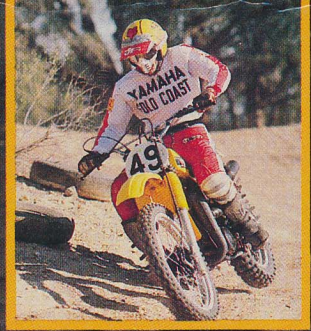


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**SUPERCROSS
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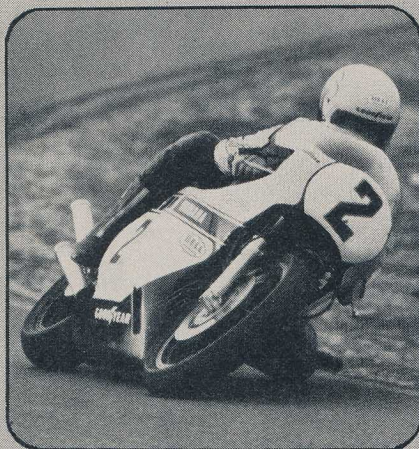
**INTERVIEW:
'78 125 CHAMP**

**BROC
GLOVER!**



**KAWASAKI'S
SILVER
BULLET
STREET
CUSTOM!**





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POPULAR CYCLING

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On the cover:

The shot of Roger DeCoster (by Steve Reyes, of course) accompanies the Suzuki RM400 test article. Since we're taking the liberty of calling the bike a Roger DeCoster Replica, we thought we should put a photo of the man himself on the cover. Consider it also a tribute to Roger D. for coming back so strongly and quickly from his serious accident.

The photo of the Kawasaki KZ650 "Silver Bullet" street machine is by Don Luczak, whose byline appears more frequently in *PC's* companion publication, *Wild World of Skateboarding*.

The top photo of motocrosser Don Kudalski, who won the two classes of the Florida Winter-AMA series, is by contributor Jim Gianatsis, one of the top freelance moto-journalists in the business.

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The 125cc National Champ speaks out. Part One of a two-part interview.

Until Broc Glover won the 125cc National Championship for '77, not very many people outside of Southern California had ever heard of him.

And even after the 17-year-old Yamaha rider had won that title, a lot of people persisted in saying that he'd been handed the Championship and wasn't really a deserving National Champion.

Well, there's really only one way of looking at that. There was a series of events to determine a National Champion in the 125cc class. Broc Glover contested the whole series, did his share of winning races, and when the very last checkered flag had fallen, was (is) the 125cc National Champion. End of controversy.

BROC GLOVER

Interview by Tom Beesley

Frankly, when we sat down to do this interview with Broc, we didn't know what to expect. We didn't know him very well, and we didn't know exactly what to ask him, or what kind of answers he'd come up with.

It's a genuine pleasure to tell you right now that not only was Broc Glover very easy, very interesting and very pleasant to interview, but this is one of the very best (read that interesting and informative) interviews we've ever conducted.

We hope that you enjoy learning about Broc Glover, our defending 125cc National Motocross Champion.

Tom Beesley

PC: Broc Glover is not exactly a household word . . . yet. Why don't you start off by telling us a little bit about Broc Glover.

BG: Well, I'm 17 years old. I'm in my senior year of high school. Right now I'm just making sure I graduate with no problems. I live in El Cajon, California, where I've lived for about the last ten years. That's where I got started riding motocross.

I guess I've been racing for about four years . . . started in local races in district AMA races down near my house. I finally got to the point where I moved up to the expert class. From there, I started racing

the CMC where I started winning some 125 Pro races. I got a lot more exposure doing that, and with the factories just about all in the LA area, that's how they notice you. I got a ride with Gary Harlow's DG Performance, and they have sort of an inside line with the factories. That helped a lot.

DG sent me on the Nationals and I placed fifth that first year. I was kind of the top privateer . . . Well, I guess Steve Wise kind of was, but he started the season as a works rider, then finished up as a privateer.

I thought I did pretty well, considering I didn't ride the first event, and there were only five or six. When I first hit the Nationals, I was really nervous, then it all started to click and I began to get everything together. After that season, Yamaha approached me and asked me to ride for them. That was in September of '76, and I've been riding for them ever since.

Guess I'll be with them for a while too, since I just signed a three-year contract with Yamaha the other day.

PC: Isn't a three-year contract a little unusual?

