

Cycle

OCTOBER 1976 •

55p

THE DIRT
WHAT TO BRING
WHAT TO WEAR
WHAT TO RIDE

**WORLD CHAMPIONS BATTLE
IN AMERICA: 125 AND 500
GRAND PRIX MOTOCROSS**

**YAMAHA IT400 MONOSHOCKER:
IS IT A REAL ISDT-BIKE, OR
JUST ANOTHER PRETENDER?**



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This Month's Cover: The Absolute King of GP Motocross in America, Gerrit Wolsink, is caught by Dale Boller's camera during the USGP at Carlsbad, California. Wolsink buried the opposition while collecting his third straight USGP win. Later, he and his team mate Roger DeCoster settled the 500 World Championship at the last GP of the season—Luxembourg. In the showdown, DeCoster prevailed and won his fifth 500 crown.

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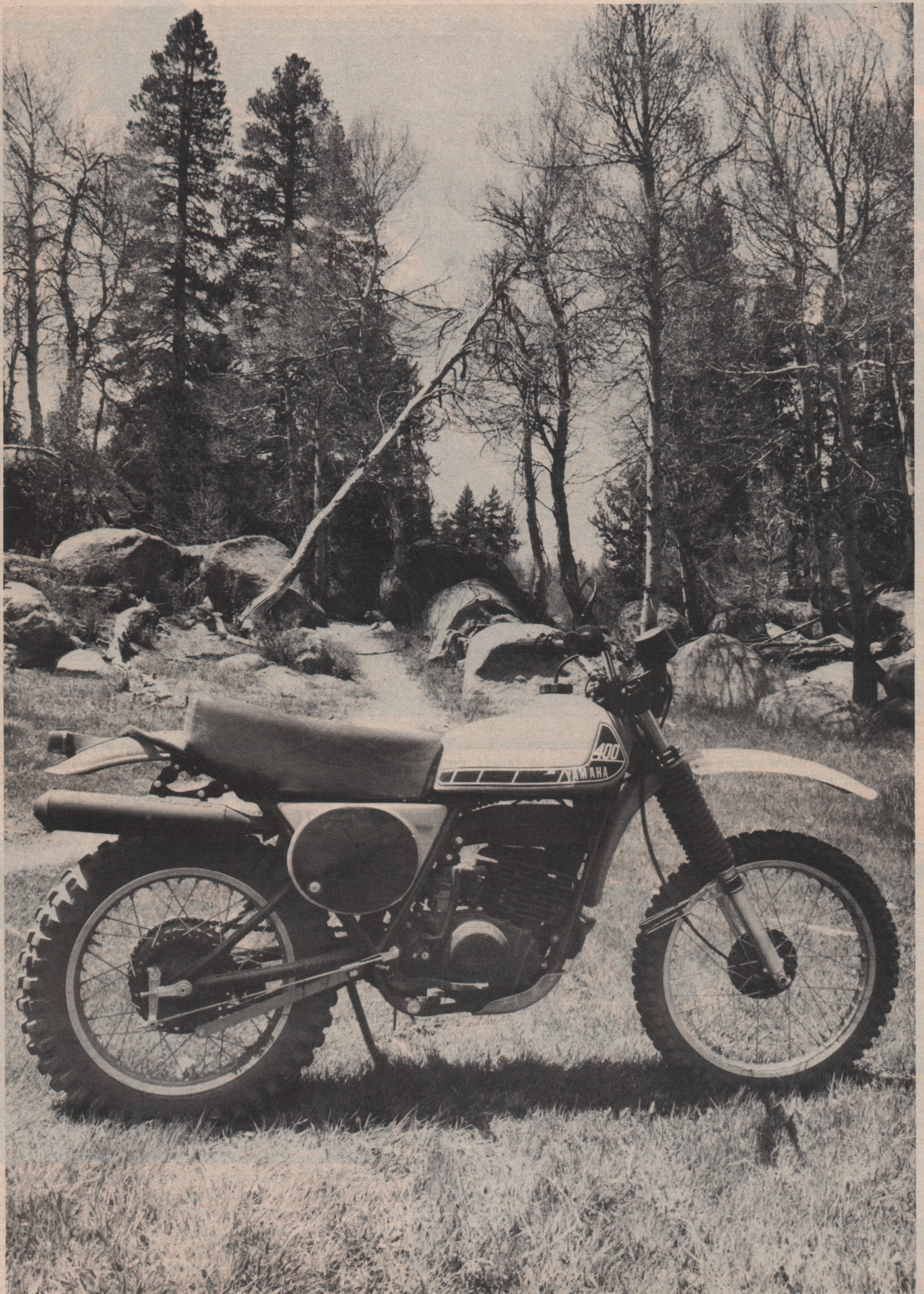
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YAMAHA IT400C

The Europeans have had 63 years to develop ISDT bikes. The IT400, Yamaha's 90 day wonder, is but a babe in the Six Day woods.

