convinced the ambulance attendants he was all right, the pack, led by Gaylon Mosier, Tommy Croft, Rex Staten, Warren Reid and Marty Miller were a full lap and a half ahead. While Mosier and Croft pulled way out in front, Hannah was busy passing riders. By the 10th lap he'd gotten by everyone but the two leaders but still only placed 15th and had to run again in the semi in order to qualify. The first five riders, Mosier, Croft, Staten, Reid and Miller, transferred to the main.

The second heat race was red-flagged after the start when Dave Haugh and Pat Richter tangled 50 yards out sending both down. Richter remounted, but Haugh lay motionless in the middle of the track. He was stretched off the track and later found unhurt. The restart once again saw Pomeroy take the lead, followed closely by Jeff Jennings,



DICK LAGUE

Jammin' Jimmy did it again . . . he scored a come-from-behind win at the Superbowl only to break his arm two days later while practicing for the opening round of the 500cc championship series.



DICK LAGUE

If Hannah's bike looks like it is sagging a bit, it is . . . the frame broke completely in half in the fifth lap of the main. Some pretty delicate riding kept him in top ten.



RICH COX

John Ayers was one of the many brave souls who attempted to clear the Tetons in practice. Barely clearing them he found himself a little out of shape for the next corner.



RICH COX

Jimmy Ellis scales the Coca-Cola Climb during practice and finds the air at the top of the Peristyle thin.

Chuck Sun, Gary Semics, Mike Bell (Yamaha's latest sensation), Danny LaPorte and Kent Howerton. The first five positions were swapped back and forth the entire race, while the fans really got behind Pomeroy. Pomeroy, LaPorte, Bell, Sun and Jennings rounded out the top five for the transfer. Semics later admitted he made a few mistakes when he also failed to qualify in one of the two semi heats, but the entire night wasn't completely wasted as he won top prize (\$280) in the consolation race.

The third heat brought back many a memory as Marty Tripes and his new Harley pulled the holeshot, chased closely by Weinert, DeCoster

and Ellis. Weinert started pressing Tripes around the third lap and found himself on the ground in the whoop-de-doo, losing 10 positions and forcing him to really scramble back. Meanwhile, Ellis horsepowered his Can-Am by DeCoster on the front straight. But DeCoster proved he didn't show up solely for the \$3000 start money Goodwin paid him as he reeled in Ellis and passed him on the fifth lap and closed within five bike lengths of Tripes, whom he never could pass. Tripes won it, followed by DeCoster, Ellis, Stackable and Weinert, who just squeezed back under the wire.

Jeff Vidic led the first lap of the
continued on page 72

Superbowl Winner Weinert: The Media Man Of Motorcycling

By Brad Zimmerman

Although 60,000 people saw Jim Weinert win the Superbowl this year, not too many knew what went on behind, before and immediately after the event. Because I had the spare time, and it sounded like a fun idea, I traipsed around with "The Jammer" before the event to see just what was involved.

A few weeks before the event, Jim was contacted by Stadium Motorsports (promoters of the Superbowl) to do some pre-race publicity. Wednesday morning at 9:00 he showed up at the office of Concepts Unlimited, the public relations people for the event.

He was immediately handed a chart, listing people he called (or people calling him) on one of the four telephones for interviews. "This is the best way to do publicity," said the Jammer. "At some events we have to drive all over the countryside going to newspapers and radio stations. This way we can stay in one spot, work with the telephones and get a lot more accomplished."

He made himself at home, working with fellow riders Roger DeCoster, Jim Pomeroy and Bob Hannah. In between calls, when he had a few minutes, he would pump DeCoster for info about particular races ("I love the inside stuff"), jokingly hassle Hannah about the 125 series ("We old men can compete with you kids, Hannah—and we know more tricks than you!") and even find time to make sandwiches for the gathered masses at noon.

Weinert is what you could call a little on the crazy side. He seems to have an overabundance of energy, always looking for ways to burn it off. During one of our trips to a TV station to do a film clip for the evening news, he was picking on our driver for going too slow. "Here, I'll show you how to get there fast. I'm a professional rent-a-racer driver." With that he reached over with his left foot, and pressed down on the accelerator. Hannah, who was sitting in the back seat, grabbed for the emergency brake lever located between the seat, and between the two of them, "convinced" the driver to go faster—or they were going to take over.