BG: I guess so, since I've only had a one-year contract with them previously.

PC: Do the other team guys have contracts that long?

BG: I'm not sure, but I think that's the longest contract they have with anybody, except maybe Pierre (Karsmakers). But I think that Yamaha has a lot of faith in me, and I have a lot of faith in them. It's a really mutual thing, that we both want to remain together for the next three years. I'm really glad that Yamaha had that much confidence in me.

PC: That has to be a big psychological advantage.

BG: Really. I think a lot of the factory riders are on an almost race-to-race basis, and that's not good. With my arrangement, I KNOW I'm going to have a job next year. I'm just going to give it my best shot and do the best I can. It's basic security, instead of that extra pressure. You always hear about the tremendous pressure on factory riders, but a long-term contract like that sure eases the pressure.

And being 17, it's kind of tough, trying to get through high school, trying to do everything, trying to have friends and a social life . . . Just anything like that.

PC: Does your personal life center around motocross racing?

BG: I guess you'd say it has to. I mean, there's no other way. I live motor-

Moments after winning the 125cc National Championship, Broc Glover poses with his Team Yamaha tuner, Jim Felt.



cycles and racing almost the whole time. I try to get it to where it's not all racing, so I'm not getting all burnt out. I have to keep interested in whatever race is coming up and in my job as a racer. I have quite a few other interests, like racquetball, skiing, stuff like that. I like to keep busy, but I have to keep some time for myself, so I don't have to always think about motorcycles.

PC: Is it difficult being a full-time professional racer AND a senior in high school, both at the same time?

BG: Of course. Take your average high school senior . . . Their whole thing is more simple. They worry about football games or whatever, but I have to worry about keeping my grades up, plus I have a lot more PR work to do, especially since I won the National Championship. That plus all the traveling really keeps me hopping and takes time. I'm trying to go to school and do all that, and right now it's pretty hard to keep that schedule up five days a week then travel to races on the weekend. On the average, I only go three or four full days of school, but that adds more pressure because I have to make up work. And I have to train and practice . . . I just wish the days were 48 hours long.

PC: Do the people in your school realize who and what you are and what you're doing?

BG: First, I go to a kind of unique school—Valhalla High School—and it's pretty experimental. It's pretty free and open and you kind of set your own pace pretty much. The teachers do know what I do, especially since I've gotten mention in the local papers and stuff like that. I've been in the school paper a couple of times, so I guess everybody knows what I do. They do help me quite a lot. And the kids, they're like all high school students. They read the motorcycle magazines and they're aware of what's happening. When you have a National Champion in your school, you probably know about it.

PC: Do you like school?

BG: I do, I really enjoy it. Of course, I'm looking forward to getting out, so I can concentrate on riding and training and not have to worry about doing homework and stuff. But in a way, it's kind of fun to go to school . . . You see all your friends there, there's always girls around . . . It's just neat to be around other kids my age.

In motocross, I usually associate with people older than I am, so at school, it gets me back down to earth, hanging around with people my own age.

PC: All sorts of weird words have been used to describe the 125cc National Championship race last year, like controversial, unfair, illegal . . . But there's really only one fact that shines through all those big words, and that's that Broc Glover is the 125cc National Champion, and that's that. BUT, getting

back to that last race in San Antonio, could you tell us your side of the whole thing?

BG: Okay. We went into the last race knowing that whoever won that race was

moto. I was gone, and Hannah came up to within 10 seconds or so. It got all blown out of proportion, that he was right behind me, or that he ran out of time in the moto, but I flat beat him. I



In a '77 Florida series appearance, Broc chases arch rival Danny LaPorte. Ironically, LaPorte was the rider involved in the season-ending points tie with Broc for the 125 National Championship.

going to be the National Champ. Danny (LaPorte) needed a second place finish in one moto . . . That's all he needed, he didn't even need to win any of the motos. Anyway, we went in knowing that that one race was the decider. We had a month-long gap between the last two races and I really trained as hard as I could. I really had my mind set on winning that National Championship. I got a pretty good start in the first moto, running third behind Steve Wise and Pat Richter, but they both got disqualified for jumping the start, so there wasn't any doubt who was going to win that first

saw him pulling up on me, so I got on the gas and kept a distance between us and I won the first moto. Bob was second and Danny was third.

Right there, we knew that it was all down to the very last moto of the whole series. There was a lot of pressure in the air, but I think a lot of stuff printed about that race really built that all out of proportion. I guess they needed something sensational to write about or something.