● NEW MOTORCYCLES ARE A LONG TIME IN the making. To move a concept from the idea stage through engineering, development testing and into production generally takes no less than two years. Entirely new concepts require even more time—sometimes five years. Competition bikes normally require a year for engine development, another 12 months for chassis and suspension testing then a season on the race circuit.

On rare occasions a manufacturer doesn't follow this time-proven formula. Yamaha didn't when they developed their first real enduro bike—the IT400. In a matter of three short months the factory whipped the ISDT bike concept from the idea stage all the way to the end of the production line.

The IT400 is an all-new Yamaha model—but its hardware is very familiar. The IT has that "we've seen you somewhere before" look. Southwestern enduro riders and desert racers recognize it instantly. The cactus-kickers have been building IT prototypes for years from Yamaha's DT360s and 400s, MX400s and YZ400s. These bikes have big-capacity Vesco plastic gas tanks, the long Preston Petty Mudder fenders, Skyway silencers, skid plates and tall gearing. The enduro freaks add small head- and tail-lights, a speedometer, spark arrestor and accordion-style fork covers.

The IT400 is, in fact, nothing more than a YZ400 with trials lights, big gas tank, silencer, speedometer and coil spring forks. Only a few of the components on the bike are new—the 3.25 gallon ABS plastic tank, high-breather intake system, spring-loaded chain tensioner and first and fifth gears. With these few modifications, Yamaha, after nine long years of selling enduro series dual-purpose bikes, has made their first *real-enduro* motorcycle.

Yamaha's big-bore reed valve single has long been lauded as a near-perfect



enduro engine. While the detuned *enduro*-series engines are widely accepted as ideal for neophytes, the motocross 360s and 400s have become most popular with the burgeoning numbers of cross-country riders. The IT's engine is exactly the same (except first and fifth gears) as the YZ400C. The IT engine is a fifth-generation design of Yamaha's late-series reed valve motor. Improvements, even some parts deletions, from the DT360A, DT400C, MX400B and YZ400C are all evident in the IT's engine.

This latest YZ/IT engine has the lengthened connecting rod/piston arrangement. The additional five-mm. length reduces rocking action and strengthens the piston. Reed-valve engines are not

renowned for long piston life, and the large-bore slugs suffer most from skirts that collapse and crack. Veteran Yamaha riders and mechanics claim the longer skirts increase piston life from 20 to as much as 50 percent.

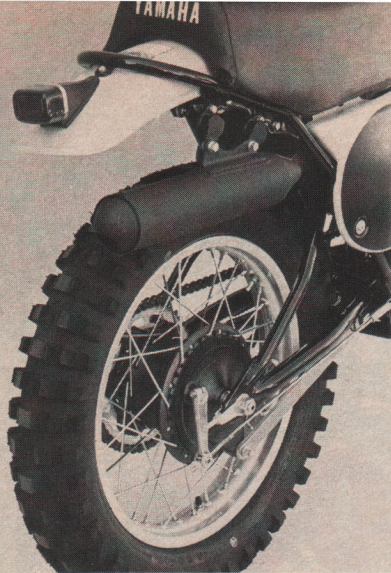
The IT400 has the same emphatically oversquare 85mm bore and 70mm stroke as the YZ. The porting and compression ratio are the same as the 34.4 bhp YZ. The induction system—twin foam air cleaners, 38mm Mikuni carburetor and six-petal reed—are also identical to the motocrosser. To solve drowning problems, each air box on the IT is equipped with a five-inch-high breather snorkel.

Primary drive in the IT is through helical rather than straight-cut gears as used in the YZ. Loss in power with the helical gears is almost immeasurable, but the reduction in drive line whine is substantial. The narrow clutch incorporated in the DT400 series minimizes engine width. The gearbox uses second, third and fourth cogs from the motocrosser. Low and top gears are new, and distant from the middle three. In fact, first is lower and fifth is higher than those in the DT400C trail bike.

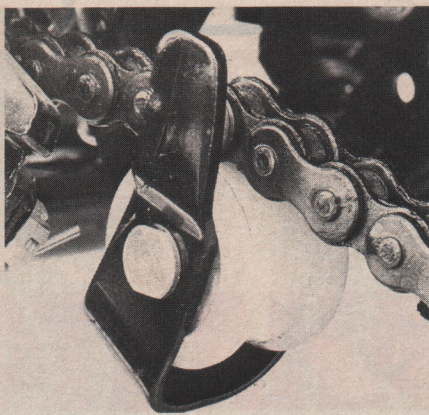
The chassis is from the YZ (frame and monoshock have the same part numbers). The mild steel double downtube frame uses the improved-version monoshock, which provides seven inches of rear wheel travel—up one half inch from last year's MX400. The front fork appears outwardly identical to the YZ air type. Yamaha claims 8½-inches of travel with the IT's conventional spring fork.

