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New ways to biff

ON THE COVER:—The contenders for the tiddler crown pose for the lens of Torquin' Tim as the racing season gets into full swing. Moto Revue captured the Paris to Dakar cavalry charge, and Rick Ryan (10), George Holland (3) and Erik Kehoe (9) are frozen at Gainesville by the Nikon of Eddie "The Eagle" Arnet. Ryan went on to grab the holeshot. Joe (Mama) Kosch snapped the TOC photo of Dave Bertram styling his Suzuki through California's version of trees at the Coalinga Enduro opener. Cover design by Dennis West; color separations by Valley Film.

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FROM SEA TO

Promoter battles, battered bodies, close calls, timekeeping wars & outrageous moves



The king is back: Rick Johnson leads the Mickey Thompson series and is tied with Jeff Ward for the AMA series. Johnson is three for five in SX.



One isn't enough: Neither 1987 Supercross Champion Jeff Ward nor improving Micky Dymond (6) could keep Rick Johnson behind him at San Diego.

Race fans, it's that time of year again; the Nationals are revved up and on the main jet! There are several series openers to cover and an army of racers to talk about, so let's dive into the first turn, grab a handful and find out who's hot and who's not.

ANAHEIM MTEG/COORS SUPER CROWN OF STADIUM MOTOCROSS— ROUND 1

250 CLASS

1. Rick Johnson Hon
2. Micky Dymond Yam
3. Jeff Ward Kaw
4. Broc Glover Yam
5. Erik Kehoe Suz
6. Ron Lechien Kaw
7. Jeff Leisk Hon
8. George Holland Hon
9. Doug Dubach Yam
10. Jeff Stanton Yam

125 CLASS

1. Mike Kiedrowski Kaw
2. Jeff Matiasovich Kaw
3. Larry Ward Yam
4. Jimmy Gaddis Suz
5. Craig Canoy Suz
6. Chris Young Yam
7. Eddie Hicks Yam
8. Todd DeHoop Suz
9. Lowell Tomson Kaw
10. Stacy Cook Hon

• The Anaheim Supercross, although non-AMA-sanctioned (not a points-paying race for the 1988 AMA Supercross title), marked the start of the new season and overshadowed the bitter Mike Goodwin/Mickey Thompson promoter battle. Goodwin will continue to fight the AMA in the courts, but racers, spectators and other involved parties were happy to see a factory-team-backed

Supercross at the fabled Big A. However, those who anticipated another sellout crowd (70,000 plus) were somewhat disappointed by the 45,000 attendance (figures ranged from *L.A. Times'* 38,000 to Thompson's claim of 55,538 spectators). The drop in attendance could certainly be attributed to the scheduling of the Supercross event. It was the third consecutive weekend of Thompson events at Anaheim (a combination tractor pull/mud bog, off-road championship and Supercross).

HIGHLIGHTS

* Team Honda's Rick Johnson earned the "Coors Cool Move" in the third qualifying heat (voted on by the press) by coming from behind to triple-jump his way past Kawasaki's Ron Lechien (a lapper got in Lechien's way).

* When the gate dropped for the Main Event, Yamaha privateer Doug Dubach shot out in front of the pack only to dump it in the first corner. Dubach made an outstanding recovery back to ninth. *Dirt Bike* gives Dubach the official "Ride of the Night" award for his spirited effort. Other privateers of mention are (12th through 21st): Tyson Vohland (Kawasaki), Brian Manley (Suzuki), Billy Frank (Yamaha), Larry Brooks (Kawasaki), Keith Bowen (Kawasaki), Rick Ryan (Honda), Jason Upshaw (Honda), *Dirt Bike's* Jim Holley

(Yamaha), Shaun Kalos (Yamaha) and Tommy Watts (Kawasaki).

* Johnson knifed inside the first-turn carnage and found himself the leader after a set of doubles. Jeff Ward and Micky Dymond were the other key players and pushed Johnson to maintain a torrid pace that moved the top three away from the pack. The battle intensified as Ward displaced Johnson (who appeared to be riding "tightly") and Dymond tried to follow suit. Dymond wound up on the ground, and Ward pulled away. Lappers came to Johnson's rescue, and he began to reel Ward in. Johnson worked his way past Ward after the halfway point (20-lap Main). Ward fell almost immediately after getting passed and got going in time to fight off Dymond's advances. It didn't take long for Dymond to outmaneuver Ward and close the gap on Johnson before time ran out.

