

MODERN CYCLE

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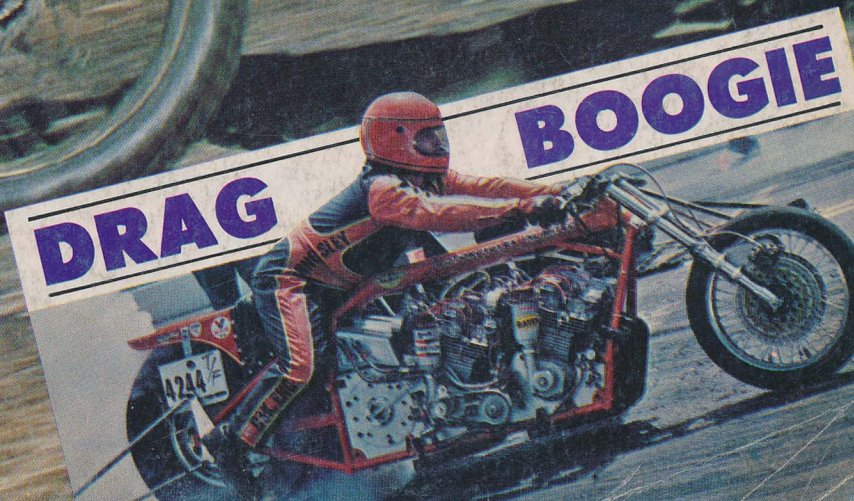
**PROJECT 1115:
SERIOUS
HORSEPOWER**

**MORE YAMAHA
"IT" GOODIES**

**COMPETITION!
HANNAH'S
250
CHAMP**

**BURR OAK
ENDURO**

**BELL'S
SUPER-
BOWL**



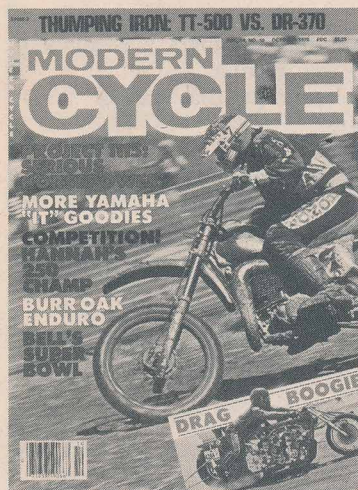
DRAG

BOOGIE



MODERN CYCLE

VOL. 14, NO. 10 OCTOBER 1978



ON THE COVER: Team Honda's Tommy Croft is the force in the 500 class, especially at Sears Point. Photo by Ned Owens.

Ken Annesly aboard the Motorcycles Unlimited's double-engined top fueler. Photo by Jeff Peck.

PUBLISHER/Ed Schnepf
 EDITOR/Ned Owens
 THE OTHER EDITOR/Jeff Peck
 MIDWEST EDITOR/Vic Krause
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 TECHNICAL EDITOR/Willi Scheffer
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 CONTRIBUTING EDITORS/
 Paul Clipper, Joel Breault
 SCIENCE, SKILL AND ABILITY/Jim O'Neal, Joe Suebert, Billy Payne, John Miller, Rick Salmon, Jimbo Elrod, Cletus

NATIONAL ADV. DIR./Hilary Clay Hicks
 7950 Deering Avenue
 Canoga Park, California 91304
 (213) 887-0550
 ADVERTISING COORDINATOR/
 Karen LaMontia

PRODUCTION DIRECTOR/Bob Ratner
 EXECUTIVE ART DIRECTOR/
 John Ernsdorf
 LAYOUT DESIGN/Fred Reid
 GRAPHICS DIRECTOR/Rich Gehrung
 COMPOSITION/Fred Alires
 CIRCULATION DIRECTOR/Sven Carlson
 CIRCULATION SERVICES/Jim Buchanan
 PROMOTION DIRECTOR/Dan Whedon
 TRAFFIC CONTROL/Carol Van Orsdol



