

**YAMAHA IT175:**  
**Half MX, Half Enduro, All Dynamite!**

\$1.00

47457 K  
JUNE 1977

# cycle guide

**EXCLUSIVE:**  
**LAVERDA 1000 JOTA**  
**EUROPE'S QUICKEST**  
**SUPERBIKE**



**DAYTONA '77:** Baker Basks in the Rain  
Hannah Stocks it to 'Em  
**What to Know Before Buying a New Bike;**  
**How Much to Ask For Your Old One**

# cycle guide

VOL. II NO. 6 JUNE 1977

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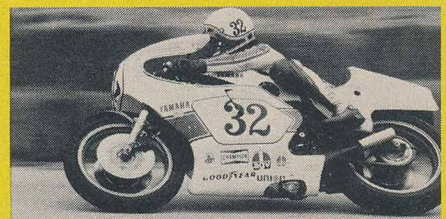
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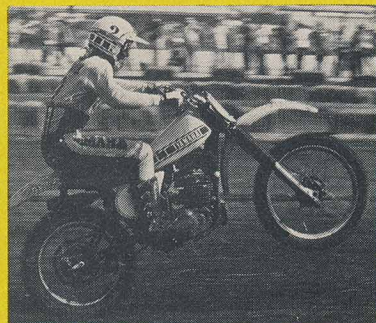
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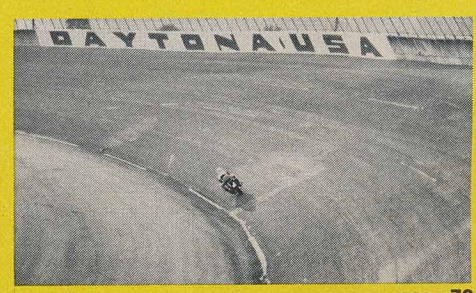
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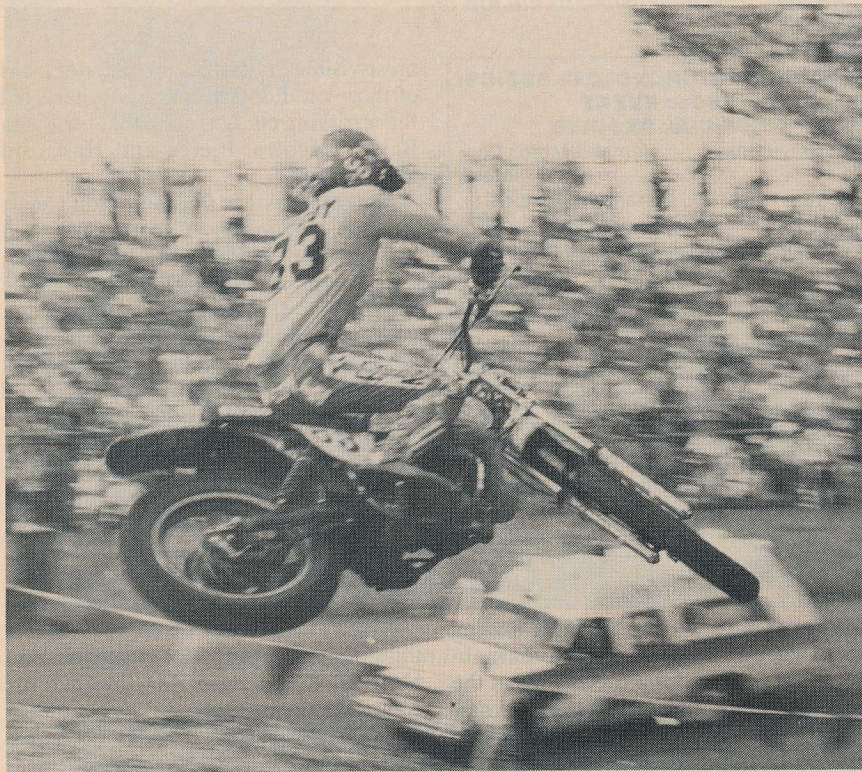
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**COVER:** The exciting, exotic Laverda Jota 1000, a \$4500 package of brute superbike performance, legendary Italian handling and suave Continental personality. Photo by Art Friedman.

