

IND
34355

**HAIKO
450 ENDURO**

HONDA THUMPER GOODIE GUIDE

DIRT BIKE

MARCH 1979 • \$1.25 U.K. 60p

**THE
TRUE
STORY
OF THE
PHANTOM
DUCK OF THE
DESERT**

**BLUE GOLD:
YAMAHA IT250**

**TIME TRAVELS:
THE ENDURO
WARS**



DIRT BIKE

Volume 9 No. 3
March 1979

TESTS

- 22 HONDA CR 250R**
Changes to the big red rooster
- 46 YAMAHA IT250F**
About a 100-percent improvement
- 56 MAICO 450 MAGNUM E**
"E" stands for enduro

COMPETITION

- 60 ENDURO WRAP**
Burleson's fifth

TECHNICAL

- 27 AIR LEAKS**
It doesn't leak out, it leaks in
- 38 PROJECT DR**
RM'ing the DR — no way
- 51 SCOTT PRO COVERS**
Warmer and protector both

FEATURES

- 32 PHANTOM DUCK**
Leading the fight for you
- 52 DUEL**
Tennis ball tech
- 54 WHEN YOU BREAK**
Part three for 125s
- 64 HONDA FOUR-STROKE GOODIE GUIDE**
Thumping special

DEPARTMENTS

- 6 FROM THE SADDLE**
Shape up!
- 8 OWENSMOUTH**
Heritages are made, not born
- 10 LAST OVER**
Unplanned obsolescence
- 12 MR. KNOW-IT-ALL**
For you masochists
- 14 NEW PRODUCTS**
Bike stuff
- 16 RIDERS WRITE**
It's your quarter, at this rate
- 18 BITS AND PIECES**
Little big stuff
- 75 CRASH AND BURN**
Up and over

On the cover:

Kenny Zahrt performed unnatural acts on a CR-250 for this month's test. Rick Sieman photo.

Next issue on sale March 20

DIRT BIKE USPS 892580 (Mar. '79) is published monthly by Daisy/Hi-Torque Publishing Co., Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$15.00 for 12 issues (one year). Foreign subscriptions add \$3 per year and Canada \$2 per year for additional postage. Copyright ©1979 by Daisy/Hi-Torque Publishing Co., 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 Daisy/Hi-Torque Publishing Co., 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.

National Enduro Wrap-Up

BURLESON'S FIFTH

.... And
possibly his last?

By Paul Clipper

It's all over again, including the shouting, and for the fifth straight time Dick Burleson emerged at the top of the heap, so to speak, of the National Enduro Series. In what he described as the "toughest race yet," he picked up six wins out of 13 rides for a total points score of 158, a mere 14 points ahead of second-place finisher Ted Worrell.

His seemingly effortless ride looked everything but that early in the season, when a bad crash almost put him out of contention. In a dusty section of the Post, Texas, enduro, he ran into "... a stump, or rock, or something, I didn't really notice, while I was passing a slower rider. I went over the bars and landed on my shoulder. I knew I hurt it pretty bad, but after about ten minutes I started off again. When I got to the next stop, I realized I had separated it. I could've hurt myself seriously."

The shoulder gave him a little trouble in the next few events, but apparently not enough to slow him down.

Ted Worrell, finishing in second place, had a good season, but wasn't as happy as he could have been. Throughout the year Suzuki was doing development work on the team's PEs, and this, he says, was the factor contributing to his second-place finish. "We ran stock bikes for the better part of the year, and although they worked good, they weren't up to what everyone else was riding. I didn't have any DNFs, but I also was never familiar with the machines." For these reasons,



Cowbell National — riders negotiate Porter Creek. Don Sanford took the overall honors.



Ted Worrell gave Burleson a real run for his money; he won't be riding for Suzuki this year.



Ted decided not to ride with Suzuki this year, and as of this writing, he was considering rides with Honda or Yamaha, but no word yet.

"Right after Black Coal, I was told by my team manager that Burleson had the series wrapped up, so I decided not to ride the next couple of western runs, although Dick was going to be there. Later on, I sat down and figured it out, and I could still have won it, if I did better than Dick. It was just an oversight," says Ted about the close points race. "I don't have anything against Suzuki. I think John Morgan (team manager) did an excellent job. He was the backbone of the team."

Ted says that he's confident he can win on the right machine, and that's going to be his goal next year. He'll be concentrating on the national series exclusively next year, having decided not to ride in the ISDT again. "There's too much cheating for it to mean anything. Even if our team isn't doing it, it's all around you. I just don't like it."

Drew Smith, Ted's teammate, mentioned something that everyone agreed with: that too many of the runs were decided by mere seconds. All the top riders agree that a "zero" run is not a test of rider ability, it's a test of timekeeping, and that's not what they're riding for. In four or five of the events, the race was decided by the tie-breakers, and in the New Mexico run, the event was scored by only three checks due to a club timekeeping error. Many of the riders suggested a sort of "quality control" person from the AMA to inspect the runs ahead of time. An experienced rider or organizer can just look at the check placement and tell whether the event is going to be competitive. Of course, it would be difficult to find someone who would (and could!) work in this capacity.

