

There was a nationwide groan of pain last year when it was announced that the U.S. would be hosting the 1994 International Six-Day Enduro. Why? Wouldn't it be to our advantage in every way? Wouldn't it mean that the struggling U.S. enduro team has a chance of breaking the losing streak that has cast a shadow on every effort since the start?

Sure. It means all that. America might finally win the big trophy, but the '94 ISDE is going to be held on the John Zink Ranch in Tulsa, Oklahoma, which is, up 'til now, absolutely *no one's* favorite riding spot. The site was chosen because the Tulsa Trail Riders are the most organized enduro club in the country; it's the only club with the know-how and funding to pull off the granddaddy of all enduros. Also, the entire event can be held on private land, which means that environmental debates can be nipped in the bud. The simple fact is that the Zink Ranch is the only place in the country where the ISDE *could* realistically be held—and that's enough to make the blood of most American enduro riders turn cold. Previous two- and three-day qualifiers there have been less fun than multiple root canals.

In truth, though, the Zink Ranch deserves only part of its too-tough reputation. Yes, it is a difficult place to ride, with flat, sharp-edged rocks piled all over the course in generous quantity. More often than not, though, it's the weather that throws in a wild card.



How sloppy was it at Tulsa? Even a duck like Jeff Fredette has trouble sometimes.

is tough until some predetermined amount of time has passed. If you ask Roeseler, Bertram, Fredette or any of them how today's ride was, they'll just shrug and say, "Interesting," "kind of fun," or something equally meaningless. It isn't until a year or so later that they'll say, "Man, you should have been here last time. It was ridiculous—man-eating mud bogs, whoops so big you got altitude sickness climbing them . . ." and so forth. However, this year at Tulsa the riders



DAYS OF THUNDER

America prepares to host the big one

By the DIRT BIKE Staff

No one will forget '84, when a tornado hit the course during the event. Only a truly tough handful of people finished. In '90 similar weather made all but 17 riders hour-out.

This year, the Tulsa Trail Riders had to prove a point. They had to show that the JZ Ranch not only has enough trails for multiple days of riding, but they had to show that they could have a well-balanced event as well—tough *and* fun. They succeeded.

4 DAYS IN TULSA

The turnout was light. There simply aren't many people who can take off from work long enough to do a four-day enduro. Those who came got exactly what they expected on day one. Almost three inches of rain came down the night before, so the trails were wet and tough.

Usually there's an unwritten code among enduro riders. They never admit that an event

knew they had been through a tough first day and didn't bother sugar-coating it. "This place has a fun factor of zero," one rider said. Even day one's top rider, Larry Roeseler, looked beat at the end of the day. The schedule had been easy but the terrain was tough. Things were no different on the second day—it was looking like a traditional Tulsa event.

AUNTIE EM, IT'S A TWISTER!

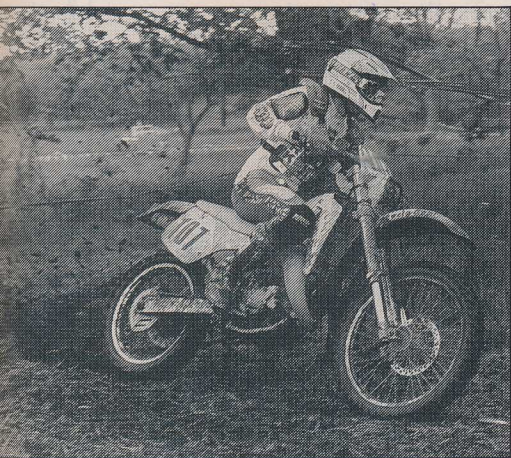
True to Tulsa form, on the second night several tornadoes whipped through northern Oklahoma. One hit the John Zink Ranch, demolishing a Girl Scout lodge, totaling a mobile home and stacking up several cars on top of one another. The riders sat in their hotel rooms, listening to the reports and trying to imagine just how tough the course was going to be the next day. The Europeans were going to have quite a treat in '94 . . .

It was a shock when the riders were greeted with a nearly perfect course the next day. The club rerouted the course around most of the damage and what resulted was an excellent, easy, and—get this—*fun* day of riding. There were no bottomless mud bogs, no super-greasy rocks—just the occasional fragment of a mobile home to ride over. The last day was more of the same. Most un-Tulsa-like.

