

If this is not possible, please print it in *Popular Cycling* magazine.

Mrs. Floretta Williams
Charleston, West Virginia

P.S. I'm writing this for my grandson who is a real fan of Roger DeCoster.

Roger DeCoster
c/o U.S. Suzuki
13767 Freeway Drive
Sante Fe Springs, CA 90670

FROM THE OTHER SIDE . . .

I wrote to comment on Charles Roller's letter in the June issue of *PC*. In the first place, he's 100 percent right! Listen, guys, we have got to stick together instead of cutting each other down, or motocrossing will go down the drain.

Motocross is predominant, but you don't have to be "all" motocross. I have to agree, more motocross will please a lot of people, but you don't have to be narrow-minded about it.

A little ISDT trials, flattrack, wouldn't kill us motocrossers (being one myself); like one man said, "This isn't *Popular Motocross*."

Brad Dubois
Connerville, Indiana

Thanks for writing, Brad. Maybe somebody'll listen to us sooner or later.

OH, NO! ANOTHER ONE . . .

I've got one thing to say to you guys. LESS BS AND MORE MX.

I must admit that you're getting better, but you've got a ways to go. After all, motocross is the most popular form of cycling and your name IS *Popular Cycling*, so do it right.

I must admit that every form of motorcycling is great (even street . . . almost) but your articles on enduros and trials absolutely bore me to death. I don't much like flattrack or speedway, but at least those have some excitement.

I really don't mind a little trials and enduros coverage, but please keep it to a minimum, or put out more magazines. You could keep *Pop Cycle* and call the other one *Pud Biker*, *Sissy Cyclor* or *Slow Cycling*. Get the idea?

My friends all feel the same and some of them don't even race.

Dave Emerick
Hoxie, Kansas

You mean you guys out there in good old Hoxie actually pal around with guys who don't even race, Dave? What kind of people are you?

Tell you what, get out your ruler and count the number of column inches in this magazine. Then tell me that we're not devoting more space to motocross than anything else. Same goes for last month, the month before that and every month in recent memory. So where do you get your "facts"?

Another thing . . . You might find this a little hard to swallow, but motocross is NOT the most popular form of motorcycle sport in the United States. Enduro and trail riding is. Take that, Emerick!

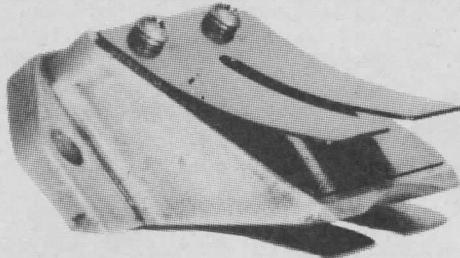
3 NEW TRICKS FOR SUZUKI RM'S

"Proven in the 125 U.S.G.P."

R&R

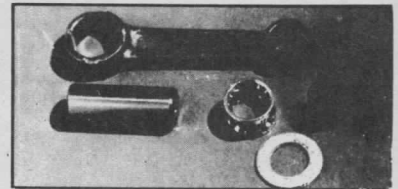
WORKS CRANKSHAFT MODIFICATION

- ★ Greatly Increases Efficiency of Fuel Transfer Into Cylinder
- ★ Increases Power At All RPM's
- ★ Improves Reliability



SUPER HI-VOLUME 4 PETAL REED FOR ALL SUZUKI RM'S

- ★ 35% More Intake Area
- ★ Low Resistance Fiber Petals
- ★ Greatly Increases Horsepower Torque Throughout RPM Range



RM125B HEAVY DUTY ROD KIT

- ★ Increased Oiling
- ★ Larger Bearing Surface
- ★ Greater Tensile Strength
- ★ Silver Plated Bearings And Thrust Washers

TO ORDER — CALL OR WRITE TODAY

R&R 208 W. 1st ST. P-11
DANVILLE, ILL. 61832

FAST U.P.S. SHIPMENTS
217-442-3165

NEW HOT SET-UP FRONT SUSPENSION 11" REAR SUSPENSION - 35% POWER INCREASE



SUPER INTRODUCTORY OFFER!

COMBINATION FRONT AND REAR SUSPENSION KITS COMPLETE:

\$250 + S&H

The H-V Induction kit BOLTS ON, with NO cylinder mods required. You gain up to 35% power gain throughout the RPM range, with NO sacrifice anywhere! Tested and recommended by GARY BAILEY, JIM CONNOLLY, and many leading cycle magazines.

KITS NOW AVAILABLE FOR:

HONDA	SUZUKI	KAWASAKI	BULTACO
CR-125/100	RM/TM-100	80/90/100	100/125
MR-175	RM/TM-125	125	175/200
	RM-250	175	250

ask about kits for other bikes

COMPLETE KIT - \$94.95 + \$1.50 S&H
(Includes 38mm Carb; K&N Filter; H-V Induction)
H-V INDUCTION only - \$43.50 + \$1.50 S&H

The 11" Travel kit BOLTS ON, and keeps your power on the ground, while giving a smooth, soft ride at all speeds. You hardly feel even the biggest bumps, and overall handling is improved. You can now ride faster, longer, and with less physical strain.

COMPLETE KIT - \$154.95 + S&H
(Includes SUPER GP* kit; S&W or KONI Shocks; proper springs; chain tensioner) SPECIFY bike, rider weight & class.
SUPER GP* kit only - \$64.95 + \$1.50 S&H

SUPER GP* FRONT SUSPENSION
NEW SUPER GP* FRONT SUSPENSION

Check out our new front suspension kit ADDS FORK TRAVEL-up to 2 1/2"; PROGRESSIVE damping & springing. TOTALLY tunable to suit any rider exactly. THE MOST ADVANCED FORKS AVAILABLE AT ANY PRICE!

NOW AVAILABLE FOR:
CR-125 KX/KD125 OTHERS TO FOLLOW SOON
RM-125A F-7/KX-450

Skunk Works Eng. Co.
P. O. Box 203-20
Destin, FL 32541