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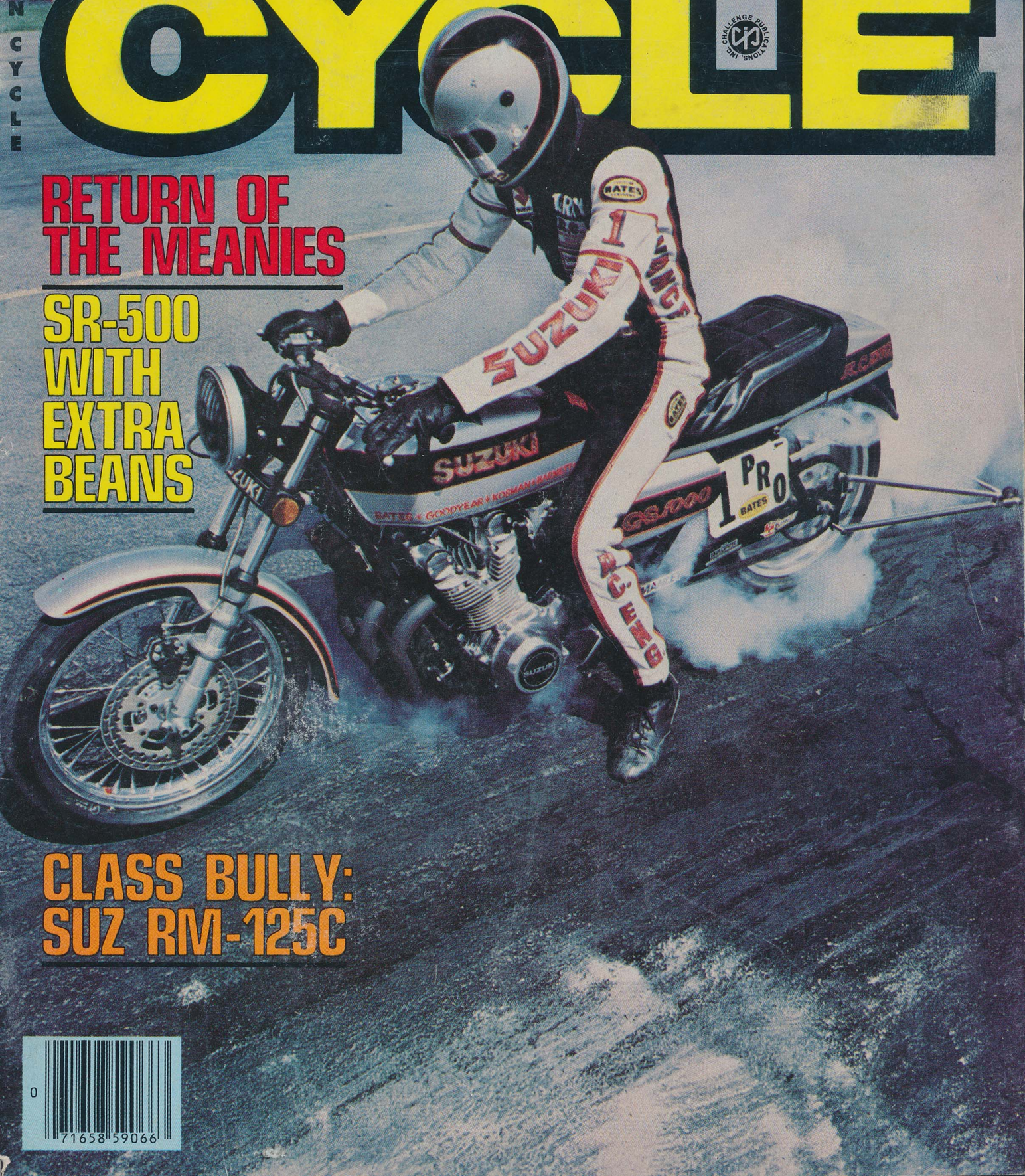
MODERN CYCLE



