

MODERN CYCLE

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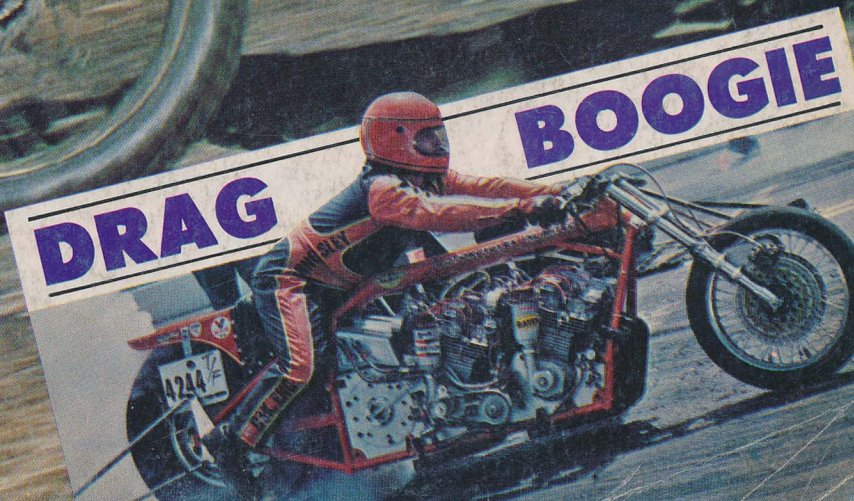
**PROJECT 1115:
SERIOUS
HORSEPOWER**

**MORE YAMAHA
"IT" GOODIES**

**COMPETITION!
HANNAH'S
250
CHAMP**

**BURR OAK
ENDURO**

**BELL'S
SUPER-
BOWL**



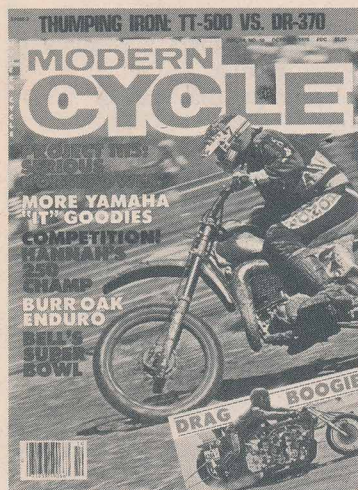
DRAG

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.

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The American people have always been interested in having a choice when it comes time to buy anything. It could be a can of nuts for that matter. If your product advertised a new secret ingredient, then customers would be flocking to your displays and casting their money at you in a mad frenzy to get what you got.

This mad desire to always have something different is even evident in the motorcycling crowd. After all are we really any different than our car transported brethren?

Of course to exploit this ready made "custom bike" craze, there has to be a manufacturer to build such machines. Well, now it's possible to get a custom from any one of the big four Japanese builders.

When you walk into your local dealer it's not a matter of what color of that particular model you might want. Now you have to decide whether you want the cheap looking economy model (yech), the average looking standard model (how blah), and of course the high buck custom model (flash, pizzazz, yaha).

It's really tough being a customer these days, all of those decisions!

If you're in the lifeboat of indecision over which custom model to buy, allow us to add another link to that chain which is dragging you down, the Suzuki GS750E model.

