

## What Is It?

**W**HEN YOU BUY a dirt racer today, you purchase a specific unit and hope it meets your needs. Some omniscient on the other side of an ocean decides what it is you need—and you take it or leave it. Hence, some people love Huskys, others prefer CZ's, still others like Bultaco or Honda.

Finding the particular bike that may suit your needs can be a long, expensive and even painful process. But there's a different approach to the whole problem. It's not really new,

dred dollars into the engine to get the heel-showing horsepower you've been looking for. E. C. Birt was in on the ground floor of the modification game. In fact, he might well have been the creep who instigated it. In any event, E. C. spends each year making roughly a thousand motorcycles, the majority of which are Sachs or Zundapp powered, go faster. Like most tuners, E. C. entertained aspirations of building a motorcycle himself — one that he could build in the manner he saw fit, rather than working within another man's guidelines. Unfortunately, the process of pulling off such an idea

# P.C. Replica Tyran 125

**Welcome to a new concept in motorcycles: the motocrosser with a list of options to do a Motown Mushmobile proud, but at one price.**

but it's more thoroughly developed than anyone would have dreamed of when Yamaha created the Gyt Kit.

Back when the Dit One Enduro was going SRO all over the United States, Yamaha decided that there might be some people who would want more kick in the pants, and rather than lose those customers to horsepower-strong European sleds, Yamaha developed the screamer kit for their trail bike series.

Maybe this was the beginning of the great competition non-stock fiasco. In any event, by 1974 it has become obvious that if you ride a stock machine of any brand in competition you will be giving away horsepower to some of your competitors. As Russ Darnell said during a recent 125 test, "This bike could have won the International Open class five years ago."

Today, when you buy a bike for intense competition, it wouldn't be surprising to drop a couple of hun-

requires more dollars than any small businessman can finance, let alone produce.

Unlike most tuners, E. C. found someone with money: a Japanese company called Mitsubishi sitting on more capital than you might dream of, plus a motorcycle that hinted of causing them some financial grief. Mitsubishi had been distributing the Tyran in the U.S.A. for almost a year and began to realize that something was amiss. They were distributing a scooter in an intensely competitive American 125 motocross market that just didn't quite make it.

E. C. talked strongly and convincingly to Mitsubishi and gained support, and he talked softly and with compromise to the Tyran's creator, Greg Wassel of England. By January of 1974 the P. C. Replica Tyran began to take shape. The basic components of the Tyran were right—frame and motor. But more was required for the American market. Under crafty Birt scrutiny certain components began to disappear and

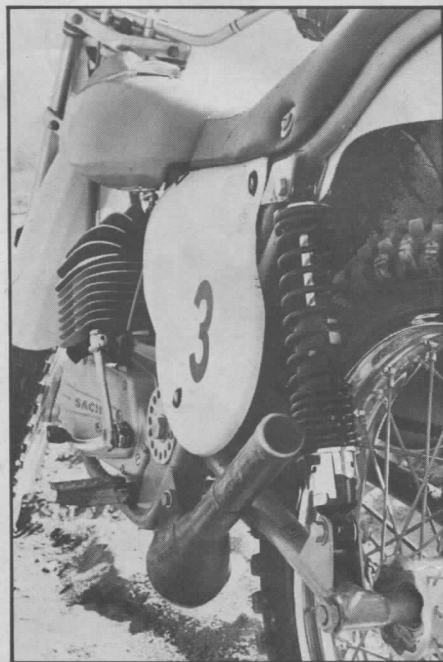
**P. C. teamster Dave Camp shows off Tyran's friendly steers.**



others appeared in their place.

The attractive but drastically uncomfortable gas tank was offed for a plastic tank of 2 gallon measure. The air filter box was reworked and received a Filtron to replace the paper item. Rahm side covers shield the box and Rahm plastic fenders (all of which are guaranteed against breakage for a year) replaced the stainless steel ones. Andre chrome-moly bars replaced the stockers.