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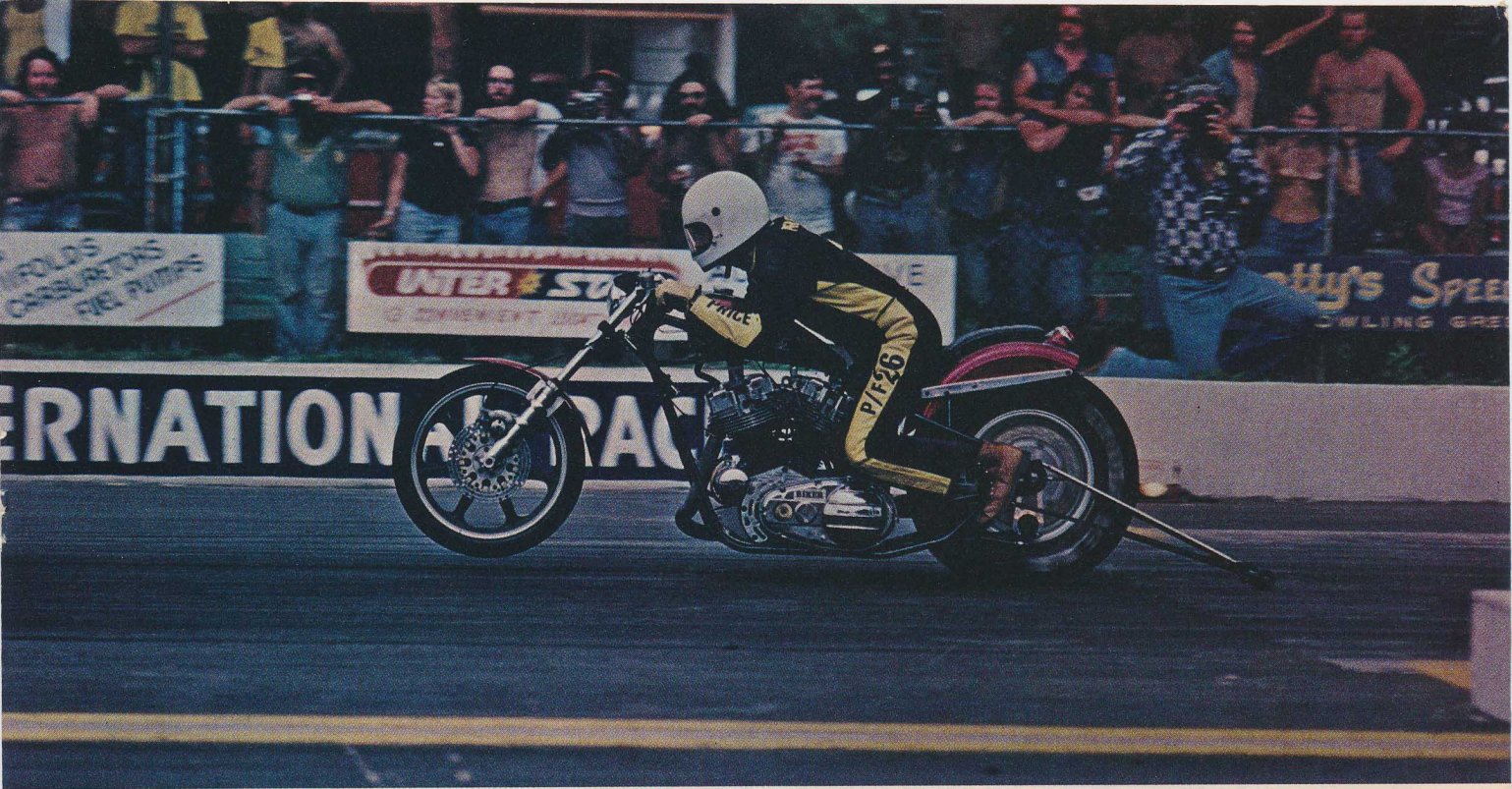
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THE BIG BOOGIE