PC: Well, it made a good story. It wouldn't have been nearly as exciting if you'd clinched the championship halfway through the season, would it?

BG: You're right, it was exciting. Shoot, we tied on points, how much closer can you get? I guess the magazines have to build it way out of proportion. I guess that's how those gossip magazines

sell copies, too.

Some people said that the Yamaha team concocted this plot between motos of what would happen if Bob was in front of me and all that, but the truth is that

own for me. It was just weird that everybody blew it so out of proportion.

I mean it's too bad that Danny didn't win the title, but everybody wanted it, even me.

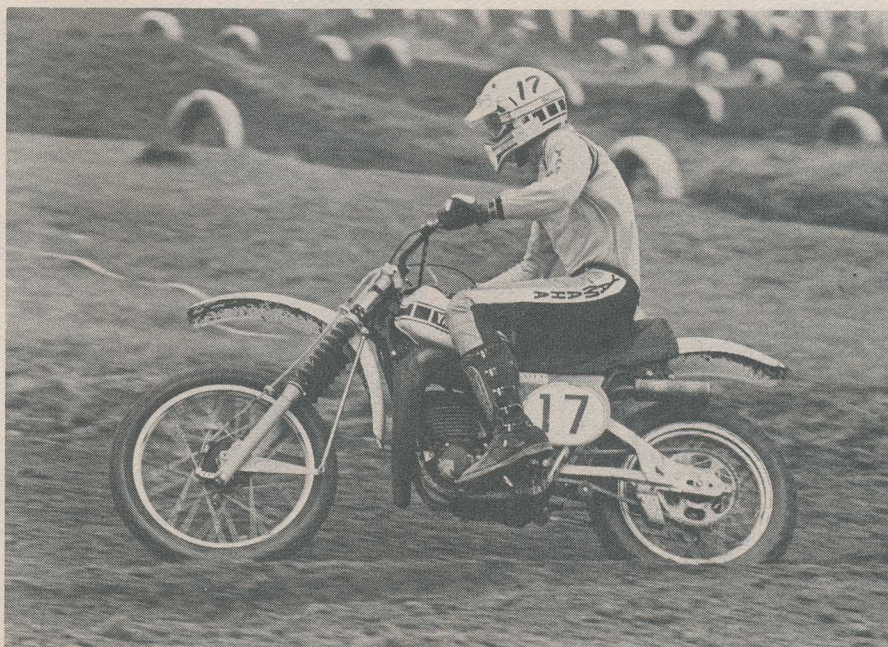
PC: We did an interview with Bob a few months ago and he talked about that race. He said that his disappointment in the episode stemmed from the fact that he really wanted to show everybody that he was the best, that he's better than you, than Danny, or anybody.

BG: That's what was too bad about the whole 125 Nationals this year. Everybody forgot what happened the whole year, except the last race. I mean the whole year! Bob won more motos than anyone by far, and if he hadn't had breakdowns, he would have been the National Champion. That's it. He has great talent, and it's too bad that he broke down so much. At the beginning of the year, he was faster than anyone, by far, but towards the end of the year he and I were getting pretty close. If he beat me off the start, he'd win, and if I beat him off the start, I'd win. It was really close.

I think that Bob still had the edge on me, but that one race counted for the whole series, and that's what I think was bad. The funny part of this all is that in the second to last race, in St. Jo, Missouri, Billy Grossi was ahead of Danny LaPorte and Danny was having some kind of problems, like heat fatigue, and he was running in about fifth place. Grossi was ahead of him, and then stopped within ten feet of the flagman and let Danny go by, then he pulled on across the line. So right there, okay? Suzuki did the same thing we did, only it was even more obvious. Grossi took it upon himself as a Suzuki team rider to pull over and let Danny go around. But nobody ever mentioned that . . . I don't think anybody even saw it, because it didn't involved the leaders. Bob won the race, I was in second and I think Warren Reid was in third. Nobody even saw what happened back in fourth and fifth. That was never publicized, and I think that's a



nothing, absolutely nothing was said between motos on the subject. There were no words at all said about what we'd do. When Bob got the holeshot, I knew that I had to go for it, so I went as fast as I could. I started running out of time in the moto, and I was probably ten seconds behind Bob with about four laps to go. The magazines stretched the lead out to as much as 30 seconds, but I was only about 10 seconds behind him. I'd been getting pit signs every single lap, and it was pounded into my head how far ahead of me he was. Then a couple of laps from the finish, I really caught up with Bob, because he was slowing down. I don't think it mattered what was written on a chalk board. I think Bob would have done that anyway. I think he would have let me by. I would have done it for him, and I think he would have done it on his



cheap shot at us.

