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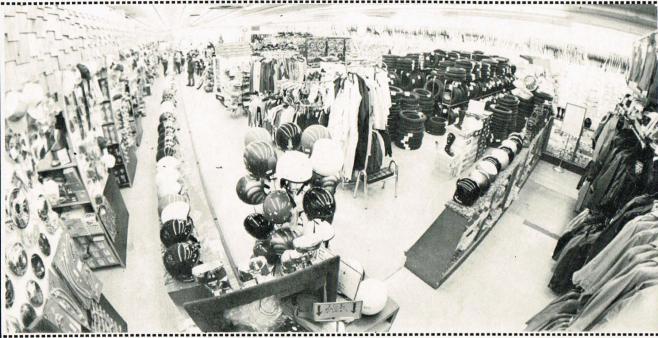


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ON THE COVER: Terry Vance warming up the skins on the Vance and Hines-RC Engineering GS-1000 plus. Photo by Dan Fitzgerald. Photo by Jeff Peck.

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Dirt Werkes Stand

There's probably nothing that gets us more peeved here at MC than something that doesn't work—especially if that something is supposed to make your work go easier.

Not very long ago, O-Ringz nearly cold-cocked himself in his well-outfitted but dimly-lit garage when an adjustable motorcycle stand decided to adjust itself in mid-top-end maintenance. Besides a couple of bruises about the head and body (ever try to catch a 230 lb. motorcycle with your elbow?), one of the new about-to-be-installed rings snapped like a dry twig and slipped neatly into the bottom end.

Bellowing like a wounded water buffalo, we came to help but O-Ringz had since righted the machine and then deftly balanced on one leg of the stand and supported by his forehead, reset the other leg. Then he set the bike back down and we had to hear a 27-minute diatribe on the lack of design merits of this particular stand.

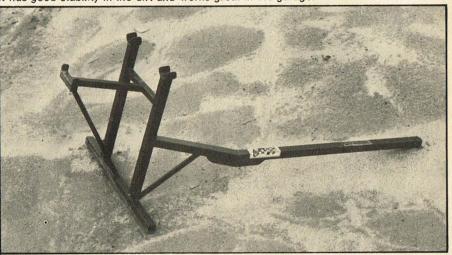
"If I wuz gonna build one of these babies, it would have to lift up both ends of the bike at the same time and be substantial enough to withstand a little wrestling match between one of these scoots and me. And furthermore . . . " it seemed to go on forever.

About the time he went for one of the dead bike frames and assorted steel tubes, straps and various other iron configurations with his torch in hand, someone caught his attention with a six-pack and we managed to soothe the savage beast, as it were. This only slowed him down enough to attack a tablet with his "official" drawing pencil and burn off about 10 pages of sketches and rough blueprints. Talking excitedly with his hands, we finally determined that the stand would be a cross between the Bay Bridge and two Greeves welded together end to end. The saving factor, O-Ringz figured was that it would only cost about \$200 and would easily fit into the back of a 3/4-ton pickup.

Fortunately for all concerned, including the welding tanks, Hi-Point Racing Products came to the rescue with a custom built stand. Designed and fabricated by Dirt Werkes and distributed | travel modified suspensions. by Hi-Point, each of the stands is built | Dirt Werkes builds stands for all



Dirt Werkes stand effectively lifts both wheels off the ground for maintenance. It has good stability in the dirt and works great in the garage.



Although it is a little bulky in storage, it can't be beat for its efficiency. It does what it is supposed to do. Workmanship is good.

stand doesn't really come in that handy.