BRAD ZIMMERMAN

Once at the station, Weinert quickly made friends with the interviewer. Always looking for a chance to shock people, his answer to "What do you worry about?" from the TV man was "You know what really bugs me? Some people think I look like Hannah's brother. I'm crushed. I think I'll save up some money and get good plastic surgery done." Speaking with a straight face and an innocent look, he managed to reduce the interviewer, cameraman and sound technician to giggling rubble. The scene had to be re-taken.

According to Weinert, all this pre-publicity is very important. "It's good for the event," he explains, "because it draws a few more people as spectators. It's good for the company because it gets the name Kawasaki out a little more, and of course, it's good for me. Anytime my name gets mentioned in press or electronic media, it pays off—maybe not right now, but sometime in the future."

One thing that Weinert likes to make sure is included in his interviews is the fact that he made the finals for the ABC Superstars competition. "That was a biggie for me. Even though I was eliminated by a pulled tendon in my elbow at the last minute, I made the finals. I think that I could have finished in third place if I had competed. Next year I'll get 'em. I've started training already."

By eight o'clock that evening, through the combined efforts of the four riders, 108 interviews had been completed. They were only contracted to stay around until five in the evening. Weinert offered, and ended up working well past 6:30.

Thursday's agenda included a trip

to the Superbowl for yet another press day. This time, with motorcycle and leathers in tow, Weinert did more television and newspaper interviews, rode around the track for the three major news stations, and talked with the motorcycle press about his predictions and feelings about the track.

Friday morning was basically open—a couple of last minute interviews were done, left over from the previous two days. On Friday afternoon, Jim did a local radio station talk show, in which listeners called in and asked questions.

Saturday was of course race day. Jimmy showed up around two in the afternoon, just to check out the track and talk with other riders. The Steve Johnson-prepared Kawasaki 250 was in perfect shape and even in practice needed very little attention. Most of his time was devoted to talking with new friend and fellow bike enthusiast, Olympic Decathlon winner Bruce Jenner.

At the end of the evening, with first place trophy in hand, Weinert's Superbowl work was over. How much was the win worth? In purse monies, including contingency sponsors, he got approximately \$8600. That, along with a \$5000 bonus from Kawasaki for winning the event, brought in a total of \$13,600.

Jim went home happy, a little richer, and very "pumped." During the end of the week he had said "Maybe I didn't give the 125 series enough attention. I am so pumped about getting into the 500cc National series that I don't know what to do with myself. My head is really on straight this year, despite the injuries I've had. I think that I'll have a good time from here on out."

Unfortunately, things didn't work out that way. During the week immediately following the Superbowl, Jimmy was practicing at Saddleback Park on his 500cc mount, in anticipation of the first event in Texas kicking off the series. A fall while going around the course netted him a broken arm—and elimination from the 500cc series as far as a National Championship.

Commenting on his fourth injury in the past two seasons he says, "Hopefully I'll be better for the Anaheim race, but as far as before that, it's still up in the air. But I'm pumped, and if I have to give up the 500cc Nationals this year, something that I really wanted to win, you best watch out—'cause starting next year, you're going to see a whole new Weinert. I'm going to win—a lot!"

M

SPORT

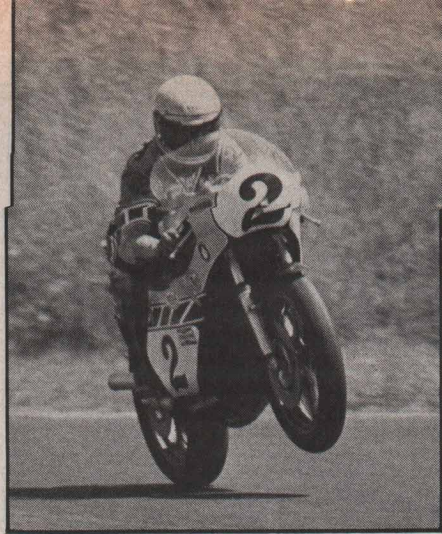
Sears Point A \$13,000 Feather In Roberts' Cap!

