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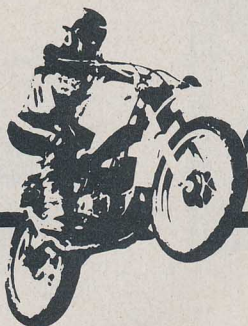
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# DIRT BIKE



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NUMBER ONE  
JANUARY 1975

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ON THE COVER: Aerobatic advocate  
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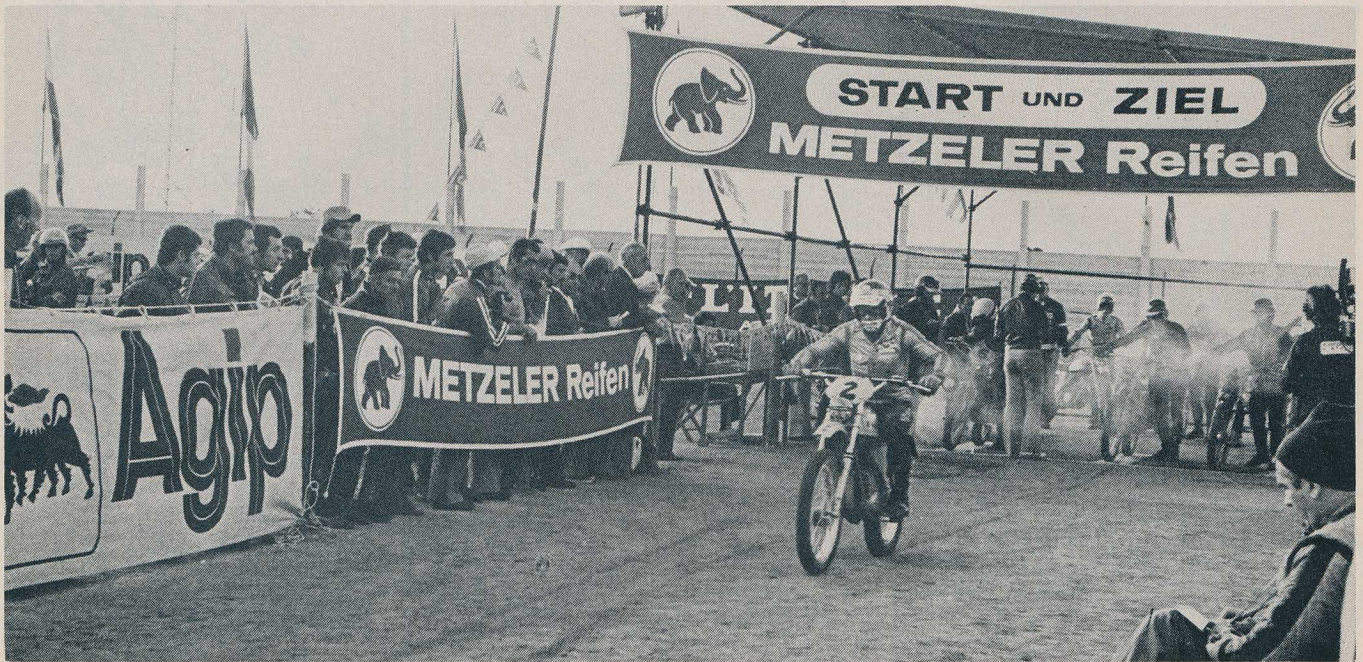


DECEIT, ITALIAN STYLE

# INTERNATIONAL SIX DAYS TRIAL

Words and Pictures by **DAVID MALTAIS**

And on the seventh day the Czechs rested



A. Marinoni, Italy SWM, leaves the parc ferme and heads out for Day One.



Dave Mungenast leaves on Day One. Broke toe on Day Five, but he still went out on Day Six, made it to the speed test, but was in so much pain he called it quits shortly after the start.

Czechoslovakia, the amazing riders of ISDT competition, won both the World Trophy and the Silver Vase at the 49th running of the International Six Day Trial in Camerino, Italy, in a strenuous week of riding that contained last-minute course changes, dangerous traffic on public roads, and an organization that turned their eyes away from the most blatant cheating carried on by the home team.

