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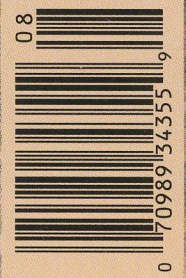
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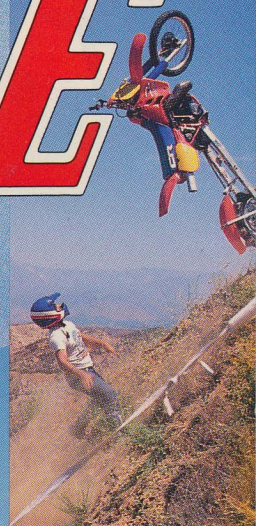
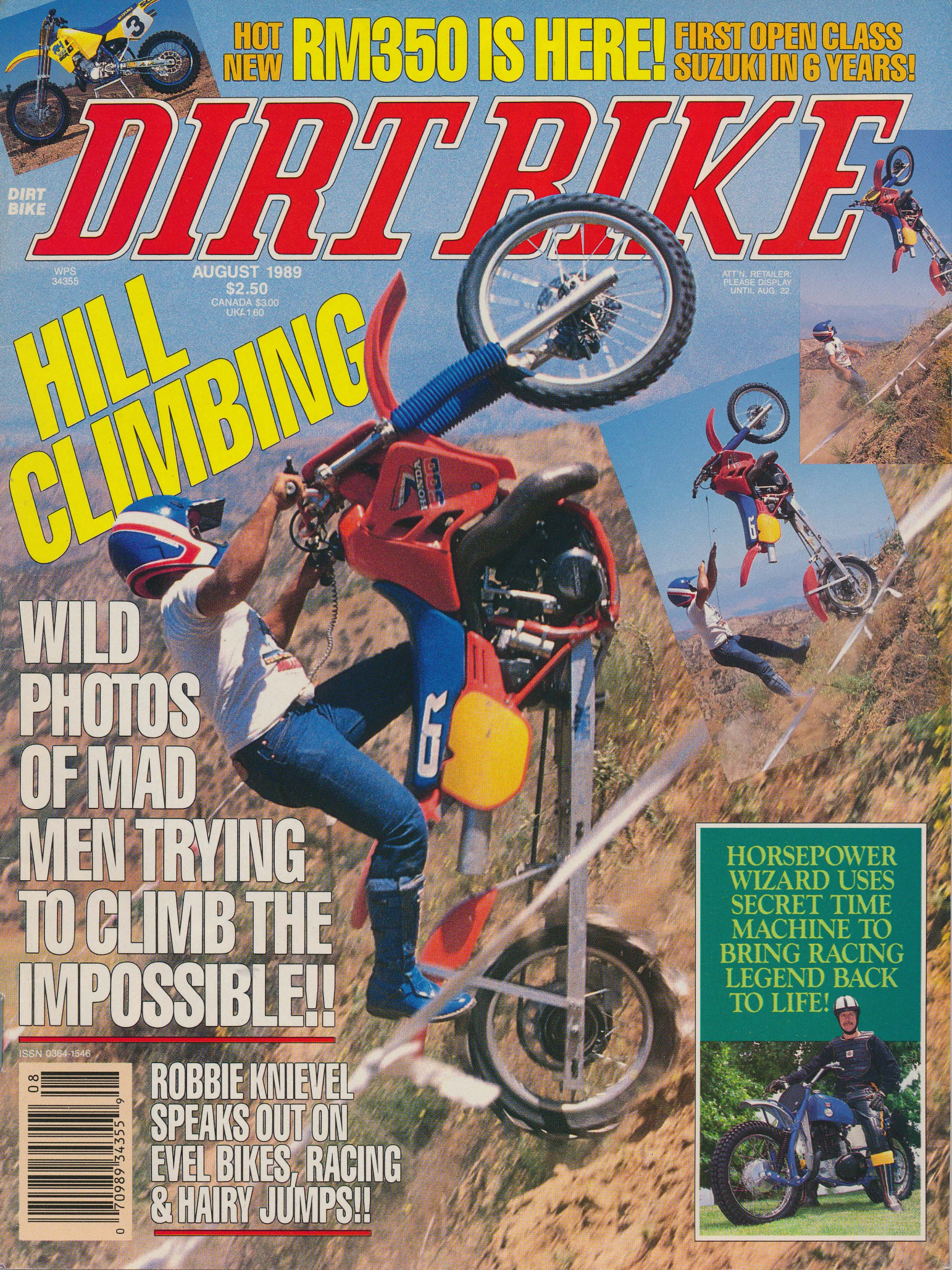
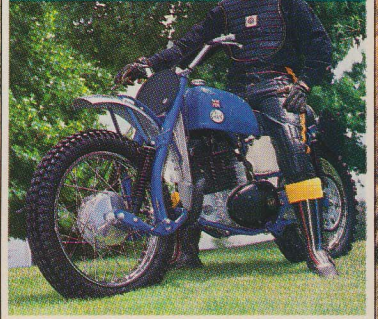
WILD PHOTOS OF MAD MEN TRYING TO CLIMB THE IMPOSSIBLE!!

