

YAMAHA'S "HURRICANE FORCE" YZ250D

DIRT BIKE

JUNE 1977

34355

\$1.00
UK60p

**THE FIRST
FEATURE LENGTH
MX MOVIE,
SIDEWINDER I**



**MOTOCROSS -
FLORIDA WINTER - AMA
DAYTONA SUPERCROSS**

MONTESA'S NEWEST AND NICEST - THE 250H ENDURO



06
WA 98902
YAKIMA
812 SO. 27TH AVE.
BARVIL MARSH
DMA98902MARH812X 121576 7801

**TAKE ON THE WORLD
ON WHALEY'S FACTORY BIKE
ENDURO: HONDA TAKES FOUR (STROKES)**

DIRT BIKE

JUNE 1977 VOLUME SEVEN NUMBER SIX

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DIRT BIKE (June 1977) is published monthly (semi-monthly in Feb., Aug., Nov.) by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$9.00 for 12 issues (one year). Foreign subscriptions add \$2 per year and Canada \$1 per year for additional postage. Copyright © 1977 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. CONTRIBUTORS: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Hi-Torque Publications, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. DIRT BIKE, P.O. Box 317, Encino, California 91316.

"Just sitting on the starting line I was feeling terrible," the kid was saying afterwards. "I didn't want to race at all, but figured I could at least take a fifth to keep my points up for the overall Series standings. I was feeling bad during the race, and worse after it was over."

Despite the fact that he had been suffering with the flu and pneumonia in one lung, Bob Hannah had just won the prestigious \$25,000 Daytona Supercross of Motocross. Bob rode the same Keith McCarty-prepared Yamaha YZ250D production bike which he used to win every 250cc race in the recently completed Florida Winter-AMA Series and the Atlanta Supercross. In all, it totaled up to 12 consecutive race wins.

The infield Daytona motocross course was at its best, or worst, depending on who you talked to. It was definitely a horsepower track where the factory machines with their light weight had the advantage. It hardly seemed possible that Hannah, on a bike down five horsepower and 25 pounds heavier than the trick KX250 Kawasakis, RH Suzukis and RC Hondas, could keep up on the high-speed straights and out of the tight turns.

During practice riders began jumping a 30-foot pit that course designer Gary Bailey had cautioned was "unjumpable." Once one rider tried it flat-out in fifth gear and made it, others started to give it a try. Kenny Zahrt even made it with one hand on the handlebar of his Bultaco while flashing the peace sign with the other. When Billy Grossi totally destroyed his works Suzuki on the jump, though, and Rex Staten got carted off to the hospital with a broken wrist, Bailey reworked the pit so it couldn't be jumped. There still remained the infamous double jump and a new double-lipped jump to wow the some 40,000 spectators packed into Daytona's front grandstands.

Hannah began his winning ways early in the day, not letting being sick affect him as he ran away with the win of his eight-lap qualifying heat. It was one of four qualifying heats, and two semi-qualifiers, which would advance 40 riders into the 12-lap feature event on the long Daytona course.

When the feature got under way, though, it hardly looked like Hannah's race. Bultaco's new factory team rider Kenny Zahrt pulled the holeshot ahead of Marty Moates, John Savitski, Terry Clark, Jimmy Ellis, Marty Smith, Hannah, Danny LaPorte and Chuck Sun. Immediately