The wheels, hubs, spokes, and brakes are all from the DT/MX/YZ series with the conical front and double-dish rear. Rather than using the low-profile Dunlop motocross tires, Yamaha installs high-profile Bridgestone tires on the IT. To avoid throwing off the loosely-adjusted chain a spring-loaded tensioner and

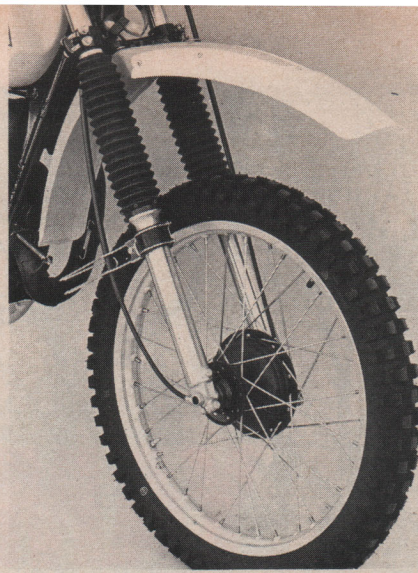
YAMAHA IT400C



An approved spark arrestor make the IT forest-legal. The plastic rear fender is too short in mud.

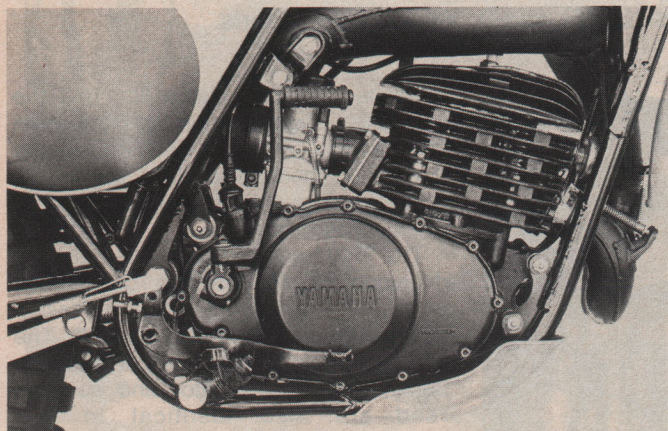


The D.I.D. chain doesn't stretch much. Chain tensioner is a good idea, but the roller is fragile.

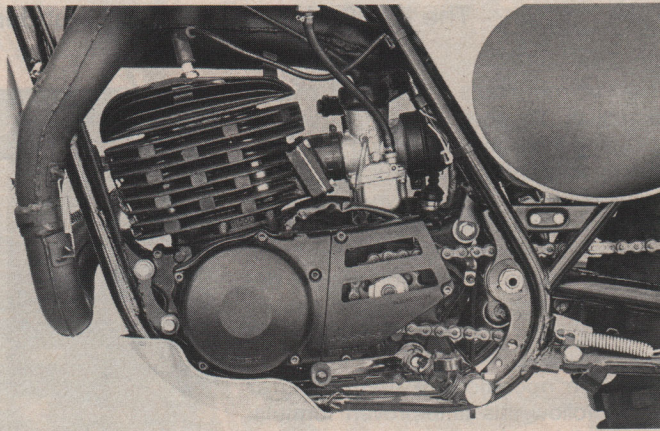


Internal spring fork delivers a posh ride but is overworked by monoshock in fast, rough terrain.

PHOTOGRAPHY: DALE BOLLER, ROBIN RIGGS



Engine performance is middle-of-the road enduro power—lots of torque.



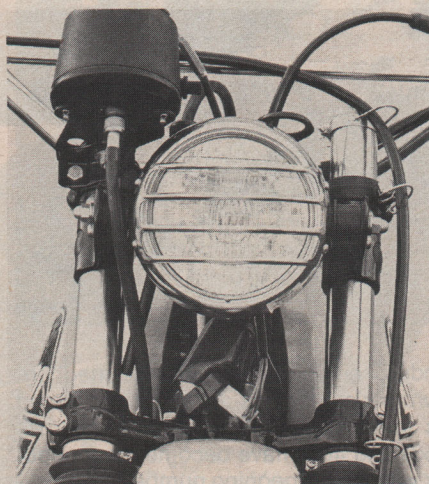
Minimal finning lets engine overheat and fade in performance when raced.

nylon roller are fitted to the forward part of the IT400's swinging arm.

The IT400 is the first Japanese motorcycle of any type to use a plastic gas tank. It is also the largest capacity tank on any Japanese off-road bike. The absence of oil injection, accepted practice with serious enduro bikes, forces the rider to pre-mix the fuel. Spark is produced by a Mitsubishi CDI magneto with an external steel flywheel. Starting is eased with the use of Yamaha's innovative kick-actuated, cylinder-located decompressor.