RETURN OF THE MEANIES

SR-500 WITH EXTRA BEANS

MODERN CYCLE

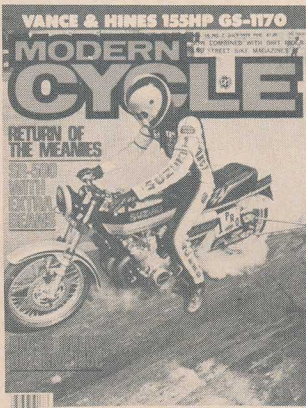


CLASS BULLY: SUZ RM-125C



MODERN CYCLE

VOL. 14, NO. 7 JULY 1978



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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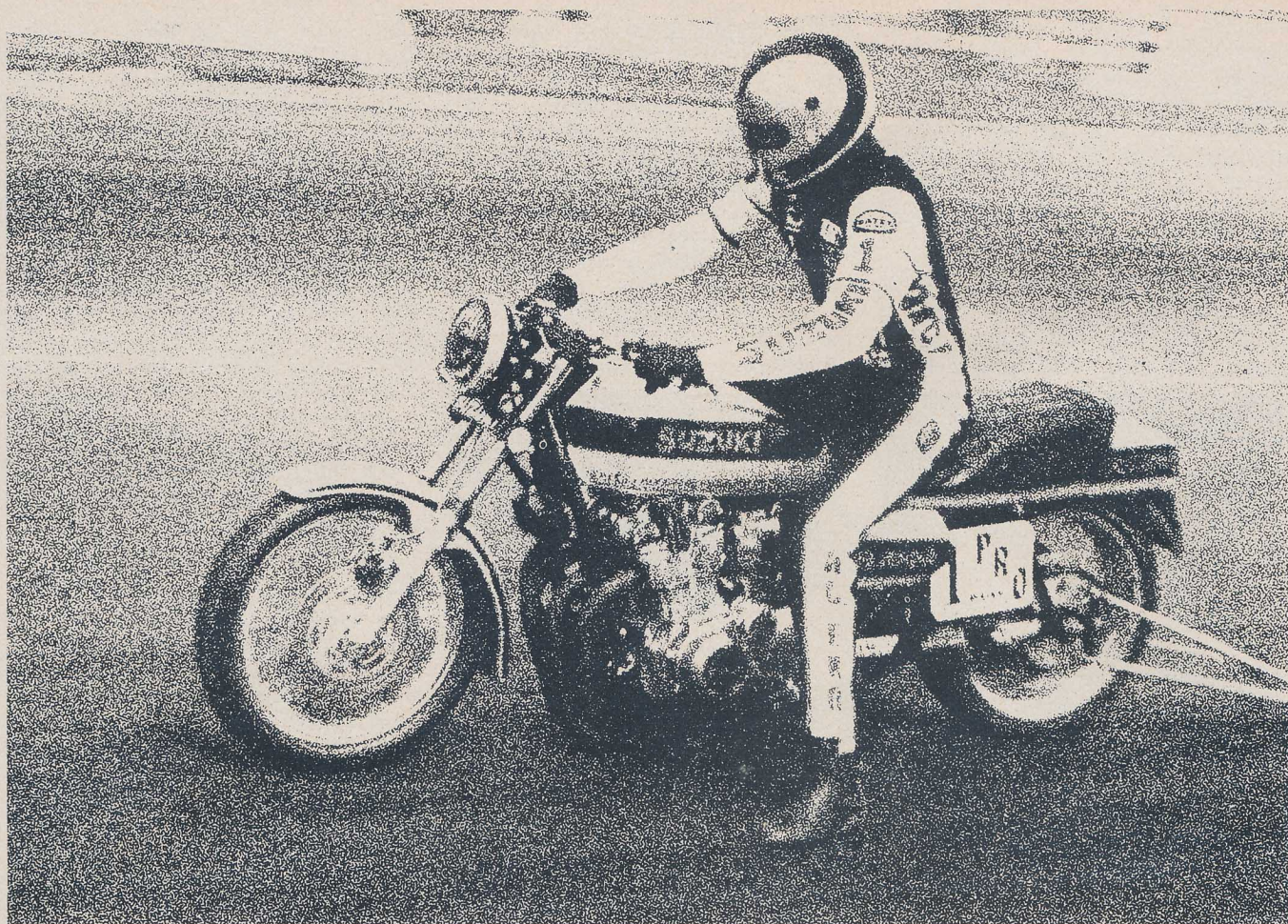
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PHOTOS BY JEFF PECK AND DAN FITZGERALD

Building a Winner

By Jeff Peck

Suzuki is serving notice to everyone in motorcycling, the GS1000 is by all means the most SUPERbike available to the street rider. They started this high performance campaign with road test reports establishing the quarter mile performance of the GS and then with further reports of the excellent handling characteristics of the big bore Suzuki. Any magazine that has tested the GS1000 has sung its praises.