* The 125 Support class was run under Thompson's Ultracross format, which attempts to place the faster riders (in qualifying) toward the back of the pack. Riders then earn points (and money) for their overall finish and how many competitors they passed. Kawasaki's Mike Kiedrowski won the race, but Kawasaki factory rider Jeff "Chicken" Matiasovich won the fans' hearts (and the most passing points) for his aggressive charge from the back of the pack. •

SHINING SEA

By the DIRT BIKE Staff



Rivals: George Holland tried in earnest to hold off former Suzuki teammate Erik Kehoe at the Gainesville National opener. Kehoe won the second moto for the overall.



Fastest: Dan Ashcraft has adapted quickly to his Yamaha YZ490 and proved to be the fastest man at the first two National Hare and Hounds of the year.

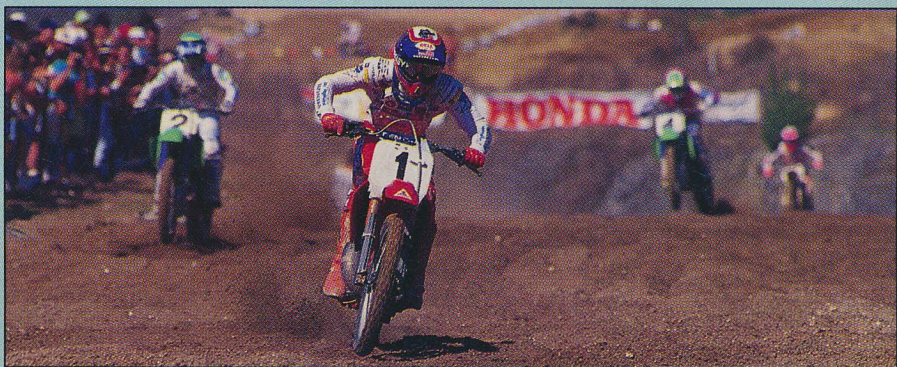
SAN DIEGO MTEG/COORS SUPER CROWN OF STADIUM MOTOCROSS—ROUND 2

250 CLASS

1. Rick Johnson Hon
2. Jeff Ward Kaw
3. Ron Lechien Kaw
4. Micky Dymond Yam
5. Broc Glover Yam
6. George Holland Hon
7. Erik Kehoe Suz
8. Jeff Stanton Yam
9. Billy Frank Yam
10. Keith Bowen Kaw

125 CLASS

1. Jeff Matiasevich Kaw
2. Kyle Lewis Hon
3. Mike Kiedrowski Kaw
4. Ty Davis Suz
5. Larry Ward Yam
6. Paul Winn Suz
7. Mike Craig Yam
8. Robert Naughton Cag
9. Chris Young Yam
10. Eddie Hicks Yam



Free-for-all: Rick Johnson (1), Jeff Ward (2), Ron Lechien (4) and Micky Dymond play tag team down Gainesville's long start straight. Ward won when Johnson broke.

• Mike Goodwin was denied sanctioning for the San Diego round of the Supercross series, so the round fell to Mickey Thompson. Renamed the Coors Super Crown of Stadium Motocross, the event drew the top names in the sport but didn't pay series points for the AMA Supercross title. More than 38,800 fans were treated to awesome racing in both the 250 and 125 classes, with the 125 Ultracross (which places the fastest racers at the back of the pack) Last-Chance qualifier providing the most intense battle of the night. And, although they weren't going to alter the point standings one bit, the top guns gave it their all for the fans and sponsors.

HIGHLIGHTS

* Doug Dubach earned \$500 for his heat race ride; he staged the battle of doom with Keith Bowen and Jeff Leisk and transferred to the Main with his first-place finish.

* Other heat-race news included Erik Kehoe's charge through the pack to a second-place finish after falling in the first turn and remounting in last. Also, Ron Lechien and Broc Glover held hometown favorite Rick Johnson to third in their heat.