Like all the new long-travel bikes, the IT400 sits high. Short-legged riders will have to stretch like high hurdlers to swing aboard. These same riders will also find it easiest to start the IT while standing on the left foot peg with the sidestand down. The carburetor choke is a knurled knob-type rod and is very difficult to pull up and twist to a locked position. With gloves it's almost impossible. The old lever-type Mikuni choke is much easier to use.

The Yamaha is consistent as clockwork about starting—second kick every time. Engine noise is not objectionable, but the big single has typical two-stroke clatter. Exhaust bark is virtually gone by the time the combustion explosions snake through the spark arrestor/silencer. Intake drone which is usually quite noticeable with big-



Headlight has high and low beam and is vibration insulated. Cable guides are a good safety touch.

bore two strokes, is also nicely subdued by the high-breather system. All in all, Yamaha has done an excellent job in shunting the IT's operational noises.

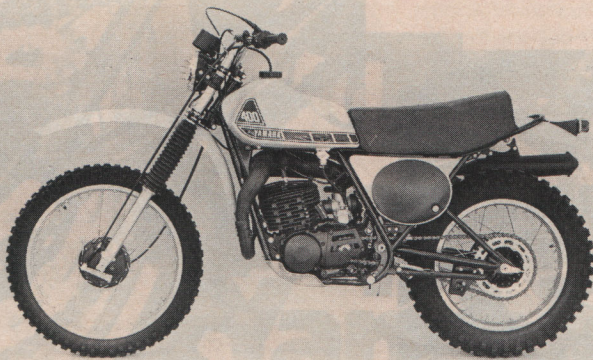
The first time the rider releases the clutch he finds that the secondary gearing is too tall. Even though the engine bristles with low rpm torque and is coupled to a granny low, the bike will struggle to move from a halt unless a generous amount of throttle opening is used. Some-

times the gear dogs engage smoothly when jabbing for first at a stop; other times they don't. Flicking the clutch lever in and out until the male dog ears slip into the female slots is often necessary. The clutch engages abruptly; there is little engagement movement of the lever. But the clutch doesn't drag or act sticky, as do many European units.

The IT has Yamaha's latest, strengthened transmission (MX400s were noted for breaking gears) and it still is heavy-shifting. Moving up or down through the first three gears necessitates using the clutch. It won't snick from cog-to-cog like the YZ250, Penton and Maico.

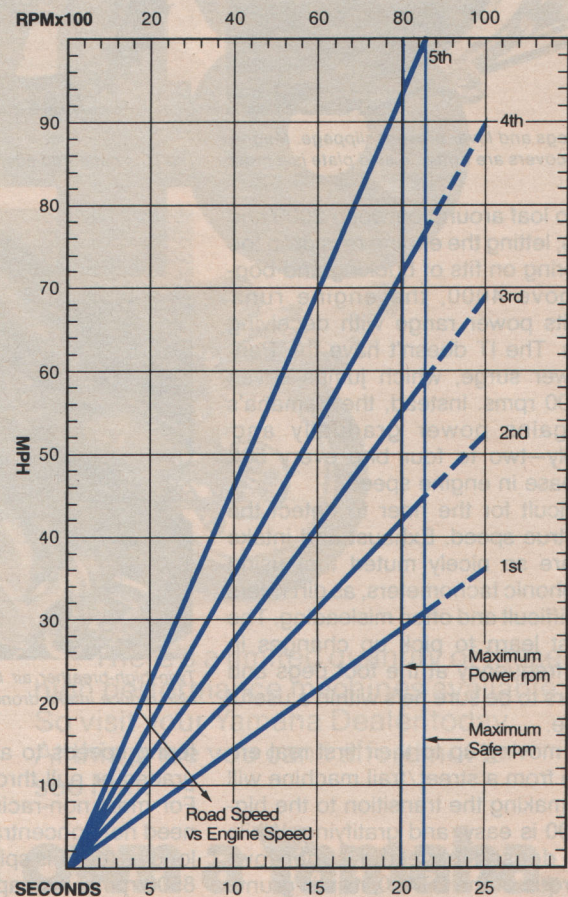
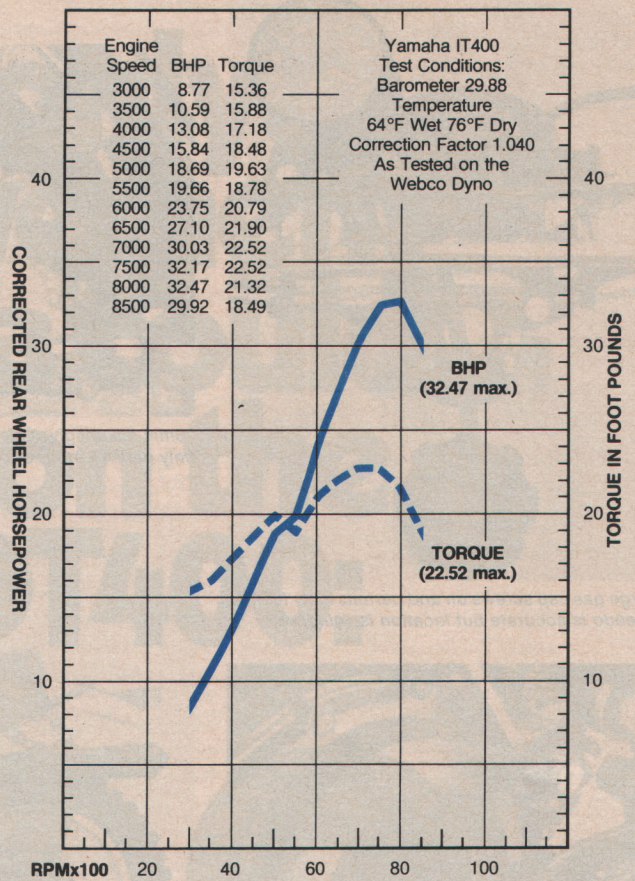
Engine performance of the IT is more tractor than motocross-like; it grunts rather than surges. The DT400B enduro develops more maximum pounds-feet torque, however, and Penton's Mint 400 (which is actually 41cc smaller than the IT) produces ten percent more than the Yamaha. The DT makes optimum power at much lower engine speeds than the IT, and also signs off 2000 rpm sooner. The Penton has a power range that's close to the IT's—both make maximum horsepower and torque between 6000 and 8000 revs.

