





As you recall, we began this drawn-out project last October in order to see if the Suzuki RM 370 could be made into a decent enduro/off road bike. It's been an interesting endeavor, if not particularly fruitful. The RM 370 is still just as good as it ever was, no better, no worse.

On a racetrack, the RM Suzukis are hard to beat. In the woods the task is made considerably easier. In short, as a trailbike, the RM 370 becomes an easy target for 400 Pentons, YZ 400 Yamahas, 250 Bultacos, 125 Pentons, Matadors; 125, 175, 250 and 360 Huskies, IT 400s, Sherpa T's, Alpinas, 175 Pentons, 250 KTM's, 125 Monos, 175 Monos, 125 Hercules, 175 Hercules, 125 DKW's, 250 Hercules, Monarks, converted Elsinores, 250 Hodakas, 125 Can Ams, Ossa Pioneers, Super Pioneers, Montessa Enduros, TY 250s, TL 125s, TS 185s, MR 175s . . . the list goes on and on. We did manage to make silly putty out of a TT 500 that needed shocks.

With the exception of the TT 500, each of the above bikes would have definite advantage over the RM 370 when it comes to enduro type riding. Some would be lighter, some more tractable, some more dependable, some more fun, quieter, more responsive, more sure footed, torqueier, smoother, more comfortable . . . so it goes.

It was a noble project. Unfortunately it failed. The RM 370 will *not* make a decent enduro bike.

There are still a couple of bubble headed racer types around the office who try and argue the virtues of the RM as an off-road machine. Their arguments might carry a little more credence if any of them had ever finished an enduro (or even knew what a real enduro is). As it is, that's part of the problem; to the limited outlook of the racer, the RM 370 is a bitchen bike. To that extent, we agree, the RM is a pretty neat race bike. That neatness, however, doesn't extend beyond the race track.

All the motocrossers who have come in contact with Yellow Peril have reasoned that if the RM 370 is good at MX, then it will be good at everything else, right?

Wrong. In all the years that we have been watching or participating in the motorcycle sports, we have seen only one bike that could claim to possess any sort of versatility at all. That bike is the Penton. All sizes, all colors. KTM is now making advances in the area of motocross competition, but the KTM MX bikes are strictly single purpose. The Penton family name will forever be associated with the idea that you could take the lights off your enduro machine and go racing. It was true in 1973 and it's true today.

Our attempt at building a Penton

**A MOTOCROSSER DOES NOT A TRAILBIKE MAKE . . .**

# PROJECT YELLOW PERIL, PART III

type dual purpose machine has ended in disappointment. We'll explain why:

First off, the damn thing's too loud. Schoonmaker was right, the RM 370 should never ever be ridden away from the motocross track. We tried several combinations of pipe and silencer and all were too loud. Not just to us, to the DB meters, to the AMA, and to the state of California who has declared the RM Suzukis too loud to get a stickie of any color.

The noise is not the biggest problem, however, there are others. If you could somehow manage to get the bike quiet enough to ride in the woods, you would immediately find the gear ratios may be fine for the MX track, but in the woods they suck. If you gear the bike low enough to make first gear usable, you get outrun on the fireroads by Combat Wombats. If you gear for a decent top end, you'll be killing the engine or burning up the clutch in the tight sections. The same racer types we mentioned earlier insist that the gearing problems can be overcome by changing sprockets. They can't. None of the tranny parts from the other Suzukis are interchangeable so you're stuck with a narrow ratio gearbox. Fine for the track.

If you got it quiet enough, and if you could get a wide ratio gearbox you would find that the RM doesn't handle quite . . . uh . . . *right* for an enduro machine. There's not enough steering lock, the steering is too slow, and there's entirely too much suspension. An inch or two less travel front and rear would make things much easier. Easier to put a foot down in tight spots. Easier to paddle in deep water, and easier to ride at slower speeds. Unless you're Jack Penton, you don't need nine inches of travel on an enduro bike. In fact, Jack only needs that much travel in the special test sections. The rest of the time he would be just as happy on a machine with a bit less elevation.

Okay, noise, gearing and handling. What else is wrong? Lots of little

(Continued on page 64)



**. . . Unless It's A Penton.**

## SHOCKS

All Our Shocks Come Set-Up & Ready To Bolt-On!

KONI - \$55.00	W/Springs	\$63.00
BOGE/MUL (Rebuildables) W/springs		\$48.95
BOGE W/Reeder Gas Springs		\$92.00
BILSTEIN GAS W/springs		\$83.95
GIRLING GAS W/springs		\$71.00
KONI GP Alum body W/springs & fluid.		\$100.00
BOGE/MUL LTG Complete/Gas springs		\$125.00
BOGE/MUL LTG W/springs		\$95.00
REEDER GAS SPRINGS		\$44.95
FOX SHOX W/springs		\$99.00
MARZOCCHI GAS W/springs		\$89.00
S&W FREON Shocks W/springs		\$77.95
ARNACO LTR-1 W/Springs		\$94.00
FOX AIR SHOX Complete		\$215.00
Remote Cooling Reservoir (Fox Shox)		\$45.95
WORKS PERFORMANCE W/Springs		\$105.00
WORKS PERFORMANCE GAS W/Springs		\$140.00
<b>SPECIAL REWORKED BOGE/MUL SHOCKS</b>		
(New Rebuildable Shocks-set up with gas cells, improved dampers and no fade oil. Has better dampening characteristics than Boge/Mul LTG - better pricing too).		
	w/Springs	\$85.00

## SPECIAL OF THE MONTH

Bel-Ray NC-1 (Case of 24 16 oz. Bot.) \$48.00

CR-125 -34 MIK KIT \$47.00

A must for modified bikes. Substantially improves power band on un-modified models. Comes with high-volume intake manifold, gasket, air boot and special clamps.