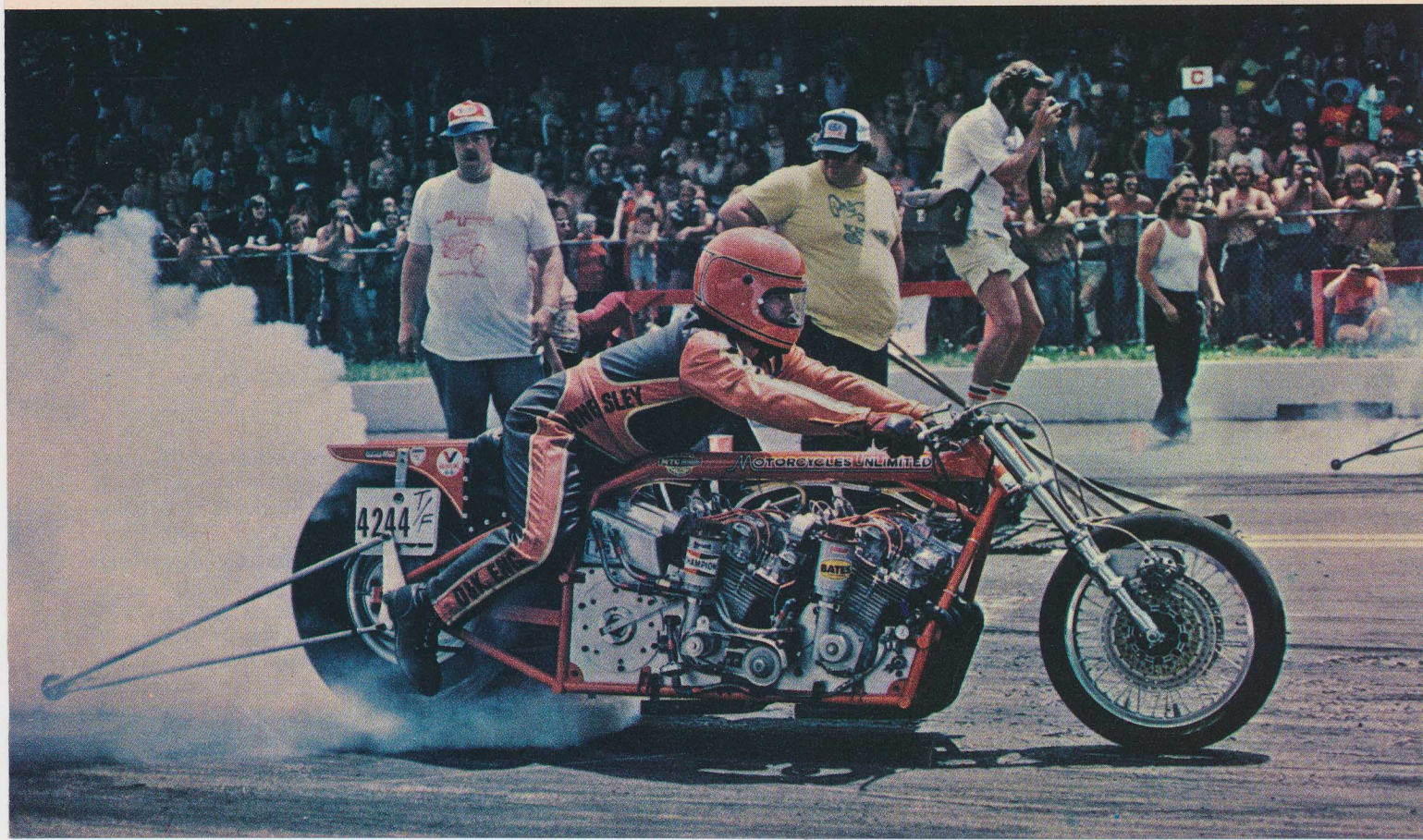
BY JEFF PECK

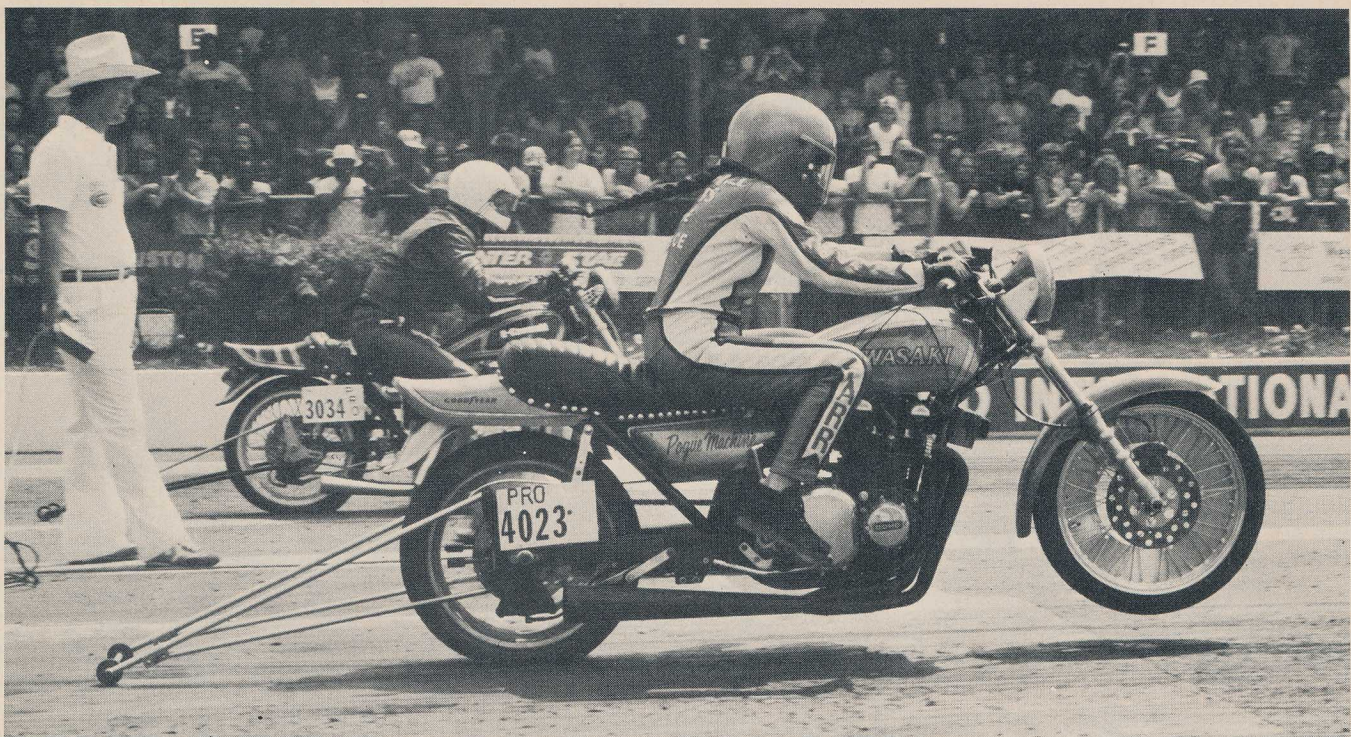
Beech Bend Drags

To say the least, the action at the 1978 version of the Beech Bend National Drag races was hot and heavy, if not lacking any variety. People who showed up to see a drag race got that. They were able to see some of the very best machines in the country going head to head. After all with three days of racing taking place there is going to be more than just a little bit of drama taking place.