The IT400 produces serious power compared to its enduro cousin. It's not

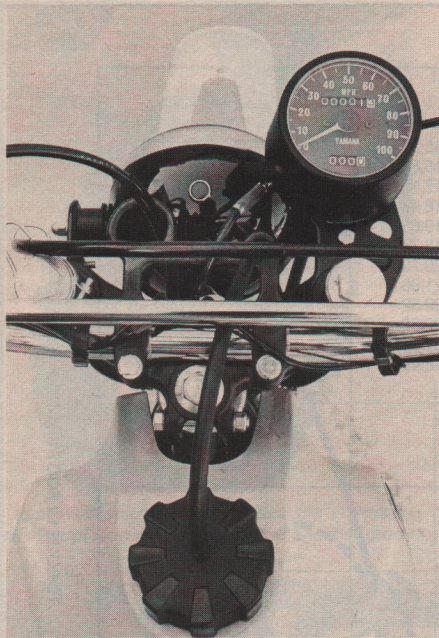


YAMAHA IT400C

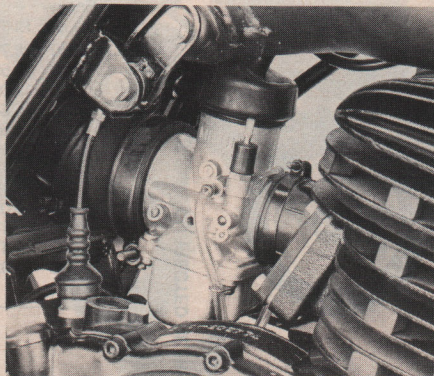
- Price, suggested retail \$1485
- Tire, front Bridgestone 3.00-21
- rear Bridgestone 4.50-18
- Brake, front 5.12 x .866 in. (130 x 22 mm)
- rear 6.30 x .985 in. (160 x 25 mm)
- Engine type Reed valve, two-stroke single
- Bore and stroke 85 x 70mm (3.34 x 2.76 in.)
- Piston displacement 397cc (24.2 cu. in.)
- Compression ratio 7.57:1
- Carburetion 1; 38mm; Mikuni
- Air filtration 2-oiled foam
- Ignition Mitsubishi CDI
- Bhp @ rpm 32.47 @ 8000
- Torque @ rpm 22.52 @ 7500
- Rake/Trail 31.5°/5.42 in.
- Mph/1000 rpm, top gear 11.7
- Fuel capacity 3.2 gal. (12.0 liters)
- Transmission oil capacity 1.1 qt. (1000cc)
- Electrical power 6 volt/40 watt AC generator
- Primary transmission Helical gears 73/.27 (2.703)
- Secondary transmission 1/4 x 5/8 D.I.D. chain
- 46/15 (3.066)
- Gear ratios, overall (1) 21.03 (2) 14.14 (3) 10.77
- (4) 8.29 (5) 6.37
- Wheelbase 56.1 in. (142.5 cm)
- Seat height 34.9 in. (89 cm)
- Ground clearance 10 in. (25 cm)
- Curb weight 271 lbs. (123 kg)
- Instruments Speedometer w/reset odometer
- Average fuel consumption 18 mpg



