

Samurai shootout! Japan's best 250cc MXer

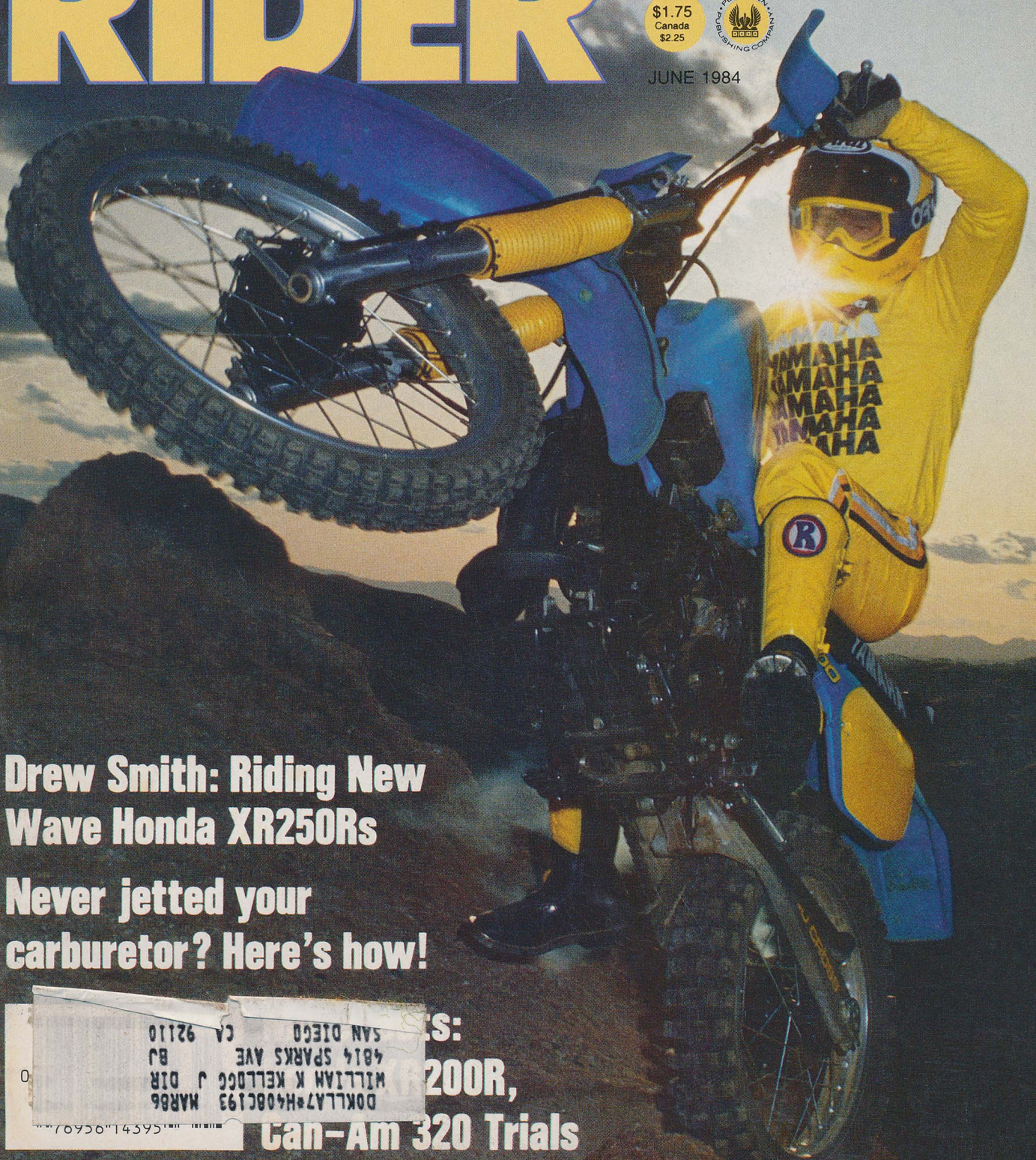
# DIRT RIDER

## Yamaha IT200L NEW BLUE CONTENDER

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JUNE 1984



**Drew Smith: Riding New  
Wave Honda XR250Rs**

**Never jetted your  
carburetor? Here's how!**

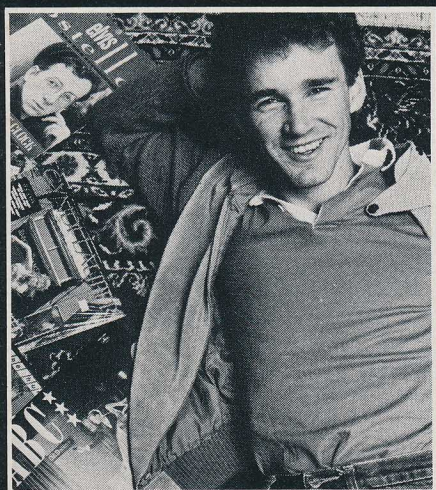
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# DIRT RIDER

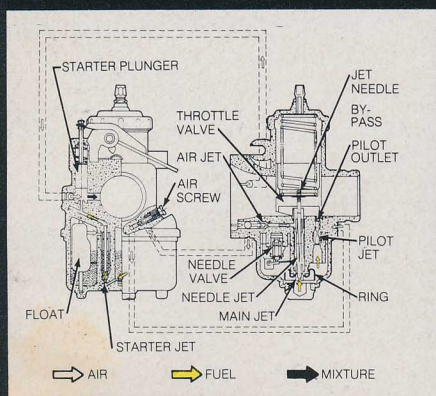
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### ON THE COVER

There's a new challenger to Kawasaki's KDX200. Yamaha's hot new IT200L could put Team Blue "on time." Photo by Rich Cox.

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Interview

# DREW SMITH

Riding Honda's New Wave

BY RONALD BARRETT

It's difficult to begin a story with a cliché, but here it comes: *You can't judge a book by its cover.* The same can be said for Drew Smith. He looks unconventional on the outside; New Wave, in fact. He's decidedly individualistic, and yet at the same time he's so easygoing, carefree—all of which is deceptive.

On the job, Drew is one of the finest National enduro riders in the country. He's also one of the most experienced Americans in regards to the ISDE—and he's got four gold medals to prove it.

And if all this wasn't enough, Drew is a serious technician when it comes to the finer points of motorcycle design and operation. And he's very serious when it comes time to ride enduros. Few people are as dedicated to their sport as Drew. His visual image contradicts the inner performance, but Drew Smith is the first to admit that he's full of contradictions.



Drew the technician was busy one afternoon preparing his bike for a local enduro, combing his Honda XR250R for loose ends. In fact, a large one was staring him in the face. It happened to be a problem with a shock spring that Drew's boss, Al Baker, had ordered for his bike; the spring was too long for the XR's shock body. So, after some head scratching and prodigious use of a torch, the spring was made to fit. Admittedly it wasn't perfect, but the enduro was just a family affair—practice, really. The serious stuff—a National enduro—would come a week later, so it was best to make the mistakes now, instead of paying later.