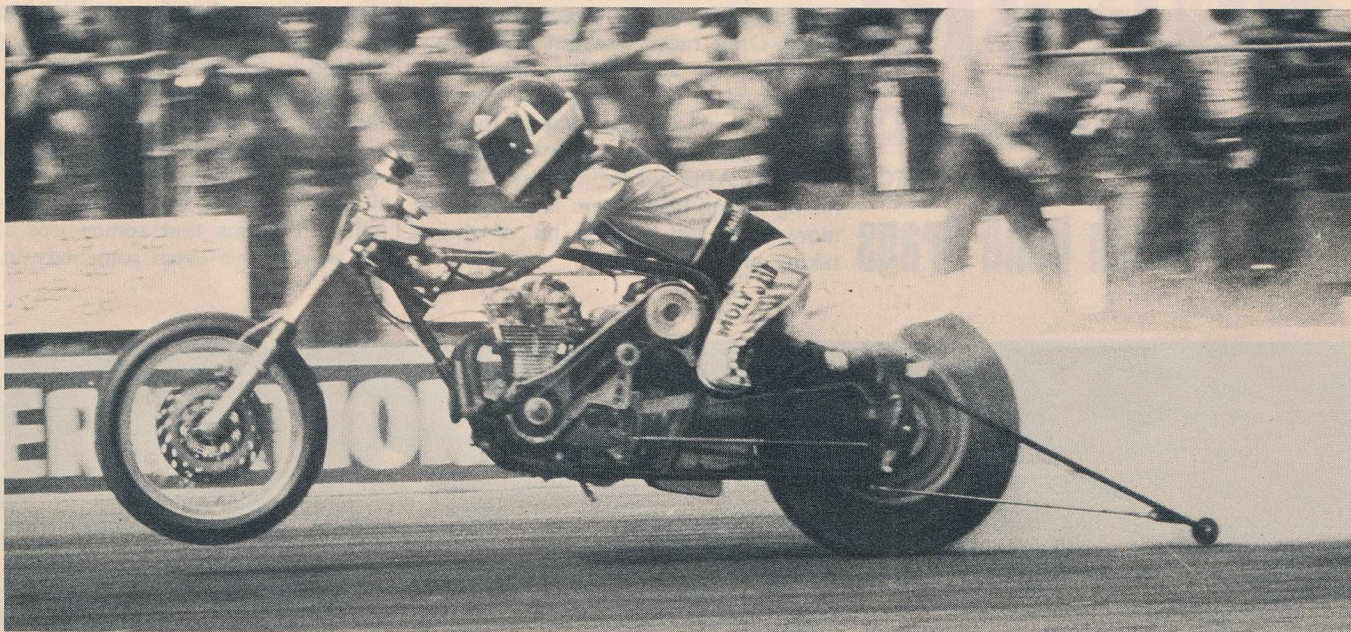
Also, as sort of an unplanned side show, the crowd in the stands and many of the people in the surrounding park seemed to feel it was their duty to provide some interesting sidelights to the racing.

As the weekend progressed the ranks of the motorcycling crowd swelled until the park was filled to the bursting point. It seems that somewhere along the way to this event somebody in the





Vickie Farr surprised many of the other Pro Stock racers with her fast moves in the lights that put in the fourth fastest qualifying position.



Ken Blackburn lights up the tire on the blown Kawasaki that he rode to top honors in Super Eliminator.

advertising department decided to bill it as a big party. Lost in these somewhere was the actual point of this weekend, drag racing.

As a result of this type of advertising, some of the more unsavory types were in attendance. Because they were a more vocal band, they made their presence more than known, they made it felt. There was quite a bit of property damage that went with the Saturday night Rock Concert.

