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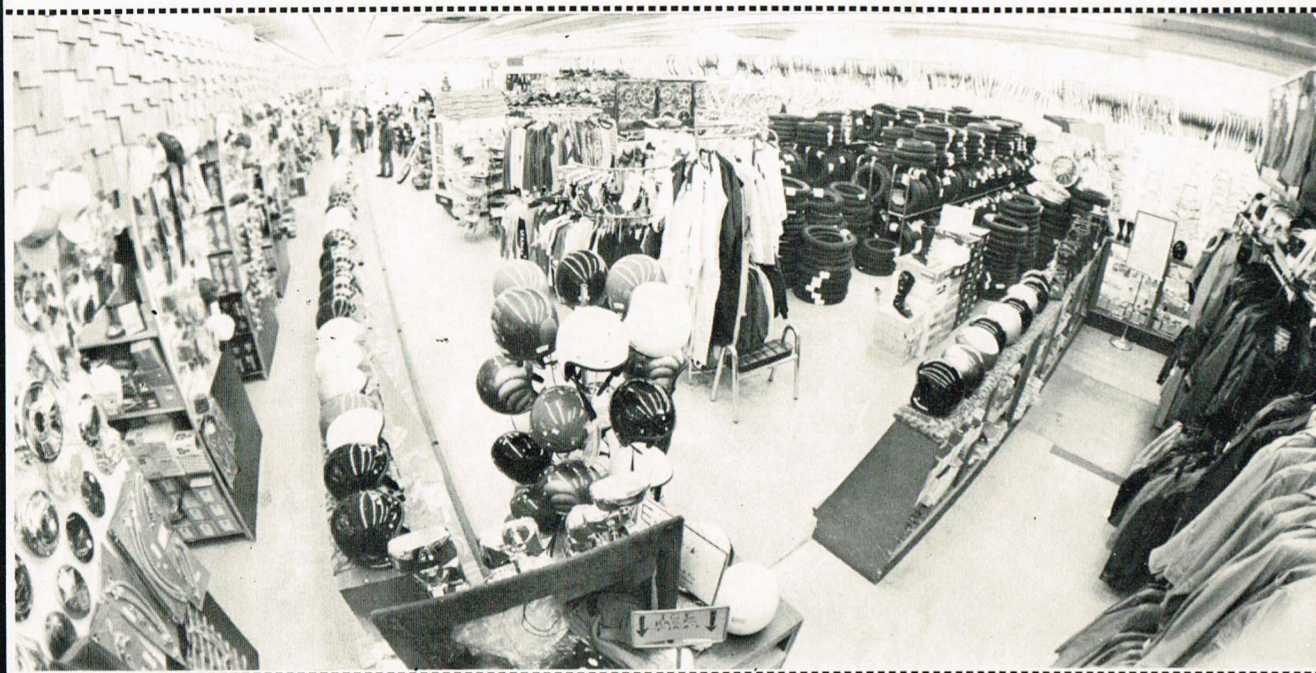


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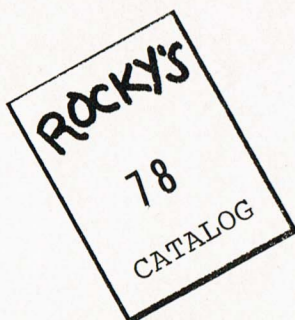
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MODERN CYCLE

VOL. 14, NO. 7 JULY 1978

TESTS

- 24 **PUCH CAFE RACER**
Are you ready for 50cc?
- 27 **CLASS BULLY**
Suzuki RM-125C
- 36 **SON OF NEW BLUE**
Yamaha IT-250E
- 44 **RETURN OF THE MEANIES**
Kawasaki KX250A-4

- 49 **JEFF'S Z**
With a touch of GSM
- 70 **O'NEAL TWO STAGE FILTERS**
Evaluation
- 73 **MARCO PIN PULLER**
It's all in the wrist