Drew currently lives on a vacant, lonely piece of real estate in California's high

desert. It's quite a change from his home state of New Jersey. Drew likes to point out that New Jersey isn't blanketed with monolithic factories which constantly dump their pollution into sewage-filled rivers. Nor is Jersey crumbling from urban decay. Drew grew up in the northern part of the state, in the small rural community of Stanhope where there are still farms, trees, hills, cowpaths...the necessary ingredients for trail riding on the weekends.

But now the desert is Drew's home, at the Wild River Ranch which is co-owned by Al Baker and Al's girl friend, Leslie Klugh. The ranch is Al's base of operations, where he and Drew work as consultants to Honda's off-road four-stroke enduro project. This is where the testing is done, mainly because there's lots of room to do it.

Drew lives in a small—very small—trailer on the ranch. It's a place where he can be himself after a long day of testing. Since the nearest eligible females are hundreds of miles away, Drew has lots of time to test himself mentally as well. The solitude of the desert has helped to forge a personality that's as unique as Drew's riding ability.



"I think, basically, the most important thing is to be an individual, to be seen by others as an individual," states Drew. "One of my philosophies is that I never decide for anybody else what they should do, and nobody should have to decide for me. If you've ever heard of the libertarian philosophy of government—the concept of minimum government where everybody is responsible for themselves—that's the way I feel every-

body should handle themselves: They should accept 100-percent responsibility for their actions and be able to do what they want as long as they don't hurt anybody else.