* Johnson grabbed the holeshot in the Main, but Ward motored by over the doubles on lap five and pulled two seconds ahead of Johnson. Lechien applied pressure to Johnson in early laps but faded as R.J.

set after Wardy. Johnson reeled in arch-rival Ward and pulled alongside of the Kawasaki pilot. Late in the race, R.J. slammed the door on Wardy in a right-hand hairpin and took the lead while Ward fought for control. Ward attempted to retaliate, but Johnson kicked in the afterburners and pulled out of Ward's reach. Johnson then worked traffic flawlessly to take the win.

*In 125 Ultracross action, Jeff Matiasevich proved that the inverted-start idea works, even with the ultra-competitive 125s. Jeff started the Main on the sixth row and quickly moved through the pack to enter the duel of death with Kyle Lewis. Matiasevich won over Lewis. •



OPENING ROUNDS

HOUSTON AMA/COORS SUPERCROSS—ROUND 1

250 CLASS		125 CLASS	
1. Jeff Ward	Kaw	1. Jeff Matiasевич	Kaw
2. Rick Johnson	Hon	2. Mike Kiedrowski	Kaw
3. Micky Dymond	Yam	3. Paul Winn	Suz
4. Ron Lechien	Kaw	4. Kyle Lewis	Hon
5. Erik Kehoe	Suz	5. Ty Davis	Suz
6. Broc Glover	Yam	6. Michael Craig	Yam
7. George Holland	Hon	7. Chris Young	Yam
8. Jeff Stanton	Yam	8. Larry Ward	Yam
9. Jeff Leisk	Hon	9. Mike Jones	Yam
10. Shaun Kalos	Yam	10. Denny Stephenson	Kaw

• After the Anaheim warm-up, the palaton of factory riders, mechanics and privateers made their way east for the AMA Supercross opener. The 250 competitors had their eye on Rick Johnson, and the 125 entrants were relieved to be returning to the normal starting format (non-staged). Most riders agreed that the John Savitski-built Astrodome layout was one of the toughest they'd ever experienced. An estimated 42,000 spectators attended.

HIGHLIGHTS

* A first-corner pileup took out some of the top guns, including Suzuki's Johnny O'Mara (damaged gas tank). Jeff Ward avoided the crash and immediately began to pull away. Rick Johnson found himself in fourth (almost getting stuck in the first-turn turmoil) and spent the first part of the race passing George Holland and Micky Dymond. Once in second, Johnson chipped away at Ward's lead, but never got close enough to make a bid.

* Team Suzuki's Erik Kehoe earned mention for his drastically improved Supercross skills. Kehoe stayed ahead of Lechien at Anaheim (for a fifth), and at Houston Kehoe battled Lechien for a few laps before settling into fifth. Keep it up, Kehoe!

* "I'm mad," said Johnson. "I should have caught Ward, but I ran out of steam. I lost some conditioning during the off-season."

* Top privateer honors go to Shaun Kalos. Keith Bowen, Larry Brooks, Billy Frank, Mike Fisher (Kawasaki), Tommy Watts (Kawasaki), Ray Sommo (Suzuki), Canadian Ross Pederson (Suzuki), Dennis Hawthorne (Kawasaki), Jeff Hicks (Honda) and Doug Dubach made a tenth-through-20th privateer sweep.

* Jeff Matiasевич grabbed the start of the 125 Main and held a safe margin over Mike Kiedrowski. Paul Winn was top man in an intense battle for third against Kyle Lewis and Suzuki factory rider Ty Davis. •

◀ **Cutting loose:** Larry Roeseler had to overcome asbestos dust, dense manzanita, Randy Hawkins and Terry Cunningham to win the National Enduro opener.

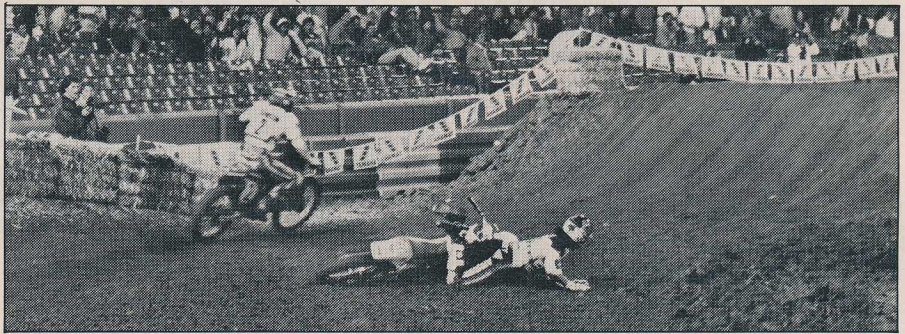
Super Chicken: Jeff "Chicken" Matiasевич is on his way to becoming the next Supercross sensation. Matiasевич has completely dominated the 125 SX class this year (except for the Anaheim round that Mike Kiedrowski won). ▶