TECHNICAL

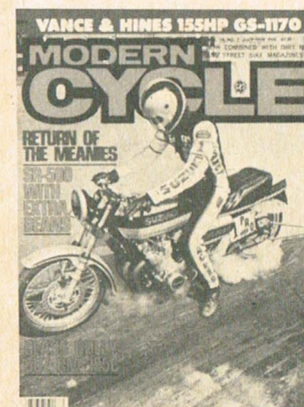
- 67 **DERALE OIL COOLER**
Installation
- 71 **DICK'S CYCLE WEST PIPE**
For the GS-1000

FEATURES

- 18 **EXTRA! EXTRA!**
More beans for the SR-500
- 21 **SUPERBOWL PREVIEW**
Annual spectacle
- 26 **DIRT WERKES STAND**
Evaluation
- 32 **BUILDING A WINNER**
RC Pro Stocker
- 41 **YOSHIMURA WITH LOVE**
Go fast goodies

COMPETITION

- 52 **SUPERCROSS**
Hannah vs. Honda
- 60 **STONE MOUNTAIN ENDURO**
Georgia Crackers
- 63 **GNC: AMATEUR BIGGIE**
In the Astrodome



ON THE COVER: Terry Vance warming up the skins on the Vance and Hines-RC Engineering GS-1000 plus. Photo by Dan Fitzgerald. Photo by Jeff Peck.

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than a mile. Pity the poor tired (from too late at the Mr. Pibb Moto cross in Atlanta Saturday night) soul who missed the riders' meeting and figured he could ride on memory! He was in trouble before his bike was ever warmed up as he overshot the first turn and headed out the familiar road instead.

Tom Vanderplatts and Jim Spinks and their fellow Georgia Crackers Club members viewed the first third as the most difficult section. Those who survived to the finish seemed to agree.

If there was one single factor that seemed to complicate things for the riders, it was the surprisingly cold air which slapped people in the face on the starting line. Temperatures well below freezing meant trails and rocks had thin ice covering. When this was worn off, the moisture caused trails to go to in-

stant mud totally without traction. Riders with higher numbers were more adversely affected but bottlenecks occurred for everyone on occasion.

One poor powder puff from Indiana found herself in the unenviable position of breaking trail for Jack, Dick, Skip, etc. as she landed starting position 1A. She didn't wait long before relinquishing this honor to others!

Conversation at the finish generally reflected the fact that three months of relative inactivity had taken its toll on a number of riders. Although 705 had signed up to ride, only 615 actually started. Of these 210 finished within their hour.

Skip Olson, trying out the 360 Can-Am for the first time, was not too pleased with his performance. Dick Burleson did something he rarely does—

took a bad spill after his throttle stuck open. A frozen carburetor slide seemed to be a contributing factor. Jack Penton had a few problems (misjudging the distance between trees) which slowed his speed and cost him a few points too many.

Honors went instead to a quiet young rider from New Jersey named Billy Geier. He got in with 4 seconds to spare ahead of Gary Younkin's. Both were riding KTMs. Billy's name should be familiar to the serious enduro enthusiast . . . however, it might have become a "whatever happened to Geier" memory.

After an impressive start in 1977, he was sidelined at mid-season with a broken shoulder. Barring a similar complication, he may be the person in the wings in 1978. ●

GNC: Amateur Biggie



G.N.C. Amateur Biggie Under the Houston Astrodome March 19th

Motocross is the greatest thing since popcorn candy. You and I know this; but more important John Q. Public is starting to know it too.

To go out to the local MX track, tromp around in the hot sun, breathe dust-filled air and wait for your turn in a smelly port-o-potty you have to be a hard core motocrosser.

Stadium motocross has provided the fan that doesn't like this discomfort a way to do his thing in style. In the stadium the fan can sit back in comfort with his favorite brew in his hand and watch the show below him. When the

need for a pit-stop comes he doesn't have to wait for his turn in a smelly john, either.

Yes sirree it's fat back and turnip-green time for the motocross rider.