Anyway, the whole thing is over and I don't think we'll encounter such a situation again. This year, they've got the teams split up in the three different classes, so that probably won't happen, unless it's in a Supercross or Trans-AMA event.

Bob will be in the 250 class, Danny will be in the 500 class and I'll be riding a 125, so I don't think there'll be any problems with it. I don't think very many of the riders raised too much of a voice against it; I think it was the magazines and companies involved.

I've got the number one plate and I'm set to really go for it this year. I'm really looking forward to it, with the new system. I think it'll be more interesting for everybody. I'm really looking forward to having a really super year.

Mainly, I want to defend my number one plate, and I want to do it without anybody saying anything about controversy, about handing it to me or any of that. I'd like to set some sort of record this year, like winning the most motos or something. I'm really positive about '78. My mechanic, Jim Felt, is all stoked and psyched up. He's not even thinking about the Supercross Series at all. All he wants to do is work on the 125 bike. His mind is 100 percent on that class, and I'll be really surprised if I don't have the fastest 125 out there. I think we'll really do it this year, no problem.

What is different though, is that last year, I was the wolf chasing the rabbit, but now I'm the rabbit, and everybody will be chasing after me. I've got the number one plate and everybody else wants it, just like I did when Bob had it.

PC: You were really in a funny position last year. Here you were winning the National Championship, and everybody was saying "Who is this Broc Glover?" This year, everybody knows who you are.

BG: That's true. Nobody even really knew who I was, outside of California. I didn't ride any stadium events, I didn't really receive any publicity, and people were asking who I was. But then, Bob Hannah did pretty much the same thing, coming up from the CMC to win a National Championship. That's really neat, making such a big splash that people instantly learn who you are.

The funny thing is that I wasn't even planning on being in a position to win the championship. I figured I'd spend a year learning all about doing the Nationals. This year, everybody's going to know who I am, probably because of all that so-called controversy. That got me a lot of publicity.

PC: It sure did do that!

BG: Hey, they're saying my name, and as long as they same my name I don't care. I'd rather they say good things, of course, but just as long as they get the name right, I don't care.

I don't think it's affected me too much. I've always known who I am, and it doesn't affect me at all if people don't know who I am. People ask me how I feel since I won the National Championship and I tell them it doesn't feel any different. I'm exactly the same person I was a year ago.

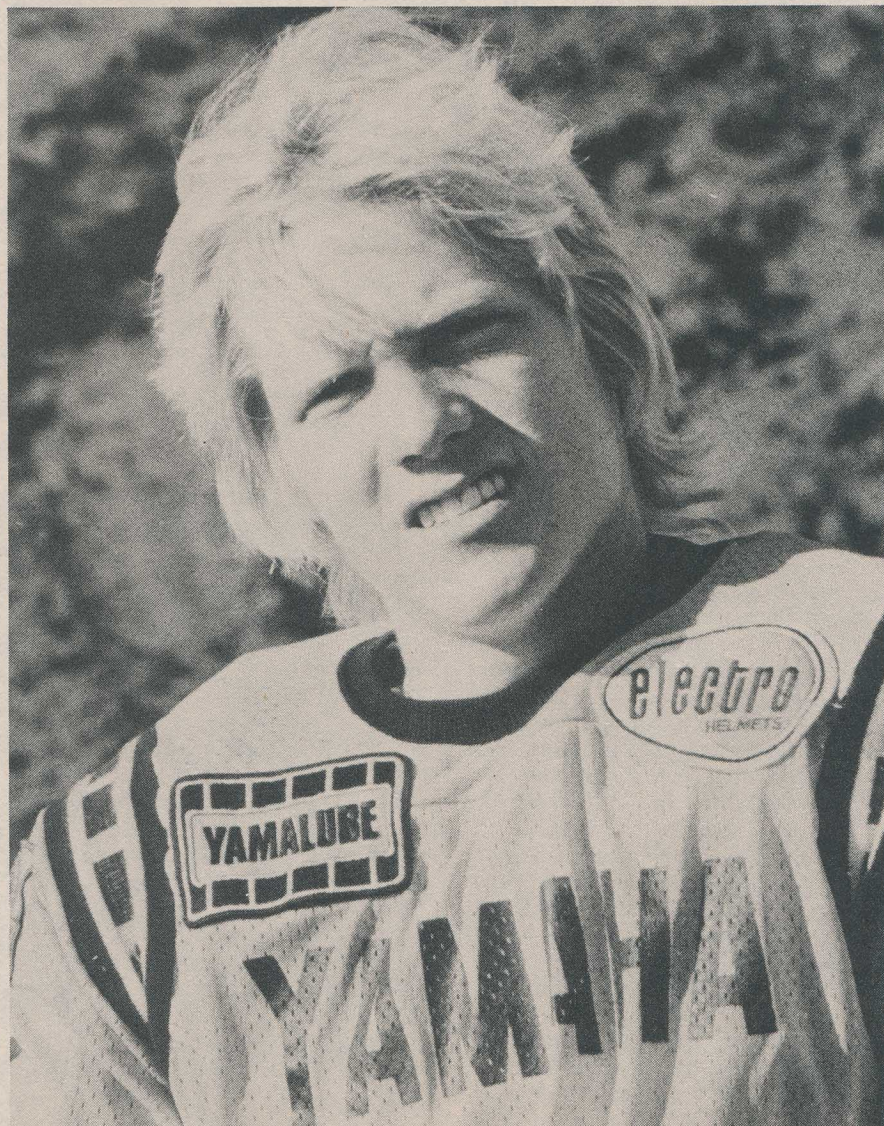
PC: Is that really true?

