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ISDE—AMERICAN-STYLE

101 things that can happen in 6 days

By the staff of DIRT BIKE

When the news hit that the '94 International Six-Day enduro was going to be in the United States, there were only three possible reactions.

Average American: "What's the International Six-Day Enduro?"

Average European: "Glit smack zipple ding [translation: I hope those Yanks don't mess it up]."

Average American enduro rider: "Great. As long as it's anywhere but Tulsa."

The next news flash was that it was going to be in Tulsa, Oklahoma. More specifically, the John Zink Ranch, just outside Tulsa. What's wrong with that? Tulsa is known for five things:

1. Tornadoes.
2. Rocks.
3. More tornadoes.
4. More rocks.
5. Having the best organized enduro club in America.

In the eyes of the American Motorcyclist Association, reason five outweighed the other four reasons. Also, the Zink

Ranch is entirely private property (and bigger than some countries). That meant that kooky environmental groups couldn't do those silly, playful things that they are famous for, like getting an injunction to stop the event just a few days before the start.

So for the last few years, the Tulsa Trail Riders have been preparing to run the world's oldest and most prestigious enduro. If a tornado came and turned the ranch upside down during the event (as seems to happen every two years, always during a Qualifier), so much the better. We wouldn't want the Euros to go home without stories to tell. Even if there were no meteorological disasters, the Zink ranch is no picnic. No one can ride there for more than two days without manufacturing at least a combined square foot of blisters.

So in late September, the 600 best riders and the 600 best-prepared enduro bikes in the world gathered in Tulsa. They came back with well over 600 stories to tell. Here is a brief look at the bikes, the riders and the stories.

THE U.S. TROPHY BIKES WE FIGURED THAT IF WE FINISHED, WE WOULD WIN

● In the last few years, America's problem at the ISDE hasn't been speed- or talent-related. We have had some of the fastest enduro riders in the world on our Trophy team. So why have we been finishing around tenth place? Easy: we haven't been able to get all our riders to the finish. In fact, in the last five years, a major catastrophe has hit the team every time. If you lose a single rider, your team incurs a 15,000-point penalty for that day and every day that follows. To put that in perspective, the winning team usually finishes the event with a score of less than 2000 penalty points for all six riders combined.

This year looked good. Our Trophy team consisted of our six fastest riders. There bikes were prepared perfectly. The riders were in excellent shape. Here's the run-down of who rode what and how they did.





RANDY HAWKINS— SUZUKI RM125

"I love the 125," said Hawkins. "If Suzuki would let me, I would ride one in the National Enduros."

Of course, Suzuki has no interest in paying its star enduro rider to promote a motocross bike. Randy's job is to win races on Suzuki's enduro bike—the RMX250. Suzuki was only willing to let him ride the 125 in Qualifiers and at the ISDE because it would help the U.S. team. So this year he switched back and forth, riding the 250 and a modified RM125 motocrosser on alternate weekends. Some observers say that the switching might have cost him the enduro championship.

"This year I wanted to make the ISDE a priority. Who knows when it will be back in the United States, and I really enjoy riding the 125."

The bike: Hawkins' 125 is a semi-stock RM125. The biggest difference is the Ohlins fork and shock he pulled off his 250 for this race. Softer springs and a lower oil level made the components work on the littler machine.

The motor was built by Pro Circuit. It was the third version that he tried all year, and his favorite. "It had more bottom-end power, but a little less on top than stock," he reported. "It was great in the rocks at Tulsa. I think that it wouldn't be as good in a sandy race where you use a lot of power, but for hardpack, I can go as fast as I can on a 250, and have more fun." The pipe and silencer were Pro Circuit jobs, and no spark arrester was required.

The transformation from motocrosser to enduro bike wasn't very involved. No fly-wheel weight was added. No lighting coils were used. Randy just used a small battery pack to power the headlight and brake

light for tech inspection. He did bolt on a WER steering damper to hold the bike straight in the rocks, and an 18-inch rear wheel to accept the required ecology tires.

The airbox was kind of a problem on the RM. If the race had big water crossings, it would instantly drown out, but Tulsa doesn't have too much standing water. If it rains there, it gets *really* muddy, but water holes aren't generally a problem. Randy and his mechanic Dale Steagle lined the airbox with course foam to keep mud out.