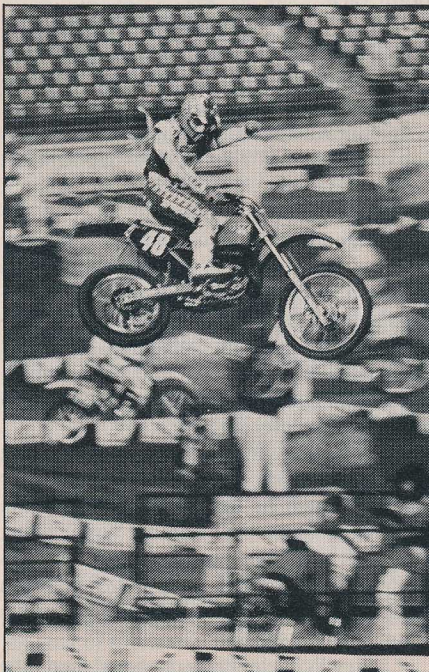
In brief: Privateer Doug Dubach (21) actually had the holeshot coming into the tight Anaheim first corner, but got squeezed off by Jeff Ward (1). Rick Johnson's helmet is visible on the inside.



Inside: After a set of doubles, Johnson (2) outsmarts Ward by grabbing the lead from the inside of turn two. DIRT BIKE'S Jim Holley (28) and Tommy Watts (22) are third and fourth. Ward retakes the lead four laps later.



Foiled: While Ward pulls a slight margin, Micky Dymond (crashing) makes an unsuccessful inside attempt on Johnson. Many felt Dymond was the fastest rider of the night.



Poetry in motion: Ron Lechien (4) proved to be the fastest man at Seattle. He was catching Johnson (2) the first night before a rock lodged in his disc. Lechien was unbeatable on day two.

SEATTLE AMA/COORS SUPERCROSS— ROUNDS 2 & 3

ROUND 2

250 CLASS		125 CLASS	
1. Rick Johnson	Hon	1. Jeff Matiasevich	Kaw
2. Ron Lechien	Kaw	2. Mike Craig	Yam
3. Jeff Ward	Kaw	3. Mike Kiedrowski	Kaw
4. Erik Kehoe	Suz	4. Ty Davis	Suz
5. Micky Dymond	Yam	5. Larry Ward	Yam
6. Jeff Stanton	Yam	6. Jimmy Gaddis	Suz
7. Broc Glover	Yam	7. Craig Canoy	Suz
8. Mike Healey	Cag	8. Chris Young	Yam
9. George Holland	Hon	9. Kerry Mulligan	Hon
10. Billy Frank	Yam	10. Mike Pascarella	Kaw

ROUND 3

250 CLASS		125 CLASS	
1. Ron Lechien	Kaw	1. Jeff Matiasevich	Kaw
2. Jeff Ward	Kaw	2. Mike Kiedrowski	Kaw
3. Rick Johnson	Hon	3. Larry Ward	Yam
4. Micky Dymond	Yam	4. Mike Pascarella	Kaw
5. George Holland	Hon	5. Lowell Thomson	Kaw
6. Broc Glover	Yam	6. Kerry Mulligan	Hon
7. Jeff Leisk	Hon	7. Mike Craig	Yam
8. Todd Dehoop	Suz	8. Chris Young	Yam
9. Ross Pederson	Suz	9. Rick Simmet	Hon
10. Keith Bowen	Kaw	10. John Nelson	Kaw

• A reported 46,000 spectators witnessed two days of Supercross racing at the Seattle Kingdome (27,300 on Saturday, 18,700 on Sunday). Rick Johnson continued his winning ways, but one rider stood out from the rest after the two days of fierce battles. Kawasaki's Ron Lechien surprised racers and spectators alike with his blazing speed.