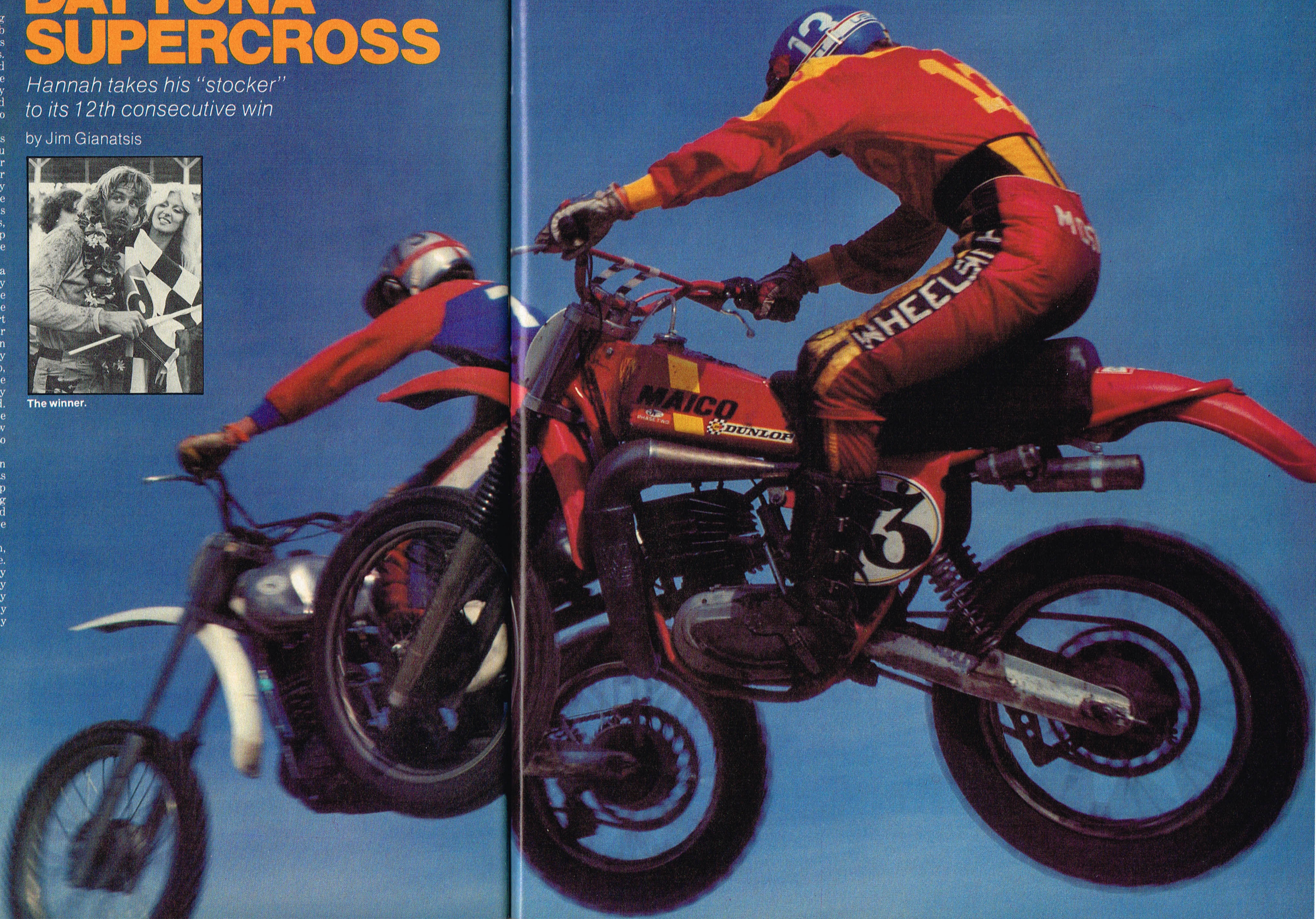
THE DAYTONA SUPERCROSS

Hannah takes his "stocker" to its 12th consecutive win

by Jim Gianatsis

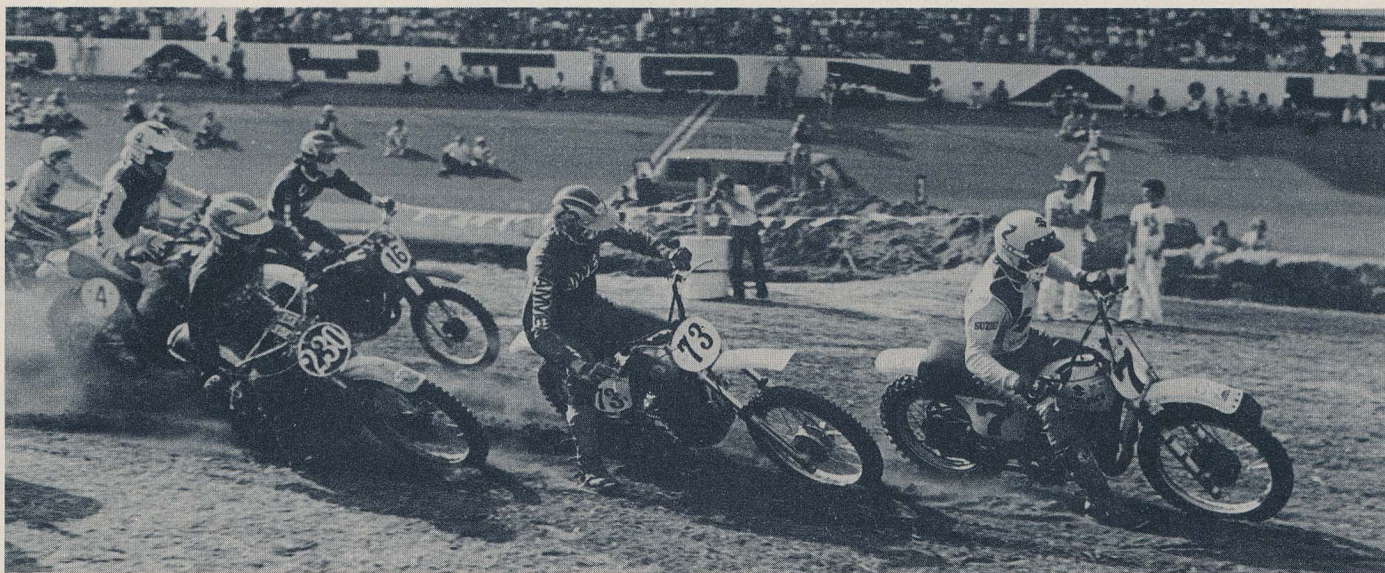


The winner.





The ditch downs Billy Grossi.



Danny LaPorte (7) and Gary Jones (73) grab the start in a qualifying heat.

Moates tried to use his Ossa to rope in on Zahrt, closing on the rival Spanish machine until the third lap when he caught and passed Kenny to take over the lead. Just as he did, Marty found himself going over a jump with a little too much throttle and the bike pointed straight up in the air.

"The bike landed, still straight up," moaned Marty, "but as soon as it touched ground it snapped the front end forward so fast it pulled my arm out of the socket. I had to stop and put it back in myself."

With Marty out of the way it was Jimmy Ellis' turn to move up on Zahrt next, and on lap four take over the lead. It too proved short-lived. "I was coming up out of this hole ... the forks had been compressed ... and