How he did: Randy Hawkins finished eighth in the 125 class when it was all over. He was never in contention to win the class, but he had some terrain tests that were in the hunt. A fourth-place finish was within his grasp until day four, when he crashed and injured his knee: "After that I took it easy. If our Trophy team had still had a chance I would have given it everything I had, but the team was out of it, so I was just riding conservatively. I didn't want to hurt my knee worse."

JEFF RUSSELL— 350 KTM 4-STROKE

A year ago, Jeff Russell rode the new 400 KTM four-stroke in a Florida GNCC race and swore he would never ride one again: "I didn't like it at all. But the Six-Days bike is really different. It's come a long way." Russell didn't get serious about qualifying for the U.S. Trophy team until halfway through the Qualifier series. Then he decided to try in the lightweight four-stroke class. It was a class in which the American team, as it was taking shape at the time, was weak. ISDE rules require each country's team to have a representative in each class. Russell won the series in the class, riding the three most difficult rounds.

Strange motorcycles were commonplace at the ISDE. Of the 600 entries, the majority were KTMs, but there also were converted MX bikes, CREs, TMs and Gas Gases. Not a Jawa in sight, though.

The bike: Unfortunately for KTM, the lightweight four-stroke class limits motor displacement to 350cc. KTM only imports a 400, which is detuned to meet EPA emission standards for street legality. Russell's bike came from Europe, where 350s are sold. To his delight, the 350 ran better than the American 400cc version. Even though the bike has a smaller bore, the compression ratio is higher and the piston is domed instead of having a flat top.

The bike was a '94 model, but it used some '95 parts. The fork was a Marzocchi right-side-up unit just like the new KTMs will have in this country. The shock was a '95 White Power. Both were valved by KTM nut-and-bolt guy Tom Moen. The silencer was off some Euro-only model that goes into a country where the exhaust sound level is tightly restricted.

Many of the things that get you through the ISDE are details. For example, Russell cut his chain guide so that it could be replaced without removing the chain. Also, there was a "leash" on the keeper for his rear brake pad, so it wouldn't drop into the dirt. Russell used to run Honda brakes on his KTMs because the pads were easier to change. Now he leaves the new-style stock Brembos in place.

How he did: Russell finished a disappointing 32nd in his class. He started off quite well, but on day two he suffered the first of several disasters that would strike the U.S. Trophy team. In the first terrain





National motocross was never this good. Even though the final moto was short, it had all the elements of a good National: bar-banging, brake-checking and general ill-will. Come to think of it, it might as well have been a National MX.

ISDE

Larry Roeseler (154) didn't make the Trophy team this year. He didn't hold a grudge, though; he just led most of the final moto to make a point. Bike: Kawasaki KX125.



He has been called the best rider in the world. He didn't win the final moto, but he was the top individual after six days of riding. Maybe Stefan Perterhansel is the best. Bike: Yamaha WR250.

◀ What we do versus what they do: Americans are best at motocross and REALLY tight woods. The British are best at mud. The Swedes are best at mud and rocks. The Italians and the French are best at grass tracks (like MX, but without jumps). The ISDE always is decided on grass tracks, even when it's held here.

test, the bike just stopped running. It was some bizarre ignition gremlin. After 20 minutes, the bike cooled down and restarted, but the damage was done. Jeff rode as hard as he could through the test to the next check, where he lost six minutes. Then he rode as hard as he could to the next check, where an ignition was

waiting. He got half of the job done, dragged the bike through the check, finished up and then rode as fast as he could to keep from being late to the next check. "I was riding at a special-test pace for four sections. The bike is heavier than anything I'm used to, so it was hard on me," he said later. At the end of the day he was in 49th place. The rest of the race went comparatively smoothly, but the trophy team had dropped from second to seventh.

GUY COOPER—SUZUKI RMX250

Guy Cooper was either the secret weapon or the weak link on the U.S. team, depending on who you talked to. There was no question that he could outjump, outmotocross and outnerve anyone on the team—or, for that matter, anyone on any other team. However, he didn't have much experience in enduros. Could he even change a tire? No one knew: "I think if you asked anyone at Suzuki if they believed I could do it, they wouldn't have answered. They know that I don't train! Not like Jeff Stanton does, anyway. The way I keep in shape is by having fun. I ride around my ranch doing fun things. I might bicycle a little, but only until it stops being fun."

