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ON THE COVER: John Therriault shot the

action. Jim Gianatsis lensed the laurels: Marty Smith earned them. **NEXT ISSUE ON SALE DECEMBER 20**

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52nd ISDT



TOM PENTON TOPS AMERICANS

Czechoslovakia wins at home; U.S. Trophy Team is fourth.
Report and Photography
by Dave Wilcock



The U.S. team parades by as 30,000 watch. Obviously, the USA becomes the SSS in CZ-land.

Czechoslovakia's hard breed of iron men are back on top as the world's number one enduro riders.

In last week's 52nd International Six Days Trial, centered on Povaska Bystrica, some 170 miles from Bratislava, the Czechs took the World Trophy for the 13th time, to equal the British record, and also ran up their 17th success in the Silver Vase.

America's all-Penton Trophy lineup justified the AMA's confidence by finishing fourth behind East and West Germany, despite a day of pure hell on Friday when torrential rain decimated the entire entry and drove 132 riders to submission. The Penton team hung on to get four of their six men through to the finish.

But with only two Gold Medals, for Tom Penton and Cycle East Husqvarna rider Dick Burleson, and only 12 U.S. riders of the 37 starters surviving, the severity of the 1000-mile world enduro classic left its mark on Uncle Sam's campaigners.



Tom Penton was top American scorer, finished 22nd overall, fifth 250.

The Yamaha Vase team of Chris Carter, Mark Deyo, John Fero and Larry Thompson underlined just how tough that was — only Mark Deyo (250 Yamaha) remained at the finish, and the team finished tenth. That was a considerable improvement, for when Larry Thompson made a rapid first day exit, crashing twice on the hard, dry and dusty 186-mile route to the Javorniky Highlands, tearing his knee ligaments, the team dropped to the bottom of the pile.



Italian Trophy rider Gian Luigi Petrogalli leaves the line on Monday.



Four-time national enduro champion Dick Burleson was the only other American to earn a Gold Medal.



Gary Younkins was a member of our Trophy team, earned a Silver.

A painful departure too for 125 Can-Am-mounted Bob Pearce, who took a downhill dive and finished under his machine with a dislocated shoulder. Bruce Kenny was the States' only other casualty, but it was his PE250 Suzuki that suffered, throwing its piston ring.

Meanwhile, the fancied West Germans were having their own problems, and were weakened before the start when Heino Buse, Euro championship class runner-up, was put out with an injured foot in a pre-trial practice. Replacement Paul Rottler, just 20, had never ridden an ISDT before — but at the close of first day scores, the West Germans were providing the main challenge to the leaders,

Several major hopes were blown on the first day — top British Trophy man Mick Bowers (350 Bultaco) went out with a seized piston after only 75 miles. As the heat stepped up, the two Jawamounted Canadian Trophy runners, Dick Fisch and Richard Oliver, went out too, Fisch being caught during the illegal act of changing a shock absorber.

Czechoslovakia.

Just 37 miles from the start, at the Podjavornik time control on the first of two loops, an incident occurred that was to result in a dramatic walk-out by the entire



Motocrosser Jiri Stodulka, aboard a 362 Jawa, led the class and his Czech team.

Italian Trophy team.

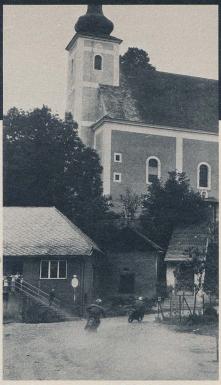
A Czech marshal had spotted one of the Italian support crew members giving outside assistance to Gian Luigi Petrogalli. Petrogalli made the check with a bent chain guide on his KTM — and the helper kicked a piece of piping along the ground for the KTM Trophy rider to use.

The incident was reported, and at the FIM Jury meeting the following night, the Jury voted to exclude the Italian by 12 votes to four.

When the decision to exclude was announced the following morning, the remaining five Italians packed



Rod Busch (Penton) at Sadocne on Wednesday.



Fourth day action with Carl Cranke just behind Manfred Rossel (West Germany) at Podskalie, heading for Horny Mostenec.

their bikes into their transporters, and headed for home.