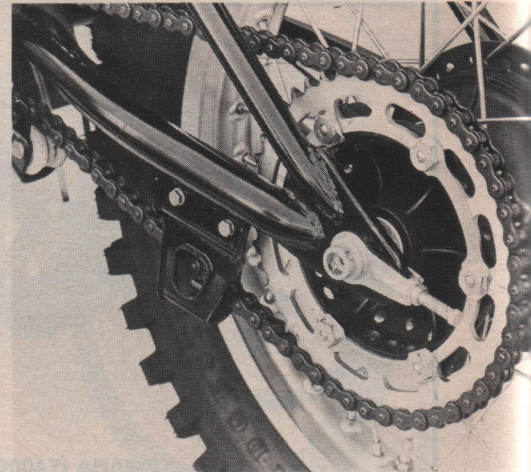
YAMAHA IT400C



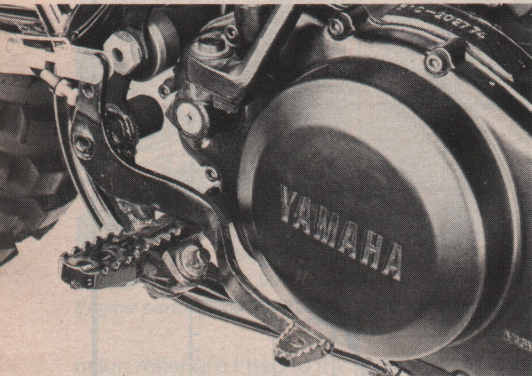
Large gas cap screws on and permits easy fill-ups. Speedo is accurate but location is vulnerable.



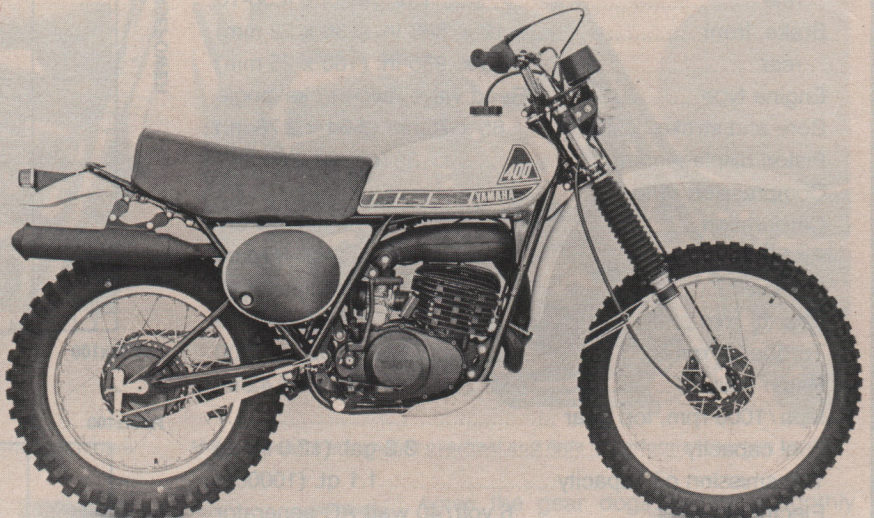
38mm Mikuni gives clean performance but engine only gets 15 mpg. Choke knob is hard to grasp.



Chain adjustment is simple. Changing wheel is a two-man job. The rear brake is touchy when cold.



Serrated pegs and lever prevent slippage. Magnesium case covers are brittle. A skid plate is a must.

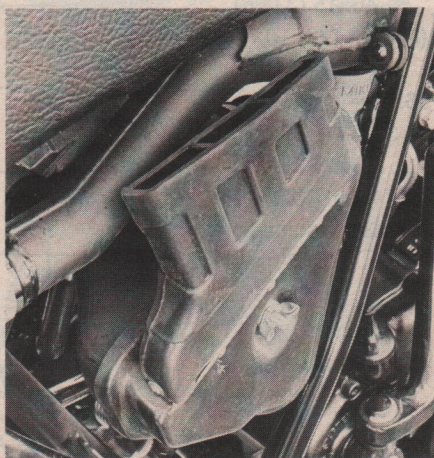


The IT is patterned after a modern desert sled. Plastic tank is a Japanese first, and holds 3/4 gallons.

content to loaf around between 2000 and 4000 revs; letting the engine revs drop too low will bring on fits of bucking and bogging. Above 4000, the engine runs through its power range with deceiving calmness. The IT doesn't have the Penton's power surge, which jumps seven bhp in 500 rpms. Instead, the Yamaha's engine gains power gradually and predictably—two to four bhp every 500 rpm increase in engine speed.

It's difficult for the rider to detect the engine's true speed. Exhaust and intake sounds are so nicely muted that using them as phonic tachometers, as dirt riders must, is difficult and often misleading. The rider must learn to pick up changes in vibration frequency at the foot pegs and handlebars to be sure he's within a useful rpm range.