HIGHLIGHTS

* Rick Johnson won Saturday's "Coors Coolest Move" award by successfully clearing a technical section of triples that no one else attempted.

* Jeff Ward correctly calculated the gate and shot into the lead ahead of Johnson. Jeff Leisk, George Holland, Broc Glover and Micky Dymond were left lying on the ground in a first-corner pileup. Johnson began making time on Ward by tripling his section (Ward doubled), and Lechien, Erik Kehoe and Doug Dubach followed. Ward felt Johnson's pressure and washed out in a corner, handing the lead and the win over to Johnson. Lechien was the one to watch as he displaced Ward and set after Johnson before running out of time.

* Team Suzuki's Erik Kehoe won the



Down and out: Houston's first corner downed a handful of the riders at the start of the Main. Larry Brooks (14) had to ride all three qualifiers to make the Main and then this happens (20 is Jeff Hicks).

"Coors Coolest Move" on the second night by passing Jeff Ward in the last turn before the finish line in their qualifying heat.

* Ron Lechien snuck inside of Ward in the first corner and never looked back for the next 20 laps. Lechien was hot. It looks like he can be a threat for the Supercross title. Johnson was stuck in mid-pack while Micky Dymond stalled his motor and had to charge from the back. Top runners Dubach (third) and Kehoe (fourth) collided and ended what could have been great rides. At the finish it was a smooth Lechien and Ward, with Johnson settling for third, and Dymond recovering for fourth.

* Jeff Matiasevich was king pin in the 125 Class by dominating both nights of racing.

* Privateers who made it to the Main included Mike Healey, Billy Frank, Dean Matson (Suzuki), Ross Pederson, Rick Ryan, Keith Bowen, Mike Larson (Kawasaki), Shaun Kalos, Jeff Frisz (Suzuki) and Allan Dyck (Honda). •

LUCERNE VALLEY AMA D-37/JACKRABBITS MC NATIONAL HARE AND HOUND CHAMPIONSHIP—ROUND 1

1. Dan Ashcraft	Yam	6. Dave West	Hon
2. Paul Krause	Kaw	7. Todd Peugh	Hon
3. Larry Roeseler	Kaw	8. Kurt Pfeiffer	Yam
4. Grant Palenske	Kaw	9. Pete Postel	Kaw
5. Mike Baker	Yam	10. Ron Shuler	Kaw

• Hare and Hound. The name conjures up images of tapped-out bikes, elusive finish lines, bottomless sand and tire-pinching rocks. Desert M.C. threw the 700 riders a touch of everything in the 90-mile, point-to-point race.

HIGHLIGHTS

* Two-time National Champion Dan Smith crashed early in the race and re-mounted to maintain a consistent pace for a 16th-place finish. Going into the pit, it looked like Paul Krause was the sure-bet winner. However, Krause had to repair a damaged peg on his Kawasaki, which allowed Yamaha-backed Dan Ashcraft to capture the lead position. *Dirt Bike's* Eddie Arnet overcame a bad start to jump into the action behind Ashcraft when leaving the second pit. The battle intensified as Team Dirt Bike made its bid for the lead before ending out of contention. Ashcraft cruised to a secure win over Krause.

* Eric Hallgath, who had been competing on a 250 before the season started, was warned that if he doesn't get back on the 125, he'll lose the number one plate. Hallgath was back on a tiddler, but experienced difficulties, which allowed John Braash to move by, with Van Bogardus (Yamaha) following.

* Larry Roeseler turned a good start into



Photo by Grumpy

We tried: And we failed! Team Dirt Bike made an exciting charge for the lead at the Lucerne Valley opener, but crashed out of contention with 20 miles to go. The Kawasaki KX250 project bike performed flawlessly.



King of tiddlers: Yamaha ace Eric Hallgath suffered mechanicals at the first round, but made up for it with a seventh overall and first in the small-bore class. Hallgath never shuts off!



Two thirds: Larry Roeseler (who is now 30) maintains that you don't have to be young to go fast. Roeseler has been top man in the 250 Class with two third overall placings. He's smooth, fast and never crashes.

a third-overall finish and first 250. Roeseler has been fine-tuning his racing skills by competing in local SoCal CMC Vet Pro races.