The neatest part is that the Dirt Werkes' stand lifts both wheels off the ground. It is sturdy enough to stand up to some pushing and is designed so that the bike "locks" itself onto the stand. The entire bike can be stripped down to the frame while on the stand. Since there is nothing interfering with the swingarm or handlebars, all manner of repair can be performed without repositioning the scoot. They are also built with enough clearance to allow for long

for a specific motorcycle. When you popular competition motorcycles. The consider that it's rare for one rider to price, \$44.95 may seem all a little steep have more than one racer, an adjustable, at first, but considering that it's the only stand you'll need, and keeping in mind the safety and hassle factors, it is money well spent. Contact your local bike shop that sells Hi-Point Racing Products for one that will fit your

For the name of a dealer nearest you and for more information, you may contact:

HI-POINT RACING PRODUCTS 3709 W. Erie Avenue Lorain, OH 44053 (216) 244-4101

CLASS BULLY

Last year, when the RM-125B made its debut, we ascertained after a long, tough testing session that the bike was the best 125 we had ridden to date. Since then we've ridden a ton of the eighth-liter machines, including many with a lot of modifications.

Better and Better

The RM is probably the most successful 125 built to date and many of those modifications made the bike even more successful. Suzuki could probably have left the bike alone and it would still be the terror of the 125 class.

But they didn't.

Based on the "B," the new 125C is again a careful refinement of the previous model, just as the "B" was an intelligent update of the "A."

Engine, pipe, suspension, brakes, tank and plastic have all received changes. Some are minor, but others are completely different engineering executions.

SUSPENSION

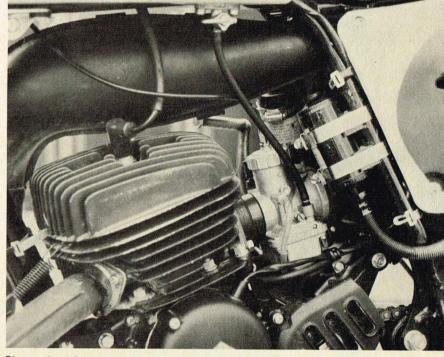
Without making the bike taller, Suzuki has improved the suspension at both ends and gained a slight increase

Up front, the forks, substantially the same as the "B" model, have received slightly longer tubes and extended air caps which allow for a larger air chamber volume. This increase allows the tuner to come up with a more progressive air spring rate.

A wider range of pressures can be used, and when applied to varying amounts of fork oil can determine an almost infinite variety of rates. The air cap is slightly recessed into the cap which now utilizes a standard hex design.

To also aid in suspension tuning, the stanchions have been scribed in two rings on each tube. This provides two locations for fork tube height adjustment, and assures that each of the tubes is adjusted to the same height. We set ours at the uppermost mark and found that for our tracks and riding style, this was the best. We also experimented with the tube adjustment in small increments to the lower scribe mark. This position caused the bike to turn virtually under itself. For extremely tight tracks this may yield a slight edge in turning. It is something to experiment with.

Suzuki RM-125C



Pipe and porting are revised, bringing more punch to the RM.



Carburetion is provided by a VM32SS Mikuni through a combination piston-port and reed valve set up.

Fork boots, of course, are used to insure long seal life. Keeping dirt out of the seals means that the air pressure. that is carefully adjusted in the forks, stays there.

To accommodate the extended tubes, a new top triple clamp has been fabricated. Rather than just cast the set backs into the clamps, Suzuki opted for a vibration damping type of mount. The clamps bolt down through a pair of tapered rubber bushings which effectively isolate much of the buzzing that comes through the bars. The setback bars increase the leverage making steering inputs easier.

One of the most visible changes at the rear is the new aluminum swingarm. Constructed of a D cross section, the welding on the arm is slightly rough which gives it a "factory" appearance. Although it looks cobby, the arm is certainly strong enough. Axle locating tabs at the rear are massive and when welded to the banana shaped arm make a super-strong unit that should make the aftermarket people cringe.



the remote reservoir Kayaba shocks are the height of the bike didn't change. similar to those used on shock eyes. also new for the C model. Featuring adjustable damping (three settings) in addition to three preload settings, the shocks are an improvement over previous Kayabas. Valving is changed as well as gas and oil volumes. The shocks are a lot more sensitive to small bumps than their predecessors on the "B" model. For our testing purposes, we set the preload at the middle setting and the damping at the lightest setting. We did experiment with the damping, though, and a couple of the testers liked it cranked all the way up. At least this feature will allow a happy

travel to just right at 9 inches. As we cable is necessary here. mentioned before, the increase is in

medium for the tuner.