Riders moving up to their first real enduro bike from a street/trail machine will find that making the transition to the big-bore IT400 is easy, and gratifying. While the bike doesn't have the super-low-speed torque of the DT400, its still grunts along at moderate revs. The engine doesn't have to be arced-up to ear-shat-



Twin high-breather air boxes avoid drowning. They also reduce intake drone. Air filters are foam.

tering speeds to accelerate, climb steep grades or pull through bottomless sand. For most non-racing situations the rider need not concentrate on gear shifting; as long as the IT is spinning between 4500 to 8500 rpms, it's happy.

The IT has the same seating position and control locations as the MX and

YZ400s. Yamaha, like all the Japanese dirt bike makers, has gone to great lengths to design-in comfort for the masses. Like its predecessors the IT is very comfortable for most riders regardless of stature. The seat is thick, firm and long, and the foot pegs are far enough down and forward to provide long-legged riders with a non-cramped sitting position. The handlebars are intentionally wide to permit trimming to individual preferences. The rear brake and shift lever are perfectly positioned.

Suspension compliance and handling constitute several mixed bags. The internal-spring fork delivers a non-fatiguing, supple ride. It has over eight inches of travel and decent damping characteristics. The monoshock springing and damping also work well in most conditions, but not all.

On trails or roads with rolling undulations, suspension compliance is excellent. Dips and drop-offs that work the suspension in a G-force fashion cause both front and rear wheels to move their full travel. When hot, the monoshock will

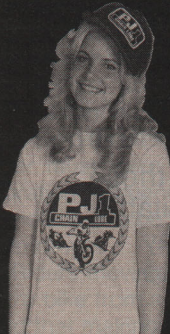
(Continued on page 103)

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YAMAHA IT400 Continued from page 98
bottom occasionally, as does the fork—just right. The fork absorbs small ripples and bumps comfortably, but the monoshock prefers to skip across the tops. Sharp-cornered obstacles are dealt with admirably. But high-lipped road crossings, deep ruts and sharp whoop-de-dos are not the IT's idea of fun—especially at high speeds. The fork will absorb most of a tall obstacle, but the monoshock just won't give much. After the first encounter with a road-crossing-type bump you will learn the IT's dos and don'ts. Do sit down, if at all possible. This puts more weight on the bike's aft section and loads the monoshock, which will reduce the amount of abrupt pitching the back end likes to do. Don't use the brakes when crossing a big bump with the throttle shut off. Always (if possible) drive or accelerate over big jumps in order to load the monoshock.

We were able to adjust to the Yamaha's suspension, but we never came to like the bike's steering habits. A half-dozen enduro/ISDT/cross country experts rode the IT400, and all exclaimed that it was the slipperiest motorcycle they had ridden in recent years. The bike doesn't steer predictably. In turns both the front and rear end slide—or slip—and you must square off corners. This is compounded by steering (front end) heaviness which hinders confident side-hilling or slashing through tight, twisty trails. Dry terrain, whether hard-packed mountain roads or soft desert trails, is unnerving to ride fast. Usually you can drive the back end around and come out knobby-side-down, but you can never really be sure about what the front end may decide to do.

In hopes of alleviating the slippage we replaced the high-profile, hard nylon Bridgestone knobbies with softer motocross tires. We had run the gamut with various air pressures and found only minimal improvement. A Trelborg was mounted up front and a Dunlop Senior on the rear. Much to our amazement these tire changes had no effect at all.

Less-than-expert riders will find the IT400 a real handful on enduro downhills. Numerous designed-in features combine to make the Yamaha more than just a thrill on steep, rocky or slippery descents. The soft front and choppy (at low speeds) rear suspensions allow more than desired weight bias to transfer to the fork. The brakes, which are very touchy when cold, require exacting pressure on the levers to avoid lock-up or wash-out. All in all, the rider must concentrate on too many areas to allow for mistake-proof down-hilling.

Beyond its steering, little things keep the IT400 from being an outstanding enduro bike. The brakes are very touchy when cold (but work superbly when hot). Adjustment of the levers changes radically from the cold to hot stages. Gear-shifting, as we've mentioned, is arduous with or without the clutch. There are too many neutrals in the transmission and the

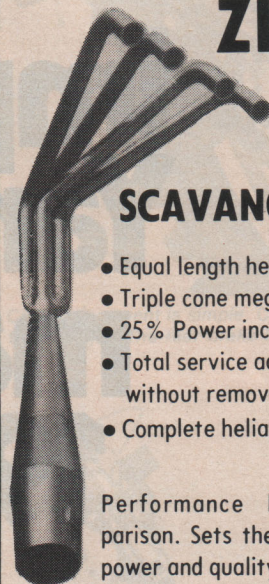
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gear spans between first and second and fourth and fifth are too wide for enduro or Six Day racing. Gas consumption of the IT400 is the highest of any enduro/ISDT/dual purpose bike we have tested. Ridden hard, the IT gobbles an entire 3 1/4 gallons in 44 miles. (The best we were able to do was 56 miles to a tank.)