# DAYTONA SUPERCROSS

by Paul Dean



When Bob Hannah debuted his berserk riding style on the pro circuits, the press called him "Wild Man." When he blew through the '76 Florida Winter Series like a raging tropical storm they nicknamed him "Hurricane." And when he convincingly unseated Marty Smith as perennial 125 National Champ last year they pegged him as a World Championship prospect.

Making up names for the 20-year-old super-rocket is a pastime reserved for reporters and spectators; his competitors are much too busy trying to find a way to beat him. In the first six events of the

1977 season, the spectacular Hannah has been undefeated in all 12 motos. He captured all eight 250cc motos in the four-event American Motorcyclist Association Florida Winter Series, then took two firsts the weekend before Daytona in the opening round of the Supercross Series, the Mr. Pibb Superbowl in Atlanta. The Daytona Supercross ended up being just another Hannah field day, as he scored easy wins in both the qualifying heat race and the 12-lap main event.

What's more incredible is that Hannah has done all his '77 winning on a virtually box-stock Yamaha YZ250C. With the

exception of the handlebars, a Magura front brake lever, raised footpegs and appropriate tires for each racetrack, Hannah's Yamaha is just like every other one that rolls out of the crate. The biggest difference is that all the other YZ250s aren't ridden by Bob Hannah.

The other two Yamaha teamsters, Pierre Karsmakers and Rick Burgett, chose to race on their latest 250 works machines at Daytona, but Hannah didn't even have his works bike in the van. Despite some concern by Ken Clark, Yamaha's new race team manager, Hannah seems bent on riding—and winning on—the stocker. "I don't want the factory to think the stock bike is good enough and slow down their work on better and faster works machines," said Clark. "What Bobby is doing is great for sales but could stifle development."

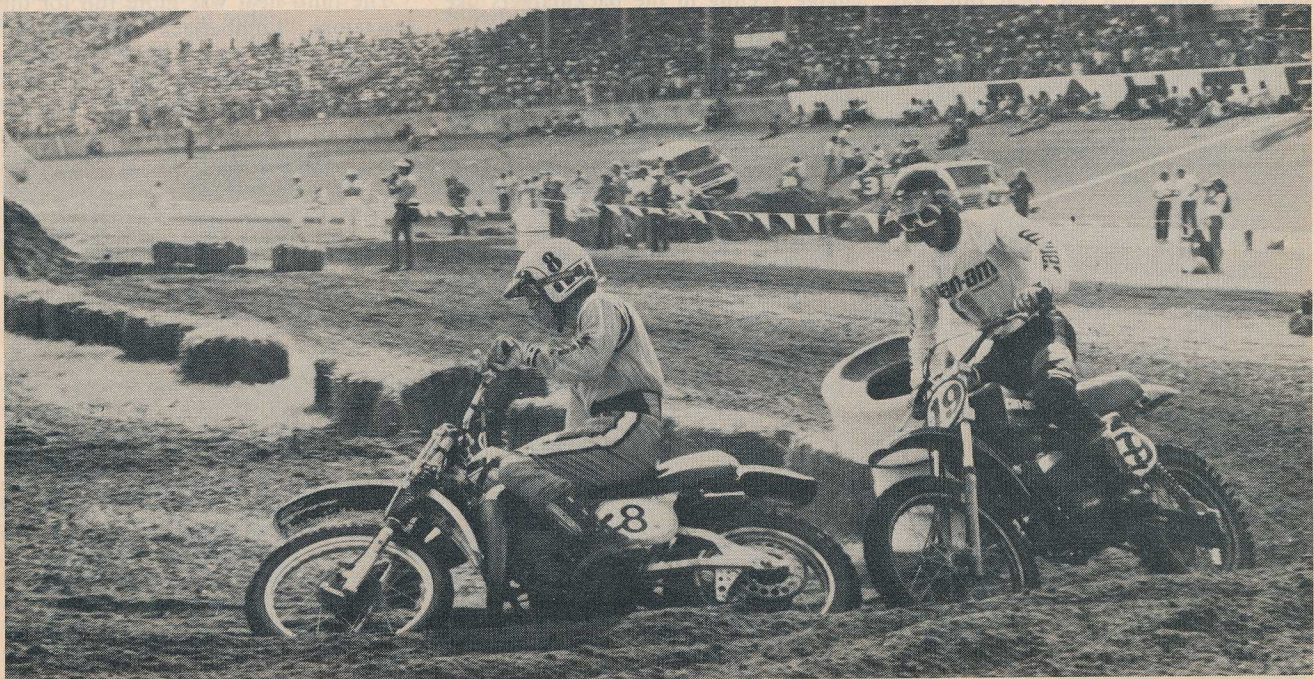
Actually, Hannah's choice to race the stocker at Daytona was supposed to have been his undoing. The Gary Bailey-designed course was built on dead-flat ground in the Daytona International Speedway's infield, with long-ish, smooth-ish straightaways connecting a series of man-made jumps, pits and deeply-bermed corners. It was clearly a horsepower track; and by his own admission, Hannah's YZ didn't have enough top-end power to match the works machines on those long, long straights. On top of everything else, Hannah was suffering from the after-effects of a bad cold. But as he soon proved, Bob Hannah wouldn't let a little thing like a lack of straightaway speed or a runny nose stop his relentless charge to the checkered flag.