While they appear to be the same, the bottoming end of the travel, so that ings on the floating torque arm are

BRAKES

ment comes from the rear, where a ruts or anything else that the rider full floating beauty resides. Rather than may encounter when he misses a turn. just a bushing, the brake backing plate pivots on a double row ball bearing changed from the B model. which is carefully sealed from dirt. The brake lever pulls from over the top, rather than from below as before. With the torque arm arrangement on the floater, there was not room to leave it at the bottom. Also it helps protect the arm a little from damage from ruts. rocks and the like. An unhappy aspect is that the cable is the same used on The different shock and slightly dif- the older backing plate and is too long ferent dimensions on the swingarm for the top mount arm. It goes through netted nearly a quarter of an inch in too many twisting gyrations. A shorter instead of the thicker cross section

To keep maintenance low, the bush-

These aren't as critical when it comes to dirt and can also absorb some of Biggest news in the brake depart- the shock that the arm gets from rocks,

Up front, the brake remains un-

MOTOR CITY

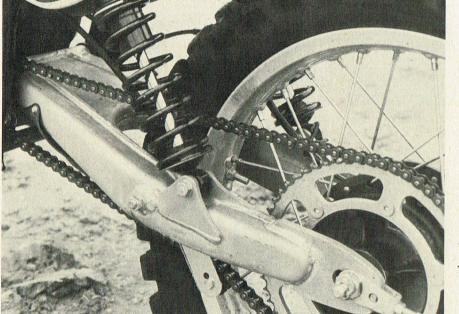
A combination of factors have teamed up to give the "C" more punch. Conservative estimates are that a full horsepower has been culled from porting, piston, pipe and silencer changes.

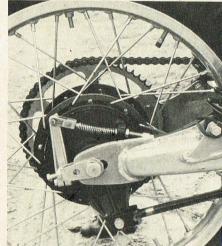
Although the bore and stroke remains the same (54x54mm) the piston ring design is changed. The piston features a pair of very thin flat rings units. The thin rings produce less drag because of the smaller friction surface. (These piston/ring sets will fit the Bs without modification. More on the interchangeable parts in future issues.)

Internally, the only changes that the engine underwent are in the barrel. Suzuki went at the jug with their porting tools and changed the height of the intake and the transfers. The intake has been raised 1.3mm, while the transfers have been raised 1mm. The exhaust port remains unchanged. These mods are some of the porting specs that Suzuki tuners used throughout last

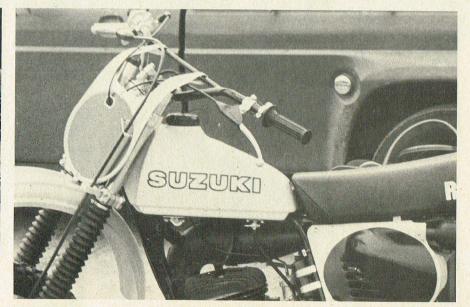
In conjunction with the porting, the expansion chamber dimensions have been altered. A larger, quieter silencer has also been engineered. The pipe is a pressure formed thin steel unit. Some

Massive aluminum swingarm has "factory" appearance. Shock mounting tabs are equipped with steel bushings to prevent ovaling of the bolt holes.





Full floating backing plate rides on double row ball bearings. Cable is too long; bends are too sharp. Short cable would remedy this.



Tank filler hole is large and handy. Plastic tank will take a lot of abuse-decals won't.



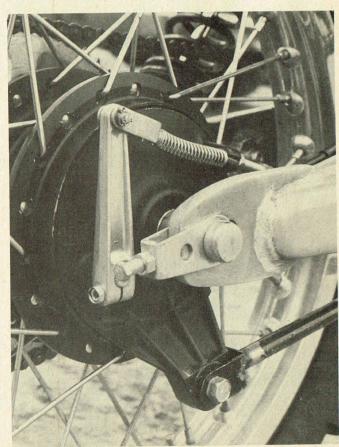
Double flap number plate and improved cable guides and stays reduce chances of cable snagging. Plate is fastened directly to triple clamps.