After 600 miles of hard, but typically enduro-style, riding on muddy forest trails, suspension-hammering cross-country desert and the fast roads of Baja, more troubles. A small stone thrown up from the front wheel put a hole in the right (clutch) side magnesium engine cover. It had to be replaced. The chain tensioner roller came off twice—once with the stock roller pin and again with a hardened bolt and self-locking nut. The rear mud flap that protects the monoshock damper casting split in two. The rear tire threw the broken flap into the chain which carried it up into the countershaft sprocket. It locked up the engine, brought the IT to a skidding stop and shattered the sprocket cover casting.

Less serious mishaps included the speedometer cable that unscrewed itself from the front wheel drive; the side stand that fell off when the retaining nut and bolt unscrewed themselves; the top triple clamp cap bolt that unwound from the steering stem and fell out.

We maintained the IT400 Yamaha reasonably well and kept close track and

adjustment of the nuts and bolts. The spokes required tightening only twice. The clutch and brakes were adjusted only to suit conditions. Chain stretch was minimal, and the engine used no gear oil. The CDI ignition never demanded any attention and only two spark plugs were used. The lights remained intact and operating throughout the test, and the odometer proved to be accurate within two percent. Yamaha-R racing oil was run in the engine at 32:1 and no engine problems occurred.

In their haste to produce a motorcycle that would appeal to real enduro riders, it strikes us that Yamaha didn't quite get finished what they started. The IT400 comes with most of the bits and pieces that real enduro bikes require, and there's no doubt that the IT can go places and do things that dual-purpose bikes can't imagine. It'd be easy to say that deadly-serious riders would go ahead and complete the job Yamaha has started, and once those details had been taken care of, the IT400 would be perfectly satisfactory for the most case-hardened and berm-bitten enduro riders. Well now. How about steering characteristics that continue to mystify? How about gear staging and hard shifting? How about all those things that broke or fell off? Maybe a serious enduro expert could find it in his head and wallet to fix them as well. Should he have to? We don't think so. That's Yamaha's job. ●

NON-DONK Continued from page 32 section to another there are logging roads and occasional stretches of pavement. Uphill trails lead to lovely rounded mountain tops with panoramic views, such as the crest of Ryan's Grade. But most of our ride was a twisting, turning balancing act.

Since much of Pabatco's R & D is conducted on these trails, it's easy to understand why Hodaka's are the way they are. The 250 for instance was relatively unimpressive on the 35 miles of pavement and gravel roads that lead to the trails, but once the going was tight and tough, the bike came into its own and performed far better than I had expected.

As an excuse to go fast, I told the Donks that I would go ahead, find a photo location and wait for them to pass. Scott Hudson didn't have a shred of discipline for going slow either. He was one of the Hodaka guides who also happened to be a three-time Gold Medalist in ISDT Qualifiers. Off we went on our stock 250s for an incredible romp at Gold Medal speeds, both seduced by how much fun a good trail can be.

The 250 Thunderdog is intended to be a playbike, not a motocrosser and not even a serious enduro bike. However, many top-rate features make it serious and effective as a weekend berm bouncer: D.I.D. rims, thick spokes, Preston Petty fenders, plastic tank, high breathing, Skyway spark arrester/silencer, full knobbies, power levers, etc.—

good stuff all around. Kayaba-built suspension delivers 7 1/4 inches of travel in front and 7 inches in back. We never got going fast enough for long enough to see if the non-gas shocks would fade.

The engine is a standard piston-port two-stroke fed by a huge 36mm Mikuni carburetor. It has primary-drive starting, oil injection and CDI ignition. Moderate power is available in a beautifully smooth band from about 3000 to 7000 revs. There are no humps or great rushes, just nice torque delivery throughout. A five-speed perfect-shifting gearbox with the hollow mainshaft and ball bearings adjusts ground speed. On the bike I rode, a slight air leak and an overheated CDI sapped engine revs, so an accurate evaluation of the motor was not possible. It's likely that steering characteristics would outshine the engine anyway since they are easily the most impressive performance quality of the motorcycle. Steering is always neutral and always accurate. The bike likes to stay upright and it saved both Scott and me more than once. Our mad dash ended when I slid out in a patch of sand and Scott fractured his bike's rear brake backing-plate on a tree root. Even experienced riders visit Donkdom on occasion, too, much to the glee of Neilson, Schilling and Jennings.

If you're a playrider and need a new bike, consider the Hodaka. It might lead you to the trail where it was built—and that's the best kind of riding there is. ●



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