The racetrack caused some anxiety for the other riders, too, but of a different nature. Before the race even started, several riders complained that the deep pits Bailey had dug on the back side of a

Bob Hannah had put together an unprecedented win streak in the first months of 1977. Every rider at the Daytona Supercross was trying to stop the string at 10 straight. No one did.

Billy Grossi ended after failing to clear the "Alligator Pit," a 30-foot-long, five-foot-deep hole following a super-fast, fourth-gear jump on the front straight. Just a few laps later, Harley's Rex Staten did likewise. Grossi was only somewhat shaken, but Staten was stretchered to the hospital with a broken wrist and several bruised ribs after his wildly-flipping prototype 250 H-D landed on top of him.

At left, local star Monte McCoy was fast and spectacular in the first heat but no match for the charge of Bob Hannah. Below, Jimmy Ellis dogged Rick Burgett for a few laps in the third heat race, then slipped his Can-Am past in this corner when the Yamaha rider went wide.



PHOTOGRAPHY: PAUL DEAN, JIM ENYEART AND ART FRIEDMAN

Practice was stopped immediately, and after threats of mutiny by the riders, the approach ramp was bladed off, making the "Alligator Pit" just that, a ride-in pit, not a disastrous landing place for short-trajectory jumps. Rex Staten, however, was not at all gladdened by the after-the-fact action taken by track officials, nor was his pain lessened, since the jump should have been condemned before the first rider rolled a knobby on the track.

Once the hazard was eliminated and the racing finally began, Hannah wasted no time demonstrating that, horsepower or not, his YZ250 could win. In the first of four short qualifying heat races he took the lead from Monte McCoy on the first lap and ran away from the field. McCoy is the local Florida favorite who won the 500cc support class at last year's Daytona Supercross, but he was no match for Hannah, even though "Hurricane" had taken almost no practice at all. Bob discovered a bent swingarm on his YZ after just two laps of practice, and the session was all but over by the time a new one was installed. But once again, Bob Hannah wouldn't let a little thing like no practice keep him from winning.