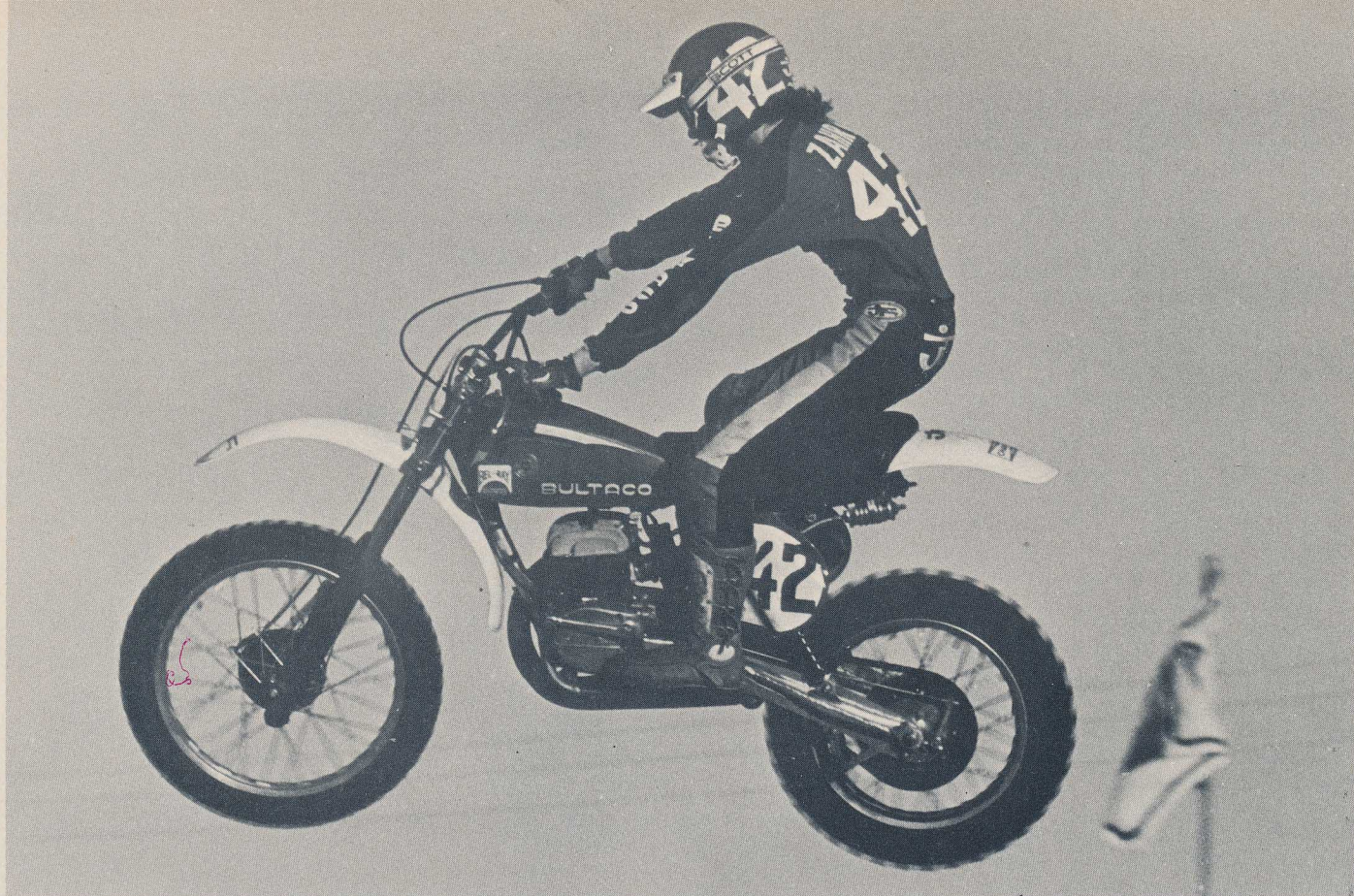
when they opened up the front brake cable got caught. I flew up out of the hole and when I landed the front wheel went out from under me. At first I didn't know what had happened."

Kenny Zahrt eventually had his position drop back to third, while John Savitski, who had been occupying the spot with his FMF Suzuki, bailed off in a tricky mudhole to be left with 11th position.

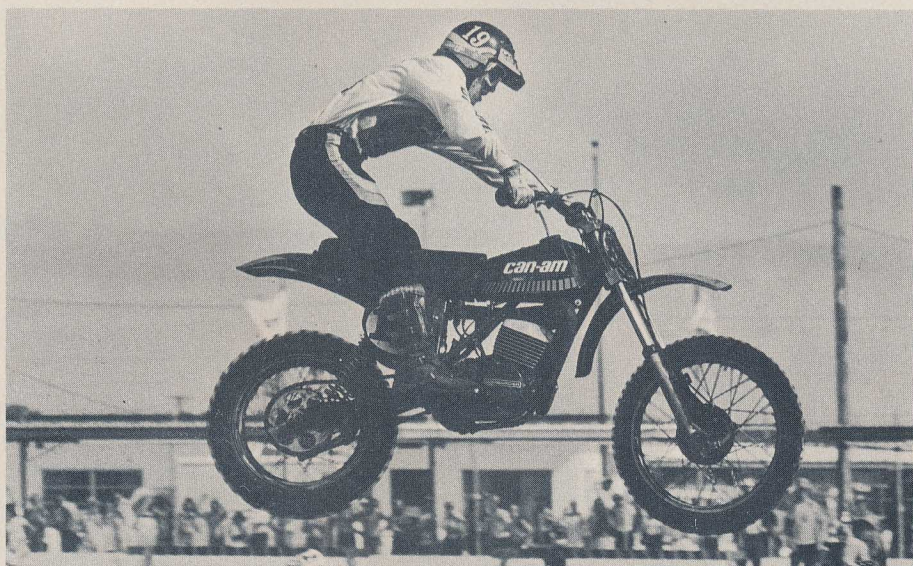
Husqvarna's 500cc National Champ Kent Howerton, "... got of the line slow. I misjudged the gate, then got forced out in the first turn. Then I hit a haybale that someone knocked out in the track." Kent worked up from last position on the first lap, to tenth by mid-race, to fourth at the end.

