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**TT500 GOODIE GUIDE**

# **WIRT BIKE**

**JANUARY 1979 • \$1.25 UK60p**

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KX250-A5**

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RACE A 125?**

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# DIRT BIKE

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Gassin' Gaylon Mosier leaps tall trucks in a single bound. And, you can win what's left of this truck. Photo by Paul Clipper

**NEXT ISSUE ON SALE JANUARY 18**

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# HOW SWEDE IT IS

*U.S. Team sez, "Wake me when it's over."*

Story and Photos By Dave Wilcock

□ Czechoslovakia took the Trophy, Italy won the Vase — and America learned a lesson in preparation and pacing at the 53rd International Six Days Trial in southern Sweden.

In terms of team strength and individual ability, there is now little

doubt that America is as close to matching Europe's professional super enduro powers as any other nation — but the final results — fifth in the Trophy and a dismal last but one of the 16 Vase contestants, showed a weakness in basic groundwork.

The all-KTM-mounted Trophy six — Rod Bush, Jack Penton, Ted Leimbach,

Kevin LaVoie, Jeff Hill and Frank Gallo — had shot up to third place at the half-way point, then blew out when Jack Penton trailed in to finish the fourth day 15 minutes late.

And U.S. Vase hopes were shot at early as the first day, when Greg Davies crashed his 250 Husqvarna on the second of two tight 87-mile laps, breaking his shoulder.

That saddled the U.S. Vase team, made up of Dick Burleson, Bob Popiel

and Larry Roeseler, with a 15,000 points a day debit, from which they had no hope of recovery. How ironic that both incidents might have been avoided — but there can be no excuses for what might have been.

Compared with some of the treacherous going in Czechoslovakia 12 months earlier, Sweden's neck of the woods (or rather forests) was a picnic.

A basically flat terrain, undulating

no more than a few hundred feet at most, and an endless succession of pine forests, made for deadly dull and boring riding, and the biggest problem facing some 320 riders was not so much the landscape — but retaining concentration over the repetitive

But there were catches — like forest tracks often giving little more clearance than the width of a pair of bars, and stumps, hacked down almost to ground level, which threatened to eject daydreaming riders headlong into the trees.

So it was with the luckless Greg Davies. Allowing himself little safety margin on what should have been a relatively gentle first-day run on the slower "B" time schedule, Davies hit a protruding stump, and wound up in Anderstorp hospital with a broken shoulder and three cracked ribs.

Yet, the real drama of Day One saw 175 KTM-mounted Rod Bush claiming almost exclusive rights. Halted by a railway crossing barrier at Horle, he ducked under the barrier, pushed across against the flashing red lights — straight into the arms of the law.

U.S. representative on the FIM Jury Kathy Wanta had an uphill task at that night's Jury session, for any rider who is prosecuted is automatically thrown out of the trial.

Local police had not at that time decided upon a course of action, and Bush was allowed to start the Tuesday run — albeit under a cloud.

By morning — after much burning of

midnight oil by Kathy Wanta, a strange kind of deal had been struck with the police, which allowed Bush to ride out the week providing he paid a 300 Kroner fine (about \$75), and signed a confession of guilt.

That much done, America's Trophy boys found themselves occupying the lofty heights of third place after two days — the best-ever position by any U.S. team. What clinched it was the demise of first-day leaders West Germany, who were again set for a formidable challenge with their full house of small-capacity Zundapps.

Ebhardt Weber's 125 Zundapp was the weak link. His machine threw its chain on the deeply rutted and potentially dangerous motocross special test at Kushult. The 20-minute delay for repairs cost the German 3800 penalty points, and scuttled the West Germans down to 13th place.

Thus, the States team chimed in, behind the flying Italians, headed by European champion Gualtiero Brissoni (250 SWM), and the mighty Czechs, whose Jawas have undergone considerable surgery in the last 12 months.

However, Davies aside, two other Americans in the 37-strong party failed to make the line for the second day: Carl Cranke of the Yamaha manufacturer's team went out with a seized transmission on his IT500, and then Dane Leimbach pulled out with damaged vertebrae in his back after he crashed trying to avoid a car.