"I don't like to complain about other people," Drew adds. "I think that the motorcycle sport, especially off-road and enduro, (conjures up) the image of people who are too ignorant to shut their bikes down when they go by somebody's front yard.... I think that (concept is) closing a lot of land, probably more so in other areas than in the West.

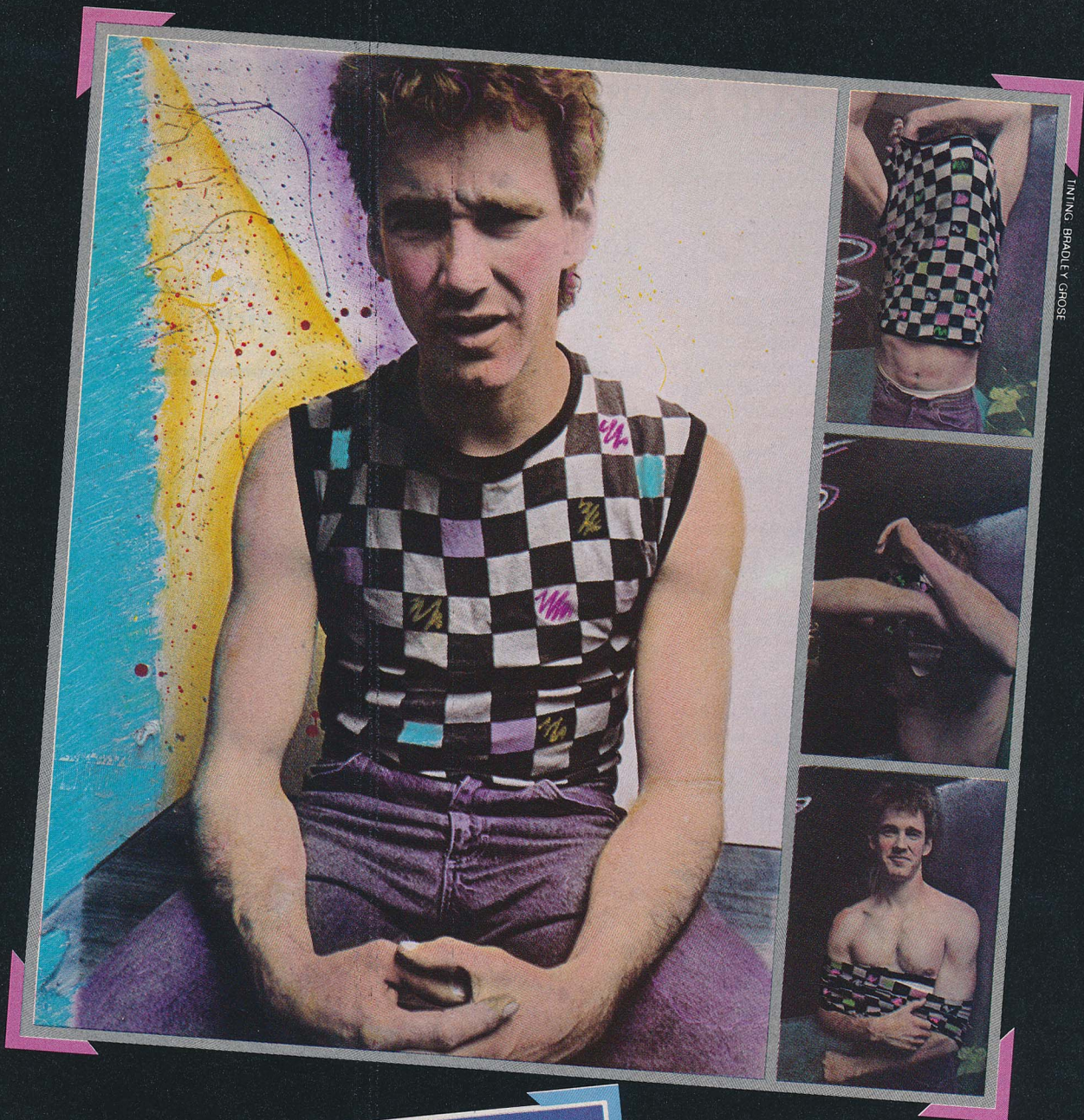
"Where I come from in New Jersey, there is no land that's exactly specified for off-road vehicle use. The only land that you get to use is a farmer's field or a forest that could be state land. But the people who own that land are so afraid to let anybody ride on it because of the liability risks. If everybody would take responsibility for their own actions and conduct themselves in a proper way, there would be more places to ride.