Set back clamps allow for tube height adjustment and increase leverage on the forks. Clamps are damped in rubber to reduce vibration.



Air valve is slightly recessed in extended caps. Combination of longer tubes and cap allow for larger volume



expected the silencer to be aluminum easy to grasp and has a tether attached edges. Since the extended fork tubes but it is of similar construction. These to it to keep it from rolling around are excellent candidates for snagging changes have lowered the annoying during filling. The large opening is cables, the front number plate is now pitch of the previous 125.

unchanged. There are no weak spots here, so changes were not deemed necessary.

OUTSIDE

welcomed after the miniature filler a double-armed protector type and is All the rest of the engine—carb, on the earlier tanks. (Some of the tank mounted directly to the triple clamps transmission, clutch and ignition—are mounts on the early production run with 6mm screws. This is a much more were breaking. Suzuki has remedied sanitary setup than the rubber-banded this, but if you are having problems mounting that always broke at the contact your dealer.)

Front and rear fenders have been redesigned. To enable them to not Gone is the aluminum tank and in bend as much when packed with mud, plastic unit. The filler cap is large, ridges across the top and around the

wrong time.

Improved cable guides on the front brake cable are also a welcome addition. The clamp on the fork slider that does its place is a cross-linked polyethylene the fenders are molded with reinforcing double duty as fork boot clamp and cable holder is much beefier. In the past, that clamp had a tendency to cock sideways and allow the cable to snag into the tire. The new one is wider and functions much better.

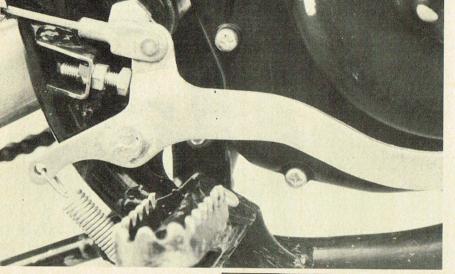
Hubs, rims, tires, seat and frame all remain unchanged.

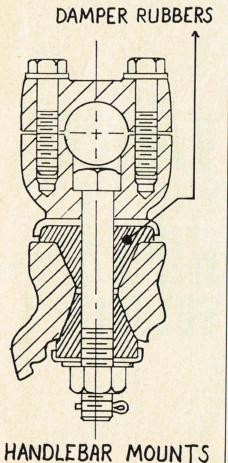
THRASHING

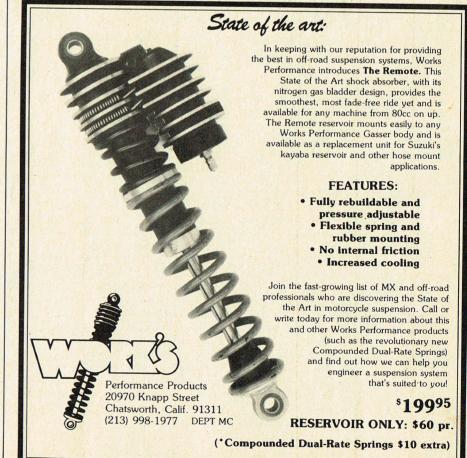
Our first stint on the 125 couldn't have come on a worse day. California was in the midst of the "monsoon" season (didn't we just have a drought?) when the annual editors' motocross GP came up. It's a little affair that Suzuki uses to present some of their new competition models to the press.

As the sky opened up, it rained on our parade some, but it gave us an excellent opportunity to test the little devils in poor conditions. The specially-

(Continued on page 75)







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American Cancer Society &

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(Continued from page 25)

es; the cast wheels themselves are 17 inchers wrapped with Semperit tires, 2.50x17 forward, 3.00x17 aft. Overall height is 1 meter or 39.7 inches. Weight

Girling shocks, hydraulic disc in the front, drum in the rear. Hand controls are Magura as well as the hand grips faintly hexagonal cross section.