ISSN 0864-1546



ROBBIE KNEIVEL SPEAKS OUT ON EVEL BIKES, RACING & HAIRY JUMPS!!

HORSEPOWER WIZARD USES SECRET TIME MACHINE TO BRING RACING LEGEND BACK TO LIFE!



AUGUST 1989

DIRT BIKE

VOLUME 19, NO. 8

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear. *Dirt Bike* does all of its testing and photography legally on public land, or private land with permission from the owner(s), and we abide by the local laws concerning vehicle registration and muffler/spark arrester requirements. We are not responsible for quality of aftermarket accessories we use.

ON THE COVER:—Dave Gestoso loops his exhibition CR500R into the stratosphere for the lens of Torquin' Tim, while Tom White travels through time with his '67 Greeves Challenger and the Suzuki Country Racing RM350 awaits the 500 Nationals. In the Table of Contents, Karl Ockert snapped the photo of Jeff Ward wailing at Southwick, MA. Tasteful cover design by DeWest; color separations by Valley Film.

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TULSA, OKLAHOMA, ISDE QUALIFIER, ROUND 1

The presence of rocks seems to stand out in riders' minds when asked about the first ISDE qualifier of the year. Warming weather brought about high dust levels which hampered vision to make competitors' lives a little more miserable. Riders ran a slightly less demanding Schedule 3 trail sheet time that most were able to maintain without too much sweat. One five-mile terrain test, three grass track tests (one lap) and a motocross course were used to prep our riders for the Odenwald, Germany, Six-Day event. The revitalized attitude to support a winning team was very evident. Kawasaki, Suzuki and Yamaha were out in full force to help push Team USA up the ranks.

Other interesting notes included the ISDE Board of Directors meeting held the evening of the first day. Discussion topics were the Bob Hannah-hosted training camp, a Senior or Veteran class at future Qualifiers, and how the club had changed some of the more technical sections that were added when the riders helped lay out the grass track. The first grass track test on Day One was thrown out due to a timing failure. Many were anticipating seeing Kawasaki-supported Danny LaPorte compete in the event. LaPorte showed up prepared to go Thursday evening, but he had to fly back home early Friday to help his wife Georgia give birth to their new baby girl. LaPorte will be at the next round in Michigan.

DIRT BIKE ATTACKS THE ISDE

• *Dirt Bike* got an early start Friday morning on the Suzuki RMX250 to get the bike impounded before the deadline that evening. The bike remained as it was set up in the July '89 issue. We ran 14 psi in the heavy-duty Metzeler tubes to provide the best chance of avoiding flats amongst the bountiful rocks. The Cobra Hush Puppy was freshly packed to give us the best shot at passing the strictly



DIRT BIKE's Robb Mesecher does a quick filter exchange on the morning of day two.

◀ Larry Roeseler used high scores in every test to capture the overall.