The second heat was a wire-to-wire Gary Semics benefit as the Kawasaki rider disappeared after one of his patented holeshots and was never challenged. Marty Smith stayed ahead of Honda teammate Jim Pomeroy for a distant second, but the best ride was



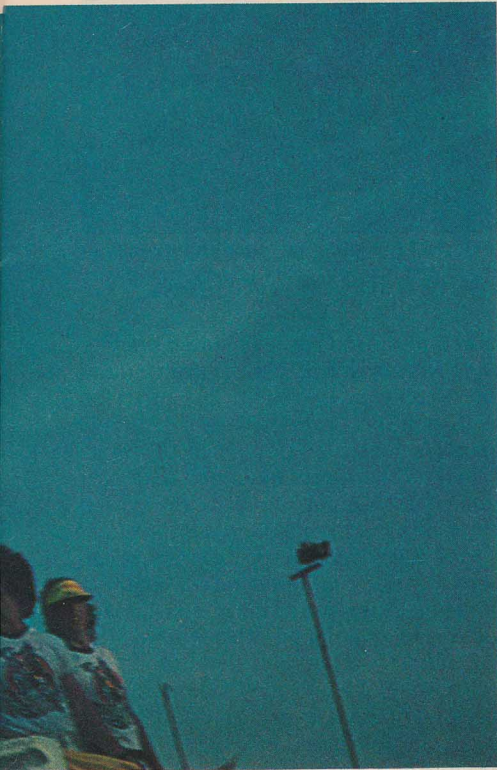
turned in by Marty Tripes, who ironically didn't even finish the race. In his first event as a Harley-Davidson team rider, Tripes got a miserable start, then lost his gas cap on the first lap. After retrieving the cap, Tripes put on an unbelievable charge, reeling in the backmarkers like

they were parked, while running about two seconds a lap quicker than Semics. Misfortune struck again, though, as the lining on his Harley's rear brakes parted company with the shoes, knocking him out of the event.

The third heat was more fun for the spectators. "Lumberjack" Rick Burgett quickly pushed his works 250 Yamaha out front, followed by OSSA-mounted Marty Moates. But Jimmy Ellis was flying low on his powerful 250 Can-Am and soon slipped past Moates and began pressuring Burgett. After a lap or two of spirited dicing, Burgett bobbed momentarily on a slow, 180-degree right-hander and Ellis squirted past. Burgett recovered, but the Can-Am was long-gone.

Meanwhile, back in the pack, Pierre

Counter clockwise from top: Box-stock Yamaha Number 2 was more than a match for the lighter, more powerful works machines, mostly because Bob Hannah was riding it. Jim Ellis was super-fast as usual on the Can-Am, but repeated his performance of last year and fell while leading, finishing second. John Savitski and Marty Moates sail across one of the Gary Bailey-designed double jumps. You sure wouldn't want to miss a shift here. Marty Smith mustered only a third in a heat race, then DNFed the main with a cracked swingarm.



Karsmakers had mounted a strong charge of his own and was soon on his Yamaha teammate's tail. Burgett tried hard, but Pierre found a better line through a bumpy sweeper and sneaked past for good. The finish had Ellis, Karsmakers, Burgett and Moates going under the checkered in that order.

Heat Four went to the "Rhinstone Cowboy," Kent Howerton, after he pushed his factory Husky past early

leader Danny LaPorte of Team Suzuki. The real excitement was provided by Tony DiStefano, who went from last place to third after an uncharacteristic poor start. The factory Suzuki rider showed why he was twice 250 national champion by whizzing past every rider in the race but two. As one observer put it, "It looked like Tony was riding an open-class motocrosser in a bicycle race."

The new Supercross race structure transfers the top eight riders from each six-lap heat directly into the main event. The non-qualifiers then run two six-lap semi-finals, with the first two in each race going to the main, rounding out the 40-man starting field for the final. Gerard Rond of the Netherlands charged his Yamaha to the win in the first semi, with Don Kudalski second on a Penton. Suzuki-mounted Mike Gilman won the second six-lapper, with three-time 250 national champ Gary Jones second on an Ammex. Roger Brown won the eight-lap