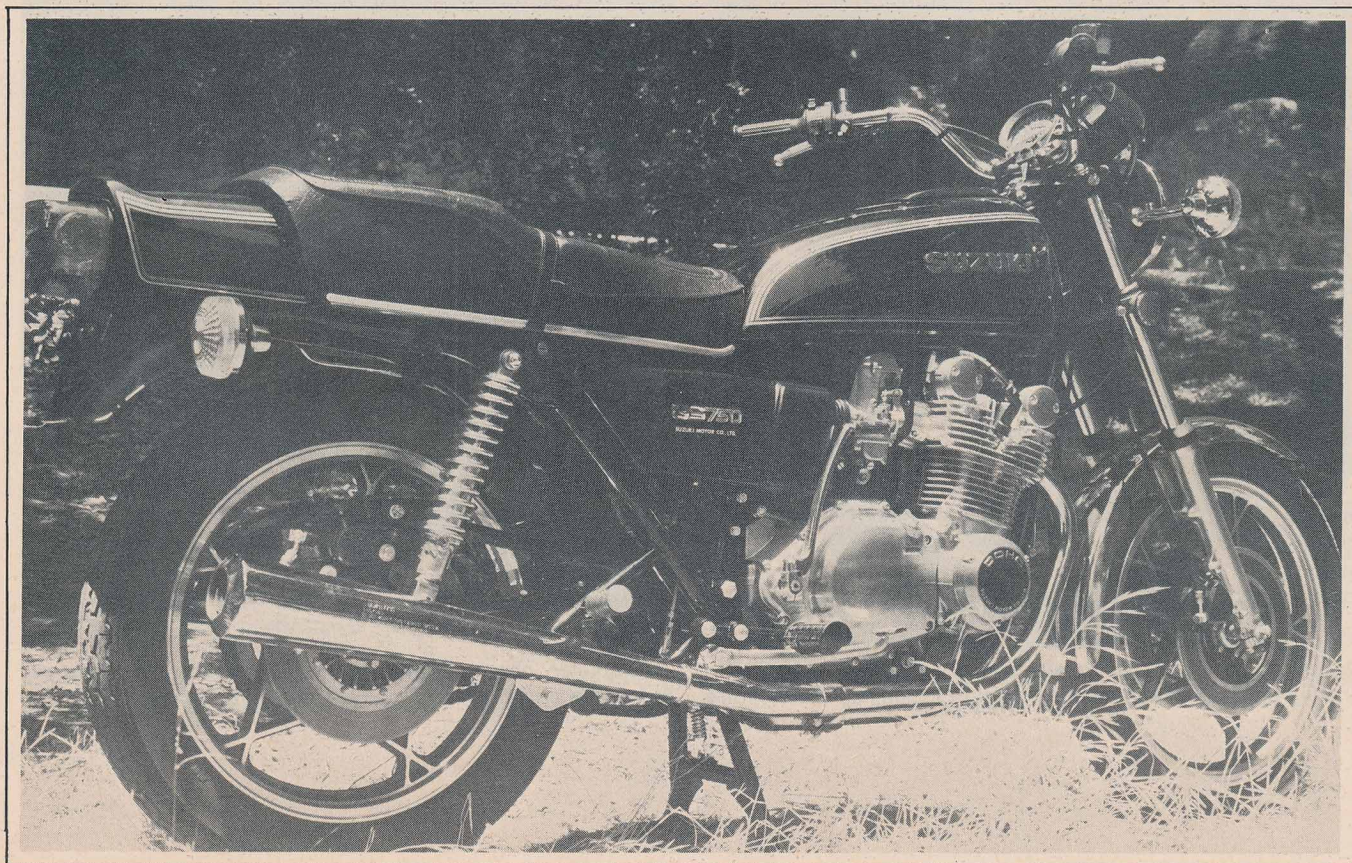
Compared to most of the other "custom" bikes that are for sale, there is very little that is changed on this bike from the stocker. This might be some-

thing to consider if you feel that many of other bikes are overdone. Also this leaves you a little more latitude if you suddenly have the mad urge to change something. You won't feel that you're throwing away a million dollars of chrome just by changing the exhaust system.

In a way the direction Suzuki designers took when they decided to build this bike would probably be the way many riders would start to modify their own bikes. They started by changing things to make the bike more comfortable, like the seat, and went from there.

A moment here to discuss the comfort and lack of same on many motorcycles. Suzuki could probably lay claim to the most miserable seat ever conceived, on their GS750. Two pieces of