ROESELER ROCKS ON

Renewed interest marks the start of American upset

By Eddie Arnet & Robb Mesecher



▲ Brad Lowe tries to keep up with Aaron Hough (on his left) at the start of the final 125 moto. Aaron's scores were enough for second overall behind Larry Roeseler and ahead of Scott Summers and Kurt Hough.

◀ This guy's an animal. Scott Summers beat everybody's time in the woods terrain tests aboard a—XR 600! He won Saturday's test by a half-minute and captured fast clocking on Sunday's test after falling.

Charles Halcomb smoked all takers in the final moto of the competitive 250 class. Halcomb broke his wrist the previous day but still stayed ahead of Kurt Hough and Randy Hawkins. ▼



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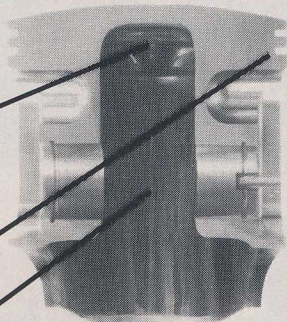
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enforced 94dB sound limit before the AMA allowed the bike to be impounded for the next day's start. After a quick run showed that everything was functioning well on the machine, we double-checked the critical components and it went into the Parc Ferme (impound) before the evening deadline. Our noise level was 94dB. •

INSIDE THE FANNY PACK

• Any rider interested in qualifying for the Six-Days will find that a properly equipped fanny pack can mean the difference between going to Europe or packing it up and heading back home. *Dirt Bike's* Robb Mesecher used an Offroad Beltpack ([401] 765-0130), an official supplier to the U.S. Six-Day team. The right belt loop is slipped through a folded inner tube that is kept in a plastic bag to keep muck off and secured with duct tape.



A 21-inch tube is carried since it will also fit in a rear wheel if required. The following tools are carried: 8mm/10mm combo open-end wrench, 12mm open/swivel socket, 14mm open/box end wrenches, 10mm open end/17mm box end wrench (welded together) to remove front wheel, 24mm box end wrench for rear wheel removal, four-in-one screwdriver (big and small flat blade and Phillips), Swiss army knife, air gauge, Malcolm Smith plug wrench and chain breaker, two small tire irons, valve core remover and three Malcolm CO₂ cartridges to inflate the tubes. Robb also carries two duct tape strips rolled over two separate bolts, zip ties, bailing wire, two spark plugs, master links, four chain links, spare watch and assorted nuts and bolts. •

RULE BRIEF

• The game plan at the ISDE is to maintain a respectable trail pace that is determined in advance to meet all the checks on time without pushing the bike so hard that it won't be able to make the finish. Course length is between 100-115 miles per day. At the end of each day the bike is impounded overnight. Ten minutes are allowed every morning for service before your number is called. You are then given one minute to start the machine and pass a set of markers 60 feet away. What separates the winners from the losers are timed terrain, motocross and grass track tests. At the completion of the last day, a mass-start motocross is held. It is timed for overall scoring purposes, but a good position in the final moto will really move you up in overall results.



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No timekeeping equipment is needed to make the checks since white flags signal the arrival of an upcoming check. Riders who ride the trail at a decent clip will find that they have extra time to repair their machine if necessary. The minute board is visible from the white flags so once your time appears, the next thing to do is to roll across a set of yellow flags to make it in on time. As long as the preset time margin between checks is maintained, competitors are permitted to arrive one minute early or one minute late at each check. This lets riders move up or down minutes, so they may ride with a particular person on a lower- or higher-numbered row. It is especially smart to ride into a predetermined gas stop or impound early to have ample time to change a tire or make major repairs, since support vehicles will be nearby.

Points are accumulated if you fail the impound sound test, or the bike becomes too loud during the event, or won't start in the morning or other similar infractions. A penalty point is equal to one second. Seconds are added together from the special tests and final moto. The rider with the lowest total seconds scored from timed tests or penalty points is considered the winner.

Wheel assemblies (hubs), frame, front number plate/headlight, muffler and engine lower end are marked so they cannot be changed during the event. For some places a spark arrester, license plate, working tail-light and mirror are required.