Mike Goodwin is the man that pulled the number one Ping-Pong ball out of the helmet for the rider and the fan when he staged the first stadium motocross in the Los Angeles Coliseum. That night the stadium goers were in for the treat of their lives. The stage was set and TV cameras rolled to the beat of highly tuned motocross racing machines piloted by riders every bit as graceful as a ballet dancer. Later John Q. Public kicked back in his easy chair in his living room and was able to see the event that has made history, and gave motocross a big kick in the gas.

Turn on the boob tube today and

you see motocross has taken its place right beside tennis, hockey and all the rest on these sporty specials.

For sure stadium motocross is putting our superstars right up there with the Mickey Mantles and the Babe Ruths.

But where do our superstars come from? Are they born with a pair of handlebars in their hands, all the trick motorcycles they need, a private wrench, a custom work shop on wheels and a fat contract in their hip pocket?

No, the superstar just doesn't fall out of the sky. He's born, raised and trained on his local hot, dusty, muddy, ill-prepared local motocross track with the smelly port-o-pottys.

It's like a baby, first you have to

learn to crawl; then walk; and last you learn to run. Our stars have to come up the same way. Now the last step to help the weekend motocrosser to stardom is stadium motocross for the amateur rider.

Last year the G.N.C. was formed on the concept that the amateur rider needed a way to perfect his abilities to the fullest extent. In short, the G.N.C. has provided the amateur rider the last step on the ladder for tomorrow's superstars.

After months of qualifying at home tracks, the time had come to load up the vans and motorhomes and head for Houston.

For the riders who hadn't made it in the qualifying races at their local track, there was one shot left to earn the right to roll a knobby tire down the end ramp to the Dome floor. Twenty places per class were set aside for these riders that hadn't made it into the

Dome from their home track.

These riders had their day of reckoning and a chance to do it WFO for one of these twenty spots. Rio Bravo Motorcycle Park in Houston was the battleground for this last qualifier for the Dome.

By 8 in the morning the track was filled with wall-to-wall motorhomes and riders keyed to go for it. All day long the racing was fast and furious. By 5 it was all over and for every rider that made it to the dome the hard way, there was a score or more that didn't. In the pits, the comments of the riders that didn't make it were, "Well, there will be next year and I'll have a go at it again."

Action got under way at 7 the next morning as the Houston P.D. opened the big doors to the Dome floor. Soon the air had the sweet smell of pre-mix as 1,200 riders made up from 14 states and Mexico had a go at the practice

time.

With practice over, 10 hours of bar-to-bar battling in sets of class eliminators was the order for the day. Like gladiators, the riders went after each other lap after lap to earn a spot on the line for the finals. From these eliminations, 25 riders per class fought for one of the spots for the finals in his class.

Jerry Surber, boss man of the G.N.C. and his team of 80 red-clad helpers kept the day of racing rolling as smoothly as 12-year-old bourbon, and before you knew it it was 7 p.m. and time for the finals.

The first event to get the GNC finals under way was the over-30 class. Some would think this is the over-the-hill-gang but for the most part they're seasoned veterans that show the coolness that only age can bring. As the gate dropped the crowd was brought alive as the bikes shot up the front

starting chute. Around the first turn Ernie Mitchel and Billy Click were going for it. For the first half of the race it looked like Mitchel was going to carry home all the marbles; but Click had other ideas, and moved his Husky up on Mitchel's rear wheel. With the white flag out, Click moved into the lead and Mitchel had to settle for a second. Alan Davis brought his Suzuki across the line for a third.

Round two brought the 100cc class, and from start to finish it was Clay Cauthorn and his Graham Ins. Yamaha out in front. Scott Burnworth had it all put together as he worked his way up to finish second on his R & D Suzuki. Pedro Perales riding an EC W/R Suzuki had to settle for third.