## TIRES

(All prices include F.E.T.)

YOKOHAMA SUPER DIGGERS For XR75, YZ80.  
360-14 - \$18.95 360-15 - \$19.95 360-16 - \$20.95

## HEAD GEAR

Scott Goggles - \$10.15	Scott Face Mask	\$ 6.50
Scott Goggles with face mask		\$14.95
Mikkola Rock Guard - \$6.95	Bell RT -	\$32.95
Bell Super Mag - \$49.00	Bell Moto Star	\$58.00

## YAMAHA TT500 38 MIKUNI KIT

Dyno-proven 35% to 40% Power Boost. Includes Pre-jetted 38 Mikuni, Hi-Volume K&N Air Filter, Wide Intake & Hose Clamps, Throttle, Throttle Cable & Grips.

**EVERYTHING You Need - Go For It!! \$75.00**

## SPECIALTY ITEMS

YAM TT 500 Down Pipe (BASSANI)	\$50.00
(15 to 20% boost in power)	
YAM TT 500 Skid Plate (GRAHAMS)	\$25.00
RM 125, 250, 370 Skid Plate (GRAHAMS)	\$25.00
"TIGHTEN-UP" Chain Tensioners	\$18.95
GOLD BELT Kidney Belt	\$14.95
Quality Rubber Fork Boots/Red,Blk,Yel,Bl.	\$ 6.95
CR-125 Rod Kit	\$21.00
CR-125 520 Kit (Chain & sprockets)	\$35.00
CR-125 Factory Pipe (Max H.P.)	\$48.95
Skyway Freon Cell Kit	\$ 9.50
Breezer Tire Tool	\$ 6.95
Pro-Tec Chain Tensioner (All models)	\$18.95
Jofama Shoulder Pads	\$34.00
Jofama Gloves-\$19.00	Tibblin Gloves \$26.95
RACE FACE	\$14.95
Mototek CDI Kits (Breakerless-2 yr. Guar.)	\$50.00
38 MIK KIT/TT500C YAM	\$75.00
30 MIK KIT/CR125 - COMPLETE	\$34.95
32 MIK KIT/CR125 - COMPLETE	\$38.95
36 MIK KIT/CR250 - COMPLETE	\$45.00
GAS FORK KITS-All bikes	\$14.95
INTER-AM ALUM HANDLEBARS	\$12.50

**24 HOUR SERVICE FOR CASHIERS CHECK OR MONEY ORDER.** All orders arrive Freight C.O.D. Calif. residents add 6% sales tax.

Call us for special prices on DG performance, Bassani, Skunk Works, Preston Petty & J.T. Racing.

Orders may be called in and sent C.O.D. subject to approval by manager.

## TRICK DISTRIBUTING

P.O. BOX 1711 - DEPT. XR  
ORANGE, CA 92668  
(714) 542-2537

THE COMPANY RACERS BELIEVE IN

# PROJECT YELLOW PERIL

(Continued from page 51)

things. Things like fragile sprocket bolts. Things like a power band that's just entirely too bursty, even for a motocrosser. Cycle Products West built a pipe and did a little porting that smoothed the powerband out considerably. Not quite enough for a woods bike, but considerably. In fact, CPW put in a whole lot of time and money to make this bike right. It just can't be done. If it could, then Al Wurtzel and the gang at CPW could do it. Remember, the bike *did* win its class in the Pikes Peak Hill Climb. Come to think of it, all the modifications done by Al would help to make the RM 370 a better racer. That's the way it should be.

That brings us to the best part, what the bike *is* good for. Simple. It's good for racing; motocross, desert, hare and hound, any type of all out racing.

Enduro work just requires too much finesse, too much subtlety and too much versatility for a motocross machine. If you have an RM 370, forget about lights and 24 mph averages and go for the checkered flag. The RM 370 is one of the most competitive race bikes you can currently lay your hands on. Al Wurtzel and Cycle Products West can make the bike even better yet. That's pretty hard to beat.

## IN SUMMATION:

To be a competitive enduro or two day bike, the RM 370 must be made quieter, have a bit less suspension, a wide ratio gearbox, more flywheel, a less tempermental powerband and put less stress on engine and drive train components. What you then have, is the Suzuki PE 250, a serious enduro/two day mount that will be available by the time you read this. Suzuki did it better than we did. ●