The bike: "I haven't been that happy with my RMX until now," Cooper said. "The bike wasn't very powerful and kind of hard to jet. There's no reason for that; it's basically the same as an earlier RM. There was no reason it shouldn't run as well as my '92 RM250."

So FMF reworked the cylinder and the power valve just before the six days, trying to get Guy's approval. "The new bike rips!" he said. "The power valve changes did most of it, but we also used the FMF pipe that was designed for the RM. We just had to make new mounts." The bike used the stock amount of flywheel, which is quite a bit more than the RMs that Guy is used to.

The rest of the bike was the same thing



Most of Tulsa is rocks on rocks, with rocks on top. The exception was days three and six, where grassy fields gave the riders a break.

that Guy had been running in enduros all year. It was an RMX with suspension by Race Tech. The fork wasn't even the new twin-chamber Showa that comes on RMs—it was simply the stock Kayaba enduro fork, reworked and stiffened. Same goes for the rear shock.

Cooper used some other full-enduro items that you wouldn't expect to see on a motohead's bike. At the Daytona Supercross last year he tried a WER steering damper for the first time. Since then he has used it in enduros, supercrosses and outdoor motocrosses: "I like

ISDE



Is Gas Gas a new antacid or a motorcycle? Paul Edmondson is England's best rider. He won the 125 class as an individual but, unfortunately, the rest of the Brits didn't do as well. Maybe they can borrow some riders from the des Nations team. Bike: Gas Gas 125.

it. Once I got used to it, I could even do all my sideways stuff in the air with it." Coop left all the "sideways stuff" at home during the ISDE, but the steering damper kept the bike straight in the rocks.

How he did: In the end, Cooper ended up finishing eighth in the over-175cc class. That is, by far, the most competitive class. "I started out really conservative because I didn't want to fall and blow it," he says. "That part worked—I only fell off three times. That's pretty good for 450 miles of the Zink ranch. If I could do it over again, I would uncork it a little in the grass tracks and take some chances."

Late in the race, after it was apparent that the U.S. team had no chance of winning, Cooper did uncork it. He fell in the final moto, and in a hair-raising battle climbed back up to second only to come a few feet short of passing teammate Ty Davis at the finish.

RODNEY SMITH—SUZUKI RMX250

Two years ago Rodney Smith came closer to winning the overall than any American ever had. It was at the ISDE in Australia where he raced head to head



Ty Davis might have been the fastest American, but in the end he was the fifth fastest in the world. Still, not a bad week. Bike: Kawasaki KX250.

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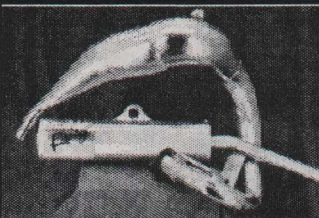
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with Italian Giovanni Sala, a man whom Smith had battled against years earlier in European motocrosses. Eventually, Smith had to settle for second in the Open class, but he opened some eyes. This year he had a hot-and-cold season. He started off slow, but then won a series of Qualifiers. By the time the ISDE started, he looked primed to repeat his '92 performance—or maybe even better it.

The bike: Rodney's bike was almost identical to Cooper's. Actually, it might be more accurate to say that Cooper's bike was almost identical to Rodney's, because Rodney has been doing the bulk of the off-road riding and development for Suzuki and FMF.

We got a chance to ride Smith's FMF/Race Tech Suzuki a few months ago (Oct. '94 *Dirt Bike*). We were amazed that it wasn't an unridable rocketship of a bike. It is, basically, a fast RMX. The engine porting, pipe and silencer were by FMF, and it used an RM head gasket. Like Cooper's bike, the suspension was by Race Tech.

How he did: Rodney was the second-fastest American, eventually finishing fourth in that tough over-175 class, which, incidentally, was new this year. The FIM combined the 250 and Open two-stroke classes because the bikes were almost identical. Smith rode hard in the earlier days but backed off later: "There are still three rounds left in the National



Guy Cooper was the home-town favorite. He started off slow, but finished with the mother of all final motos. "Even the final moto wasn't really motocross," he said. "It was a grass track, and that's what the Euros do best." Bike: FMF Suzuki RMX250.