Americans have proven to be competitive in the timed terrain tests at the Six-Days, but it has been the motocross or grass track scores that have been doing us in. At this year's Qualifiers, emphasis is put on the motocross and terrain tests along with closely following general Six-Days trail markings and other fundamental functions. Most definitely the additional tests give us the best possible training for the Six-Days. Seven days must be completed from the four-race (ten days total) series with a high-enough score to qualify. The AMA is sending 49 riders to Odenwald, Germany. •

THE BIKES

KAWASAKI KX285

• Klemm Research designed the 284.8cc KX285 kit that Larry Roeseler rode to the overall victory. Per ISDE rules, Open-class machines must displace 251cc or larger. Ob-



Kurt Hough (left) at the start of day two. Robb Mesecher (center) and Walter Birchfield (KTM) flank Hough.



Dave Bertram maneuvered his Suzuki 250 to a solid second ahead of teammate Randy Hawkins.



Jeff Russell (Yam) tied with Fred Hoess (Kaw) in final points. Hoess was awarded fourth and Russell fifth.



Randy Hawkins, the "Javelin."



Jimmy Lewis overcame a minute-costing flat on day one to grab the Lightweight Four-Stroke crown from a bunch of experienced Six-Days competitors.

viously, the smaller-displacement open machines are lighter and vibrate less, capable of negotiating the special tests more easily, put less stress on the drive train and won't wear the rider out over six days of saddle time. The Europeans showed up in full force last year with the smaller-sized opens. This is the switch that we had to make to stay competitive. Klemm Research ([714] 272-8480) will insert a cast iron sleeve, modify the head and porting and supply a piston kit along with a reusable copper head gasket for \$569. The sleeve also has the option of being bored twice.

YAMAHA'S BIG-BORES

Former desert ace Dan Ashcraft used an Ohlins 360 cylinder kit which Stephan Peterhansle piloted to win the overall in France last year while Fritz Kadlec went a different route. Kadlec used a third-over 250 piston which brought the displacement up to a legal 252cc.

KTM 273

KTM used to have a shorter-stroke and larger-bore 250 engine. So if you use an old 1985 cast iron liner and install it in your standard Nikasil EXC, DXC or MX cylinder, displacement will be upped to 273cc. KTM has plenty of these liners in their warehouse along with pistons that will allow up to four over-bores. Match the ports to the liner and use a 195 main (from 190) in the stock PJ3P-95-AACE Keihin. Stock jetting should include a 70 pilot, an R1367N in the third clip position, 60 slide and 1-1/2 turns out on the air screw. Contact Precision Cycle in Colorado Springs at (719) 632-5980 for more info on this mod.

RANDY HAWKINS' MOOSE CHANGER

At last year's ISDE, a few teams had mechanical contraptions that would allow for super-quick Mousse-tubed tire changes. Using a Mousse tube eliminates the possibility of flats which could deduct too many points



from the country's or individual rider's score. Hawkins' friend Dale Stegall made a device that stabilizes the wheel and uses a leverage arm to be used in conjunction with tire irons for quick bead lift over the rim. Hawkins and Dave Bertram used the Mousse tubes all weekend long, but switched to pneumatic tubes and new tires in the back for the final motocross. Hawkins removed and installed Mousse-tubed tires in five minutes! •

WHAT THE STARS HAVE TO SAY

• **Suzuki's Dave Bertram:** "It's too early to tell for sure, but it looks as if the Ride To Win program is helping our ISDE effort in the right direction. Anything we do is an improvement. The support appears to be more than last year's. I hope we can continue to attract more new riders."

Kawasaki's Kurt Hough: "In the first terrain test Saturday, I lost my rear brake right off the bat. That really put me out of contention. The ride in that test was pretty scary! From then on I was just trying to catch up. My brother Aaron and Larry Roeseler were doing so well there was no way of catching them. I didn't have any other problems and the rest of the tests went really well."

Kawasaki's Aaron Hough: "I had good tests. That's all that matters if you're looking for a good finish! The bike worked perfectly and both days went well for me, too. I'm happy that Kawasaki won the 125, 250 and Open classes."