After the second day's route, a reversal of opening day, some pattern emerged among the leaders. The Trophy contest showed no change at the top — Czechoslovakia led East Germany while the Italians, prior to their walk-out, had displaced the East Germans from third.

The U.S. Trophy team dropped a place to fifth, but the Penton brothers gave the Star Spangled Banner a flutter, with Jack taking eighth place in the 250 class and Tom tenth.

The 500cc class was led by Pietro Miccheli — one of six classes led by the Italians after two days. Maico man Barry Higgins lay 11th, but his personal score made him the best American for the second successive day, closely followed by bespectacled Dick Burleson.

There was only one second day retirement for the States contingent. That was Dave Hulse, on another of the Suzuki U.S.A. 250s. The reason, as it had been with Bruce Kenny, was a broken piston ring, later found lodged in the exhaust port.

As always, the ISDT threw up its share of heroes — and there was a hero in Idaho's bearded Bill Uhl.

The Maico man was competing with tendonitis, and though riding with his wrists tied to braces, he came through the second day in 14th place in the 250 class. After 400 miles of bone-jarring action, that was no mean feat.

It just wasn't Canada's year, though. Having already lost two Trophy men, they doubled their trouble and lost two more — Andy Weiss and Mike Lunn. With points ringing up at the rate of 15,000 a day for each rider lost, the Canadians were now firmly entrenched at the bottom of the 14-nation Trophy table.

After two days, the toll of riders out was up to 40. Only eight Trophy teams still had all six riders running, and just ten of the 15 Vase teams were still intact. But it was to get a whole lot worse.

The most telling blow for U.S. Trophy hopes came on the third day run to the Strazov Highlands, another 180 miles of rock-hard going. Frank Gallo, after setting one of the faster class speeds in the Podmanin motocross special test and also in the acceleration tests in Povaska, developed a series of punctures and was ruled out on time.

The many steep climbs and drops of the Strazov region were more akin to one-day observed trials sections, and Gallo was just one of 30 more riders who didn't make it.

America went into the fourth

WORLD TROPHY

1. Czechoslovakia	9
2. East Germany	0
3. West Germany	4
4. U.S.A98,905.72	2
5. Holland	2
6. Belgium	5
7. France	5
8. Austria201,311.89	9
9. Great Britain	1
10. Sweden	
11. Switzerland	
12. Finland274,395.25	5
13. Italy	2
14. Canada	5



Bob Popiel (Husky) was one of just seven Americans to earn a Silver. There were 25 DNFs among our starters.

day, reverse route of the third, with 32 riders still in the chase. The good news was that 177 miles later, after the two laps over the rocky climbs and drops of the Strazov region, they were all still there.

Retirements were few — but one of the victims was Trophy West German Paul Rottler, who completed the first 88-mile circuit and started the second when his Zundapp's crankshaft threw its con-rod on the short climb to the Podmanin time control. Rottler had been leading the 175 class at that point.

Scuttled, the West Germans dived to a dismal sixth. Now there were only five Trophy teams still in contention — Czechoslovakia, East Germany, Holland, Belgium and France, but it seemed only the MZ-mounted East Germans, whose lineup had been hastily slung

together, were still in with a shout.

Similarly, the Italians' hopes for victory in the Vase were dashed when Andrea Marinoni, second to Rottler in the 175s, went out when his SWM seized. They slumped down to fifth place, and only leaders West Germany, Czechoslovakia, East Germany and Poland still had complete teams.

Continued on page 64

SILVER VASE

1. Czechoslovakia3,161.09
2. East Germany
3. Poland
4. West Germany 60,395.27
5. Canada
6. Italy
7. France
8. Switzerland
9. Sweden
10. U.S.A
11 C-sia 155 736 66
11. Spain
12. Finland
13. Austria180,391.39
14. Holland
15. Australia