Hare Scramble series. I'm still in contention for that." Rodney, like virtually all the other riders, was struggling with sore wrists. The constant pounding from the Tulsa rocks takes a toll on a rider's joints. Several nights Rodney slept with his wrist in splints so that he could endure the following day.

TY DAVIS—KAWASAKI KX250

You have to feel sorry for Ty. Last year they told him that Holland would be a good time, but with the constant rain, the bottomless mud and the cold weather, the ISDE there probably was the most miserable week of his life. He toughed it out to finish as top American and even win the final moto. This year he was told that riding an ISDE in the U.S. would be a once-in-a-lifetime opportunity. He was wise this time. He knew that the Zink ranch wouldn't be a picnic, and he was ready for a tough ride. Currently, Ty has to be considered the most versatile rider in America. He has won National Enduros, National Hare Scrambles and National Hare & Hounds. Oh, yeah, he was a National Supercross Champion, too.

The bike: Ty started off with a brand-new '94 Kawasaki KX250 and then bolted on a bunch of '95 parts. It got an unported '95 cylinder and a '95 crank. "The new bikes have a lot of low-end power—they really don't need anything more," he said. The most significant modification to the engine was the addition of a KDX250



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On day two Jeff Russell's ignition gave the U.S. team its first setback. It seemed like a big deal at the time, but later those seven minutes wouldn't matter at all. Bike: KTM 350, Euro model.



Rodney Smith dominated the final qualifiers of the year. In the ISDE he was the second-fastest American, but barely in the top ten overall. Bike: FMF Suzuki RMX250.



Randy Hawkins concentrated this year on riding a 125: "Who knows when the ISDE will be back in the U.S.?" In the end, it might have cost him the National Enduro Championship, because he had to switch bikes so many times during the year. Bike: Pro Circuit Suzuki RM125.



Is Jeff Fredette trying to catch a little shuteye during the Six-Days, or is he trying to convince himself that he's not really in Tulsa riding a KLX250? Maybe a little of both. Bike: Kawasaki KLX250.

How he did: Ty Davis was the fastest American. He was just a tick or two off overall winner Stephane Peterhansel's pace, and eventually finished third in the over-175 class. "I was getting frustrated. No matter what I did, it seemed like Peterhansel was always two seconds faster in the grass tracks," Ty says. "He was smoking us all in the terrain tests; the only American who was close was [Scott] Summers, and he wasn't doing very well in the grass tracks. I finally got the best time in one test on day five."

Ty also got the best of Peterhansel, and everyone else for that matter, in the final moto. He passed the Frenchman halfway through the race and pulled away: "Later I thought I heard him coming back. I heard this bike revving with the clutch in and thought, 'Do you think I'm stupid enough to fall for that?' I brake-checked him; we bumped pretty hard in the next few turns. It turned out to be Cooper. I think he was mad at first." Ty and Cooper got over it and wowed the local fans by finishing one-two. Peterhansel was fourth, but he still won the over-175 class and the overall event.

SCOTT SUMMERS— HONDA XR600R

Scott Summers might be the most charismatic off-road rider America has ever seen. He has long been the man to beat in Hare Scrambles and GNCC events, but he has very little experience in ISDE-type races. "The pace is different from anything I'm used to. In a Hare Scrambles, there's so much strategy. You don't have to lead the entire 100-mile race, you just have to be in front at the end. But in a Qualifier [run under ISDE rules], you have to go all-out in short spurts."

Summers added Qualifiers to his already-paced racing schedule and improved dramatically. Going into the ISDE, he knew that his biggest competition would be Finland's Kari Tiainen,



Carol Williams rode the Qualifiers and was the top woman finisher in the ISDE. Not bad for a first try during a tough year. Bike: Honda CR125.

ignition. With that, the bike gets lighting coils and a heavier flywheel. Actually, the flywheel was a little too heavy, so it was machined down and rebalanced.

Ty got Larry Roeseler to revalve the Kayaba shock and in the front used a Marzocchi fork and his dad's (Terrycable) triple clamps. The clamps have a little more offset, and that results in less trail and better turning characteristics. The front brake uses an oversize Braking disc and the rear uses a Honda Caliper for the thicker pads.