Round three saw the Jr. Minis. Ron Lechien grabbed the hole-shot and hung on to it to the finish. From the start it looked to be Bubba Sheldon would make it a second spot with his Yamaha; but two laps from the finish he blew it and had to settle for a fourth. Meanwhile Bryan Abernathy and his Yamaha went from fifth place at the start to second in front of Scooter Stafford and his S & S Yamaha who stayed in third.

Round four: minibike Sr. From start to finish Scott Burnworth and his R & D Suzuki took command of this event. Mark Meredith and his Hall performance Suzi nailed down second spot. Randy Seawright (Suz.) carried home third place gold.

The format changed from mini to mighty in round five as the Open class

rolled to the start line. As the big bikes shot out of the starting gate it was Derek Wedding out in front. Wedding's Suzuki is tuned by his father who covers up the fact that he's the hottest Super Tuner in Texas by playing Lawyer during the week. Tim Caudle and his Dayton Racing Montesa took home second place honors. Glen Remero riding an R.E. Garrett Yamaha worked his way up to a third place finish.

Round six saw the class size drop from the biggest to the littlest with the 50cc class going for their second time around. Jon-Jon Belisle showed that chrome is not just for show but also go as he piloted his MR-50 from start to finish in front. Tony Smith on a Smith Racer nailed down second. Keith Turpin carried home third place. Little Angie Scott showed that boys are not the only ones that can race motorcycles as she piloted her Italjet in for a well deserved fourth place finish.

Round seven was the 105 super bike class. These are the rolling bank accounts with 17-inch wheels. Out of the starting chute it was set to be a battle between Jerry Surber Jr. and Pedro Perales on a pair of Mini Elsie's. Perales decided to take a soil sample in front of the score tower on the second lap bringing an end to his charge for the lead. With the pressure off, Surber flew around the track like Mr. Cool to take the first place honors. Craig Raymond and his Pasadena Yamaha took second. Scott Burnworth and his R & D Suzuki crossed in third place.