Rocking switches handle the lights even has a position to flash it so you they were with their GL 1000s and their can urge slow pokes out of the way! There are indicators for neutral, high beams, and turn signals. The tach and no chance of us getting into trouble!" speedo nestle in under the fairing.

I know you're just dying to hear about the engine and performance. It's a piston port, air-cooled, two-stroke night but that's what it's for. single displacing 49.9ccs. Bore and stroke is 40mm by 39.7mm, making ting into contact earlier in the week it practically square. With a compres- next year. I was even going to buy you sion ratio of 11:1 and a 20mm Bing and Ned a round, Whatever, carburetor, it produces 6.25 Din HP at 8500 rpm. Ignition is by Bosche Thyristor.

To start it you just tickle the carb and kick. It pulls clean right into the red, which is what you go for in every

There's nothing under six grand but

and sometimes didn't fully engage the tive side to the price. At 1600 or so next gear. However, that's something dollars a copy, you can be sure it won't you can compensate for with practice be falling into the hand of the riffraff.

Wheelbase is 1240mm or 49.6 inch- and boy, did I get practice. I didn't get into 6th gear often because around town you were using 3, 4 and 5. Third gear had a whine to it.

There's one point I might mention: is 187 pounds. Fuel tank capacity is for all the charging around I did on it, I 3.25 gallons. Fuel consumption is a never came to the attention of the moot point. Every time I looked, the Daytona Police force which, you may tank was half full. It takes premix, or may not know, is one of the most Marzocchi forks and, it looks like, attentive custodians of the Vehicle and Traffic codes in the Western World. Imagine it, redline shifting practically all the way through the gear box and the —which are just right. They're medium boys in blue didn't so much as spare a soft, have a slight barrel to them and a glance from their studied observation of the chopper crowd, eh, eh, eh.

It was because of this that the Chiand turn signals. The high beam switch cago gang let me lead the pack. There GS 750s and they said, "Let Carl lead. After all, with him out front, there's

> Well, that's pretty much it. Daytona 78 was a fine happening by me. I kind of overboogied it a bit Saturday

> We ought to do something about get-

PRICE? Well now, isn't that something. I cleverly disguised this article in the form of a letter and I didn't even mention the price of the Cobra GT. What was I thinking of? My, My.

Understand that this is a limited proyou'd kind of expect that anyway. When duction machine for a very special the light changed, I'd ring her up to market and it's the kind of bike you 7.5, feed clutch and away we'd go. Run- won't be passing on the street everyning around town dodging Hawg I kept day. That should be worth something. the tach needle wagging between 6 and And don't forget the appeal it has for lovers of fine design. Anyway, money The shift lever has a longish throw isn't everything and there's even a posi-



CLASS BULLY

(Continued from page 31)

groomed track went from damp and tacky, to muddy, to flooded by the end of the afternoon. Regardless of condition, the RMs buzzed merrily along with minimum of fuss. They had no extra waterproofing than comes from the factory and out of 15 bikes, only one watered out. After thrashing through axle deep mud and sand for nearly five hours the machines showed no adverse affects. After the clean-up one of the Suzuki mechanics was heard to say that even he was amazed at the absolute lack of wear or damage to the machines.

Not only did the bikes handle and run well all day but they held up better than anyone had expected them to. One water, no seizures and no thrown chains. (The strong swingarms no doubt minimized that in the miser- one of the best, if not the best, out able conditions.)

on another well-groomed track (as Indian Dunes almost always is) we found the bike to be superb in every way.

Turning is precise. Tracking cannot be faulted. It is doubtful that the change of the tires to any other brand could have worked better. Steering through the new, damped bar clamps was light and virtually vibration-free.

On major whoops or small washboards the rear stayed put. The new revamped, adjustable Kayabas are a major improvement to the rear. The beefy, no-flex swingarm also is a major factor in this area.