Like virtually all the riders on the Trophy team, Ty used Michelin Bib Mousse foam inner tubes to avoid flats. In the six days, he wore out three back tubes and two fronts.

who is the current Enduro Four-Stroke World Champion.

The bike: Summers' Honda XR600R wasn't as trick as most people thought. It was made to be reliable, so the motor was tuned very mildly. It used the stock displacement and a mild cam. One of the most interesting things about it was the exhaust: there were two of them. This was done to cut the noise level—ISDE sound limits are very strict.

The suspension is by White Power. The stock XR600R comes with a right-side-up fork that hangs down below the axle significantly and can catch in ruts.

How he did: Summers started off as one of the fastest Americans, especially in the terrain tests, but he didn't finish the

event. On day four he fell and broke two bones in his hand. He was unable to continue. Beforehand, he had beaten Tiainen in several terrain tests, but the Finnish rider was pulling away in the grass tracks. The incident with Russell's ignition already had given the U.S. team quite a beating, but this was too much. With huge point penalties for the two remaining days, when the team was forced to ride one man short, the Americans eventually finished in ninth. The French team also had lost a rider, and so they were out of it despite Peterhansel's performance. In the end, the Italian team won easily. Scott Summers' personal account of the event follows. ●

SIX DAYS ON AN XR AN INSIDE LOOK

By Scott Summers

● Each year the International Six-Day Enduro (ISDE) tests man (or woman) and machine to determine who the best off-road riders are in the world. Unlike the rest of the world, America has its own way of determining who's best. Europeans compete in the world enduro championships, which are run exactly like the ISDE. Although America does have a Reliability Enduro Series, which is designed to select team members for the ISDE (as well as crown a champion), we have four other off-road titles up for grabs.

Of these five series, ironically, the Reliability Enduro Series has the least number of entries each year. It's sort of like our method of measurement versus the metric system; sometimes we do things just a little differently from the rest of the world. If you look at the numbers of participants in each off-road series and where the prestige is, it's obvious that Americans would rather play their own games than Europe's. If we eliminated the National Hare & Hound, Enduro, Hare Scrambles and Cross-Country Series, our riders would fare better each year at the Six Days. It's not that our riders don't take it seriously when the time comes, it's just that Americans play a different game most of the year.

America hosting the event this year had a positive effect on Team USA. For the first time in many years, our Six Days effort had a lot of enthusiasm behind it. Everyone took it more seriously than usual. Several top riders and manufacturers spent time and money away from their own title pursuits to prepare and practice for the big event in Tulsa. After all, the ISDE hadn't been on American soil in 20 years. I believe our effort was much better this year, but I also think it didn't compare to the efforts our competition put forth. It all boils down to where our priorities are, and the bottom line is that Americans have different priorities. Europeans are good at what they do, just like we're good at what we do. They

ISDE

haven't beaten us at our game, and we haven't beaten them at theirs (except for the U.S. winning the Junior Trophy in '91). Even if our guys played the Six Days game full time and eliminated our series, I still think we would get beaten, simply because there are tricks to that game that we haven't had time to learn.

LIVING ON TULSA TIME

This year I gave the ISDE as much of my time and concentration as possible. I put more energy into this event than I would a National, but, unfortunately, the outcome didn't reflect my efforts. I was very disappointed in my performance and have already apologized to my teammates. I would also like to apologize to the companies that supported my effort, to those who helped the preparation, and to those who cheered me on. I would like to congratulate Kari Tiainen for taking the Heavyweight Four-stroke Class Championship. He would have beaten me even if I hadn't crashed at the end of Day Four and broken my hand. I would also like to congratulate Team Italia for winning the World Trophy. They would have beaten us even if we hadn't had our problems.

Even though we didn't win and I didn't win my class, I'm proud of some of our accomplishments. Several of our team members ran in the top five of their respective classes, and we also set the fastest times in many special tests. Considering that each class had more competition because of downsizing total classes to four, this is even more impressive. Ty Davis and Rodney Smith both finished in the top ten overall. I already knew that America had some of the best off-road racers in the world, and I would like to thank them for proving it to the rest of the world.