As of January 1st, Al Eames has resigned his post at the AMA. He has been the steadying influence of the circuit for lo these many years, and will indeed be sorely missed. What effect this will have on this year's season is a matter of conjecture at this point, and we can only hope that things work out for the best.

We also talked with Jack Penton, who had, in his words, a disappointing season, finishing fifth. When asked if the ISDT preparations were responsible for his ups and downs, the answer was no, the Qualifiers are scheduled not to conflict, he was just plagued with personal problems. Next year he plans to take a more serious look at the series, and ride for the number one spot, or not at all. Dick Burleson? "He's a very good rider, a quick thinker. Perhaps the most intelligent

Burleson at the Cowbell National — no, he didn't win it, but he made a lot of quadruped friends. Oz photo.



Eastern region

3/5 Dalton, GA Billy Geier
3/19 Clinton, SC Dick Burleson
4/9 Nashville, TN Dick Burleson
5/14 Bristol, VA Dick Burleson
6/11 Hamden, OH Jack Penton
8/13 Ithaca, NY Dick Burleson
9/24 Lancaster, OH Bob Popiel
11/5 Cinnaminson, NJ Billy Glenn

Central region

4/2 Lorman, MS Dick Burleson
4/16 Post, TX Mike Hannon
5/7 Sterling, IL Drew Smith
6/18 Grand Rapids, MN Jack Penton
7/23 Bath, MI Ted Worrell
10/1 Evansville, IN Dick Burleson
10/15 Potosi, MO Ted Worrell
11/12 Broken Arrow, OK Drew Smith

Western region

3/5 Placencia, CA Mike Hannon
5/28 Oregon City, OR Drew Smith
10/1 Alamogordo, NM Tom Webb
10/8 Costa Mesa, CA Don Sanford
10/22 Bellingham, WA Don Sanford
10/29 Eureka, CA Mike Hannon
11/5 Crescent City, CA George Hendrix
11/12 Redding, CA Mike Hannon

rider on the circuit. He makes very few mistakes." This puts him quite high up on Jack's (and everybody's) "must beat" scale.

Number four in the top five is Burleson's teammate Bob Popiel, a very consistent rider who acquired his finishing position with only one win out of 13 rides. Look for him to finish right up in the top five again this year, no matter what happens to the rest.

Team Suzuki finished all four of

their riders in the top ten; not too shabby. A power to be reckoned with this year. KTM and Husky each put two of their men on top, Jeff Fredette taking tenth place. Don Sanford, of team Honda, slipped into ninth place, being the only member of the team in the top ten. Look for Honda to declare all-out war this year. The only Yamaha, in sixth place, is that of Mike Hannon of the western region.

What about this year, Dick?

"Looking at the schedule, I'm planning on 19 rides this year, with more western runs."

Looks like the champ isn't going to give anyone else a rest this year. With last season being the closest one yet, he's going to go all-out to make it six in a row. And who can blame him? When asked if it was as easy to dominate the series as he makes it look, his answer was eloquent: "It isn't really easy — ever." □



Jack Penton had a so-so season, finishing fifth. He plans to do better this year, or not ride at all.



Bob Popiel shows his version of a sly grin at the start of the Little Harpeth.



Burleson on the job: trench-digging in South Carolina.



Skip Olson had a bad year — a tailbone injury early in the season kept him out of the chase, then he and Can-Am parted company entirely.

1978 "A" ENDURO RIDERS

Rider	Series score (Best nine)	Wins	Number of scores	Total of all scores
1. Dick Burleson HUS	158	6	13	187
2. Ted Worrell SUZ	144	2	14	177
3. Drew Smith SUZ	123	3	15	163
4. Bob Popiel HUS	117	1	13	142
5. Jack Penton KTM	114	2	11	118
6. Mike Hannon YAM	97	4	6	97
7. Herluf Johnson SUZ	97	-	9	97
8. George Peck SUZ	90	-	14	107
9. Don Sanford HON	87	2	7	87
10. Jeff Fredette KTM	78	-	11	82
11. George Hendrix HUS	75	1	7	75
12. Rick Munyon HON	57	-	6	57
13. Bill Geier KTM	54	1	4	54
14. Gary Younkins KTM	51	-	7	51

REGIONAL STANDINGS (Best 5 scores)

Eastern		Central		Western	
Dick Burleson	- 91	Jeff Fredette	- 52	Mike Hannon	- 77
Ted Worrell	- 77	Ron Ribolzi	- 34	George Hendrix	- 64
Jack Penton	- 64	John Martin	- 19	Rick Munyon	- 53
Bob Popiel	- 49	Kevin Snapp	- 19	Tom Webb	- 31
Herluf Johnson	- 47	Bill Catron	- 16	Dave Bertram	- 28
Gary Younkins	- 47	Perry Davis	- 16	Jeff Henning	- 28