Of the 300 riders that started the event, only 59 earned a Gold Medal. Before the event got under way each country's list of entries was cut down proportionately by the FIM on the 22nd of August to bring the number of participants to 300 from the original 407 that were entered. This reduced the U.S. squad from 36 to 28 men. The Silver Vase "B" team and Penton "D" teams for

manufacturers' competition were dropped. After working and preparing the whole year for this prestigious event and the chance to come to Europe and compete with the world's best, it must have been a crushing blow for those eight who earned a slot on the teams that finally had to be dropped.

Getting the teams over to Italy wasn't exactly a breeze, either. Loading the plane to fly over, the Husky team were stuffing the machinery and gear into the plane and all of a sudden they ran out of space with two bikes still sitting on the ground. One of these belonged to Canadian rider E. Ortone, and though his bike was supposed to be shipped separately, it never made it. With the plane stuffed to the gills and all the riders and passengers aboard, the

*Cont'd. on page 76*



Jack Penton and Malcolm Smith during speed testing.



Bill Uhl on Day Four.



Czech ace Kvetoslav Masita.



Motocrosser Jiri Stodulka scored in the speed tests.



I.S.D.T. *Cont'd. from page 73*

plane hardly made it off the ground using every inch of runway.

Getting the bikes off the plane became a hassle. The customs people wouldn't let Jack Lehto take the bikes without paying \$4000 duty. One or two of the Husky riders were down at the plane struggling to get the bikes off, and when they asked for help, they got none, and the security people wouldn't let more of our men down there to give them a hand. The bikes were finally stuffed into a large, red Fiat van and the trip to Camerino began. It was full gas to Camerino, with Jack Lehto's foot to the floor of the big van and the rest of the team strung out behind him in rent-a-cars trying desperately to keep him in sight.

Camerino, 670 meters above sea level, is situated in a beautiful, mountainous region between Rome and Ancona. The town (6000 population) is compact, cobblestoned; the houses, restaurants, shops and bars are compressed together in a seeming maze.

Machines were uncrated and prepared, correctly jettied as riders buzzed around the countryside to get the feel of the terrain and the weather. Then the machines were wheeled down to the parc ferme, a sports stadium, to have numbers painted, parts marked and sealed and then the finished bike impounded.

#### DAY ONE

At one minute after seven, on a cloudless Monday morning, Italian Giacomo Perego fired his 50cc Ancillotti and sped out of the parc ferme as the first of 300 riders to begin the 49th running of the ISDT. First American was number 18, Dave Leimbach, on a Penton 100. With approximately 340 kilometers ahead of them for the Day One outing, riders were moving out smooth and cautious. A few bikes loaded up at the start but most were cleared and going strong within the minute grace.

The day's special test was a narrow, twisting path set on the side of a mountain with blind corners. Everybody was taking it nice and easy except the Italians, who looked like they had seen it



A. Rosa, Italy SWM, on the course, Day One.



Leimbach loses it in a steep section, Day Two.



French rider D. Portal on BPS along special test, Day Two.



Dave Latham with his 250 Ossa, special test, Day Two.





Burleson at end of day in parc ferme talks with Al Eames.



Ron Bohn, acceleration test, Day Four.



Anxious rider blasts into check.



Eric Jensen clears water crossing on Day Four.

before and were moving right along.

Later, coming into the village of Fiume, the riders crossed a bridge over spectacular Lake del Fiastrone to their major gas point of the day.

Joe Barker, Penton Trophy team member, went off his Gold when he got lost on the course earlier in the morn with about 20 riders. John Sitton of the Connecticut Rambler's Club missed a checkpoint, and when he got to the next one quite early his crew asked him why he was pushing so hard. He said he'd been taking it easy. The service crew got it straight when they found out he was low on gas that he should have picked up at the missed check. He ran out of gas on the return trip.

Ed Schmidt got a flat tire and frantically got it changed with only seconds to spare into the next checkpoint.

Dave Eames, Silver medal winner from Dalton, and the new member of this year's Vase team, had a hot time at one checkpoint as he replaced the rubber bushing in the brake torque arm stay of his 504 Husky. Using his gloves to prevent blistered fingers from overheated brake parts, Dave gingerly got the job done and made it into the check with no margin at all.

Penton-mounted Carl Cranke of the Trophy team needed a new front tire at the same check where Eames had problems. Buzzing around like he had ants in his pants and spurred on by his wife Jeanne's encouragement, Carl got the tire fitted and pumped and made it clean through the next check.