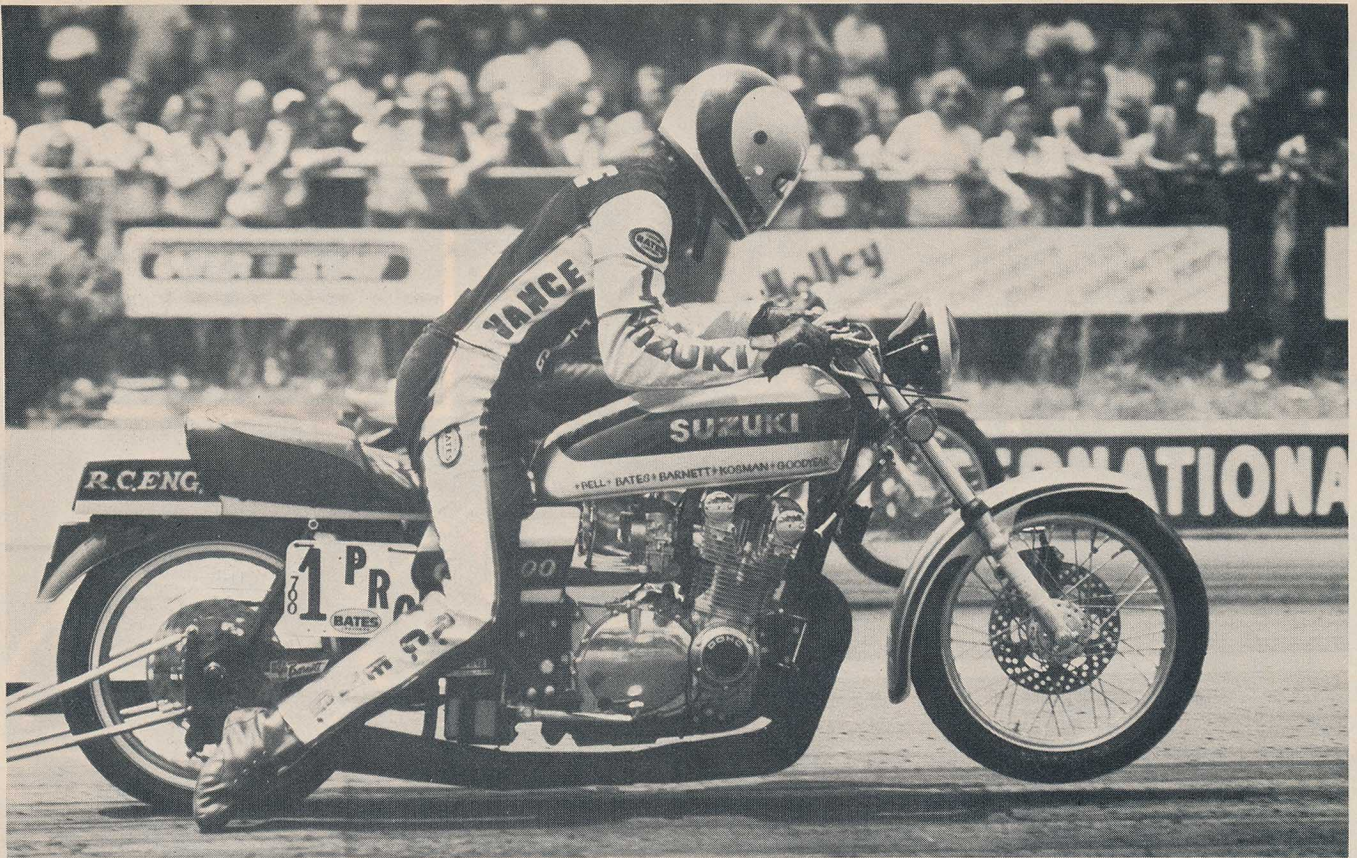
I thought a barn burning was just

another type of celebration for people from the south. But apparently the owner of the barn wasn't taking to the destruction of his barn very well.

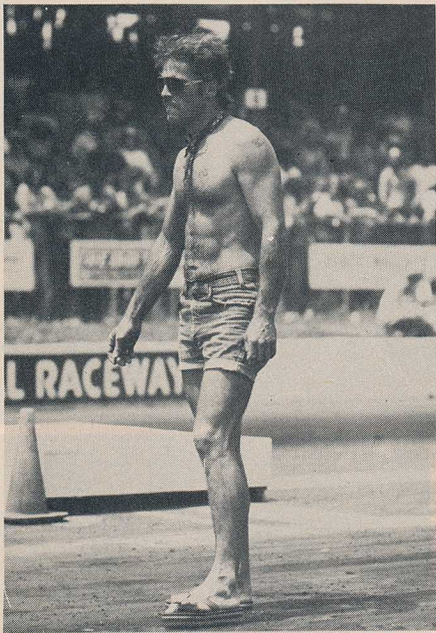
Inside of all of this, there was a number of very good rounds of drag racing taking place. Top Fuel had some very healthy participants laying down times in the high sevens and low eights. Kenny Annesly riding the incredible double engine Kawasaki for Motorcycles Unlimited in Oklahoma City, nailed down the number one qualifying berth

with a blazing 7.73 at 185.95 mph. Right on his fender was the single engine blown Honda owned by Ron Teson and sponsored by R.C. Engineering. Jim Bernard blasted the Honda through the lights at 7.84 at 184.80 mph.

Both of these machines had the crowd on their feet everytime they came up to make a qualifying run. But it was Marion Owens on his double Harley that made the day for most of the crowd. Every time a Harley would blow off a Japanese bike the crowd went nuts.



Terry Vance had the only Suzuki in Pro Stock. He also set a new record, but was bumped out in the second round with an ignition failure.

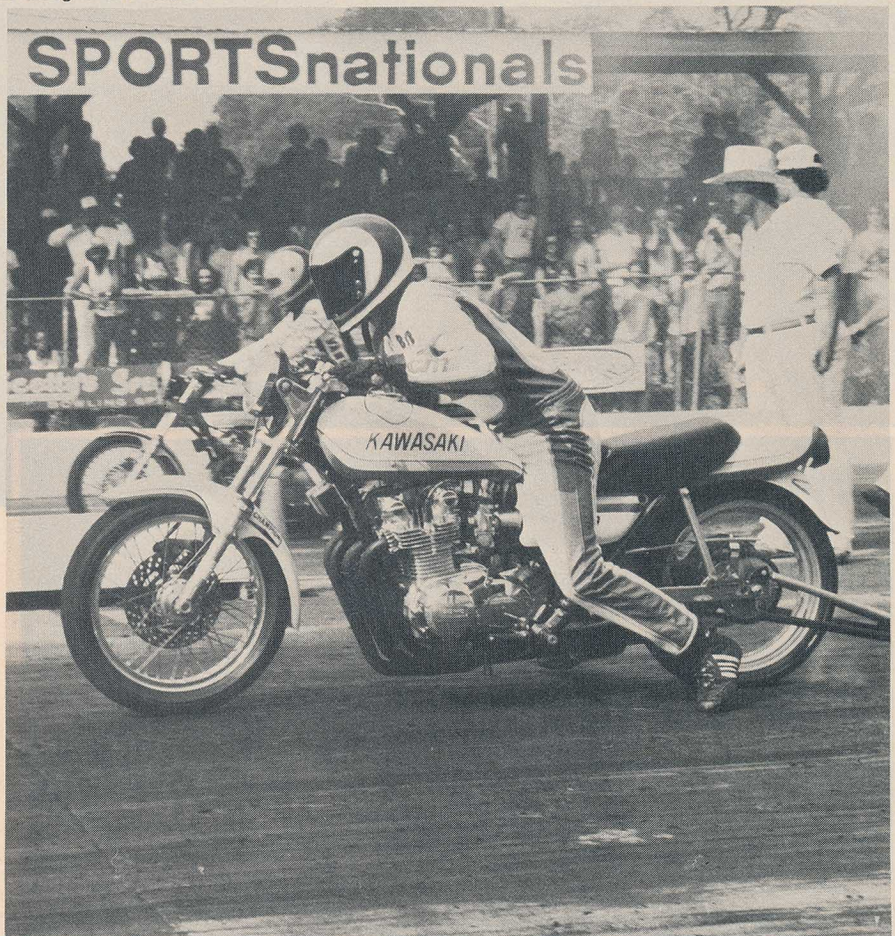


Marv Poopsnoot was the only entry in Open Lint Picker, but he did manage some incredible burnouts in his sandals. How do you do it?