The public was primed and ready to go. The next step in the campaign was the victory in the Superbike race at Daytona Beach, Florida. A GS1000 annihilated the competition, coming from the very back of the two wave start to win the race by a wide margin.

What could be left? How could anybody doubt the overall superiority of the GS1000? The people at Suzuki were going to leave nothing to chance, they wanted the deck stacked in their favor, so they hired the number one Pro Stock drag racing team in the country,

Terry Vance and Byron Hines of RC Engineering. They made no bones about it, they wanted the number one plate on the Suzuki at the end of the season.

They couldn't have picked a better team for the job. Terry and Byron are recognized as the leaders of the Pro Stock field. Last year they were invincible in their march to the number one plate and expect nothing less this year from the Suzuki.

While most teams would expect the first year with a new machine to be a season of go out and race, break it and then come back and try again. That's not the way Byron works.

He has already spent hundreds of hours working on the Suzuki motor getting it to the point they have it at now. And they're not doing too bad, with passes already under the national record Terry set last year. The only thing is, they expect more out of it and plan on getting it.

VANCE AND HINES+ SUZUKI = ?



As the bike sits now it is bored out to 1170cc. Byron won't even talk about what he's done to the head, he just smiles. From what Terry said Byron has put 80 hours into just making the head work at its maximum, and he's still looking for more.

When we saw the bike Terry and Byron were playing with a set of Amal carbs seeing if they provided any advantage over a set of CR's. The jury wasn't in with a verdict and it's hard to say what's going to be used on the bike. Whatever it is you can be sure it's going to work.

Other obvious changes include the use of a Gerex total loss racer system to provide the best spark for the GS1170. That kit includes the use of Gerex coils and wires.

A special handbuilt exhaust system was assembled for the racer with all kinds of swoopy bends and subtle differences. Just the looks of the system should be worth a couple of mph.

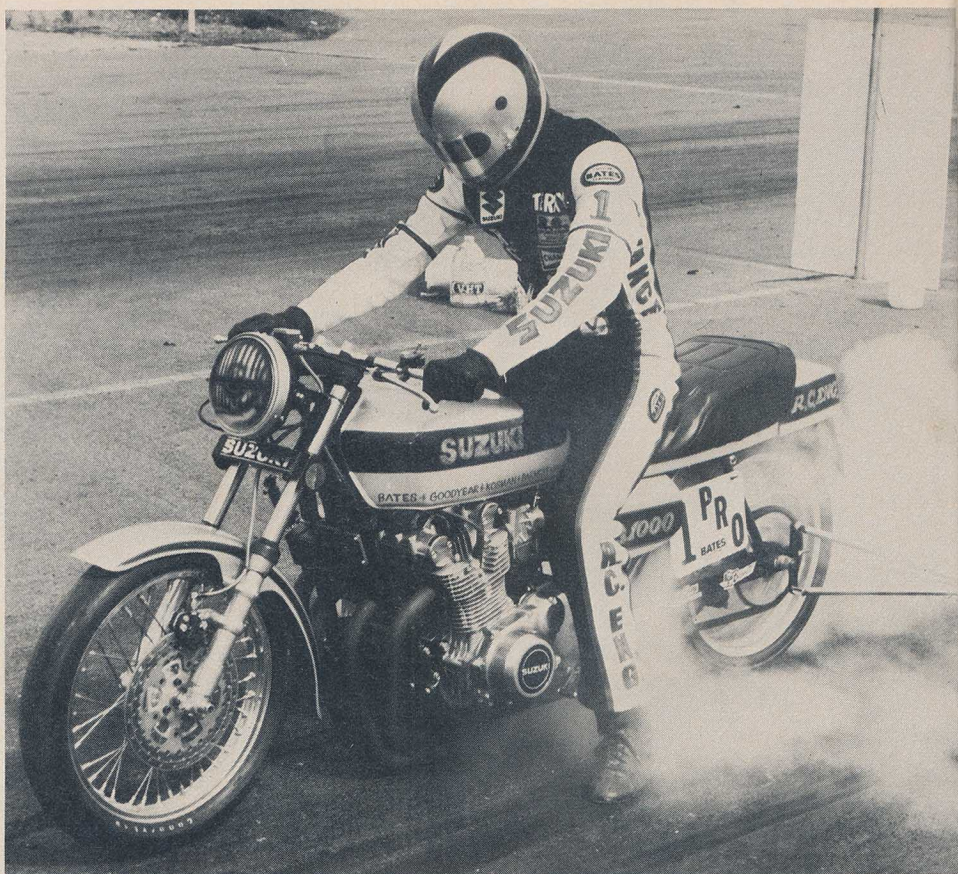
Ceriani forks replace the stock Kayaba units up front with a Kosman wheel, brake rotor with a gremica caliper topping off the package. In the rear Kosman had to build a special, extra wide wheel for this bike. Goodyear has developed some very special slick for motorcycle drag racing and the tires are very wide and have the same appearance as the road racing tires.