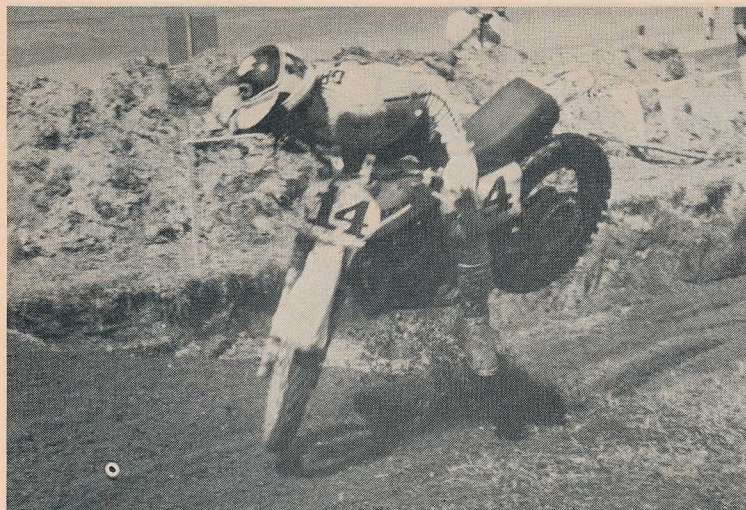
consolation race for non-qualifiers, slipping his Penton past Tony Wynn's Suzuki just before the checkered flag.

The 12-lap main event started off looking like a Spanish upset. Talented but erratic Kenny Zahrt rushed his Bultaco into the lead, pursued at some distance by the OSSA of Marty Moates. Hannah was mired way back in 12th position with Jimmy Ellis in sixth.

Moates gradually closed in on Zahrt and the two went at it briefly before the OSSA rider was able to get past on a long straight. His lead was short-lived, however. A few feet after taking the lead, Moates got an awkward launch from one of the artificial jumps and the front end of his Phantom GP II dropped unexpectedly as the rear wheel left the ground. The sudden jolt pulled one of his shoulders out of its socket and put the likable rider from San Diego, California, out of the race.

Zahrt took the lead again, but was





Billy Grossi (left) ended his Suzuki in practice when he failed to completely clear the dangerous "Alligator Pit" jump. Minutes later, Team Harley's Rex Staten (right) did likewise. Grossi was only severely shaken up, but Staten broke his right wrist and the jump was bladed flat.

soon passed by a charging Jimmy Ellis. Then the Alligator Pit bit once more, this time with Ellis the victim. Jimmy lost control exiting the Pit and toppled over. Zahrt, Hannah and two other riders passed before he was able to get his Can-Am under way again.

Kenny Zahrt had once more inherited the lead, but now Hannah was breathing down his neck. "Hurricane" quickly disposed of Zahrt and took the lead for the duration. Ellis, meanwhile, had remounted and advanced all the way to third by riding like a possessed person. He then put Zahrt away with little trouble and took off after Hannah. It was not to be, though, for Hannah had a commanding 12-second lead and was strokin' easy out front. Ellis did manage to cut the margin down to four seconds at the checkered flag, but Hannah was riding—for him, anyway—cautiously so as not to fall, and could have made a real race out of it if the situation had arisen.

Zahrt brought the factory-backed Bul home third, undoubtedly happy with one of his best recent showings, but unquestionably disappointed with losing a race he had led so many times. If this gifted racer can ever put it all together, his future could be a brilliant one.

Kent Howerton slid home fourth with a tremendous ride, having come all the way from 20th on the start. Kawasaki's Terry Clark was fifth and Jim Pomeroy sixth. Last year's winner, Tony DiStefano, was a DNF, dropping out in the early going with a seized piston.


For the 35,000 noisy, enthusiastic spectators the afternoon's racing was a real treat, a chance to see the country's hottest motocross star doing his thing. Beating the nation's best factory bikes and riders has become a habit with Bob Hannah, and his unprecedented feat of winning 12 consecutive motos is all the more phenomenal because he's ridden a highly unmodified motorcycle.