It showed you where their heads were at.

Owens was hot on the trail of the top two qualifiers as he laid down a very competitive 8.06 at 170.45 mph. This put him in the number three qualifying position for Sunday's final rounds.

Along with the fast guys laying down
(Continued on page 71)



Bob Carpenter continually beat more powerful bikes all day long to win Pro Stock. Nobody thought he had a chance of getting past the second round.

BOOGIE

(Continued from page 43)

some quick times in Top Fuel there were a few other things taking place in the pack. John Dixon blew a few minds when he showed up with his brand new machine; a blown XS1100 Yamaha fueler.

This was the very first time out for the bike and the only other time it had

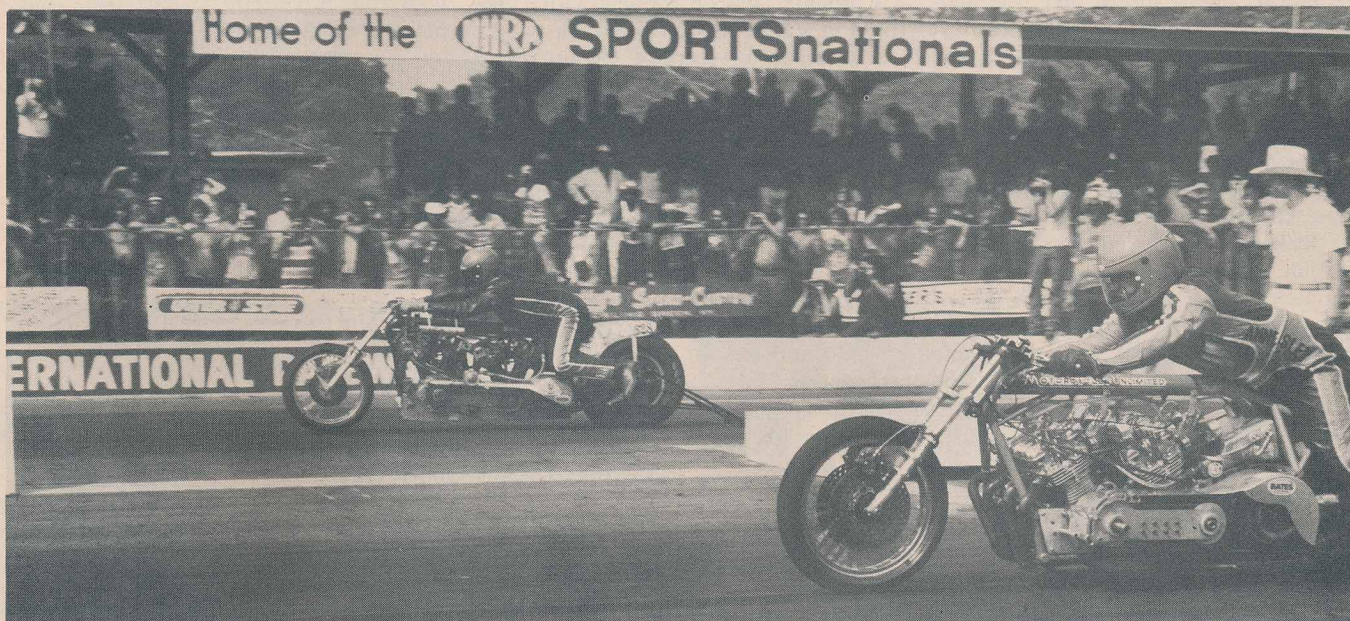
run was in the shop to see if it would fire.

As is the case with all new machines, there were more than a few teething problems. Dixon made the program as an alternate, but his time was way off the pace, 9.32 at 142.85 mph.

By the time Sunday rolled around

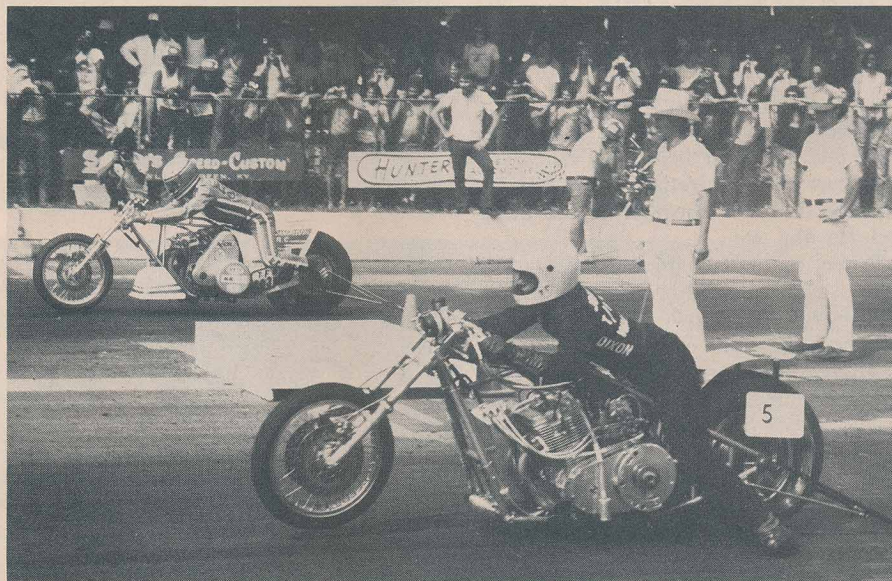
many of the bugs were swept away, except for the one in the trans and Dixon went back to the pits after an encounter with Teson's blown Honda. That wasn't the entire story though.