"That scares me about enduros.... Motocross takes up a small amount of land, while enduros take up quite a lot of it. It seems that the way our society is going, someday enduros will be just another chapter in motorcycling. That's really unfortunate. To me, enduros are really a beautiful and enjoyable type of riding. Cross-country racing, desert racing, enduros—it's all really man and machine, relying strictly on the other for either success or failure...."

Drew's independent nature has driven him to the top of the National enduro scene, as well to becoming a forerunner

*Always a force on the national scene, Drew Smith's New Wave style reflects an individual who hopes to have an impact on Honda's XRs.*





TINTING: BRADLEY GROSE



PHOTOS: RONALD BARRETT

“At one time I said I’d never *competitively* ride a four-stroke.... Four-strokes have a ways to go, but that’s a heck of a nice bike to ride.”



in ISDE competition. As a youngster, Drew's personality stood out in school. Grade school, junior high and high school are the great testing grounds for young personalities. But Drew marched to the beat of a different drummer.... "I never was successful in team sports. When I was in high school, the only thing I tried out for was track, but I wasn't dedicated to it in the least! There was an enduro the same weekend I was supposed to be at a track meet, so I just shined on the track meet and rode the enduro. I was going to do good in the enduro, because I knew that was where my heart was at. But the track thing...I was 15 years old and it was just something for me to do.

"I've always had this feeling that (the purpose of) high school is to mold you into this society. I feel that they're trying to do what religion tries to do—make you an interchangeable part of a bigger machine."

To its credit, even though Mount Olive High hasn't produced any track and field superstars (yet), at least one National enduro contender graduated in 1974. "More than anybody else from my school," states Drew, "I've made something of my sporting endeavors. It's taken me around the world."

Drew credits his family and the close bond that exists between the six children (three sisters: Gale, 20; Beth, 21; Dana, 22; and two brothers: Christopher, 12; Jim, Jr., 28) and his parents, Jim and Anne-Marie, for some of his ideas. "There were a lot of exchanges of ideas in my family. My mother was into the anti-war movement. She wasn't marching or anything like that, but she wrote lots of letters. Whatever pissed her off, she'd just write. My dad's a similar thinker, but we have a really big family so he had to work hard to keep us all taken care of.

"My dad was also a motorcycle racer, which occupied a lot of his time. He'd race everything: scrambles, enduros mostly. In 1963 or something like that, he was third in the National enduro championships. He was really good. The last time he won the overall in an enduro he was 37, so he was a good role model for me. I probably wouldn't be half of what I am if it wasn't for my dad. I look at him and see how hard somebody can work—there's nobody who works as hard as he does....

"Sometimes you go for a long time and don't get any recognition.... It's tough. It's tough making the transition from being just another rider.... You've really got to have a lot of desire to go to the front. But my dad showed me a lot of determination and hard work.

"I was the first kid in school to have bell-bottomed pants and long hair—all the male teachers hated me. At that time, when you had long hair, you represented something Left Wing. But, as I look back at it, I think that was the way (it had) to be because I had this feeling that I wasn't the

same as everybody else.

"I don't want to look the same as everybody else, I don't want to act like everybody else and I don't want to *think*

that I'm the same as everybody else! I think if I was one of the guys who got on Team Husqvarna—because there was a time when I was a pretty good racer and

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**"If everybody would take responsibility for their own actions and conduct themselves in a proper way, there would be more places to ride."**

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it would have been advantageous for them to take me—I'd have had to take my bike and set it up like Dick Bursleson and Mike Melton would and be another one of the little factory riders, another part of the assembly line. But I could never have done that. I'd have raced six months and never have felt any creative outlet. So right now, the way I feel, I have a really good chance to have some impact on what bikes are like and prove my ideas. I do have a lot of ideas, especially since I've been working with Al Baker."