**53rd ISDT — ended on a muddy, uncomfortable note. Would you believe this is the Day Six motocross special test 500cc/750cc?**



Jack Penton keeps ahead of Swiss Trophy rider Hans Melster on the second-day motocross special test.



# 53RD INTERNATIONAL SIX DAY TRIAL

Cheating of all kinds remains an inherent part of the ISDT, and, as ever, it's only illegal if you get caught. Australian SWM runner Winston Stokes got caught — breaking the cylinder head seals to replace a broken ring — by no less a dignitary than the clerk of the course himself!

Elsewhere in the week, examples of cheating were rife — like the fourth-day discovery of two bikes bearing the same number on the course together. Czech Vase man Otokar Toman was called to explain how he could be in two places at the same time.

His untouchable reply was that two Jawas had been prepared for him prior to the event. He'd opted to use one — now the other had been loaned out to a riding spectator. What kidders, those Czechs.

The Swedish organizers, bending over backward to please everyone and exclude no one, accepted the tale, but the go-easy attitude seemed even to prevail at Jury level, where some 20 reported instances of riders receiving outside assistance — normal penalty: exclusion — were treated leniently with 300 bonus mark penalties.

And the police, too, were taking a soft line. Despite many warnings that radar traps would be set up in 50 kph zones, anyone who had two wheels went screaming through villages at up to double that speed.

Police activity was restricted to the stopping of riders not showing lights — obligatory in the daytime in Sweden. But even then, they accepted that the daily poundings of bikes were taking a heavy toll on light filaments, and cooperated with a Jury request not to insist on booking riders. Instead, riders were told that lights that blew during the day need not be replaced until the allowed 15-minute working time before each day's start.

But nobody had problems like the Canadians had problems. They began the second day with six Trophy riders, and ended it with three.

First to go was Larry Kennedy, whose Hercules was devoid of sparks when he came to the start, then similarly mounted Gary Richards broke a piston ring, and finally Ted Burge was disqualified for missing a time check.

Burge lodged a formal protest that night, and was allowed to start Wednesday, pending a hearing. But it was less than an encouraging beginning for the Canadian boys, who had come to Sweden on a shoestring budget, without any kind of factory backing. Without so much as a bike transporter, they had to uncrate their own machines at Jonkoping airport and ride them 60 miles to High Chaparral for

the trial with their belongings strapped to their backs!

Wednesday, the half-way point, saw the Italian Trophy leaders fall from grace in much the same manner as the West Germans had done 24 hours earlier. A fault in the Motoplat ignition of Pietro Gagni's 175 SWM cost the little Italian 48 minutes — and sent Italy spiraling down to 11th place.

That should have launched the U.S. team into second spot — but they hadn't banked on the all-MZ factory-backed East Germans stepping in to take second place, and only by the relatively miniscule margin of 42 points, achieved largely by faster all-around times on the daily motocross and acceleration special tests.

Weighed against Frank Gallo's fifth place in the 500 class, Jack Penton's seventh, Ted Leimbach's ninth in the 250s and Kevin LaVoie's seventh in the 350s, the East Germans had a perpetual leader in the 750 class with Manfred Jager, and a fourth in the 350s through Frank Schubert.

Wednesday's main talking point was not any particular nation, but one man — Carl Gustav XVI — the King of Sweden, who spent three hours at the ISDT, talking to pit crews and watching the motocross special test at Holma.

Sweden's own Trophy aspirations had collapsed as early as the first day, but the host nation still had a hero to cheer in 28-year-old Tobjorn Jansson, a motocrosser of no great distinction on the international front, but who had succeeded in fighting back the 500 class challenge of top Czechs Stanislav Zloch and Jiri Stodulka, to lead the class at the half-way point.

Meanwhile, it was a Czech club rider, Josef Stefl, who was stealing the limelight from his more illustrious Trophy and Vase colleagues, hustling his 250 Jawa to a respectable class time, on only one rear shock.