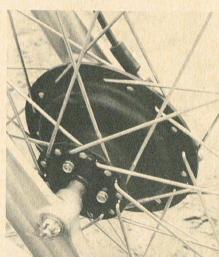
Coming out of corners garners the most noticeable power surge from the stronger motor. The bike feels stronger, even down low, than just about anything we've ridden-modified or not. Jetting was crisp and enabled the RM to wring out quickly, with no flat spots. Like any 125, the bike begs to be ridden in the top of the power band

and is quite happy there for long periods of time.

Although the suspension and moto changes are positive additions, it wa the rear brake that garnered much o the applause. The full floater is marked improvement over the stocker Not only does it not want to lock up as easily, but by not chattering and hopping around it delivers a lot more braking force. It has a smooth, progres sive feel that we have come to expec from floating brakes. The wide bearing surface on the backing plate help eliminate the tendency of this panel to "walk" as some of the floaters with bushings can do.

CONCLUSION

We didn't think they could make it better, but they did. Braking, sus pension, durability and power have all been enhnaced by the changes. It i of-the-box 125s available on the marke On our next outing, in better weather today. There is so little room for im provement that it seems strange that one would want to buy anything to put on it. If something else is better then you can expect to see it on the RM-125D—next year.



RM-125C SPECIFICATIONS

	Name and model Suzuki RM-125C
r	Engine type Air cooled, single,
	Lingine type All cooled, single,
IS	Bore and stroke 54x54mm
f	Bore and stroke 54x54mm
a	Displacement
r.	Compression ratio 8:0.1
	Horsepower:
p	
d	Claimed by factory . 23 hp at 9700 rpm
e	Engine red-lines at 10,750 rpm
	Carburetion Mikuni VM32SS
3-	Recommended gasoline Premium
et	Fuel tank capacity 1.6 gal.
g	Fuel tank material Plastic
S	Lubrication Premix
	Lubrication Premix Air filtration Oiled foam
0	Olivials Olied Idalii
h	Clutch Multi disc, wet
	Transmission Constant mesh, 6-speed
	Gear shifting One down, five up
	Gearbox ratios:
	1 2333 to 1 / 1 190 to 1
e	2 1.750 to 1 5 1.045 to 1
3-	2. 1.750 to 1 5. 1.045 to 1
11	3. 1.411 to 1 6. 0.956 to 1
S	1. 2.333 to 1 4. 1.190 to 1 2. 1.750 to 1 5. 1.045 to 1 3. 1.411 to 1 6. 0.956 to 1 Primary drive
	Countersnait sprockets 14 tooth
t-	Primary reduction ratio 3.705 to 1
t	Final drive
1-	Rear wheel sprockets 59 tooth
t	Rear wheel sprockets 59 tooth Final ratio 4.538 to 1 Ignition Magneto, CDI
94	Ignition Magnete CDI
0	Ctorter (tune
,	Starter (type,
e	location) Kick, right side
	Primary starter? Yes
	Recomm. spark plugs NGK B9EV
	Recomm. plug gap
	Exhaust system Up through frame
	Frame (type) Single down tube
	Overall length 82.1 in.
W	Wheelbase 55.3 in. (1382.5mm)
	Ground clearance 11.8 in. (300mm)
	Overall width 33.1 in. (827.5mm)
	Cteering head angle
	Steering head angle
	Trail 5.1 in. (129mm)
	Weight 194 lbs.
	Wheels/rims:
	Front Aluminum, spoked
	Rear Aluminum spoked
	Tire sizes:
	Front 3.00x21, 4 PR IRC
M	Rear 4.10x18, 4 PR IRC
	Brakes/hubs:
	Front Shoe, conical
	Rear Shoe
	Suspension:
	Front Telescopic, air/spring
	Fork travel 9.1 in.
	Rear 9.0 in.
	Fender material Plastic
	Color Yellow
	Intended use (fact.) Motocross
	Where made Japan
	Price
Y.	Distributor:
	Distributor:

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