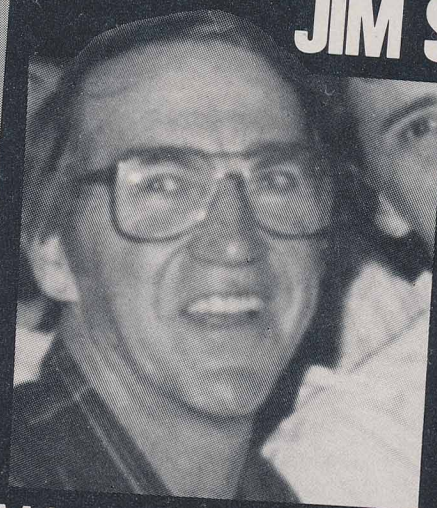
East Coast enduro kid meets desert racing legend. It was sort of an accident; a chance meeting. An ISDE Qualifier in Tennessee last year brought Baker and Smith together. It was an important meeting for Drew. He had just started riding again after suffering through two years of bad luck. It was only through sheer determination that Drew decided to race enduros again in 1983 because, truthfully, his heart just wasn't in it.

"I started the year with absolutely no thoughts of riding a motorcycle the way I used to. I thought I'd get a bike and campaign some local enduros, nothing serious. During the winter I borrowed a KTM 504, figuring that maybe four-strokes would be my niche. I tried the bike, rode it a lot, but didn't feel totally comfortable with it. Then I bought a KTM 250 and entered the first—maybe it was the second—National enduro of the year at Sumpter, South Carolina. I got fifth overall, which wasn't bad. I thought about getting some kind of deal from KTM, but then my friend, John Frackleton, got together with Dirk Vandenberg of Honda's Product Research Department and Honda sponsored me with a couple of bikes with parts.

"I spent three weeks on the bikes, working on them every night," says Drew. "I knew Honda had an off-road team, and at the Qualifier I unloaded my van and rode around this little track which was near the Team Honda van. I didn't know who Al was, but he was there with his bike apart and I was introduced to him. For some reason Al needed a magnet and I had one in my van. The next day I did real good and won my class. I guess Al watched me. The thing that impressed me is that I felt Al was a guy who had his eyes wide open, trying to learn everything he could from me. I'd heard of Al's Baja exploits, but I don't think I had any pre-determined ideas about him. Al's never acted like a big star."

Drew competed in a couple of ISDE Qualifiers and won the 500cc four-stroke class. At the end of the Qualifier series, he had won the 500cc Qualifier championship. "I think my riding style was good for four-strokes to begin with," comments Smith on his performance. "In the Wales ISDE, I got fifth, which is the highest class placing of any American rider."

## JIM SMITH



When Jim Smith worked as a maintenance mechanic for the M&M/Mars Company in nearby Hackettstown, New Jersey, occasionally he'd come home with some candy. But young Drew didn't care much for chocolate. It was just another element of his unique personality that Jim and his wife, Anne-Marie, understood, or at least tried to. And as Drew went on to become more serious about his riding, his parents were always there to back him up.

"For a while, when Drew wasn't riding, he worked for me," says Jim about the low period in Drew's life after his ride with Kawasaki. After leaving the mammoth candy manufacturer, Smith established his own contracting firm, East Coast Mechanical. For a few months, Drew was just another employee on the payroll. It was good therapy for a young man who had gone through an unpleasant experience.

Jim was a serious enduro rider when Drew was young and won his own share of events. While his father was on the trail, Drew would hang around the pits and wait for his return. Later on, Drew took to the trail with his dad. "He was the kind of kid who didn't need any encouragement to do anything. He always tried so damned hard!"

Smith remembers the first enduro Drew entered. Riding a Greeves, young Drew was so small his toes couldn't touch the ground. At just 100 pounds wet, Drew could've been squashed into the sod by his cobby-looking mount. "We have some tough enduros up here in north Jersey, where it's rocky, hilly and as tough a ride as you'll find anywhere! That kid would never quit. I'd come up to him on the trail and see him trying to push the bike out of a mud hole with tears streaming out of his eyes. But he'd say, 'I won't quit, Dad. I won't quit!' And he'd get it out of the hole and finish the run."