The unit had broken across its top mounting, and it being a marked part, Stefl was prohibited from changing it. His answer was to pump up the remaining Sachs air shock to double pressure, and ride with all his weight over the good side!

The sad sight of Jack Penton trailing in to the finish at High Chaparral 15 minutes late — but apparently in no hurry, spelled the end of the American Trophy challenge on Thursday.

The spare tubes he had lashed onto the KTM's back mud guard had rubbed — and were virtually useless when he came to mend a puncture during the day's 185-mile run through the forest tracks and graded mud roads to Skillingaryd, Holma and Backaskog.

With 1200 penalty points added to Penton's score, the U.S. team slumped down to seventh place, leaving Great Britain and France to do the fighting for third spot, behind the commanding Czechs and East Germans.

Frank Gallo, just easing by Ted Leimbach as best States rider of the day, came into focus after the paint seal markings on his fuel tank suddenly disappeared. Had Gallo made an illegal switch of tanks somewhere to cure the rupture his tank had suffered a few hours earlier, the organizers wanted to know? Nothing so sinister, said the AMA's Al Eames. It was simply that seeping fuel had destroyed the seals — an explanation that was accepted by the clerk of the course.

U.S. Suzuki team runner Ted Worrell's flirtation with the 53rd ISDT came to an end on one of the many forest tracks, in a crash that further injured the knee he has hurt on four previous occasions. With teammates Don Cichocki and Dave Hulse, the Suzuki No. 2 team had been lying 23rd of the 45 club teams, behind the 18th-placed Suzuki No. 1 team of Drew Smith, Tom Penton and Mike Rosso.

The Vase contest remained of purely academic interest to America's three survivors, but the shortcomings of the Belgian and Australian teams, both of which lost riders on the fourth day, promoted Dick Burleson, Bob Popiel and Larry Roeseler to 11th, only a short distance behind the East Germans, who had similarly suffered a first-day loss — Steffan Mauersberger being the man out when his Simpson shot its spark plug into oblivion.

With just two days left, America's Trophy boys found themselves virtually starting again from scratch. Having just gotten used to the third berth, suddenly here they were in seventh, and with little prospect of overhauling any of their main rivals except sixth-place Poland, now relying on Husqvarna power instead of Jawa.

As the cross-country going continued repetitive, boring, and offering little threat to riders' time allowances, so the special tests took on greater significance, with every second counting.

Thus, the U.S. team had cause to thank Leszek Sas, of the Polish Trophy squad, for finding the time to go crashing in the motocross special test at Villstad — a vast, disused sand quarry that at last offered some worthy sightseeing to spectacle-starved spectators — and that put Uncle Sam's campaigners up a notch to sixth.

The long 200-mile haul, split over two laps and including a 200-meter timed sprint up the main runway of



Smalandsstenar airstrip, was remarkably uneventful, except perhaps for what many riders regarded as an excess of roadwork.

Nobody saw as much of the course as



Sweden's Bjorn Back gives a confident wave at the start of Day One.



Super-quick U.S. grass-track specialist Frank Gallo grapples with reluctant knobs during a "must" tire change.



Dan Schuler (324) encounters a little traffic in the pine forests of Sweden.

did Yamaha No. 1 team rider Jim Fishback. The Fontana, California, speedway rider got a lift in the rescue helicopter — but the price he had to pay was a broken arm — the legacy of missing a turn on one of the many graded dirt roads and hitting a tree that several other riders also managed to collide with. That left just John Fero on the team.

The Six Days ended amid the diabolical confusion of what was supposed to be a final motocross speed test, but what in reality was a slapstick farce in a porridge pot.

The final cross-country session over the forest tracks, dirt roads and tarmac to the Grand Prix racing circuit at Anderstorp, Hestra, and back to High Chaparral — a short course of some 73 miles, had been plain sailing for the great majority of the 273 riders who started the final day — though Jeff Hill dallied too long over his final check preparation, got snagged up in the traffic going to the Parc Ferme — and lost a minute on time.