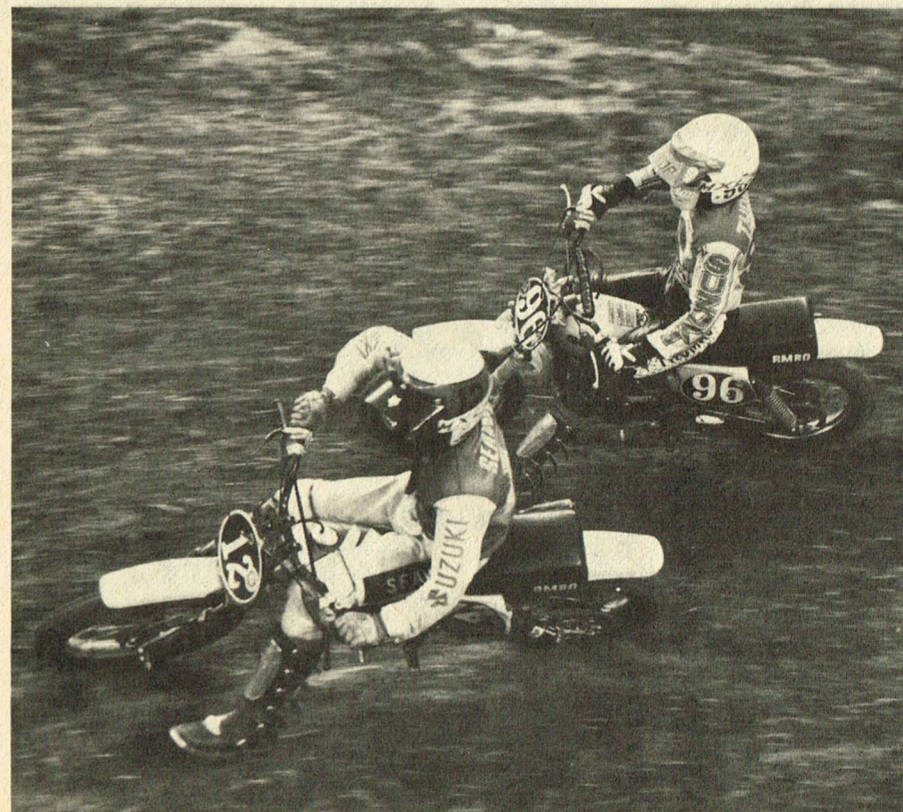
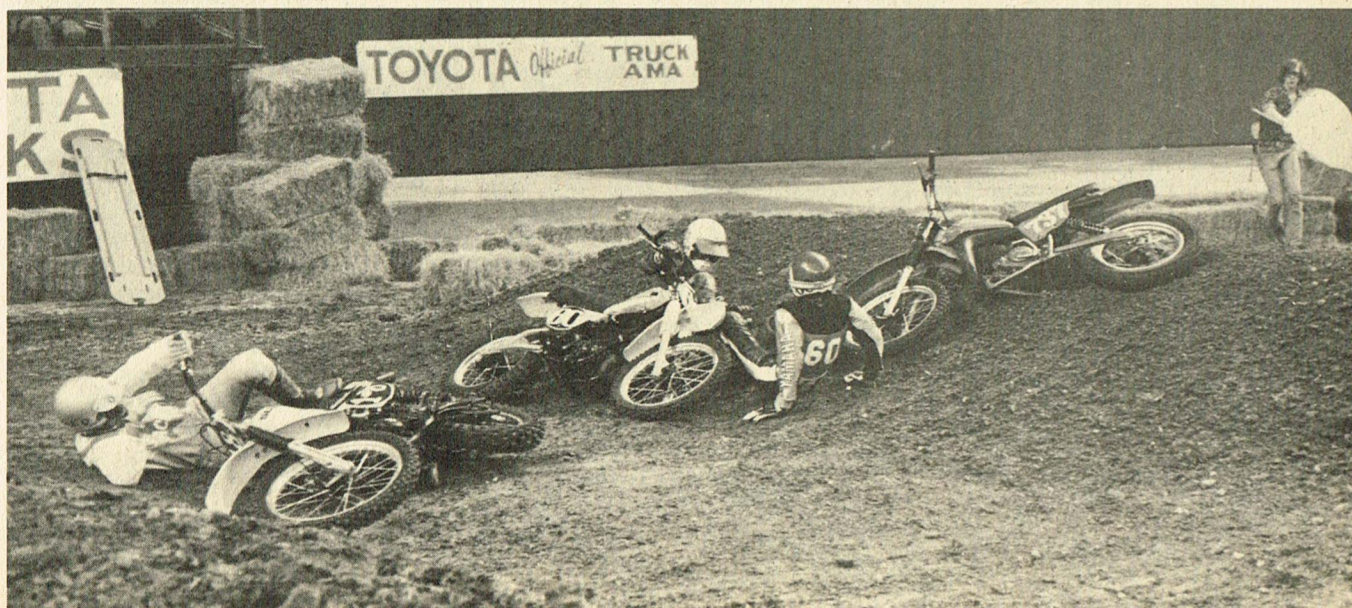
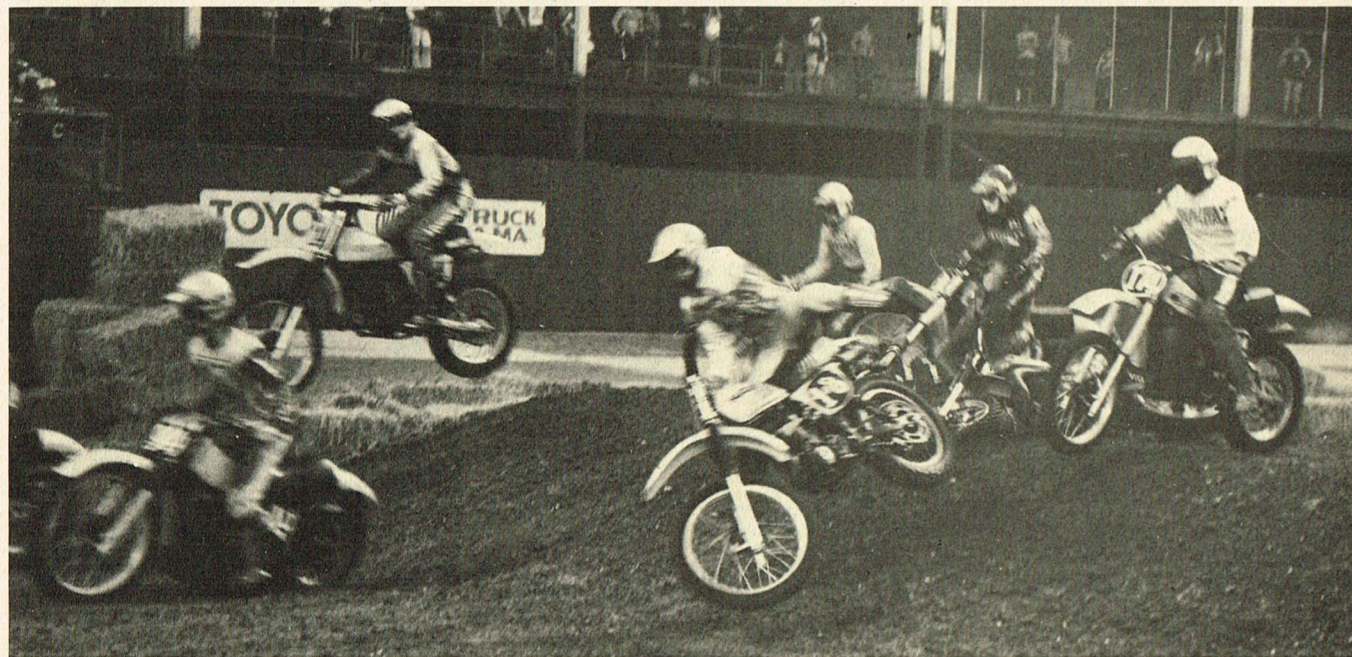
Round eight but the night's program at a half-way point and after a short break, it was time for the open Expert class and the riders that ride for the green stuff. Out of the hole it was Randy Kirschbaum on a B.J. Rooker Yamaha out in front. For six laps Kirschbaum had things going his way then all at once he was nowhere to be seen. With Kirschbaum out of the way Clarence Fortney pushed his Yam to the front. John Kelly from Nebraska on a Cycle Co. Husky fought his way up from a seventh place to second place money. Wyman Priddy is an old Texas Hoss still to be reckoned with as he piloted his Bull in for third place money.