WHERE IT ALL BEGAN

Our preparation began for the Six Days back at the beginning of the year. Fred Bramblett and I scheduled all of the Qualifiers, as did more people than usual, because we would be racing in America this year. Everybody used these events as a training ground. At the very first Qualifier, I remembered why I don't like to ride Qualifiers. Like the ISDE, Qualifiers start three or four abreast and are on a time schedule similar to an enduro. Each wave starts a minute apart until everyone is on the trail. Each rider is expected to arrive at each checkpoint throughout the day on his key time. Everyone is given the same amount of time to cover a given distance, but the variable is the deterioration of the trail with traffic and weather. The day may mean eight hours in the saddle, covering some 150 miles of trail. Unlike American enduros, you are allowed to hit checks early, but you accumulate points if you show up late (60



After the first day of the Six Days, Scott Summers was only 23 seconds behind the World Enduro Champion, Kari Tiainen. Scott remained in the top four until the end of day four, when he crashed on a slick downhill and broke his hand.

points per minute late). The checks are situated where penalty points are rare, so the events are usually won or lost in the special tests. The terrain and grass track tests (usually two of each per day) are typically around three miles in length. Each rider's score for the day is the total accumulated time (in seconds) of his special tests, plus any trail points accumulated.

So, the object of the game is to make it to each checkpoint on time while conserving your energy and equipment for the tests, where you go as fast as you can. This is the part of the event I don't like. I never liked going as fast as I could go. In a typical Hare Scrambles or GNCC event, fatigue, crashes and mechanical failures often eliminate all of the competition before the end of the race, so the winner never really has to risk going full speed. In a reliability trial, the trail speeds are so slow that mechanicals and crashes are rare. Everybody stays fresh and full of energy until it's time for the special test. It's interesting to compare what it takes to win a Qualifier with what it takes to win a Hare Scrambles. In a full day of a Qualifier, a rider may have to go fast for only 24 minutes, compared to performing at a high percentage of capabilities for three hours. It's very hard to go so slow all day, then go 100% for a few minutes.

The frustrating part of a special test is that you don't really know how fast to go. You don't know how fast your competition went, so, in order to beat them, you may have to ride at your absolute limit. At the beginning of the year I wasn't sure how fast I could go. At the first Qualifier in Arkansas, I discovered that my best performance had me walking on the edge of disaster. There was a fine line between turning in my best time and having a yard sale (crashing so hard that I left stuff laying all over the yard). It took me a while to figure out how fast I could go without falling. As the series progressed, I settled into a good terrain-test speed but was not

ISDE



Photo by JIM TALKINGTON

Summers and friends made 40 modifications to his Honda XR600R, the most noticeable being this trick dual-pipe, dual-muffler exhaust system. Scott used an XR650L left sideplate for clearance.

happy with my grass track times.

Prior to Tulsa, I spent some time with Kent Howerton, three-time motocross champ and superbike hero. We tested suspension and he tutored me on my grass track skills. Thanks to Kent, I did make some progress, but there was still plenty of room for improvement.

WHAT WENT INTO THE BIKE

Although my performance at Tulsa was frustrating, we learned a lot by riding the Reliability Series and the ISDE. A lot of little problems were solved and we will benefit later from work we have invested. Many of the bolt-on performance parts we have fabricated might eventually be available to the general public.

Throughout the month leading to Tulsa, Fred and Eric Crippa (Howerton's mechanic when he won the '76 500 Nationals) worked diligently toward turning an already reliable motorcycle into a no-maintenance one with improved performance. I had been concerned about the amount of power my XR600 made when the exhaust was restricted to meet the ISDE sound limit of 94 dB. With the help of a local fabricator, they were able to design and produce a dual exhaust system with two SuperTrapp mufflers. It was a time-consuming process, but for the first time we had a quiet exhaust system that performed well.

I wanted engine performance similar to the stock engine but felt that I would need more boost for the grass tracks. We tested a 628 and a 615 but, in the rocks, they were both uncontrollable. So Eric put together a stock engine with just a first overbore piston. I liked that combination the best.