TOP INDIVIDUAL RIDERS

	Class	Machine	Points
1. *Erwin Schmider (West Germany) 2. Eduard Hau (West Germany) 3. *Jiri Stodulka (Czechoslovakia) 4. *Guglielmo Andreini (Italy) 5. *Kvetoslav Masita (Czechoslovakia) 6. *Jurgen Grissi (West Germany) 7. *Franco Gualdi (Italy) 8. *Oswaldo Scaburri (Italy) 9. Eberhard Weber (West Germany) 10. Reinhard Christel (West Germany) 12. Tom Penton (U.S.A.) 135. Dick Burleson (U.S.A.)	125 500 250 350 100 175 75 100 500	Zun Zun Jaw DKW Jaw Zun DKW Zun Zun KTM Pec Lun Hus	4,817.14 4,836.75 4,848.45 4,854.42 4,903.49 4,909.69 4,924.36 4,942.30 4,946.71 .5,124.32

* indicates class leader

AMERICAN PERFORMANCES

Class	Machine Medal Level	Points
1. Tom Penton, Ohio	Pen Gold Hus Gold Pen Silver Pen Silver Pen Silver KTM Silver Her Silver Pen Bronze Pen Bronze Yam Bronze Hus Bronze	5,535.21 6,135.44 6,339.22 6,589.58 7,020.21 7,616.06 8,524.71 9,114.87 9,244.76
12. Billy Uhl, Idaho	MaiBronze	



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Dick Burleson, up to fifth in the 500 class, took over the mantle of best American, followed by Jack Penton, running fourth in the 250s.

Just 24 hours later the ISDT was like a scene from some nightmare. Overnight storms sent torrential rain pounding down upon the tracks and forest paths of the two 85-mile loops to Podjavornik, and in the bitter cold and mud, 132 riders, more than a third of the entire entry, were sent staggering to defeat.

That only one U.S. Trophy rider, Dane Leimbach (175 Penton), did not survive, was testimony to the strength of the Penton-mounted team. Leimbach, unable to see through mud-spattered glasses, ran out of time. It was his sixth ISDT. but only the first he had failed to finish.

Out went two of the Yamaha Vase quartet - Chris Carter and John Fero being unable to fight their way through the tracks of broken bikes and battered bodies. Like Leimbach, they ran out of time. That left only Mark Deyo, an ISDT rookie, as the only survivor of the U.S. Vase effort.

The catalog of disaster for the other 17 American riders to quit ran like this:

Rick Munyon (Norsemen Club) gearbox problems on 175 Yamaha, exhausted, out of time.

Don Cichochi (Norsemen Club) - out of time, after struggling with injured hand, incurred in third day crash.

Drew Smith (Hercules U.S.A. team) - lost first, second and third gears on 175 Hercules. Bike finally threw chain - out of time.

Jim Fogle (Maplesville Two Day) - injured leg in crash two days earlier — out of time.

Jim Smith (Tulsa Enduro Riders) - out of time.

Mike Deyo (Maplesville Two Day) — out of time.

Roy Cook (Tallahassee) — 18, youngest U.S. rider, retired, exhaustion after second special test.

Greg Davis (Cycle East Husqvarna) - hand injury, unable to see through mud-spattered glasses, out of time.

Frank Piasecki (Norsemen Club) - out of time.

DIRT BIKE



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SUZUKI

Ride safely: wear a helmet, eye protection and appropriate riding apparel.

Continued from page 64

Ron Bohn (Hercules U.S.A. team) — broken gear lever — out of time.

Ted Worrel (Suzuki U.S.A. team) - out of time, after completing previous day with broken clutch lever and footpeg.

Jeff Hill (Maplesville Two Day) unable to see through mudspattered glasses, then ignition failure on first lap.

Barry Higgins (Maico U.S.A. team) - Best U.S. rider after two days, spokes ripped from rear wheel on hillclimb. Survived six chain breaks previous day. Fifth ISDT fifth time retired.

Nate Pillsbury (Tulsa Trail Riders) - chain problems with Maico did not finish.

Jeff Hammond (Tulsa Enduro Riders) — out of time, after succession of punctures early in the week.

Lars Larsson (Maico U.S.A. team) — On time until seventh time control - chain troubles with Maico. Lost magneto cover, chain wedged up.

Dennis Reese (Tallahassee Trail Riders) — did not finish.

The story was the same everywhere. Whole teams were wiped out by the sudden change in conditions - notably the luckless French Trophy squad, who had started the day with all six riders running, and finished without a single man left.