Round nine: 125 Novice class. The one with a million bikes in it had been brought down to 25 for this final. The top three spots went to Texas riders. Tony Neilson who has just moved out of the Mini set showed he can ride a bigger bike as he piloted his Riders Digest Yamaha to first overall. Ricky Collins and his Suz. finished second, and Keith Davis (Suz.) carried home third place gold.

Round ten brought the 125 Intermediate class out of the staging area and to the starting gate. This race alone was worth the admission cost to the Dome. On the first lap through Pedro Perales had a wheel's length on Derek Wedding. These two Suzuki pilots were so closely matched that from the very beginning everyone knew that this was going to be the race of the night. Wedding stayed glued to Perales like ugly on a stick, lap after lap. As the two leaders started lapping slower riders they pulled the stands to their feet. Coming up on a slower rider Perales made a wrong move and Wedding pulled under him for the lead. Perales, not caring for this new place, let it all hang out and soon moved back into first when Wedding made a boo-boo. When the checkers came out it was Perales in for the win with Wedding following. Kyle Kandrum (Suz.) came across the line in third.

Round 11 and the 125 expert class saw Dick Young (Suz.) out front on the first lap. John Miller (Suz.) was running in second spot. Miller knowing that second place doesn't pay as much, let it all loose and put the move on Young taking the lead which he held to the finish. Young had to settle for second and Eddie Walker picked up third place money.