We spent a lot of time deciding on the best suspension. For Tulsa's rocks, the ideal suspension needed to be plush ini-

tially but still able to take quite a jolt before bottoming. The fork needed to be rigid without much underhang below the axle. Fred and I developed a brace that eliminated flex with the conventional Showa fork, and the stock Showa's action was really good for the rocks; however, too much underhang made it questionable. Inverted White Powers weren't as plush initially, but their rigidity and lack of underhang made them more confidence-inspiring in rocks. We spent a lot of time valving them for plushness and bottoming resistance.

Most of the other modifications we made were intended to eliminate time spent on maintenance. Since you only get a few minutes each day to do maintenance, we built the motorcycle with shortening wrench time in mind. We wanted to eliminate every opportunity for failure. If something did fail, we wanted it to be quickly fixable. In '89, I almost DNF'd my first Six Days because I didn't tighten the spokes often enough. This year, we used bigger spokes, a stronger hub and better rim, simply because strengthening one link of a chain can make those around it weaker. We also replaced the aluminum inner spacers with steel to prevent galling and seizure in case I had to put an axle in dirty.

We used an oil cooler to increase clutch life and lessen the likelihood of an electrical component failure. We also had a two-piece clutch cover fabricated to make changing the clutch plates quicker and easier. Solid brake rotors replaced the stock ones to increase pad life. We welded gussets to the left footpeg bracket, so that I could abuse it more without fear of it bending back in the rocks. Speaking of abuse . . . I have become pretty popular lately for crash-induced abuse, so we beefed up several areas just for that reason. Pro Taper handlebars are stronger than stock, plus they absorb shock. We fabricated stronger footpegs. We made a stouter shifter, brake pedal and front brake carrier. We did several things to improve rider comfort, like modifying the seat and lightening throttle and clutch pull. I'm usually happy with the performance in all these areas, but for the Six Days I decided to take advantage of these energy-saving and comfort-inducing mods.

Here is a list of modifications we made for racing and for the Six Days.

XR600R GNCC/ HS MODIFICATIONS

- Gusset left footpeg mount.
- Fabricate two-piece clutch cover.
- Pro taper handlebar cut to 29 inches.
- FIM-approved Metzeler knobby.
- Tsubaki O-ring chain.
- Hondaline GN4 oil.



Photo by JIM TALKINGTON

Bulletproofing included a modified clutch cable retainer, countershaft sprocket guard (so the ignition wires wouldn't be damaged), beefed peg mount, thicker shifter and brake pedals and beaucoup safety wire. Scott also lengthened the clutch arm and carb cam for easier pull.

This year, Kevin Hines has been promoting and selling CRE motorcycles (basically Hondas modified by Italians). Along the way, he has won National enduros for the first time in years, but Kevin wasn't on the Trophy team at the ISDE. He rode for a three-man club team instead. ►

- Jetting—68 pilot, 155 main, 2.5 out on airscrew.
 - Twin-Air foam filter.
 - Safety-wire various nuts, grips and spokes.
 - Fabricate billet front carrier.
 - Fabricate front brake hose.
 - Fabricate stronger clutch cable retainer.
 - Increase thickness of shifter and brake pedal.
 - Brake-Snake for shifter and brake pedal.
 - Mousse tubes front and rear.
 - Answer aluminum hand protectors.
 - Fabricate plastic hand guards.
 - Solid Braking rotors.
- ## TULSA ISDE MODIFICATIONS
- Zerks in both hubs, brake pedal pivot, steering stem.
 - Oil cooler with fabricated lines.
 - Modify front number plate for cooler.
 - First-over Wiseco piston.
 - Dual SuperTrapp exhaust with custom pipes and brackets.
 - Fabricate bracket for left pipe mount.
 - XR650L left side panel for new muffler.
 - Relocate rear brake reservoir for pipe clearance.
 - Fabricate stronger footpegs.
 - Triangulated shark fin disc guard.
 - Fabricate quick clutch adjuster/CR perch.
 - Fabricate progressive seat foam.
 - Fabricate brake light switch.
 - Replace front chain slider with roller.
 - Brake pins fabricated to eliminate covers.

- Lengthen clutch actuation arm.
- Fabricate thicker snail adjusters.
- Fabricate countershaft sprocket cover.
- Fabricate anti-seizing nuts for rim locks.
- Replace Allen bolts with 8mm bolts on WP fork and oil filter.
- Talon hubs with bigger spokes/XCel rims.
- Carb cam extension. □