By Rich Cox

July 17, Sonoma, California Memories no doubt lingered in a few minds of the thousands of spectators that surrounded the winding 2.5-mile Sears Point race track in Sonoma, California. The last AMA National road race held at this track was way back in 1969 and an exciting event it was. Art Baumann won it aboard a Suzuki TR500, marking the first time a big-bore two-stroke machine had ever won a National road race. Just as that was ultimately a crowd thriller, this second meeting, which would be the halfway point in the AMA Camel Pro Series, proved just as exciting. Harley dirt-tracker Ted Boody had a slim 19-point lead over Kenny Roberts but was resigned to watching this decisive race from the sideline as he's only a novice classed road racer and not eligible for 750 points. If Roberts took the win he'd go ahead of Boody by one point, plus he would earn the \$8000 winner's share of the \$25,000 first-leg payoff. That, together with a \$3000 purse and miscellaneous contingencies could raise his earnings for the day to almost \$13,000. It was so important to Roberts that he even gave up his 250cc non-points ride to avoid any possible complications.

fourth heat but couldn't stand the pressure from Tony D., who passed him on the second lap, followed by Marty Smith on the third lap. Tony stretched the lead to a straightaway length and was never challenged. Smith took second, with the remaining qualifying positions filled by Jeff Vidic, Jim Domann and Michael McGowen. Two semi heats followed, transferring two riders each, Bob Hannah and Kent Howerton from the first and Rick Burgett and Dave Crawford from the second.

Tension reached the bursting point as the 24 riders assembled for the 20-lap main event. However, when the gate dropped Jimmy Ellis' Can-Am wasn't among them as it had suffered a bent frame in the qualifier from the tremendous pound-



Kenny Roberts wheelies up the hill at turn 2, looking like he was out for a Sunday ride (which, of course, he was!).



"Team Mexican" (Gene Romero and Dave Aldana) in turn 2 during the National. Romero finished fourth aboard his Don Vesco Yamaha TZ750.

Romero, Nixon, Scott, Aldana, Pierce, Aksland and more were on hand to try and foil his attempt. Even the Sears Point track would be an obstacle. It's a tough, demanding track that has varying elevations, off-camber turns and esses that make a TZ750 feel like a ton of bricks after 50 miles—it's a rider's course instead of a horsepower course and the fans knew it. It was also the first true showdown between Roberts and his

ing of the big jumps. We'll have to wait until next year for a three-time Superbowl winner. Instead Jeff Vidic grabbed the lead but found himself followed by a wild pack of hungry dogs; he was immediately snuffed by Pomeroy, Tripes, Smith, Stackable, Weinert, LaPorte, Jennings and Hannah. DeCoster got a middle pack start but got T-boned halfway around and finished the first lap dead last.

Weinert fell at the bottom of the Coca-Cola Climb, losing several positions but hustling right back to blow by Stackable, Smith and Tripes before lap seven had elapsed. Meanwhile, Tripes had bashed a berm so hard it ripped his rear brake pedal off, Tony D. crashed going around the Peristyle and Bob Hannah's Yamaha broke its frame completely in

protege Skip Aksland. Aksland, probably the fastest rising star in AMA road racing and definitely next in line for a full Yamaha factory sponsorship, has learned everything he knows from Roberts—even imitating his style to a tee. He's been on a hot streak, too, having recently walked away with the Long Beach GP and placing third at Loudon. Many were curious just how fast this Roberts look-alike really was.

Since Roberts passed up the 250 race, he loaned his bike to Aksland and Skip immediately placed second behind Nixon in one of two heat races Saturday; Randy Mamola won the other. Up to this point Mamola had unofficially held the Sears Point track record of 1:54 seconds on a TZ250, a record that was ultimately

shattered by many in all three classes: 750, 250 and Superbike.

The 20-lap 250 Expert final went off Saturday morning and Aksland immediately took the lead ahead of Mamola and Nixon. Nixon had one of the fastest qualifying times during the heat race and was expected to charge Aksland's tail, but he waited too long. By mid-race Aksland had stretched his lead to 12 seconds and when Nixon finally started to get on the gas he did his usual—went too far. He managed to drive past Mamola and then through turn 10, the fastest turn on the course, the rear-end let loose and he lost it. Aksland took

two on the fifth lap; the monoshock was the only piece holding it together. That slowed not only him but Mike Bell as well, who was instructed by Yamaha not to pass Hannah under any circumstances. Hannah finally waved him by. Weinert pressured Pomeroy so hard that on the 11th lap Pomeroy took a header in the small bumps following the Matterhorn and by the time he remounted he was in eighth position; a second crash later had him totally stunned and out of the running. Turning a 1.05-lap time, the fastest of the night, Weinert's Kawasaki had the slight horsepower advantage to stay three bike lengths ahead of Smith to the checkered flag. It was a great night for Weinert and Hannah too. Broken frame or no, he's '77 Supercross champion! M