Round 12 brought the 250 Novice class to the start line. With the starters gate down Mike Smith was showing Chris Christoph the way around. For three laps it looked to be Smith's race but a slip in the turn cost him the lead and Christoph moved into the lead. Meanwhile back in the pack, Brent



Johnson was battling his way up from a bad start and didn't stop his charge 'til he got past Smith. With time running out, Johnson had to settle for second, Chirstoph hung on to the lead and Smith had to accept third spot.

The 250 Intermediates lined up on the starting grid and were getting ready to go for it in round 13. It figured that this was going to be a race of races because sitting behind the gate was Derek Wedding and Pedro Perales. With the starters gate down they blasted down the front straightaway. Out of the first turn and into the rollers it was Wedding in the lead with Perales making like a taillight. Disaster struck Perales as he did a series of tank slappers, unloaded his chain and his charge after Wedding. With Perales off his back Wedding opened up a comfortable lead to the checkerboard. Stormy Cantrell and his Suz. carried home second place honors. Tim Dohn on a Honda nailed down third place.

Round 14 brought out the 250 Professionals. From start to finish it was a race to write home about as Chappy Blose and Randy Kirschbaum went after each other bar to bar. Blose from the start was in front and when the white flag came out, first place money was looking good in his pocket; but Kirschbaum had other ideas on who was going to get the winner's share as he moved into the lead on the last lap. Blose had to settle for second place money with Greg Howard pocketing third.

To finish off, a race of Champions was the final event on the program. The top 15 riders from the 100cc class was pitted against each other on box stock 100cc Yamahas furnished by Hurst Supply, Texas Yamaha, and Humble Yamaha. Taking the win from start to finish was Bullet Ben Theriot.

Team Honda's Tommy Croft came out and passed out the gold. It's good to see the pros take an interest in the amateurs.

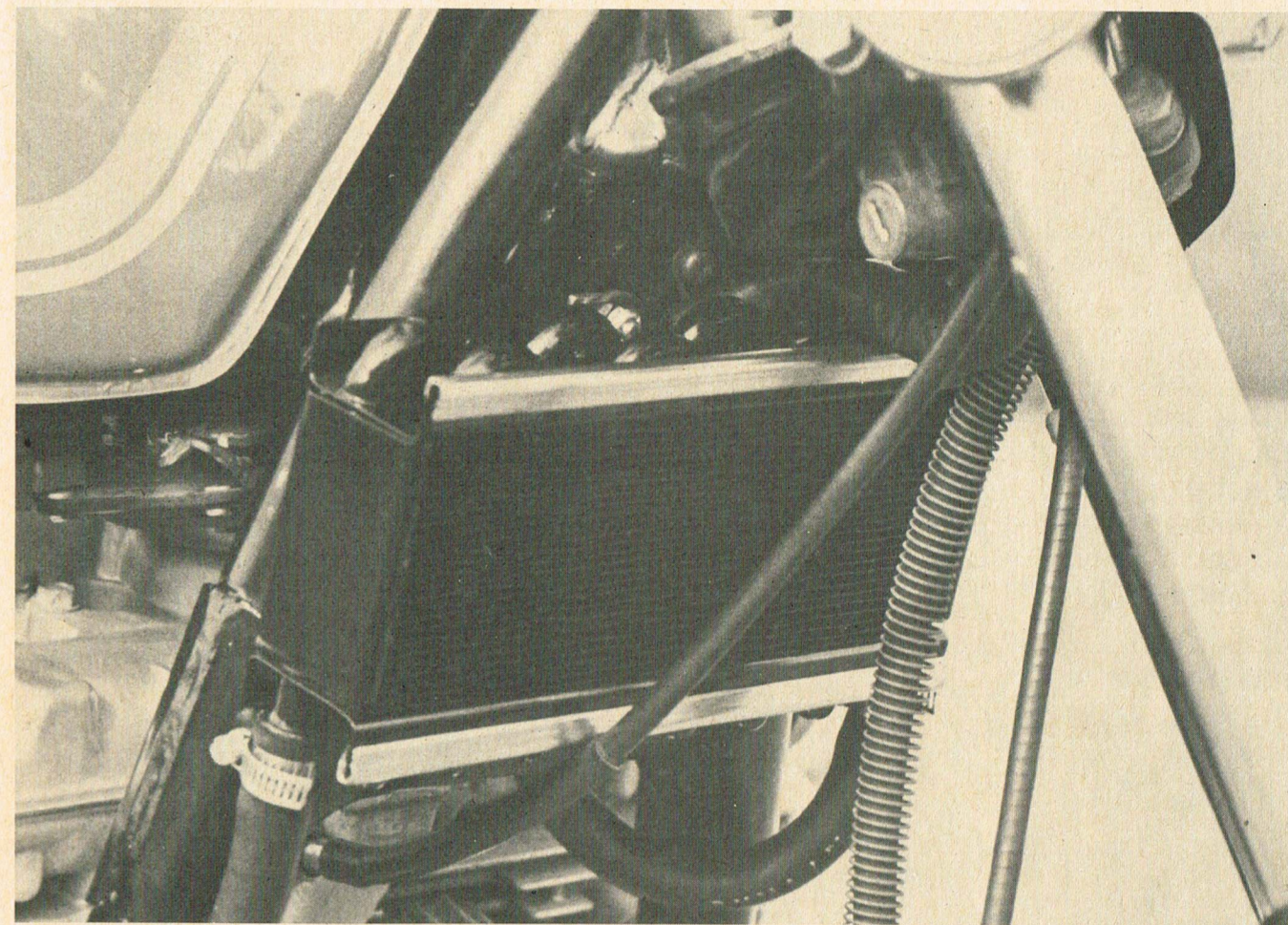
As the lights were being turned off and the Boys in Blue were ushering everyone out of the Dome, bench racing was already on the move and each one ended with the same words: "Just you wait 'til next year!"