Ken Maahs burnt his clutch and at the end of the day got to the last couple of checks only to find the timers had packed up and gone. Since he was within his hour limit, he had to make an appeal to the clerk of the course and he finished the day down 46 marks. The people working the checkpoints were supposed to stay at their posts at least one hour after the last rider was scheduled to pass.

After the first day's official results were out, West Germany was leading the Trophy, followed by Czechoslovakia and Italy, with



the United States down in 12th. In the Vase competition we were in seventh behind Italy's B and A teams, Czechoslovakia's B and A teams and West Germany's A and B teams.

## DAY TWO

Still on the slower "B" schedule, Tuesday's 320-kilometer run had a couple of incidents that caught many riders, including the Italians who were pumped to catch and pass the West Germans and Czechs on the special tests.

Ironically, it was the special test that caused one of the biggest uproars in recent ISDT competition.

After complaints that some riders had been practicing on the course, the organizers changed the route and tacked 3.2 kilometers on to it. Trophy rider Fausto Oldratti of Italy lost one mark, as did Bengt Gustavsson and Berndt Enos of Sweden.

West Germany's chances were lost when 25-year-old Rainer Christel, a Gold medal winner in '72 and '73, hit a touring spectator on a moped while really cooking it on his 125cc Zundapp. Christel was rushed to the hospital.

Through the tight checks U.S. rider Young lost 11 marks, Latham one, Stone 34, Lancaster two and Schmidt one. Ed came into a check and got caught behind three riders getting cards marked.

That same evening at the International Jury meeting, course clerk Luigi Secchi announced that HE intended to add seven minutes to the day's time. This would put Latham, Lancaster and Schmidt back on Gold. But Secchi's words were met with opposition, chiefly by Britain's representative, Cliff King, serving on his last jury before retiring. He argued that since some of the riders made it and others had wound up in the hospital trying to, it would not be fair to change the times. At 1:30 a.m. no decision was reached and the jury retired discussion until the following evening.

## DAY THREE

No one really knew who was leading at the beginning of the third day, but the 253 riders still in the running set off for a fairly



Dave Eames high up on Day Four. Village below is gas point where we came from.

easy and sometimes boring day. By the third time around the loop it was getting boring, and at one checkpoint high up in the mountains the Czechs were coasting in to the service area with their engines off. U.S. riders came in with usually six to eight minutes to spare in the afternoon, and were chuckling and saying that the Czech riders would stop at the top of the hill to water a shrub and then climb on the Jawas and breeze down the big hill just checking out the scenery.

Paul Danik rode off a cliff, cutting his face and smashing his glasses, but he got back on the course and didn't lose any time. Rod Bush's motor mounts on his 125 Penton came loose and he lost two marks for the day. Dave Eames was riding along and his Husky started loading up real bad. Thinking it might be a fouled plug, he replaced it, but that didn't seem to do any good. He found the real problem too late and lost four marks coming in to a check. The choke had come on accidentally, robbing the Husky of power as it blubbered along with too much gas in the carb. This put Dave off his Gold and dropped the Vase team from fifth to sixth place in the standings.

## DAY FOUR

The day dawned with a shock. The West German Trophy team, minus Christel, arrived at the parc ferme together, but not in their riding gear. Team manager Erich Messmer decided to withdraw his men because of the condition in which they found Christel the



B. Thoernblom, Sweden, special test, Day Five.



Tom Penton, special test.

evening after his accident. He had not been washed, he was still in his dirty riding jersey, and his arm still had the bandages that a French doctor had applied on the course. It had not been x-rayed or even looked at. Messmer stated that he felt it was too dangerous to continue the competition if hurt riders were not looked after, as was the case of his man Christel and another rider who was reportedly left on the course for over an hour. Messmer also added that his team had come for fair sport and that he would not let his team compete in an event where there was such a lack of control over local traffic. He also mentioned the altering of time cards to favor the Italian riders.

*Cont'd. on page 88*





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I.S.D.T.  
Cont'd. from page 79

Meanwhile out on the course the fourth, and hardest, day took its toll. Britain's Andy Robertson ran into local traffic and hit a pin-sized Fiat head-on. The Welshman's head smashed through the windshield and he escaped with facial cuts and a couple of missing teeth. His 350 Jawa and the Fiat were totalled.

The Czechs realized that if Italy, aided by the changes on the course and their time cards, did not lose any marks, the only way to beat them would be in the special tests. The Italians are



G. Petrogalli, Italy SWM, on course, Day Five.

damned good riders and they had the advantage of knowing the countryside.