The first Tyrans had oversensitive rear brakes. E. C. does simple sand-



ing to make the action more tenable. Right now Girling shocks hold up the rear, but the new Bogs are being considered. The front forks actually work reasonably well, but will most likely be offed for Betor or Ceriani. Just sitting on a stock Tyrans makes you anxious about the seat. Hence, a new one has been created: wider and a couple of inches higher.

But, of course, Birt is a metal grinder first and foremost and the engine is where the P. C. Replica

stands out. Rather than just hop up the motor, E. C. offers it in three states of tune. You can choose between Stage 1: enduro and junior competition; Stage 2: intermediate and expert competition; and Stage 3: pro MX, TT or short track. This includes both porting and pipe. On all three models the compression ratio is raised and the combustion chamber reshaped. The stock 27mm Bing is bored out to 28mm.

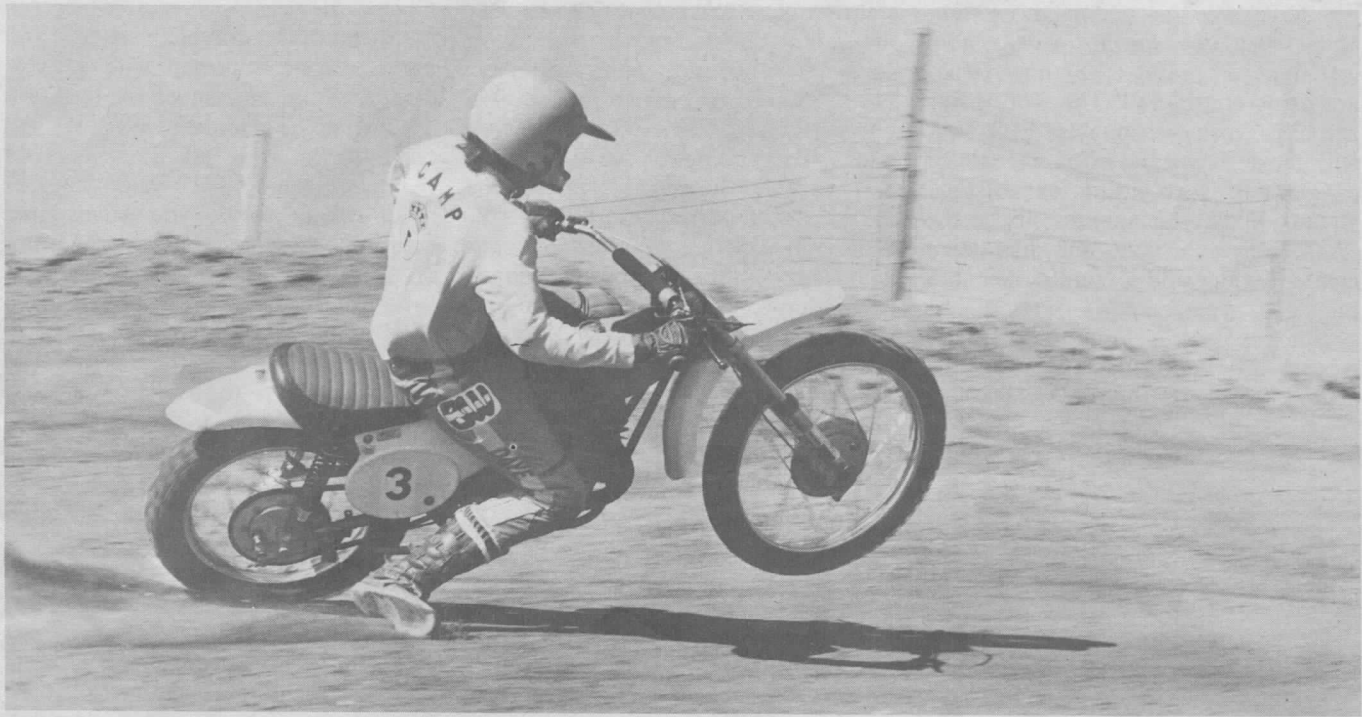
How does all this work if you don't live within earshot of Precision

Cycle? Dealers will receive Tyrans in a partially complete state. The bikes will be imported with suspension and other changes as they are dreamt up. Then the dealer will receive a kit with all the pieces to make a Stage 1, Stage 2, or Stage 3.