Bolt on a little Alaska

Derale High Performance Oil Coolers

By Willi Scheffer



PHOTOS BY WILLI SCHEFFER

If you are performance oriented or are beginning to realize that performance is a growing part of your motorcycle experience, then take heed.

Many performance products can be found at any race track.

Those Sunday competitions are the true test of a products functioning. Their successes or failures in the hands of the participants are the true performance tests.

Asphalt racing is part of our motorcycle world. And motorcycle road racing or drag racing demands more horsepower than some other forms of racing. That's where the Derale Oil Cooler comes in.

Let me tell you about the Derale oil cooler as a performance product. First of all, the Derale coolers are race track proven. Narrowing it down to a

certain brand of motorcycle, the Suzuki GS 750 has been a strong 750 production club level road racing motorcycle. Many of these Southern California race bikes are equipped with a Derale High Performance Oil Cooler. There must be a good reason why so many have picked Derale.

The construction has a high quality look to it, and is engineered to endure the shock and vibration to which a race bike is subjected.

The coolers are mounted in strategic areas where the air-stream can whisk through the patented louvered fins to cool the oil.

Surprisingly though, the compact fitting cooler mounts with one large hose clamp wrapped around the bike's frame and through the coolers mounting plate. Nothing, not racing, not even a gen-

uine Californian earthquake, will shake the Derale Oil Cooler from its mounting hardware, or the motorcycle.

All Derale oil coolers have built-in internal turbulators (patent pending). Basically, the flowing oil continuously breaks up the hot oil into minute droplets which are forced to the inner surface of the tubing, cooling the oil in a minimum amount of time. Breaking up the oil into minute droplets will rapidly dissipate the heat the oil has collected.

Copper tubing is used because of its superior heat dispersion. Copper dissipates heat almost twice as fast as aluminum tubing. Some other coolers are built with aluminum tubing are a weak set-up. The aluminum style coolers create poorer heat dispersion.

All Derale fittings are silver soldered to withstand rugged punishment. A