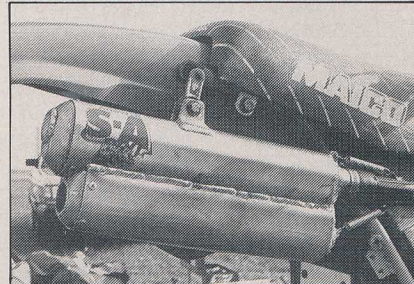
Kawasaki's Larry Roeseler: "The terrain tests were a bit hard to follow so I feel like I could have done better there. The course was very good. The time schedule was excellent. The rocks made for a good reliability test. My bike worked really fantastic. I didn't have any crashes. The Kawasaki 285 has a little more torque. It's nice in the loose stuff, making the rocks easier to negotiate. I'm happy. I won the Open class and I'm not sure what I got in the overall, but it'll be either first or second. I'll take either one! This is our first time out with the 285 so Kawasaki's really happy. This club [Tulsa Trailriders] really tries hard to do the best they can and they listen to the riders. The consistency of the trail from check to check was perfect, the best of any qualifier I've ever been to. I'm going to race the Baja 500 so I'll miss the next event in Michigan, but I'll be in Idaho and Oregon."

Yamaha's Dan Ashcraft: "I like thisQualifier competition. It was pretty neat. I have a lot to learn. There were so many rocks. I smashed my foot and lost two toenails in the first test and it made it hard to shift for the rest of the day. I love that 360. The bike's awesome, but I just have to learn the pace that these guys go. When I'm out there alone, it's hard to pace myself."

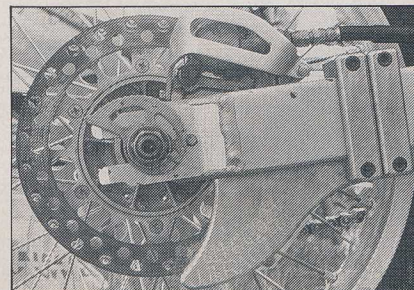
Suzuki's Randy Hawkins: I can't wait until Michigan. The rocks here were not my favorite obstacle!" • □



DIRT BIKE zip-tied extra levers inside the radiator shrouds. A hand slot in the right side panel aids lifting.



Bart Uding and Barrett Brown used this ingenious setup on their Maicos to attack the stringent sound tests.



Rocks made disc guards a necessity. Dave Bertram used one from JJ's Racing ([614] 696-1024).



Suzuki used these convenient tool boards to speed servicing.

TULSA, OKLAHOMA, JOHN ZINK NATIONAL RELIABILITY TRIALS TOTAL SCORE

125		
1. Aaron Hough	.....	Kaw/3950
2. Terry Cunningham	.....	Kaw/4065
3. Jeff Fredette	.....	Kaw/4123
250		
1. Kurt Hough	.....	Kaw/3990
2. Dave Bertram	.....	Suz/4016
3. Randy Hawkins	.....	Suz/4024
500		
1. Larry Roeseler	.....	Kaw/3943
2. Fritz Kadlec	.....	Yam/4111
3. Robert Neeley	.....	Kaw/4132
0-350 4-STROKE		
1. Jimmy Lewis	.....	Hon/4227
2. Scott Drafs	.....	Hon/4286
3. Brian Mull	.....	Hon/4291

OPEN 4-STROKE

1. Scott Summers	.....	Hon/3976
2. Kevin Hines	.....	KTM/4211
3. Gary Hazel	.....	Hon/4333

SATURDAY TEST WINNERS

Terrain test 1	.....	Scott Summers
Grass track 1	.....	thrown out
Grass track 2	.....	Kurt Hough
Grass track 3	.....	Larry Roeseler
Motocross	.....	Jeff Russell (Yam)/Roeseler/Kadlec (time tie)

SUNDAY TEST WINNERS

Terrain test 1	.....	Scott Summers
Grass track 1	.....	Kurt Hough
Grass track 2	.....	Larry Roeseler
Grass track 3	.....	Aaron Hough
Top final motocross time	.....	Larry Roeseler