It was of little consequence, for the U.S. Trophy team appeared to have gone as far up the table as they were likely to.

But then it rained. And rained. And rained. For the 50, 75 and 100cc tiddlers, racing the High Chaparral motocross circuit in heats, the course became slippery, but passable.

But as the bigger classes came out to do battle, course deterioration reached such a point that the big bikes could no longer compete on equal terms.

Five laps of just under three miles, to be completed in 28 minutes, was the target — but by the time the 500 class riders came out for their heats, the 22 mph average demanded was an unfunny joke.

Throttles stuck and riders foundered in the ever-thickening mud traps. Spectators who stayed to brave the unending torrent of rain watched in disbelief as top Britons Vic Allan and John May became cemented in

alongside each other, and got off to help each other manhandle their bikes out of the bog.

Allan helped May move his bike from the sucking morass to firmer ground. Meanwhile, Lars Larsson, the Swedish-born American who clinched his ISDT ride by entering as a Mexican, spotted May's bike as the only bit of grip to be had — and duly rode straight over it!

Another Briton, Scottish Vase rider Ernie Page, unable to move his KTM in any direction, left his machine and came back with a 12-foot pole to lever it out. Yes, this was supposed to be a motocross!

But the piece de resistance came from West German Vase rider Paul Rottler. He battled vainly to free his bike, but after five minutes his patience broke and he ran frantically, waving his arms in the air, trying to stop other riders from racing on.

Achieving little in the way of success, Rottler then lay himself down in the only slot that offered any hope to riders crossing the bog, stopping, among others, Dan Schuler of the Cycle Nuts & Bolts club team.

The final moments of the ISDT should have been a time for camaraderie and back-slapping. Instead, riders, recognizable only as moving mud-heaps with eyes, could only stare at each other in disbelief at the ordeal they had just suffered.

The FIM Jury responded to this pantomime by making the only decision possible — the total scrapping of the final special test.

But, the Jury also brought a bonus for the U.S. Trophy squad. French rider Joel Queriel, spotted course-cutting by a traveling marshal two days earlier — an unconfirmed report hinted that the 125 KTM rider had nipped into the forest to make repairs to damaged front forks — was excluded on the reported evidence — and suddenly, unexpectedly, America was back in a respectable fifth place. ■

#### FINAL PLACINGS

##### TROPHY

1 Czechoslovakia	605.46
2 E. Germany	947.98
3 Great Britain	1885.43
4 Holland	2078.81
5 USA	2471.34
6 Poland	2672.28
7 Italy	3100.64
8 W. Germany	4104.99
9 Australia	4114.69
10 Switzerland	8119.83
11 France	46809.26
12 Belgium	55030.98
13 Sweden	90731.90
14 Austria	95285.05
15 Finland	166487.36
16 Canada	257483.65

##### VASE

1 Italy	186.54
2 Poland	481.85
3 Czechoslovakia	1223.05
4 Holland	1618.01
5 W. Germany	1630.91
6 Great Britain	2375.47
7 Spain	4556.69
8 Canada	23856.34
9 Sweden	30599.69
10 Belgium	48469.77
11 Australia	68002.72
12 Finland	75998.61
13 Switzerland	77283.46
14 E. Germany	90354.27
15 USA	90830.24
16 France	136348.08

**Best individual rider:** Guglielmo Andreini (Italy) 350 SWM.

##### Class winners:

50cc:	Angelo Signorelli (Italy) 50cc Fantic
75cc:	Oswaldo Scaburri (Italy) 75cc Puch
100cc:	Eduard Hau (West Germany) 100cc Zundapp
125cc:	Harald Strossenreuther (West Germany) 125cc KTM
175cc:	Klaus-Bernd Kreutz (West Germany) 175 Zundapp
250cc:	Gualtiero Brissoni (Italy) 250 SWM
350cc:	Guglielmo Andreini (Italy) 350 SWM
500cc:	Stanislav Zloch (Czechoslovakia) 500 Jawa
750cc:	Manfred Jager (East Germany) 504 MZ