Most European factories have been

racing near-stock bikes all along, so loyal followers of those brands will find nothing especially unique in Hannah's performance record. But it's a landmark

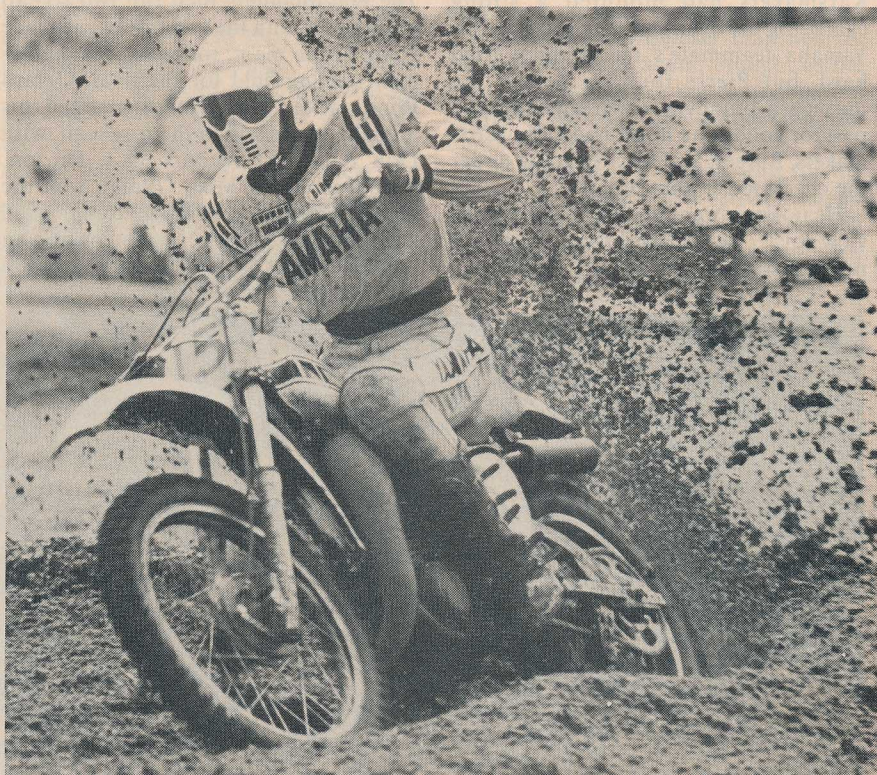
accomplishment for a Japanese brand.

Obviously, Hannah's string of victories must come to an end. If he ever starts getting beaten regularly, he'll probably park his stocker in favor of a lighter, more lethal works racer. But until that time comes, one cannot help but admire what he has done, proving to all privateer racers that a Yamaha production bike can win, regardless of how good the competition is. He also proved that even when the odds seem to point the other way, you can still win if you put your mind to it.

To Robert "Hurricane" Hannah, those opposing odds are just little things; and he doesn't let little things keep him away from victory circle. 

**DAYTONA SUPERCROSS:  
OFFICIAL RESULTS**

- |                            |           |
|----------------------------|-----------|
| 1. Bob Hannah .....        | Yamaha    |
| 2. Jimmy Ellis .....       | Can-Am    |
| 3. Kenny Zahrt .....       | Bultaco   |
| 4. Kent Howerton .....     | Husqvarna |
| 5. Terry Clark .....       | Kawasaki  |
| 6. Jim Pomeroy .....       | Honda     |
| 7. Danny LaPorte .....     | Suzuki    |
| 8. Pierre Karsmakers ..... | Yamaha    |
| 9. Monte McCoy .....       | Suzuki    |
| 10. Chuck Sun .....        | Husqvarna |



Despite Hannah's unprecedented success with a stock YZ250, Pierre Karsmakers rode a lighter, faster works Yamaha. He earned a solid second in the third heat race, but managed only an eighth in the 12-lap main event.



# WINNERS, EVERY ONE

Steve Baker will be remembered as *the* winner of Daytona 1977, but Speedweek includes more than just professional roadracing. Some of the more successful fast guys in other events are listed here.