Also feeling the effects of the flu, Kawasaki's Terry Clark suffered vision problems. "Zahrt roosted on me so hard that after the seventh lap I couldn't see. Luckily I found a hole at the start and got through it to be up at the front of the pack. After that I didn't feel like charging because I've been sick with the flu all week." Terry still posted a strong fifth place as team member Gary Semics hung back in mid-pack the entire race for 12th.

Jim Pomeroy, also got a mid-pack start, but Team Honda's newest rider improved upon it considerably as he fought his way up to sixth. As for the rest of the team, Tommy Croft managed a pretty neat endo in front of the grandstand, and Marty Smith looked



Kenny Zahrt.



Jimmy Ellis.

like a threat early in the race after his good start, but then his RC started pitching its chain. The cause was traced to a cracked and bent swingarm, the result of the huge pounding Marty and the bike were taking by jumping over the second lip of the ten-foot-high double-lip jump and landing on flat ground. The crowd had been cheering Marty on as he tried to catch Hannah, just ahead.

"Someone's gotta stop him," Marty said.

But it wasn't about to be Marty, nor anyone else. After getting off the line in eighth place, Bob began his steamrolling drive toward the front of the pack. Using a technique he had adopted last year to win the 125cc National Championship, a technique

guaranteed to get every last bit of horsepower out of an engine that was hardly the fastest on the track, Bob began picking off the riders in front of him at the rate of one a lap. By leaving his throttle pegged, preloading the shifter with his foot and fanning the clutch lever with his left hand, the stock YZ250D Yamaha actually gained ground every time Bob shifted. The other riders lost precious fractions of a second every time they turned off their throttles to shift.

When Jimmy Ellis crashed on the fourth lap, Kenny Zahrt regained the lead for the third time during the race. Hannah was closing in quickly and soon was leaving black rubber marks on the Bultaco's rear

fender. Bob had no idea who was leading.

"I was so pissed off at Zahrt. I didn't know he was in the lead. I thought I was lapping him and he kept cutting me off in the turns. On the straights his was the only bike I couldn't keep up with. Finally it dawned on me that the way he was fighting me off he must have been in the lead. After a lap I was finally able to get around him."

A half an hour later in the pits, after the trophy presentation, smiles, handshakes, pictures and autographs, Bob was finally able to catch his breath as he sat on the back bumper of the Yamaha van. Keith came pushing up the winning number 2 Yamaha with the cylinder head and exhaust pipe removed. The AMA technical inspectors had just completed checking the stock YZ250D to be sure the engine size was legal.

"They checked my motor in impound?" asked Bob. "Did they laugh when they saw it?"

RESULTS

250cc International	
1. Bob Hannah	Yam
2. Jimmy Ellis	C-A
3. Ken Zahrt	Bul
4. Kent Howerton	Hus
5. Terry Clark	Kaw
6. Jim Pomeroy	Hon
7. Danny LaPorte	Suz
8. Pierre Karsmakers	Hon
9. Monte McCoy	Suz
10. Chuck Sun	Hus
11. John Savitski	Suz
12. Gary Semics	Kaw
13. Tony Summey	Yam
14. Steve Stackable	Mai
15. Pat Moroney	Hus
16. Frank Stacy	Pen
17. Tommy Croft	Hon
18. Don Kudalski	Pen
19. John Joyner	Suz
20. Joey Gratton	Yam