Jim Smith sums up his son's early desires which made him the rider that he is today. "He always wanted to ride against people who were better than himself. After beating the guys in the local events, he immediately wanted to go off and ride against the guys in the Nationals."

Jim admits that his wife would have preferred Drew to have attended college to study engineering. But she's happy with the way things have turned out. "She's by no means disappointed with what Drew does," Smith explains. "He's a smart kid, the kind of kid that you'd like to have around."

"He's a doer, a finisher," Smith continues. "He's always working on problems to solve. He's always going to have a job to do."

Obviously, riding a four-stroke agrees with Drew, but Wales was no piece of cake. Drew was riding on a possible gold medal when he had not one but two car accidents on the fifth day. "It was a real shake-up for me," remembers Drew. "I was over the hump in the race...I felt that I was at the point where I could handle anything—and then I hit the first car!"

"The special test was on a mountain-side, and after doing it I was really tired. Since time was of the essence, I had to gas it through this checkpoint and down a road. I went around a blind curve that had enough room for only one car—which was also the course!—and some guy in a BMW 320i was just hitting second gear when I smashed into him and rolled over his hood. Just before I hit him I got the bike sideways because I knew (if I didn't) I'd bend my forks and be out of the race. After I hit, I just pulled the bike off his car and rode off. The driver was flabbergasted. He thought I was hurt, but at that level of concentration it takes quite a lot to hurt you."

Drew's second encounter of the automotive kind did more psychological damage than physical. "I felt some animosity toward the driver of (the second) car. He

was actually on a part of a course where there shouldn't have been any cars. The accident happened on a course called 'The Moors,' which had really rolling terrain that was flooded in the lower parts. I came over this one part and (the driver) was driving down the middle of the trail when I scraped down one side of his car with my footpeg."

Drew laughs, "It's terrible having these experiences because people must think I'm such a reckless person. But I was running on silver with a chance of getting a gold, so I had reason to hold it wide open."

After Wales, Drew made his move to Baker's ranch to begin perfecting the XR250R; to change it into a serious, competitive machine that would, in turn, change the sport itself. Four-strokes used to dominate enduros because they were the only game in town. But the two-stroke's lighter weight and better horsepower characteristics overshadowed the four-banger, pushing it off into a dusty corner where it was all but forgotten. Only when Honda undertook the challenge of creating advanced four-stroke performance did the picture change. Four-stroke-powered racers have been rewarded by





The Smith clan (from left to right): Jimmy, Dad, Mom, Beth, Chris, Dana, Gail, Bob (Dana's husband) and (half of brother) Drew.

the big red racing machine in road racing and trials; it's hoped that the same success can be achieved in off-road racing.

Enter Al Baker. As one of the most experienced off-road racing wizards, his savvy is now being directed into a low-key development program for the XR line—the XR250R in particular. In an ex-

local environment considerations," says Drew. "Some people may not want to accept that, but I think that's where the sport's going. I could be wrong! At one time I said I'd never *competitively* ride a four-stroke, but that's not true. Four-strokes have a ways to go, but that's a heck of a nice bike to ride.

## "I was the first kid in school to have bell-bottomed pants and long hair—all the male teachers hated me..."

clusive (and rather low-key) contract with Honda in Japan, Al is focusing his attention on removing weight from the bike, improving its performance and making it more reliable (a fairly tall order when one considers that Husqvarna—the undefeated champion of the enduro world—has repeatedly repelled attacks from manufacturers much, much larger than itself). Working alongside Baker in this challenge is Drew, whose job is to test each new idea and/or stage of development.

"I think we kind of complement each other," remarks Drew about his working relationship with Al. "Sometimes I say, 'This isn't going to work.' But he says it will, and sometimes it turns out that he *is* right. We have a good exchange of ideas; we come up with some good things."

Drew has a good understanding of the scope of the Honda project in that it's not so much an alternative to two-stroke power as it is a logical choice in the face of a real-world situation: "I think the Japanese manufacturers have sort of mandated four-strokes because of the EPA and

"We need to improve the bike in the area of midrange power because a two-stroke still produces the most power and acceleration. No matter the displacement, a four-stroke has to cycle twice before it fires. So until you achieve higher rpm, a four-stroke won't produce the kind of horsepower a two-stroke will: Starting from the lower rpm to the midrange, we're down on power compared to a two-stroke 250. So we're interested in improving midrange power while still retaining tractability. We also need to improve upon the suspension, frame geometry and high-speed stability."