## ALLIGATOR ENDURO Thursday, March 10

Overall: Skip Olson Can-Am

### Open A

- |                   |        |
|-------------------|--------|
| 1. Jack Penton    | Penton |
| 2. Herluf Johnson | Suzuki |
| 3. George Peck    | OSSA   |
| 4. James Smith    | Penton |
| 5. Nicholas Russo | Maico  |

### Open B

- |                   |           |
|-------------------|-----------|
| 1. Paul Price     | Husqvarna |
| 2. Carey Smith    | Bultaco   |
| 3. Keith Jobson   | Penton    |
| 4. Eddie Heavner  | Husqvarna |
| 5. Dwayne Hensley | Husqvarna |

### 250 B

- |                   |          |
|-------------------|----------|
| 1. Bruce Beckwith | Penton   |
| 2. Tony Dalessio  | Honda    |
| 3. Bill Whitcraft | OSSA     |
| 4. Ralph Hines    | Kawasaki |
| 5. Richard Jung   | Penton   |

### 200 A

- |                    |           |
|--------------------|-----------|
| 1. Fred Klipple    | Penton    |
| 2. Larry Schneider | Husqvarna |
| 3. Kevin Snapp     | Can-Am    |
| 4. Bob Pearce      | Can-Am    |
| 5. James Pegram    | Penton    |

### 200 B

- |                    |        |
|--------------------|--------|
| 1. A. L. Blair     | Can-Am |
| 2. Gary Seibert    | Penton |
| 3. Greg MacEachern | Yamaha |
| 4. Ken Pancake     | Yamaha |
| 5. Bill Brown      | Honda  |

### 125 B

- |                  |           |
|------------------|-----------|
| 1. Frank Wood    | Husqvarna |
| 2. Dan Jeter     | Hercules  |
| 3. Stephen Dicks | Suzuki    |
| 4. Richard Banks | DKW       |
| 5. Fred Veator   | Penton    |

### 100 B

- |                    |        |
|--------------------|--------|
| 1. Larry Dudley    | Yamaha |
| 2. George Wentz    | Suzuki |
| 3. Bruce Perrault  | Suzuki |
| 4. Bryan Stoughton | Hodaka |

### Women

- |                    |        |
|--------------------|--------|
| 1. Nita Fussell    | Penton |
| 2. Terri Ray       | Honda  |
| 3. Peggy Ann Scott | Yamaha |

### Executive

- |                   |           |
|-------------------|-----------|
| 1. Dick Burleson  | Husqvarna |
| 2. Brad Zimmerman | Husqvarna |
| 3. Rich Cox       | BSA       |

### Senior

- |                      |           |
|----------------------|-----------|
| 1. William Edmundson | Husqvarna |
| 2. John Penton       | Penton    |
| 3. John Cooper       | Honda     |
| 4. Ted Schwartz      | Penton    |
| 5. Guy Will          | Husqvarna |

## DAYTONA SHORTTRACK RESULTS Wednesday, March 9

- |                      |         |
|----------------------|---------|
| 1. Brian Barnard     | Honda   |
| 2. Ron Jones         | Yamaha  |
| 3. Sam Anderson      | Bultaco |
| 4. Doug McWilliams   | Bultaco |
| 5. Richard Kirschner | Yamaha  |

### Thursday, March 10

- |                  |         |
|------------------|---------|
| 1. Wayne Rainey  | Yamaha  |
| 2. Brian Barnard | Honda   |
| 3. Joseph Purdue | Can-Am  |
| 4. Michael Green | Bultaco |
| 5. Mark Gantt    | Bultaco |

### Friday, March 11

- |                   |                 |
|-------------------|-----------------|
| 1. Lance Jones    | Bultaco         |
| 2. Ted Boody      | Harley-Davidson |
| 3. Terry Poovey   | Bultaco         |
| 4. Rick Hocking   | OSSA            |
| 5. Steve Morehead | Yamaha          |