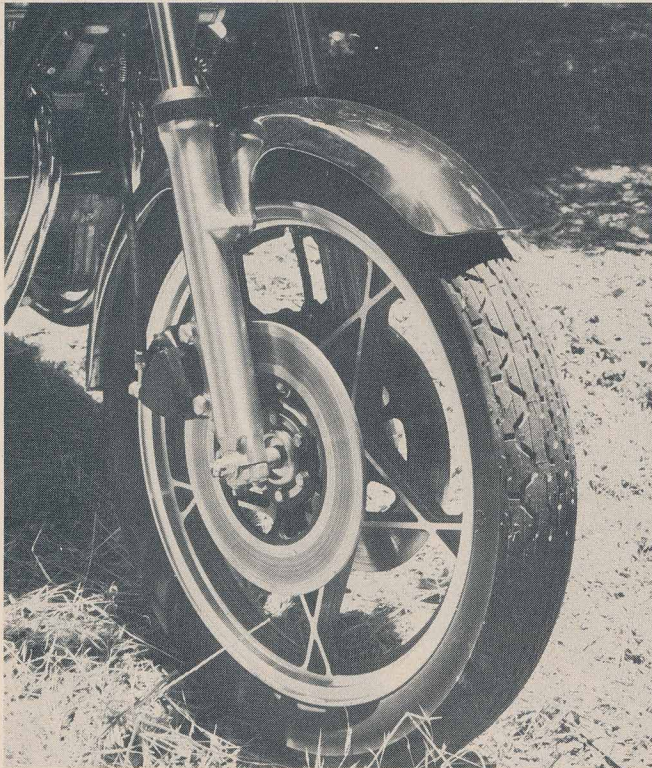
GS750E: with all those extras



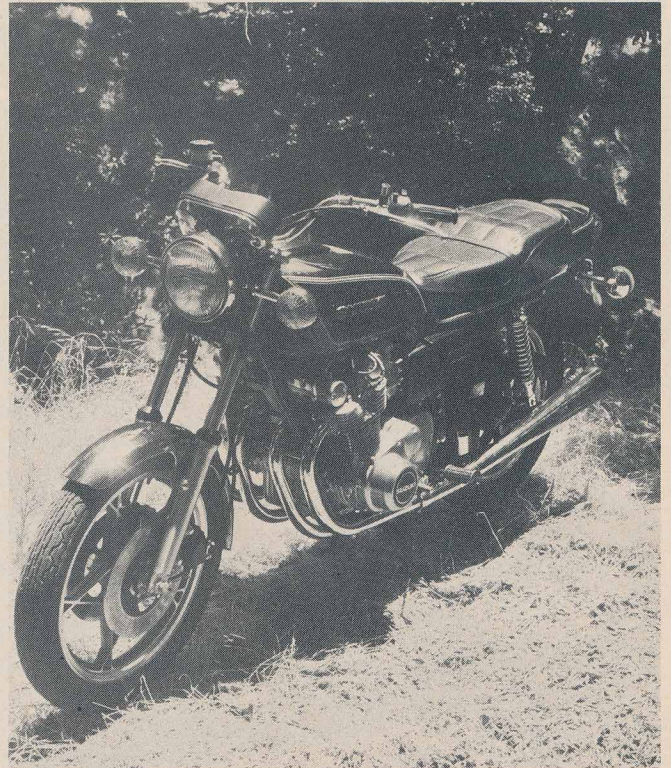
The overall appearance of the GS750E is very pleasing. The addition of the mag wheels actually enhances the bike's clean lines.



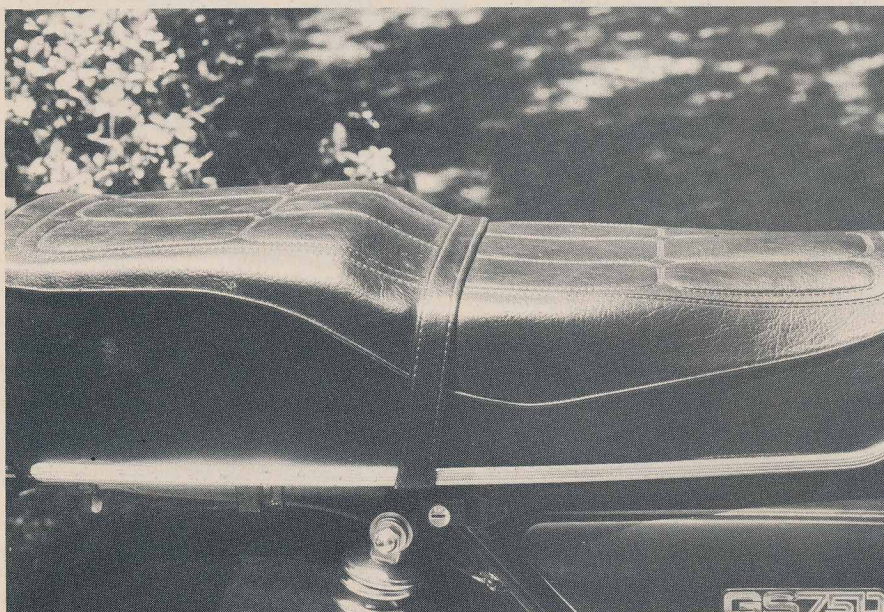
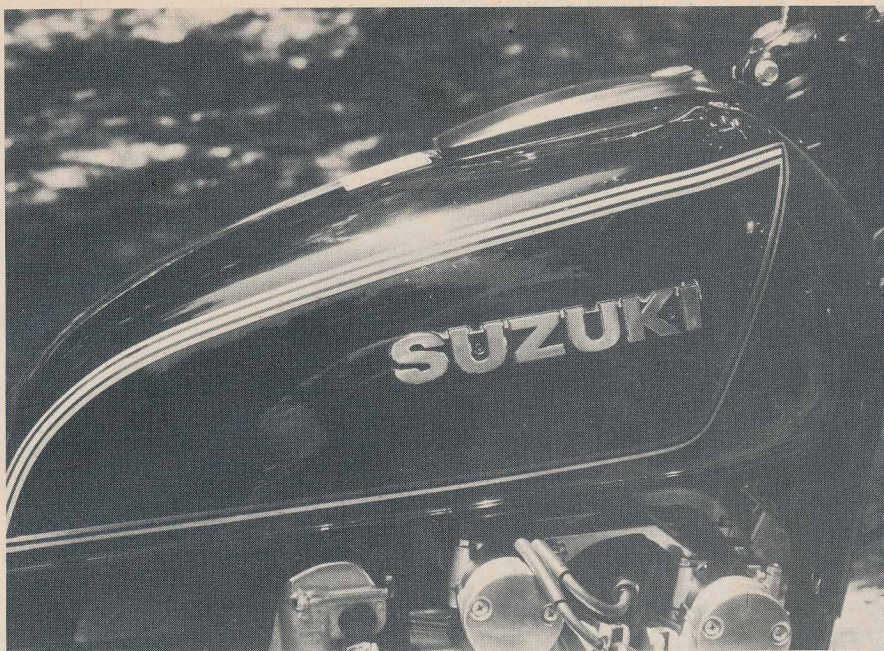
Gauges feature large, easy to read, faces and at night you'll notice and appreciate the orange lighting.