Dixon did manage to put the move on Bernard at the start and was out in front. Then the Lenco wouldn't



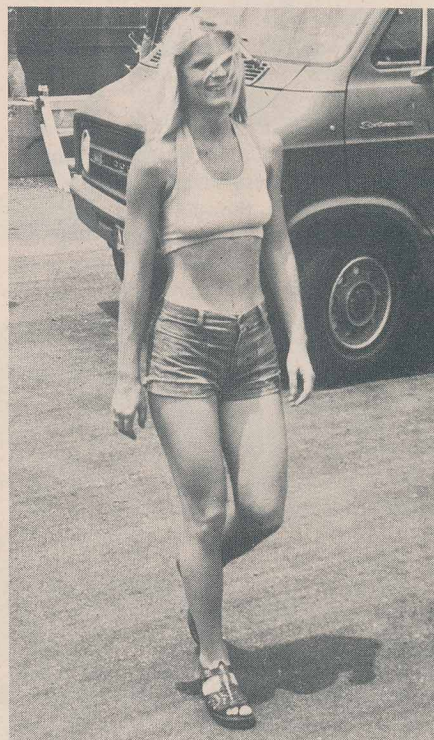
In the foreground you can see the double Kawasaki ridden by Ken Annesly for Motorcycles Unlimited. Annesly and

the Kawasaki were fastest qualifiers in Top Fuel, but went down to defeat in the second round to Marion Owens.



Shades of things to come, John Dixon faces off against Jim Bernard on the blown Honda. Both bikes are very fast

and the Yamaha might start a big trend just like Teson did with the first running of his blown Honda.



shift into high and that was it. However, they had managed to get the Yamaha sorted out to the point that it ran an 8.26 in its third round lose. This time would have been good enough to qualify him in the top five. Look for this bike to come on hard by the end of the season and could very well be the bike to beat next year.

As eliminations progressed on Sunday for Top Fuel, the top three runners were all still in the hunt. The big race in the second round was going to be the pairing of the fastest bike, the double Kawasaki, against the double Harley.

When the two big bikes came out for the burnouts, the crowd was up against the fence. Since this crowd leaned more in the HD direction you know who they were pulling for.

They must have done something because the Harley was up and gone at the flicker of the green. It was an incredible race all the way, but when the win lights went on for Marion Owens the people went crazy. You would have thought that he'd just won the whole ball of wax, instead of a trip to the final rounds against Teson's blown Honda.

This final round confrontation had to wait until the next day as the tail end of a tornado swept through the area and covered the track with a half foot of water.

This brief interlude also brought some of the "fans" out of the stands. They performed some bizarre rituals on the starting line, that could only be described as fertility rites and then started dancing around.

People think that all of the weirdos are out here in California, but I think there are some very strange people out there that make the people in Hollywood look like a bunch of lightweights.

Before the rain closed down the final rounds of eliminations, there was a lot of other racing going on. Along with the Sportsman classes the other Pro Classes, Pro Stock, Super Eliminator and Pro Comp.

Qualifying in Pro Stock saw Suzuki sponsored Terry Vance riding his Byron Hines prepared R.C. Engineering GS1000 to the top spot on the qualifying list and a new class record, 9.33 at 142.85 mph.

I know some of you might be thinking this couldn't be the new record. But it just so happens that Vance and Hines hold the Pro Stock record in all three motorcycle drag racing organizations.

While Vance was down at 9.33, the rest of the competition was in the 40s. Sid Pogue was number two at 9.41, followed by Ron Turner—9.43, Ms. Vickie Farr at 9.52 and Bob Carpenter number five at 9.55. Other than Vance's Suzuki the rest of the bikes were Kawasakis.

In second round eliminations it

looked as though Vance was going to be able to get into second round without to much trouble. His competition for the first race was Bob Carpenter, seeded number five and over two-tenths slower than Vance.

On the starting line the worst thing that can happen, happened. The ignition went sour on Vance's bike and it wouldn't run properly. To top that off, he'd picked up a piece of glass in the rear tire and it went flat, adding insult to injury.

Carpenter was on his way with a bye run and Vance was on the truck.

The other survivors of second round eliminations included Ron Turner, who was matched up with Carpenter in the third round. Sid Pogue blasted Mike Keyete; while Vicki Farr laid Marv Jorgensen away. Pogue and Farr were paired up for the third round.

Once again the pressure was on Carpenter. He hadn't had time to get all of the horsepower out of this motor that he needed. Consequently he was running 50 and 60s.

Turner's times were very close to that up until this round and it looked like it might be a little close. But when the lights went on at the other end it was Carpenter all the way; making the move at the start and putting the competition away.

Sid Pogue did it to Vickie Farr with a 9.51. This put him into the final round with Carpenter. Pogue's bike was the second fastest in the field and everyone was sure that he had it in the bag. He had the horsepower while Carpenter was a bit quicker on the lights.

The final round pairing may have looked like a mismatch, but Carpenter put the move on Pogue at the green light and left him behind. Carpenter's time was two-hundredths slower, but he was the first one through at the other end for the win.