### Saturday, March 12

- |                  |                 |
|------------------|-----------------|
| 1. Ted Boody     | Harley-Davidson |
| 2. Garth Brow    | Bultaco         |
| 3. Terry Poovey  | Bultaco         |
| 4. Lance Jones   | Bultaco         |
| 5. Joseph Purdue | Can-Am          |

## AMATEUR ROADRACES Wednesday, March 9

### Heavyweight GP

- |                 |          |
|-----------------|----------|
| 1. Jon Minonno  | Triumph  |
| 2. Frank Mrazek | Yamaha   |
| 3. John Porter  | Kawasaki |

### Heavyweight Modified

- |                 |        |
|-----------------|--------|
| 1. Paul Stokes  | Honda  |
| 2. Dennis Hatch | Ducati |
| 3. Henry Keeck  | Honda  |

### Heavyweight Stock

- |                   |         |
|-------------------|---------|
| 1. Jon Minonno    | Triumph |
| 2. Paul Stokes    | Honda   |
| 3. Richard Bebout | Laverda |

### Open Modified

- |                   |          |
|-------------------|----------|
| 1. Frank Mrazek   | Kawasaki |
| 2. John Porter    | Kawasaki |
| 3. Thomas Francis | Kawasaki |

### Open Stock

- |                  |          |
|------------------|----------|
| 1. James Pearson | Ducati   |
| 2. Mike Harlow   | Kawasaki |
| 3. Rick Orlando  | Yamaha   |

### Mediumweight GP

- |                 |        |
|-----------------|--------|
| 1. John Tesauro | Yamaha |
| 2. Russ Owens   | Yamaha |
| 3. John Romine  | Yamaha |

### Mediumweight Modified

- |                 |          |
|-----------------|----------|
| 1. Ted Cary     | Kawasaki |
| 2. Bryan Spinks | Yamaha   |
| 3. Steve Baron  | Yamaha   |

### Mediumweight Stock

- |                     |        |
|---------------------|--------|
| 1. Steve Mendenhall | Yamaha |
| 2. Gary Hirt        | Yamaha |
| 3. David Alan       | Yamaha |

### Lightweight GP

- |                   |        |
|-------------------|--------|
| 1. Errol Tenpow   | Yamaha |
| 2. Jerome Runge   | Yamaha |
| 3. Lester Metzler | Yamaha |

### Lightweight Modified

- |                    |        |
|--------------------|--------|
| 1. Roland Schuth   | Honda  |
| 2. Ricky Brown     | Honda  |
| 3. Walter Schaefer | Yamaha |

### Lightweight Stock

- |                   |             |
|-------------------|-------------|
| 1. Ed Key         | Honda       |
| 2. John Towery    | Moto-Morini |
| 3. Randy Pomikahl | Can-Am      |

### Bantamweight Stock

- |                |        |
|----------------|--------|
| 1. Carl Martin | Suzuki |
|----------------|--------|

## DAYTONA SPEEDWAY RACES Sunday, March 6

### First Division Handicap

- |                 |
|-----------------|
| 1. Jim Gresham  |
| 2. Dave Faria   |
| 3. Rick Stone   |
| 4. Jeff Tertera |

### First Division Scratch

- |                    |
|--------------------|
| 1. Steve Gresham   |
| 2. Mike Faria      |
| 3. Bob Hill        |
| 4. Dennis Robinson |

### Support Division Handicap

- |                    |
|--------------------|
| 1. Mike Robinson   |
| 2. George Wehmeyer |
| 3. John Fiddes     |
| 4. Bill Emph       |

### Tuesday, March 8

### First Division Handicap

- |                    |
|--------------------|
| 1. Norm Robinson   |
| 2. Dennis Robinson |
| 3. Steve Gresham   |
| 4. Marty Benck     |

### First Division Scratch

- |                    |
|--------------------|
| 1. Steve Gresham   |
| 2. Mike Faria      |
| 3. Dennis Robinson |
| 4. Dave Faria      |

### Support Division

- |                  |
|------------------|
| 1. Mike Robinson |
| 2. Hank Pansley  |
| 3. George Plew   |
| 4. Jack Arbuckle |