Double disc brakes function very well, allowing you to control braking right up to and past the point of locking up the front tire.



A completely new motorcycle wheel design, looks very light and is actually only 6 ounces heavier than spoke wheels.



Redesigned seat is very comfortable, especially after riding on the stock GS750 seat.

plywood could have been more comfortable. However, they have redeemed themselves in my eyes with the installation of the seat on the 750E. It has the right shape and the proper padding for total comfort on long rides. It even looks good.

But that's only a portion of the nice changes on this bike.

Mag wheels are very standard items on custom models from Japan and the Suzuki is no different in this category. However, somebody must have asked why all mag wheels have to look the same. Since there was no really good reason for all those look alike wheels,

Suzuki E models arrive on this shore with a new look in motorcycle wheels.

Since these wheels are a bit different, there are people who don't like them. I found this hard to believe because I think the design is a very good one. With all of the open space between the spokes, these wheels actually look light, which is different.

In the area of function these wheels also shine through. In the area of weight they only tip the scale with six ounces of extra weight over the regular spoked wheel. Just think of the added strength you're getting without adding that much weight. Not bad, huh?

Another thing you might notice on this GS750 model is that the front brakes work twice as well as the standard model's do. That's because there is an extra disc up there along with a caliper to make things slow down faster. Of course this addition would have been nothing without the extra caliper, but Suzuki wanted to give you something besides good looks.

What else do you get if you purchase a GS750E?

How about a good looking black paint job that makes the bike look very trim and light. This seems to be the object of many of these custom bikes, to cut down on the heavy looks of a motorcycle.

The GS750 never struck me as a "BIG" motorcycle, but somebody must have decided to put it on a diet.

All of the other parts on the bike are straight off of a standard model GS750. Of course you get those trick looking orange lighted gauges and Suzuki has even decided to throw in those strange feeling handlebars. It's hard to describe exactly which way the bends go, other than to say that the bars are sort of a kicked out, pulled back, high rise handlebar.

Actual performance of the GS750E is no different from the standard models. The acceleration is very crisp and surprisingly fast for a 750cc machine. The bike runs very well under 5,000 rpm and then takes off like a scared rabbit over that engine speed.

Handling is the very best available in that size from Japan. There are a few things to make the GS750 handle better, but most people will be very happy with the performance of the stock machine. No wobbles, and the bike floats over cracks and rain grooves like they aren't even there.

I've liked the bike since the first time I threw a leg over a GS750 and took off down the road. As a matter of fact everyone who's had a chance to ride the bike agrees that it is an excellent machine.

What the Suzuki designers have done with the introduction of this E model is the dress up a very good machine. They have done the job tastefully, and in the process of making the bike look good, have added a few things that actually make the bike a better machine.

Sometimes a good thing has been massaged around and the end result is piece of trash. Suzuki has taken a good bike and made it into a better machine. ●