* It's good to see the Big Four supporting the desert. First, Kawasaki jumps into the game by sponsoring a huge off-road team (Larry Roeseler, Randy Morales, Paul Krause, Ted Hunnicutt and Brett Howell), as well as offering a dealer support program. Yamaha stepped in by giving Ashcraft a ride, and Suzuki lent Charlie Morris, Jr. some help. •



First win: At the second round, Don Griewe used a strong start and Dan Smith's misfortune to take the lead position shortly after the bomb. Dan Ashcraft made advances, but Griewe stayed cool and captured his first National win.

RED MOUNTAIN AMA D-37/FOUR ACES MC NATIONAL HARE AND HOUND CHAMPIONSHIP—ROUND 2

1. Don Griewe	Hus	6. Grant Palenske	Kaw
2. Dan Ashcraft	Yam	7. Eric Hallgath	Yam
3. Larry Roeseler	Kaw	8. Bruce Ogilvie	Hon
4. Darin Cartwright	Yam	9. Ron Shuler	Kaw
5. Cliff Thomas	Yam	10. Todd Peugh	Hon

• Approximately 475 riders lined up and gunned for the bomb as the banner dropped for round two of the National Hare and Hound series. The 115-mile course was fast (labeled too fast by many Experts), and heavy dust played a factor in the results.

HIGHLIGHTS

* Dan Smith was out front and pulling away as he motored his big Husky past the bomb. Shortly after the bomb, Smith went down hard, allowing Ted Hunnicutt to lead momentarily before he, too, experienced problems. The two front-runners' misfortunes left Husky-supported Don Griewe the perfect opening for the win, and he jumped at the opportunity. Dan Ashcraft made up for a tenth place start to draft Griewe's dust cloud all the way to the finish. "I went off course, but it slowed me up too much," said Ashcraft. "I don't like to settle for second!"

* Larry Roeseler was again top man in the 250 Class, with a third overall. Eric Hallgath made up for his first-round difficulties by screaming to a fantastic seventh overall by the end of the race. Ron Naylor, who also suffered a poor start, moved up to fourth before succumbing to a flat rear tire. •

SCORE PARKER 400

1. Dan Smith	Hus
2. Paul Krause/Grant Palenske	Kaw
3. Mike Baker/Kurt Pfeiffer	Yam
4. Phil Means/Jimmy Means	Hon/ATK
5. Garth Sweetland	Hus
6. Mark Vanscourt/Scott Mapes	Kaw
7. Dan Ashcraft	Yam
8. Scott Morris/Daryl Folks	Hus
9. Chris Strang	Hon
10. John Braash/Frank Chase	Yam

• Pre-race strategies changed when SCORE decided to eliminate the tough California portion of the Parker course. The race con-

sisted of three wide-open 96-mile loops in the Arizona desert. Husky rider Dan Smith and teammate Garth Sweetland decided to make individual solo attempts due to the easy nature of the course.

HIGHLIGHTS

* Smith capitalized on everyone's misfortunes to physically inherit the lead by the end of the first loop (Smith was eighth rider off the line). From that point on, Smith maintained a solid 60-mph average to finish the race five minutes ahead of his nearest competitor (on adjusted time).

* Who had difficulties? Dan Ashcraft installed a spark arrester (officials required a spark arrester at the last minute) and had to contend with a blubbering YZ490 for the entire 300 miles. "I assembled the guts incorrectly," said Ashcraft. The Larry Roeseler/Randy Morales team first ran out of gas, and then Morales crashed the team onto the DNF list. Second-place Paul Krause and Grant Palenske also ran out of gas, along with having a flat to contend with. The Mike Baker/Kurt Pfeiffer effort experienced spark arrester difficulties that required a pit stop for re-jetting.

* Riding a 125 wide-open for 300 miles is no cakewalk, but John Braash/Frank Chase team roosted its Yamaha YZ125 to a giant lead at the completion of the final loop and kept it pinned all the way through the next two loops. •



Again: Dan Smith soloed his big Husky 500XC to his fifth Parker 400 win in a row. Smith maintained a healthy 60-mph average on the wide-open course to win by five minutes.