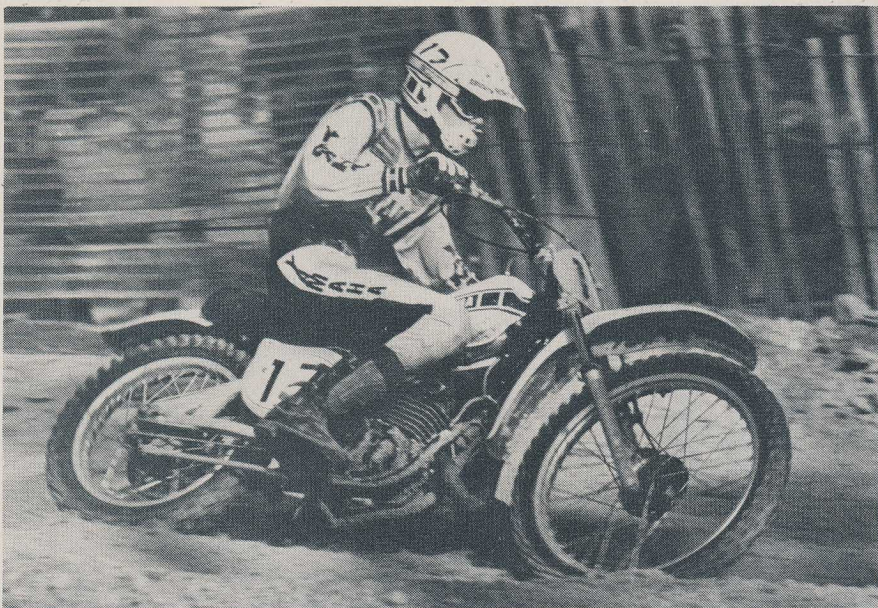
BG: For me it is. I can honestly say that. I've had a lot of people ask what it's like to be the National Champion, but it's no different... You feel kind of good inside, but I feel the same way as when I win any race, even a local CMC race.

PC: Except that it got you a three-year contract with Yamaha.

BG: Yep, that's true, and I guess that's the benefit of all that time training. You know when you're training, sometimes you really wonder what it's all for and what you're doing. Then it all becomes clear when you do something like win a national championship.

PC: Let's talk about training. You've said a couple of times that you train extra hard. How do you train? Are you really aggressive about it, or are you fairly non-





In the season-opening Hangtown National, Broc leads Jeff Jennings. The two young riders are long-time CMC racing rivals.

chalant about it?