In other words, you have three basic motorcycles to choose from. If you want a trail/racer you can order a Stage 1, or if you want a racer only you order Stage 2. For the all out WFO'er there's Stage 3. If you happen to live in the L.A.



Pipe, side covers, seat, tank, bars, motor and maybe some fancy new Boge shocks bring out a whole new personality.



Before and after: lefty was a friendly looking feller with a nasty bite 'til someone introduced him to his pal on the right.

area you can go to Precision Cycle (distributor for California, Nevada and Utah) and purchase assembled machines on the spot. Elsewhere you order your desired stage.

One of the best parts is the price. A P. C. Replica goes for just under a thousand dollars. Basic retail price of a Tyran is \$924 and the P. C. kit will sell for about \$175. The difference is made up in allowances for tanks, seats, etc., and the sale of some parts. In California a P. C. Replica Tyran will sell for \$995. In the East it will be very close to that.

Assuming a long and endearing relationship between Birt and Mits-

bishi, the capital flow could produce some innovative motorcycles. Already, an Enduro P. C. Replica is taking shape. The Sachs motor will be set up for enduro running, lighting and a VDO speedo will be added. Special fenders will be molded by Rahm and the taillight will be set into the fender. Other applied necessities will be a 3.2 gallon tank, an enduro seat, and up-pipe and whatever pops into the Birt mind. Could be a hot ticket for under 1,100 deflating dollars.

### Go For A Ride?

No, it's not a converted Penton



A P.C. Enduro prototype. Production model will have plastic fenders, different seat, possibly different suspension and VDO speedo.

Mudlark. It's a Sachs powered, Greg Wassel Chrome-moly framed motyxr. Funny looking? Yes. And pretty different.

Ride a stocker and you'll probably regret it. If the seat doesn't shorten your spine, the pipe will deafen you, or the tank will try to split you in half. Once you get going the rear brake ends all the fun the first time you think about it. Those nuisances will probably prohibit you from ever noticing that the motorcycle handles; handles like no 125 you've ever ridden. Better? Maybe. Different? Definitely.

Rather than suffer through a stocker, find a P.C. bike with pumped up seat, PMC tank, P.C. pipe, and tamed rear brake. It's not hardly the same motorcycle. Getting going is just like any other Sachs powered device; not difficult once you develop a method for making that short kick starter travel at 110,000 mps for six inches and then stop short of the footpeg. It's very much like a Karate kick.

A Birt Sachs of Stage #1 is torquey. There's no problem in getting going. Slip it into second without error (it has a shifter kit) and let the motor build from low rpm. It's the torquiest competitive 125 motocrosser going and power rises in proportion to rpm. Corners prove the rear brake to be excellent and the front good to could-be-a-little-better. Initial corners show the Tyran to be an outrageous slider. Its skidability is not likely matched in the 125 class. But, after about 10 minutes, it talks you into trading in full-lockers for precision. The Wassel frame steers quickly and very precisely. It is the only 125 in memory that dearly loves to cut and square corners. It will turn as tightly as you want. It's an ideal 125 for the straight-pivot-straight motocross method. And, the torquey Sachs motor lends itself perfectly. There's not nearly as much shifting to be done as on most 125s. Even in Stage 1 you won't do much following on straights. It's fast.

A summary of this summary would be that the P.C. Tyran is one heck of a lot better than expected. In fact, it's top notch. ●