

HUSKY CR390: IS BIGGER BETTER?

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IND

# MOTOCROSS

JUNE 1977

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**ACTION** MAGAZINE

**PAT RICHTER:**  
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WINTER WARS

**PIT PASS**  
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250 MK X:  
Beefy, Mean,  
and Meaty



How much would you pay for Roger DeCoster's bike? Realizing full well that mat of Roger's machine can be duplicated with showroom and accessory parts, what you would actually be buying would be his suspension. Mickey Boone was willing to put up \$2000 to get a chance to ride Bob Hannah's works 125. But his claim failed and the works bikes remain unassailable to mere mortals. Until now! Extending the fork travel on off-the-shelf production racers has reached fad proportions, and often this sort of millimeter wizardry results in highly flexible, seal-blowing nine-inch-travel wonders. Marzocchi offered the first truly competitive long-travel fork, but it fits few bikes and has a set of wimpy fork legs.

Enter Steve Simons. Perhaps you remember Simons as the man who designed the Grad Prix suspension for Brad Lackey's Husky. Simons has joined forces with Moto-X Fox to develop a set of totally new American-made forks that are as good as any forks found on any bike. We

# Simons Fork

Extending the outer limits *By Jody Weisel*

mean even those found on works bikes. The travel is a fully controlled ten inches, with provisions for an increase in the future to 11 or 12 inches.

Originally all forks came with 35mm tubes, but long travel applications required an increase in tube size for strength. Some manufacturers went to 36mm and some to 38mm, but Simons' forks are one and a half inches in diameter. This is slightly larger than 38mm and the largest in the industry. Even with the hefty 4130 chromemoly legs the forks weigh less than Marzocchi or Ceriani replicas.

The Simons forks come complete from Moto-X Fox with all the hardware necessary to make them fit your

machine. They fit perfectly, the brake will attach without hardship and the axle is included. Simons' forks are currently available for Suzuki RMs and Husqvarna GP models. In the future all other major brands will be included. Race-testing is currently being done by Billy Grossi, Steve Wise and Pat Richter.

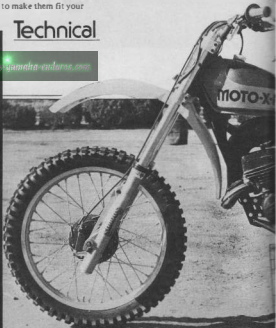
What would you pay for DeCoster's suspension? His front fork assemblies are estimated to have cost \$2000 to design and produce in limited quantities. Simons' forks will retail for \$325 a set, but it is definitely works-type action. You save \$1675 which you can spend on the rest of the bike.



What are the longest travel legs in the industry worth to you? Count up to \$375. Still worth it?

## Technical

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# s and Fox Airshox

## THE REAR GUARD

Bolting Simone's new American forks onto your bike is going to give it a plush front end, but the rear end is going to remain as it was before. Steve Wise is a hot Texas 125 rider, who is the only privateer to have won a National Championship event in two years. Steve Wise is also a test rider for Moto-X Fox and during the 1976 Trans-AMA Wises' RM250 Suzuki sported a radical new concept in rear ends. Utilizing a specially designed Thorwaldson swingarm and a set of 17½-inch Fox Airshox, Wise sat atop ten and a half inches of rear wheel travel. The success that Wise, Lackey, Howerton and Richter enjoyed with their special shocks and

A sideways milk crate wouldn't handle the suspension. A handy two-by-four took up the slack.



[www.legends-gambling-enduro.com](http://www.legends-gambling-enduro.com)



The 17½-inch Fox Airshox and the special aluminum swingarm offer 10½ inches of rear wheel travel.

# Simons Forks and Fox Airshox

swingarms was not available to the public. Now it is.

## THE RIDE OF YOUR LIFE

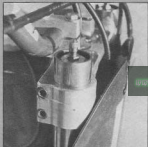
We have ridden more works bikes than anyone in the world, except maybe Marty Tapes, and have an idea of how the pros set up their suspensions. The kind of fork and shock action that a top-flight National rider uses only works well when a top-flight rider is making it work. A rider who attacks the whoops needs a firm, almost stiff fork action in comparison to a rider who lets the whoops attack him. Our test bike had the Simons forks on the front and the 17½-inch Moto-X Fox set up on the rear. It was built for AMA Pro rider Pat Richter, who

attacks the gnarly stuff and weighs about 155 pounds. For Jody, who weighs 175 pounds, the forks were right and the rear was a touch too stiff, but reasonable. But when test rider Lance Morewood rode the bike at 140 pounds, the suspension was too stiff. No problem. These units are amenable to any speed or weight range. A little more air in the forks and in the high-pressure shocks and King Kong could step on it. Moto-X Fox feels that ten inches is the present-day limit to suspension travel, but 12 inches is just waiting for the right frame.

The bike worked perfectly. Adjustment lags were surprisingly short before we were dialing the speed up. Potholes and ledges that we gingerly

avoided the Sunday before now became targets. Ten-plus inches is a lot of playing room. And the range of adjustability in response made it seem like riding on air. Which is what we were doing. Good tires are a must for any ultra-long-travel suspension, and with Metzlers on our bike we could carve any line we wanted. The forks were progressive enough in feel that the bike never wanted to heel up in a corner and pitch the rider. The front end stuck and the rear end boogied. When the front and rear work in unison there is nothing to do but concentrate on flying.

The special aluminum swingarm retails for \$129.95, which lets the rider has two choices in shocks. The con-



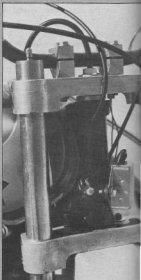
A soft spring is used in conjunction with moderate air pressure to provide a dual-rate design.



Rebuild kits are already available should this healthy seal give up the ghost.



There are eight inches of tube's slider overlap hiding beneath these aluminum castings. That is the key to flex-free travel.



The forks come complete and ready to fit on designated models. Strong triple clamps include all the necessary hardware.

ventional-spring Fox shocks in the special 17 1/2-inch length sell for less, or the new, long Airshox retail for \$275.95. All in all, this is probably the most expensive modification program anyone can embark on—\$730 will buy you the best suspension on the market. As good as what the best riders in the world are using. Frankly, unless you think you are one of the best riders in the world, you're not gonna be needing it this year. But in a year everyone will be needing, wanting and getting it. When private enterprise tries to beat the best, someone has to pay the price. Guess who? If it's you, the address is Moto-X Fox, 520 McClincy Lane, Canby, California; (408) 371-1212.

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