BG: I personally feel that I'm one of the more aggressive American riders when it comes to training. Although I'm really young, and relatively inexperienced, I think that that's America's hold-back. A lot of the riders aren't properly trained. I think if you mentioned say five riders in the United States who train hard and properly, I think I'd be one of them. It's so important to be in good physical condition. You're at a national race, and the temperature and humidity are both high and for the first five laps, there's a whole bunch of people who go fast, but watch them fade after that. Towards the end of the race, only the strong guys are still running hard. The only part of a race that counts is the last part, so why do people not get in shape to go the whole distance of the race? That doesn't make much sense to me. If you train properly, that's where it all counts, in the last five laps, not the first five.

As to how I go about it personally, I'm always doing something physical. I like to run a lot, I think that's good for you. I ride bicycles, play racquetball, I do a lot of isometrics and home training. I'm not much on lifting weights . . . I don't know enough about them to do it right, but a lot of people have told me that you have to be really careful with weights because you can do a lot of harm if you use them wrong. So I stay away from weights pretty much, but at home I do a lot of calisthenics, like push-ups, sit-ups, leg lifts and those kind of things. They're really good for you, and you're pushing your own body as weight against your muscles. It helps so much when you train like that.

The most important thing when you're training is to ride your motorcycle. I'm lucky because I live in an area where you can ride year round, and that helps me out a lot. I know a lot of people don't have that benefit, but that's another important thing. If you're going to be a professional tennis player, you're not going to go out and shoot pool or something, you're going to play tennis aren't you? See, I'm a professional motocross racer, so I have to ride my motorcycle to get in shape to perform my job properly.

And when I go out to practice, I don't go out and trail ride and have a good time. I go out and I'm serious about it. It's just like a race. And then, if I want to go out and trail ride. I do that *after* I'm finished training. I always make sure I get my training out of the way before I allow myself to have fun.

PC: Do you have a practice track?

BG: There's about three or four tracks around San Diego that I can practice on. That way, it breaks up the monotony of always riding on the same track, and it's better practice anyway.

PC: Are your practice tracks really

Continued on page 61

BROC GLOVER

difficult? And do you simulate a long moto situation?

BG: I make sure that the tracks are rough. It's not even worth the time to practice on a real smooth track. The way I do it is if I'm going to be riding 45-minute motos, I practice for more than an hour. It's dumb to practice for only 45 minutes. A lot of times . . . well, almost every time I go out, I fill the bike completely up, and run it out of gas. It's even good training to push the bike back to the van after I've run out of gas.

When I go out, I practice just like it's a race. I set a good pace, I don't try to berserk it. When I race, I try to set a good strong pace, and I do the same when I'm practicing.

On the other hand, if you're practicing for a Supercross event, you need to practice for a shorter time, but at a more berserk pace, because those stadium events are much shorter and much faster than long motos. You have to think about where you're going to be racing and what the conditions are going to be like. If it's going to be hot, it's kind of dumb to practice in the cool early morning. You have to practice in the heat of the day, when you'll be racing. You'd better be practicing in conditions as similar as you can get to what you'll be racing in, or you'll run into all sorts of problems once you do get to the race track.

If you think you're going to be set when you get to the race track, after you've been practicing and training all wrong, you're going to be in a world of hurt, because you're not even going to be ready for that race.

And it's such a psychological advantage when you *know* you're in good condition and that you've trained properly before an event. You're going to say to yourself that you've trained for a couple of months, you've practiced and run in the heat of the day and in the last month before the start of the season, you've really poured the steam on, then when you line up against those other guys, you're going to look down the row and you're going to think that very few, if any, of those guys have worked and trained as hard as you have, and right there you've got such an advantage.

I also have the psychological advantage with my motorcycle. Every time I get on that bike, I *know* it's in perfect shape. I definitely think that Jim Felt is one of the very best mechanics. Knock on wood, but I almost never break down. He's a sharp guy and he knows exactly what's happening. I sit there on the line, knowing that I'm in perfect condition and that the bike is in perfect condition, and I'm way ahead of most of those other guys before the race even starts.

Continued next month . . .

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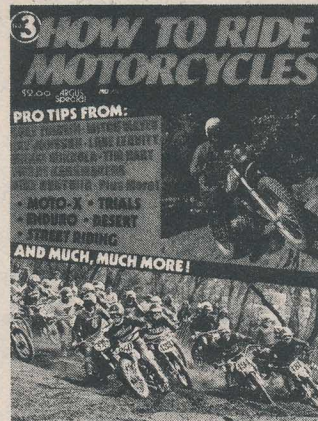
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