Terry indicated that the Suzuki motor is putting out an "uncorrected" 155 horsepower at the countershaft. This means there is some incredible force being put on the chassis during acceleration. To help keep things in line a special arm was added onto the outside of the square tube swingarm on the drive chain side. This is supposed to keep the power from pulling the wheel around and ripping all of the teeth off the sprocket. Terry said this is the only solution to the problem they had last year on their Kawasaki.

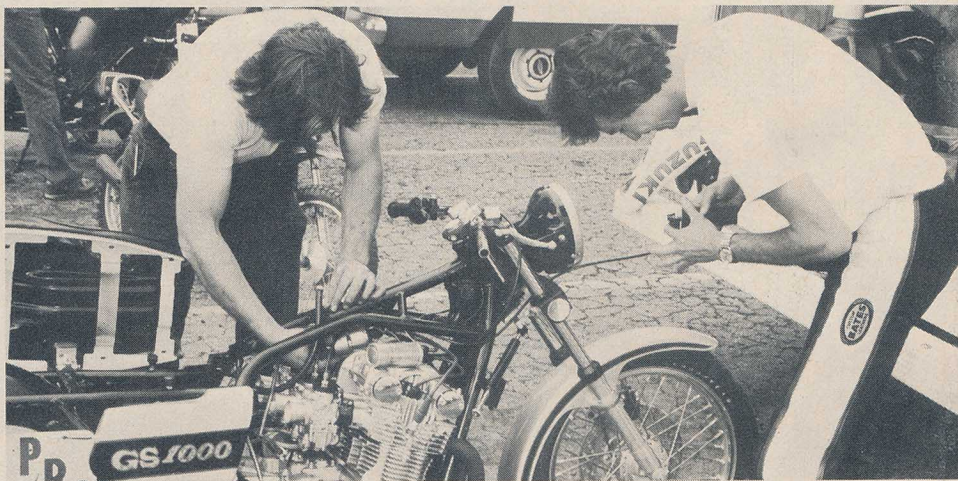
At first glance you don't really notice it, but the Suzuki Pro Stocker is really stretched out. The front forks have been kicked out and the rear wheel shoved back as far as possible. Add to that the very low profile of the bike and you have an incredible looking machine. This bike sits so low it wouldn't go up a driveway easily without grinding the pipe.

Terry and Byron both feel that there is quite a bit of potential power in the Suzuki power plant and they've only begun to scratch the surface. You can be sure they're going to be constantly refining the package all season long, and considering the success they've enjoyed in the past there is no reason to believe they won't be successful.

After all Terry Vance and Byron Hines are staking their number one plate on it.