So, how close are Drew and Al to perfection? Are they in the ball park?

"Definitely!" Smith confidently replies. "My bike is excellent!"



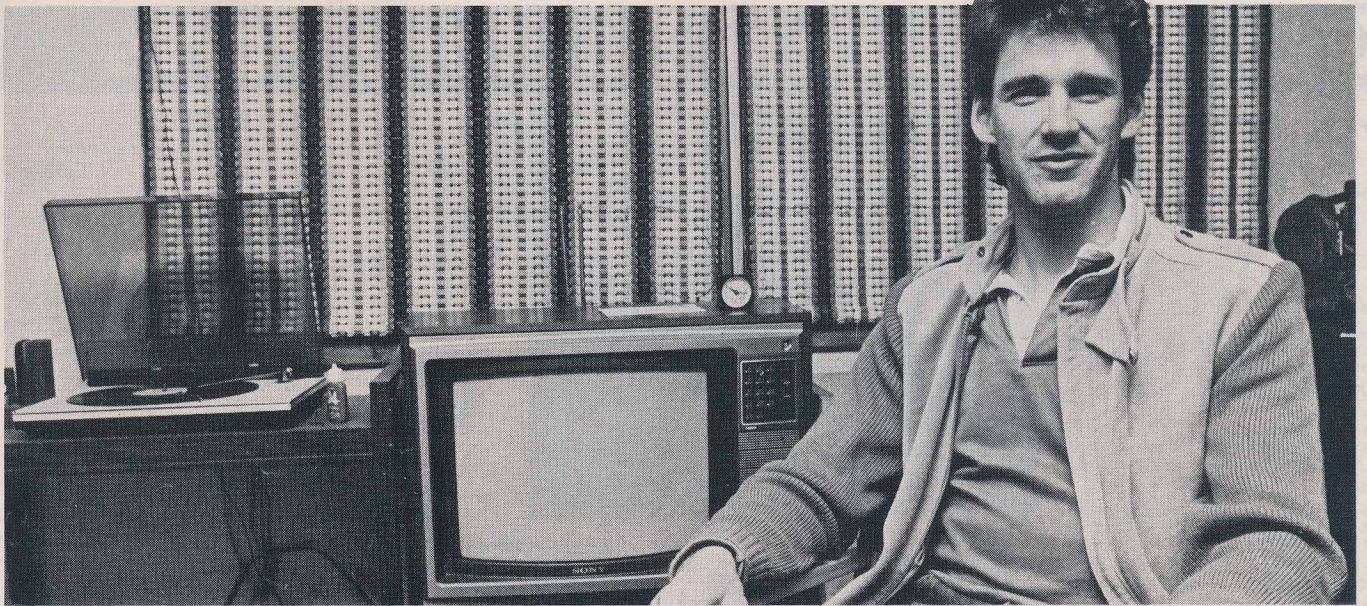
"When I was a sophomore in high school," Drew tells the story, "I wanted to take this trip to Europe. There was this thing that if you took this trip, you'd get credits toward college." Not only was this trip to Europe going to be an educational experience for Drew, it was the first time, he says, that his mother felt he was finally applying himself. "Going to England was something that appealed to my mother because education was really important to her.

"Anyway," Drew continues, "I signed up and made the \$150 deposit—which I earned myself—and my mother was happy because this was the first time I showed any real interest in school. When the school year ended, I started racing the first couple of weekends that summer and I told my mom, 'I'm not going on that trip! I wanna go racing!' She started crying, saying, 'Andrew, you'll never get to go to Europe! This was your only chance!' I said, 'Don't worry, Mom. I'm



Drafted onto the U.S. Trophy team at the last minute, Drew performed admirably at the '83 ISDE. His fifth in the four-stroke class was the highest class placing by an American.





New Wave music and television help Drew pass the time when he's not riding.

going to go racing in Europe next year or maybe the year after at the latest!' But she kept crying, 'You're not!' It broke her heart, but, sure enough, the next year I went over to race in England. Then my mom called up all her friends, saying, 'Yes, Andrew's over in Europe racing!' I don't know if she remembers that, but it occurred to me that I proved my determination to her."