A depleted crowd, sheltering under umbrellas at the Povaska Stadium, start and finish point for all but the last day, were witness to the pitiful sight of damaged or retired machines and riders arriving back by the vanload.

Even former European 250 motocross champion Dave Bickers, riding a 250 Suzuki as one of the British club riders, confessed: "I lost my soul out there today," and Jeff Smith, former British world motocross champion, one of the minority who survived to the sixth day, admitted: "That was the toughest single day I have ever ridden in my life."

The toll had been heavy, the cost high. In addition to the six French Trophy retirements, the Belgian and Swiss teams lost four men each, the Austrians and the Dutch three Continued on page 78



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each, Finland, Canada and Britain two, and Sweden and the U.S.A. one — a total of 28 Trophy men out.

In the Vase, the Austrians lost four men and Sweden three in a total of 25 retirements.

By virtue of their comparatively small losses, the U.S. Trophy team stepped up a place to sixth, and the Vase went up one to 11th.

By now, the Trophy had narrowed into a two-horse race, with only the Czechs and the East Germans going into the final day with complete teams. Overnight Vase leaders West Germany slipped to fourth following a special test crash by Hans Wagner at Podmanin which broke the bars of his Husqvarna, and the subsequent retirement of teammate Peter Hajek.

Into the lead went the East Germans, and the scene was set for a real nail-biting finish.

All the Czechs had to do on the final day's shorter, 67-mile single loop was stay together to win the Trophy, and at the finish of the final special test — a hillside grass track with jumps, high above Povaska, they celebrated their victory by breaking open the champagne, and tossing team manager Otakar Chasak into the air.

But out on the track, the mud was turning sticky and clinging, and the seemingly inpenetrable hold that the East Germans had on the Vase was gradually being pried open.

On the smaller, lighter Simpsons, the East Germans struggled, while the Czechs, on their beefier Jawas, were cutting an easy passage through to the finish. One by one, the East Germans arrived back late.

What had been a fairly healthy lead of 1709 points for the Germans was transformed into a Czech lead of 240 points. *Fait accomplil* The Czechs were home and dry with both Trophy and Vase.

There were eight final day retirements, and the exit of Steve Tell completed a depressing picture for the Swedes. They had not a single rider left in either of the two main competitions.

But the 12 remaining members of the U.S. contingent held firm, and as the points piled on for their closest rivals, Holland and Belgium, the States Trophy team climbed again, to finish fourth overall, and the welcome sight of lone Vase rider Mark Deyo returning unscathed from the final day's battle ensured tenth place, a fraction ahead of the Spanish and Finnish teams.

The final figures of 94 finishers from 313 starters told how tough it had been. Totally depleted were the French, Swiss, Canadian and Swedish Trophy teams, and the Spanish, Austrian, Dutch and Australian Vase efforts.

There was still some success to be found among America's 12 medallists. Mike Rosso (Hercules U.S.A. team), who had dropped to Silver Medal standard after the fifth day nightmare, crashed and broke his 125 Hercules clutch lever on the final stage, but kept on Silver despite running 20 minutes into his final hour.

For young Paul Leimbach, an ISDT qualifier last year but at 17, too young to compete, there was a Bronze Medal — some measure of compensation for brother Dane's retirement.

Tom Penton made best U.S. rider, topping Dick Burleson, the only other Gold Medallists among the 12.

Jack Penton would have been up on Gold too, but for his 250 throwing its rear chain throughout the fifth day, and he finished on Silver, along with fellow Trophy riders Gary Younkins and Kevin LaVoie — who had wrestled his way around three time checks with broken handlebars.

There were Silver Medals also for Rod Busch and Carl Cranke — and Cranke might have fared better still had his protest earlier in the week against losing 180 marks when misdirected by a policeman been upheld.

His was another tale of true grit. The Placerville, California, KTM rider struck back to get on the Gold standard in mid-week, but on the final day he broke a foot and ripped shoulder ligaments after hitting a log — and bravely rode the final special test in pain to get his Silver Medal.

Bob Popiel (Cycle East Husqvarna) was the third U.S. rookie to finish, taking a Silver, and Bill Uhl, the only Maico rider left following the many chain hassles that hit the Maico team, collected a Bronze for his efforts.