At the ten-kilometer-long test the Czechs put on the show that had the crowds standing, gasping and applauding them on. They moved ahead of the Italians on bonus points but could not get the lead unless one of the home team dropped a mark.

The break for the Czechs came when Gilera-mounted Oldratti's rear wheel started coming apart. Czech rider Franta Mrazek, at Camerino as a mechanic after an arm injury in a European qualifying round, was told to follow the Italian Trophy rider to make sure he didn't "find" a new wheel. Mrazek kept on Oldratti's tail all day, and as more spokes snapped, Oldratti got slower and slower until he came into a checkpoint one minute after his

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grace and lost a mark.

The U.S. team lost a total of 336 marks. Leimbach and Danik of the Trophy team lost 12 and 13 marks, Rod Bush retired, Joe Barker lost ten, Dan Young lost



26, Doug Wilford (privateer on a 175 Puch) lost 35, Bob Ismalof dropped 60 marks, Don Cutler lost 24, Charles Vincent retired,

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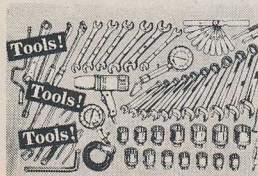
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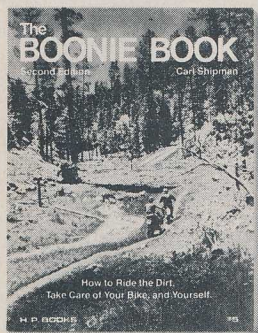
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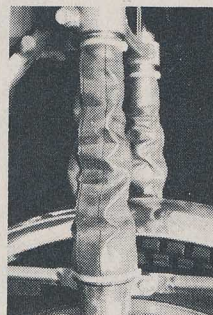
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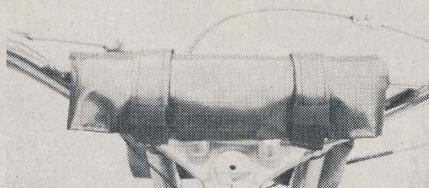
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Dave Latham went down 32, Ron Bohn down 13, Ron Lamastus lost 33 marks, Mark Ardent retired, Carl Cranke lost one mark, Lars Larsson retired, Ed Schmidt dropped five, Ken Maahs lost 65 and Tom Shaw lost seven. Carl Cranke had stopped to help a crashed and unconscious Polish rider on the trail, and got back on his Gold when the Polish team manager came forward and said that Carl had stopped to help his fallen rider.

After the toughest day of the week, the U.S. Trophy team moved up to fourth place behind Czechoslovakia, Italy and Sweden and our Vase team made the same



Tom Shaw takes a break. Young lady on support crew and her husband who is stationed in the Air Force in Turkey helped by being there.

climb from sixth to fourth behind the CZ B, Italy A and CZ A teams.

## DAY FIVE

Generally, the previous day's run was reversed. Italian Trophy member Oldratti used his time in the morning before his departure to replace spokes and try to get the wheel looking straight. It didn't look like it would last the day. As soon as Oldratti sped out of the parc ferme, Mrazek fired up his Jawa and kept him shadowed

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as the Italian rider tried desperately to keep on time. The harder he tried, the more his wheel came apart, until he had dropped so far behind and lost so many marks that the Czech knew he was out of the running. Soon after Mrazek left him alone, the Italian appeared at the very next check with a sparkling new wheel. It didn't do much good, as he already had lost 28 marks, and not only did it put the Italians out of the challenge with the Czech team, it also allowed the Swedes to slip into second place. The U.S. team stayed in fourth place in both Trophy and Vase.



J. Cisar and K. Masita of the Czech team in typical checkpoint speed.

## DAY SIX

The last day called for a short 140-kilometer ride to the final special speed test which was held on the motocross track at Esanatoglia, the same circuit that hosted the Italian 500 MX Grand Prix in May. Only 169 riders made the trip, but not all of them made the distance without losing marks. Danik dropped ten, Wilford 12, Lamastus 13, and Shaw one.

For the speed test the 50-75cc bikes did five laps and the 75-1300cc bikes did seven laps. The bikes were separated into seven groups with the Italians dominating the smaller classes and the Czechs demolishing the big bores. Trophy man Jiri Stodulka, an MX rider during the season, was fastest overall, but he let Josef Rabas, a Vase "B" team rider, finish ahead of him to gain the points necessary for Vase team victory over Italy. Malcolm said it was the hardest day for him. After concentrating and being careful the whole week he found it hard to come unglued and hang it out over the wild MX course.