Problems: Kawasaki Team Green members Paul Krause and Grant Palenske (pictured) mounted a KX500 charge that was slowed by lack of fuel and a front flat. Check out the numberplate spoiler.



First deuce-and-a-half: Mike Baker (pictured) and Kurt Pfeiffer overcame jetting problems to capture third overall and first 250. A 250 was definitely a disadvantage on the fast-paced course.



First screamer: Top-running District 37 125 rider John Braash teamed with Frank Chase (pictured) to dominate the tiddler class. Their Yamaha YZ125 never missed a beat, although it was tortured relentlessly.

SAN FRANCISCO AMA 600cc NATIONAL DIRTRACK CHAMPIONSHIP— ROUNDS 1 & 2

SHORTTRACK

1. Bubba Shobert	Hon	1. Bubba Shobert	Hon
2. Steve Eklund	H-D	2. Ricky Graham	H-D
3. Keith Day	C-A	3. Pete Hames	H-D
4. Pete Hames	H-D	4. Steve Eklund	H-D
5. Speedy Kelly	H-D	5. Scott Pearson	Hon
6. Kris Kiser	Hon	6. Sal Hoffman	H-D
7. Ronnie Jones	Hon	7. Mickey Fay	Hon
8. Don Wilson	C-A	8. Aaron Hill	H-D
9. Chris Carr	H-D	9. Ted Boody	H-D
10. Andy Tressor	H-D	10. Andy Tressor	H-D

TT

• San Francisco's Cow Palace has replaced the Houston Astrodome as the site of the start of the AMA National series. The traditional shorttrack/TT double-header also marked the introduction of the new 600cc class, which should bring some new interest into dirttrack racing. Almost 12,000 spectators were treated to two nights of intense racing on rough, demanding tracks, and the new class proved to be very competitive, with crashes and late-race upsets keeping the crowd on their feet. Although the opening two rounds have traditionally meant little in the Grand National Championships, the points earned at the Cow Palace could very well affect the outcome of the wide-open 600cc Nationals.

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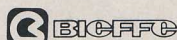
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Bieffe MX108

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Boysen Reeds from 8.95

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Holeshot Pipes

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Handlebars—Carbon Steel

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Oval Mufflers

from 49.95



Cyclonebelt

12.95

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OPENING ROUNDS

ROUND ONE HIGHLIGHTS

* Californian Rob Damron was fast qualifier around the rough, tenth-mile oval; Harley's Chris Carr qualified second, and Honda (privateer in the 600 events) ace Bubba Shobert was only 17th fastest.

* Winners of the six heat races were Keith Day, Carr, Andy Tressor (watch for this Junior. He smoked Ricky Graham and turned in the fastest heat time!), Don Wilson (Can-Am), Ronnie Jones (Honda) and Speedy Kelly, another Junior rider. Kelly had the fans behind him as he beat Shobert and sent the Grand National Champ packing to the Semis (only the winner went directly to the Main).

* Steve Eklund, Pete Hames, Shobert and Mark Corsetti (W-R) qualified for the 12-rider Main from the Semis, and Kris Kiser and Jon Nunez (W-R) advanced from the Last-Chance qualifier for the 25-lap Main Event.

* Tressor holeshot the Main but was soon dropped to fourth by Day, Wilson and Carr, who eventually moved to second, and then crashed and took Tressor down with him. Shobert moved up from a fifth-place start to take over second when Carr and Tressor went down. The Honda pilot stalked Day until the last lap, and then slipped by for the win. Eklund went by Day on the outside as Shobert snuck by on the inside, but the Harley pilot couldn't make the outside work against Shobert, who took the win.

ROUND TWO HIGHLIGHTS

* Scott Pearson was fast qualifier, and Keith Day (C-A), Ted Boody and Ricky Graham also earned pole positions for the heats, which would qualify two riders to the Main. Bubba Shobert qualified eighth fastest.

* Shobert, Day, Boody and Graham each won their heat. Mickey Fay, Jones, Sal Hoffman, and Steve Eklund qualified for the Main by taking second in a heat. Jones held off Harley's Chris Carr and forced him to ride a Semi, and Junior hotshoe Andy Tressor was sent to the Semis after an intense battle with Hoffman.