It turned out that the club had had a variety of diverse trails all along. The plan was to get the riders good and tired for a couple of days, then let them off the hook. Even the tornado couldn't hurt the final two days that much.

WHO WAS HOT

Roeseler hung on to a small lead throughout the event. He's the top off-road rider in America and he never gets tired of proving it, but there were other riders who sparked



National Enduro Champ Randy Hawkins tried the 125 class at Tulsa and pulled off an easy win. Overall, though, he managed no better than sixth.

With his times, Jimmy Lewis would have won any class except the one he entered. As it was, he was fourth in the 250 class.

interest throughout the four days, too.

- **Stars of tomorrow:** The most promising youngsters of the week were Steve Hatch and Jimmy Lewis. In the overall standings they finished third and fourth, respectively, behind Roeseler and Kurt Hough. Both Hatch and Lewis are shoo-ins for the Junior World team this year in Czechoslovakia.

- **Team Old Fart:** The most promising old-timers of the week were Lyle Duronso and D. Bowers. Last year the U.S. decided to take a three-man team of senior riders (over 40 years old) to the ISDE. This year we are going to do it again, and both Duronso and Bowers have proven that they can handle anything the Euros can dish out.

- **Clock-puncher:** Scott Summers rode

the first two days and then left in order to ride a cross-country event on Sunday. He's a busy man. According to AMA rules, you don't have to finish an event to get credit towards qualifying for the ISDE. Summers should have stayed—he was in fifth place overall when he loaded up his van and hit the road. He was sure to win the 500cc four-stroke class.

- **Spoiler:** On the last day a rider named Otis Fudpucker unofficially rode the course. In the cross-country special test, his time was one second slower than Roeseler's. On the grass track test, his time was only four seconds off Roeseler's. In the final moto, he was ten seconds *faster* than Roeseler. Who was that masked man? None other than 125 National Champion Guy Cooper, just riding for kicks and giggles. His brothers were entered in the event, and he wanted to tag along.

• **Unhappy camper:** Watching Fudpucker ride the final moto, Roeseler rolled his eyes and mumbled under his breath. "This is pointless," he said. "The bike isn't even legal." One thing about L.R.: He doesn't like to be upstaged on his own turf.

WHAT ABOUT '94?

Were two days of absolutely great riding enough to make up for two days of absolutely fearsome riding? Absolutely. "This is the greatest event you guys have ever put on," said Randy Hawkins to the Tulsa Trail Riders. "It had a perfect mix of stuff." The club proved that it can put on an event with diversity, and that's the key to a good race. If the ISDE in '94 has as good a mix of terrain as this four-day warmup, it will be the best ISDE in years—tornadoes or no tornadoes. □



RESULTS:	
1991 JOHN ZINK 4-DAY QUALIFIER	
Tulsa, OK	
1. Larry Roeseler	Kaw 250
2. Kurt Hough	Kaw 250
3. Steve Hatch	Suz 250
4. Jimmy Lewis	KTM 250
5. Fred Hoess	Hus 260
6. Randy Hawkins	Suz 125
7. Dave Bertram	Suz 265
8. Chris Smith	Suz 250
9. Jeff Fredette	Kaw 250
10. Darren Sanford	Suz 250

JOE IS SLOW.

Joe has stock written all over his bike. Stock Pipe, Stock Porting, Stock Head, Stock Carb, Stock Silencer, Stock Reeds. Joe's bike is production stock.

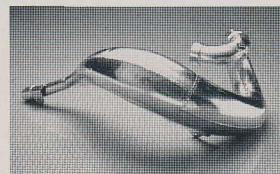
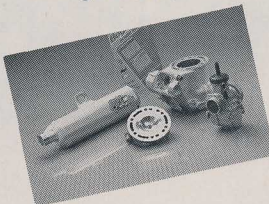
Joe's friends tell him that all the fast guys on the track are running PSI Pipes. They tell Joe that the fastest ones are also running PSI Porting and Engine Kits.

Joe is eating a lot of dust, week after week, and getting tired of it. Joe wants to roost all over the other guys. Joe wants the performance to win.

The answer is simple. PSI. The best bolt-on performance available to turn any average Joe into a winner. Now go do it.

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