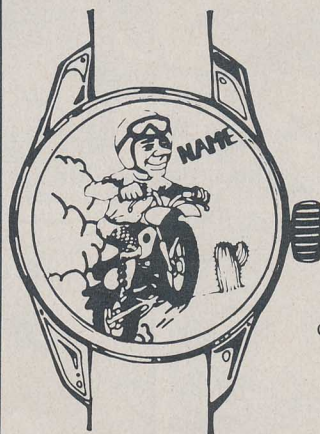
In the end Husky Vase team rider Dick Burleson finished as

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number one American with just a slight margin over Penton Trophy team member Carl Cranke. Burleson must have been real happy after losing his Gold at Dalton last year as a member of the winning Vase team. Tom Penton finished third American with Bill Uhl and Jack Penton, who had tied with Cranke for first place in the qualifying rounds held last summer, in fourth and fifth. Malcolm took the sixth and last U.S. Gold, his sixth Gold Medal in ISDT competition. Said Malcolm after it was all over, "I'd like to ride in a Six Days where only ten golds were awarded and I got one of them."

Well, it's all over for another year. As with every event, there are always lots of ups and downs. The ups were the beautiful people in the town, lovely girls in tight pants, balmy, clear sunny weather, the mountain passes, delicious fruits and vegetables and neat little shops. Not so much appreciated was the rip-off for the rooms and meals at the university dorms where breakfast could not be eaten because the bread was so hard and there was little else offered. Lunches were saved by the fruit and pear juice. The evening meal was better, but the Husky team had to truck back and forth to eat because they were staying at a marble-floored girl's dorm in the middle of the town. The AMA has been pushing "support your ISDT rider" with campaigns that include contributions to be sent in return for a sticker, pin and patch. Riders say they've never seen any of this money helping them to get to the ISDT and defray the cost of their expenses. This year the AMA presented the riders with uniforms to be worn at the presentation ceremony. Athletic cotton jogging suits with a couple of patches and a brand-new pair of white high-walled basketball sneakers. Surely someone could have come up with something a little more professional looking than that.

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<b>GOLD MEDAL</b>		
Dick Bursleson (Lorain, OH)	0	HUS
Carl Cranke (Sacramento, CA)	0	PEN
Tom Penton (Lorain, OH)	0	PEN
Bill Uhl (Boise, ID)	0	CA
Jack Penton (Lorain, OH)	0	PEN
Malcolm Smith (Riverside, CA)	0	HUS
<b>SILVER MEDAL</b>		
Eric Gensen (Eagle Rock, CA)	1	PEN
Dave Eames (Dalton, MA)	4	HUS
Ed Schmidt (St. Louis, MO)	5	HUS
Jim Hollander (Hamden, CO)	9	ROK
Ron Bohn (Pittsburgh, PA)	13	HUS
Joe Barker (Lorain, OH)	18	PEN
Paul Danik (Valencia, PA)	24	PEN
<b>BRONZE MEDAL</b>		
Dave Latham (Harvard, MA)	33	YAN
Dane Leimbach (Lorain, OH)	37	PEN
Ron LaMastus (Bargersville, IN)	55	PEN
Danny Young (Bowling Green, KY)	62	PEN
Doug Wilford (Amherst, OH)	71	PUC
Ken Maahs (McMinnville, OR)	111	HUS
Bob Ismalof (Hempstead, NY)	129	PEN
<b>DID NOT FINISH</b>		
Ben Bower (Mt. View, CA)		LIND
Rod Bush (Parkersburg, WV)		PEN
Tom Shaw (Birmingham, AL)		PEN
Don Stover (Lodi, CA)		PEN
John Sitton (Carlton, OR)		HUS
Charlie Vincent (Windsor Locks, CT)		YAN
Mark Adent (Calabasas, CA)		PEN
Don Cutler (Putnam, CT)		YAN

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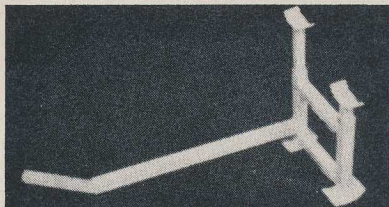
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