* Pearson crashed out of the first Semi, and Carr stalled out, avoiding hitting Aaron Hill, who won the first Semi. Pete Hames took the second Semi over Tressor, who had to ride the Last-Chance qualifier. He won the LCQ over Pearson.

* Graham holeshot the Main on his Rob Muzzy Honda and led the race for 23 laps. During the early laps, several riders fell and/or stalled; Jones stalled, Day ended when his brake lever caught on Graham's shoulder pads, Pearson stalled, and then Boody stalled while trying to avoid a collision with Pearson, and Tressor crashed. Jones threw his chain on lap six. Shobert started fourth, moved up to second quickly, and then slipped under Graham on lap 23 and motored away with the win. •



Mitch Friedman

Bad start: Chris Carr (20) is in 14th place in the standings. The Harley factory rider crashed during the shorttrack Main and re-mounted to finish ninth. He didn't make the TT Main after stalling out in a Semi.



Mitch Friedman

Ricky Graham (3) led the TT Main at the Cow Palace for 23 laps, until Shobert (1) snaked by for the win. Keith Day (22) won his heat but crashed in the Main after tangling with Graham, who will ride a Rob Muzzy KLR600 in future events.



Mitch Friedman

Shobert cleaned up at San Francisco's Cow Palace; he convincingly took the Shorttrack and TT wins, and then hammed it up with a Playboy Playmate. Bubba won't contest the whole 600 series, much to mechanic Skip Eaken's relief.



Mitch Friedman

Harley-mounted Steve Eklund has a solid second in the series after two rounds. Since Shobert won't ride the whole series, Eklund is the man to beat. He finished second in the shorttrack and fourth in the TT.

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OPENING ROUNDS



Terry C. Cunningham (left) is the sole Husky-backed enduro pilot this year and is making a serious bid at the title. Expect the Auto pilot to be one of the top forces—he wants to win, bad!



Big Four push: Kawasaki's off-road push is bringing more top names out on competing Big Four brands. Yamaha-supported Jeff Russell feels at home on his YZ "enduro" scooter and proved it with a fifth-place showing.



Switch: Jeff Irwin (front) took his new KTM 600LC4 to the Four-Stroke class win and eighth overall. Defending champion Kevin Hines (third man back) finished well back in the pack.

AMA/D-36/SALINAS RAMBLERS MC QUICKSILVER NATIONAL ENDURO

- | | |
|-----------------------------------|---------------------------------|
| 1. Larry Roeseler Kaw | 6. John Nielsen Hus |
| 2. Randy Hawkins Suz | 7. Duke Lambert Yam |
| 3. Terry Cunningham Hus | 8. Jeff Irwin KTM |
| 4. Dave Bertram Suz | 9. Grant Palanske Kaw |
| 5. Jeff Russell Yam | 10. Scott Drats Hon |

• Enduro fans were tense with anticipation, waiting for the season's first National in order to see how old favorites would do on their new machines. Tension turned to surprise when Larry Roeseler motored around the dusty Coalinga course on his now familiar Kawasaki for the overall win. Quicksilver was held at the Clear Creek off-road riding area in California, the former site of an asbestos mining operation. It wasn't the potentially harmful dust that kept the masked competition behind L.R., however; Larry was flying.

HIGHLIGHTS

* Team changes put familiar names such as Dave Bertram and Randy Hawkins in the Suzuki camp this season. The two former Husqvarna factory riders are called "consultants" at Suzuki to avoid any complications that could arise from the sensitive issue of operating closed-course machines in off-road events. Hawkins' second-overall finish



Burned: The National Champ burning a check by 11 minutes? Hines experienced computer failure, which led him on to a faster-than-normal pace. Hines still has a long season ahead to make up points.

and Bertram's fourth-place showing demonstrated that Suzuki's new recruits are possibly the nation's fastest consultants. Many said Bertram wouldn't know how to shift!

* Yamaha picked up another fast former Husky rider, Jeff Russell. His fifth-place finish dispelled any suspicion that the switch from European to Japanese machinery might require some time for adjustment.

* Terry Cunningham is healed and back! Husqvarna and Cunningham are the forces to contend with, and his third-overall finish is a start. Expect Cunningham to get faster as the year progresses.

