

Left, The first two-stroke to ever win an AMA National. The T-500 Suzuki is an excellent choice for a vintage roadrace project.

Right, No reed valves, power valves, balancer shafts, oil or water pumps; just a plain vanilla power plant still racing after 22 years!

not to get into structural metal. Sandblast the entire frame and crack test all welds and suspect areas.

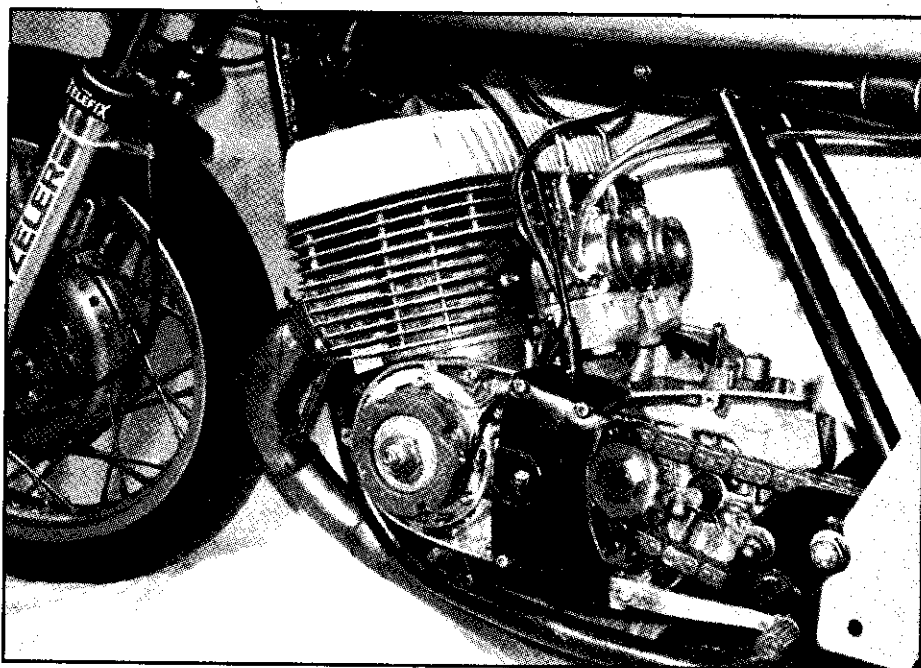
If you can, locate a stock '72 GT-750 front-end. The four-shoe front brake is almost as good as the irreplaceable Fontana or Ceriani items, and a lot cheaper. It was made to slow down a 600 pound road bike, so your two hundred and seventy-five pound racer will be no problem. If you have lots of money, the 230m magnesium Ceriani four-shoe replica brakes and forks are available. They are the same as used on the factory bikes, but for the purchase price, a second mortgage might be in order.

UP FRONT

AHRMA allows disc brakes and they do stop better. Locate a late ('74-'77) GT-750 front end if you prefer. Regardless of which front end you use, completely rebuild it so you can trust it at 150 mph.

If you use the late model triple clamps, which are narrower than the '72-'73 items, the Telefix fork brace will bolt up in two minutes and stiffen the rather spindly 35mm tubes. A 35mm steering damper bracket needs to go on the right side tube. I prefer the right side as your left hand should always be on the clutch lever.

J.C. Whitney (yes, they're still in business) has GT-750 tapered roller bearing steering head replacement sets. While you're at it, get a couple of T-500 gasket sets. Tap out the old ball bearing races and replace them



with the tapered races. Be careful not to mix the bearings and races as they are matched sets.

OUT BACK

Use the stock rear brake and drill the side cover full of holes to make it lighter and better looking. You'll never use it anyway! Bead blast the front and rear hubs, side covers and replace all bearings and parts as needed. Send the hubs to Buchanan's Frame Shop in Los Angeles for new aluminum rims, stainless steel spokes and nipples. You may be able to get the work done and find similar parts locally, but be forewarned: nobody does it better than Buchanan's.

WM-3 and WM-5 rims are fine for the front and rear respectively. DID and Sun rims are fine but Akronts look neat with their valanced edges. You can go wider in the front, but it will slow steering response.

Twenty years ago we would have killed for today's modern sport tires. Take your choice between Avons, Dunlop, Metzlers, Michelin or Yokohama; they are all great tires. A tall sidewall will give you some much needed ground clearance. I use 100/90 X 18 front and 120/90 X 18 rear Metzlers which work well and just clear the

chain if a couple of sprocket washers are mounted behind the drive sprocket. While on the subject of drive chains, don't use an "O" ring chain, as they are for road bikes, not racers.

Weld one inch chromoly tubes from the swingarm plate to the upper frame rail cross tube. Weld a threaded bracket on the right side steering head gusset for your damper. By the way, old Kawasaki type dampers work fine and cost a lot less than the trick alloy type.

The swingarm can be replaced with one that is three to four inches shorter than stock. They are available in JMC aluminum box section arms from England. If they are too expensive, the stock arm can be shortened by milling the adjustment slots forward in the arm tubing, cutting off the adjustment plates, and re-welding them in the more forward position. The stock arm can then be braced using 1/2" chromoly tubing. Either way works fine, but you pay a weight penalty if you use the stock arm.

A brief note on welding. Never use arc welding on a real race vehicle. Stick welding is for farm equipment and stock cars. If you don't have a tig welder, or access to one, send it