When the smoke had cleared from around the Super Eliminator field, Ken Blackburn had blown by Ray Price and Bo O'Brochta to take the top spot in that class. Blackburn rides a very hard running blown Kawasaki for the Skiora Brothers. This machine looks like it might break Prices hold on the class.

Mike Brusco riding a Kosman/DENCO entry was out in front of the rest of the Pro Comp field by almost two full tenths by the end of qualifying. By the time final eliminations were ready, fourth fastest qualifier Larry Hayes was knocking on Brusco's door with an 9.08 pass. But it wasn't enough as Hayes had to chase Brusco to the other end as Mike laid down a blazing 8.50 for the win.

To finish off the Monday of racing that had off and on rain, the final round of Top Fuel was run in a down-

pour. Nothing like adding a little drama.

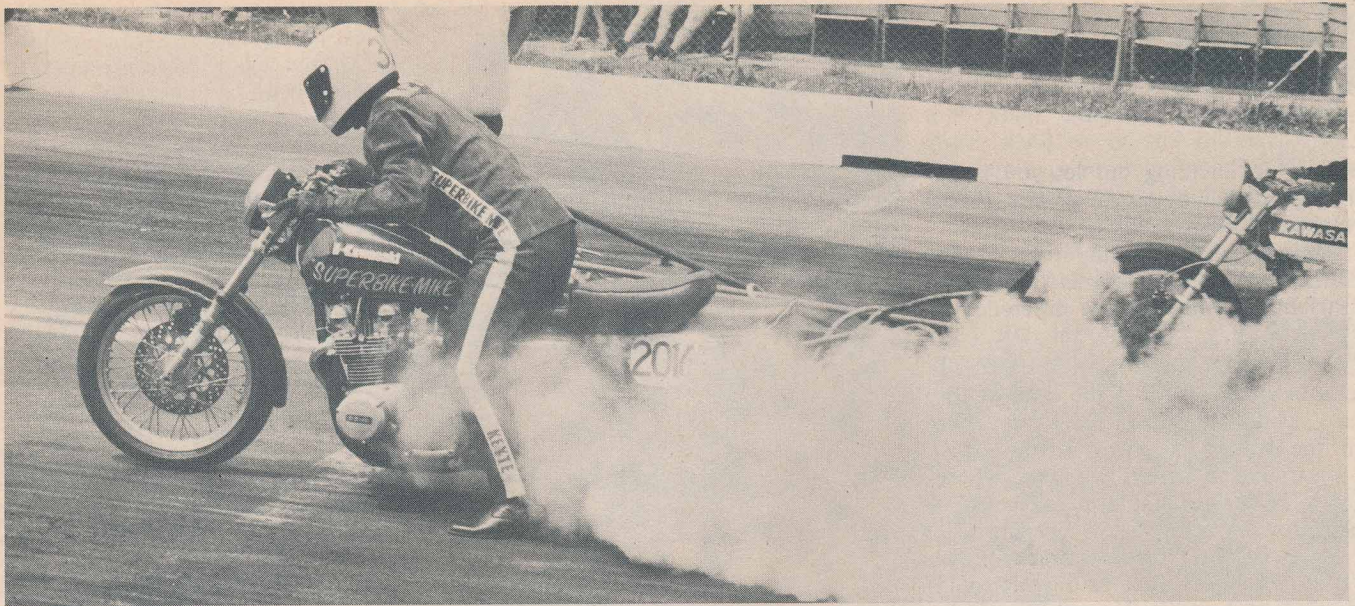
It was Owens against the little Honda. When the lights flashed green the HD moved out to a big lead as the Honda's rear tire was spinning, looking for traction. By the time Bernard got things under control, Owens was out in front and moving, the chase was on.

At the big end, where it all counts, Jim Bernard managed to snatch the victory away at the very last second. It was an incredible effort that was viewed by the racers who had stayed for the final rounds and the people who were picking up the tons of trash left behind by the weekend crowds.

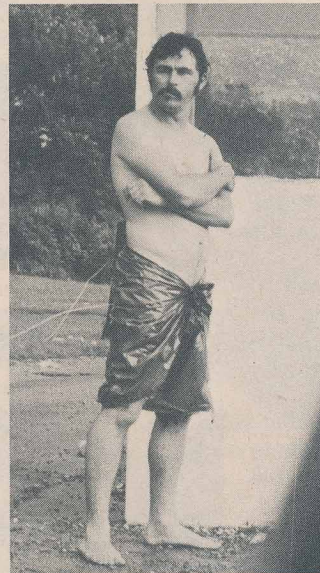
For 1978 the Big Boogie is over. Many people hope that next year it will return to being a drag racing weekend. That might be tough to do, some of those people probably thought it was all a good time. Including the barn burning. ●



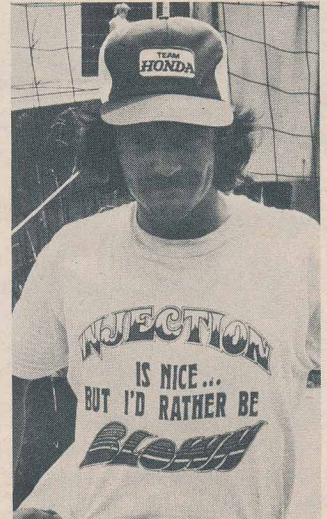
Ah, the excitement of drag racing in the South!



Superbike Mike wowed the crowd all weekend long with his smoky burnouts.



Could this be the latest thing in shorts from Poland?



Jim Bernard rides Ron Teson's blown Honda. He also has obvious preferences on and off the track.