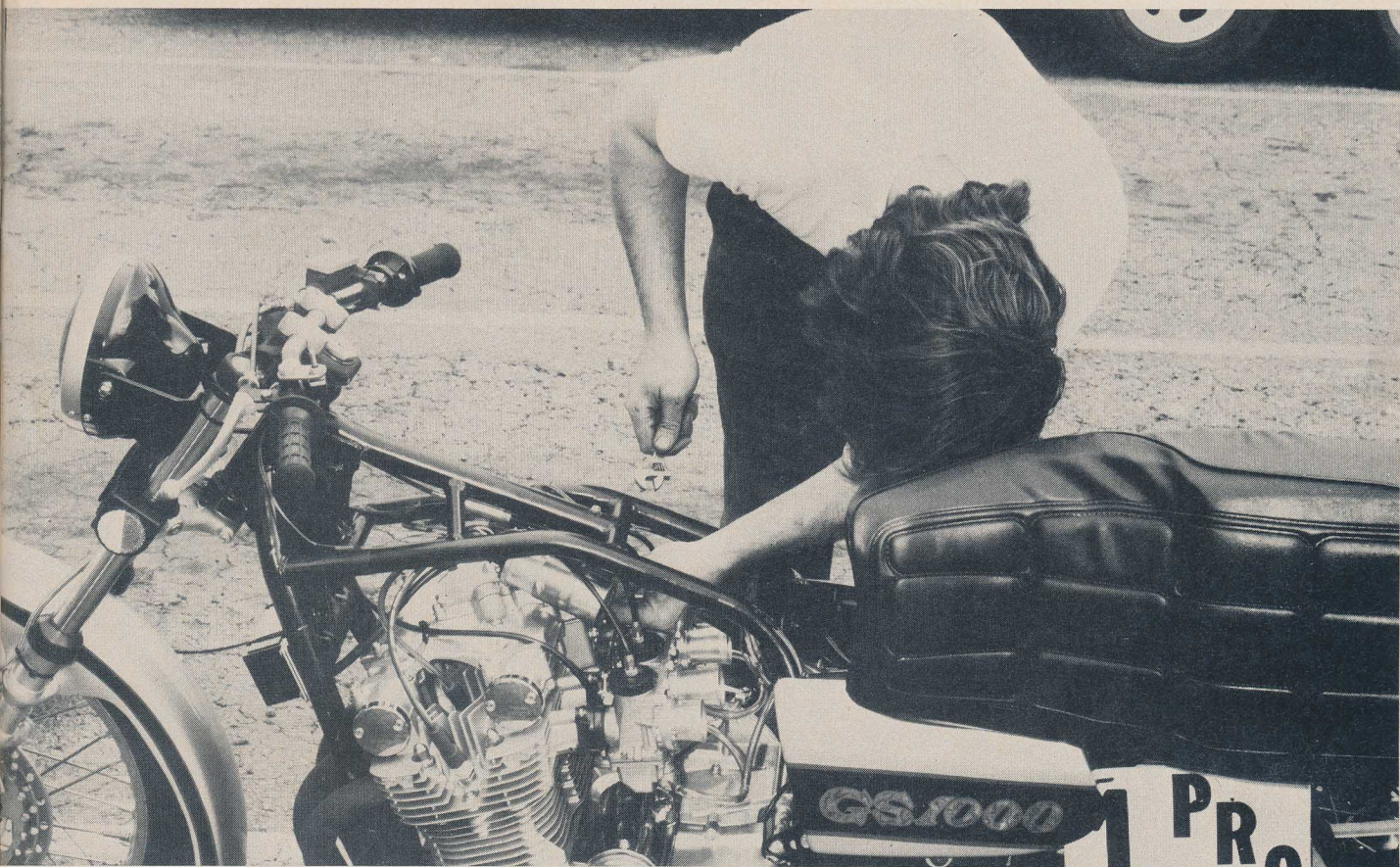
Goodyear made the special wide drag racing tire and Kosman built the rim.



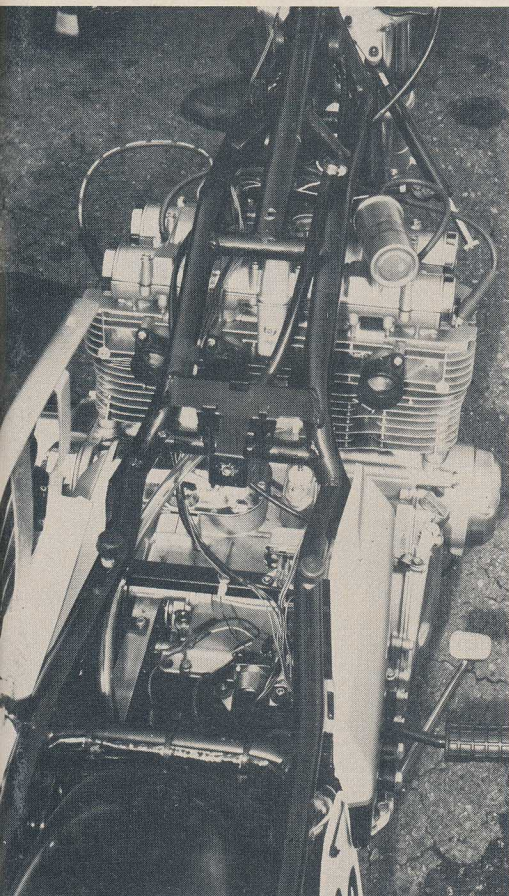
Ceriani forks and Kosman gear make the front end just light enough to make a difference.



● Terry and Byron get heads down in the Suzuki for a little pre-race work.



The boys from RC were out trying a set of Amals to see if the carbs provided a performance advantage over CR's.



Engine has been built to 1170cc with most of the other changes thrown into the top secret category. Horsepower is claimed to be 155 uncorrected at the countershaft.



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