Racing enduros may have put an end to a potential college degree, but in the years that followed, Drew received an on-the-job education while riding National enduros and ISDT Qualifiers, as well as the ISDT itself. Just 17 years old, Drew started riding the Qualifiers in the 175cc class on a Puch, finishing high in the results in six of eight events entered, earning him a spot on the U.S. team. Going to the Isle of Man was the realization of a goal.

"I was riding a KTM, and everybody was ready to go at the start," remembers Drew. "Guys like the Pentons had a lot of technology for that race—17-tooth countershaft sprockets, for example. I was on a 175 that could go 95 mph and I beat all the other American riders in the 175cc class. At the start, I went into the first turn—we went off in three waves and I was last because I was on a bronze—so I just wound my bike up and left it wide open all the way. Going into the first turn was a stone wall! I was way too hot, and I thought, 'I'm going to hit this wall!' and I just slid around up to 10th out of 75 riders. I just squared it off and banged against the wall (Drew makes a revving noise), just like that, and went right up to the front. I ended up getting something like 12th place."

Drew's approach to the event was just as unorthodox; it was just another race as far as he was concerned—at first. But then his attitude changed:

"It was really hard on me. I was barely 18. When I went over there I weighed 140

pounds; when I came back I weighed 120 pounds! It was awesome!"

But, for all of his trouble, Drew came home from his first ISDT with a bronze medal. The first of eight trips across the Atlantic, Drew wasn't shaken by his ISDT

experience; not even riding with the more savvy Europeans and fellow American riders like Dick Burleson impressed him. "I don't have any heroes," Drew explains. "There are people I look up to...but to have a hero, that's like putting

## JOHN MORGAN

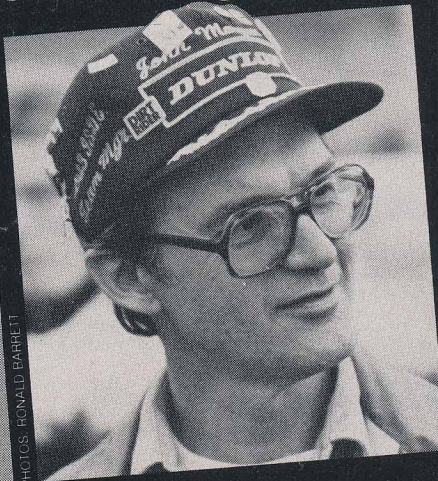


PHOTO: RONALD BARRETT

John Morgan is the U.S. ISDE manager and has served as both Trophy and Vase team manager in years past. A New Jerseyite, Morgan worked for about 10 years with U.S. Suzuki on their enduro program, taking the PE model enduro bike from the prototype stage to production. He also worked with Suzuki's enduro team which had a number of outstanding riders. Among them was Drew Smith.

Drew was riding for Hercules in 1975 when Morgan first saw him. Morgan recognized Drew's potential as a serious enduro competitor. "There was a seriousness and intensity about him," recalls Morgan, "that really impressed me. It's really easy for somebody in this sport to find an excuse for giving up when they're having trouble. Drew doesn't do that; if there's a way to keep his bike running, he'll find it. Rubber bands, duct tape—whatever's necessary. He

doesn't let any situation get him down. He's very persistent until he accomplishes his goal."

Morgan attributes Drew's positive outlook for his success as a formidable National enduro rider, his ISDE Qualifier championships and the several ISDE gold medals that Smith has accumulated over the years. "He has the stick-to-it-iveness that is necessary, along with a superb riding style that few racers have.

"What he did at last year's Six Days increased my respect for him," continues Morgan. "He was fighting his Honda—which is not a lightweight bike—through those bogs. There were times when he had to pick it up and carry it, with all the bog attached... That's almost an impossible feat for any human, but Drew did it and kept riding."

Morgan adds that Drew carries his casual attitude with him into his races, acting relaxed at gas stops and checks. "But when he's on the trail, stand back! There's nothing casual about him then. When the pressure's on, he's up to it."

Morgan knows what it takes to get results out of Drew. "... to keep his head on straight, to get the performance that I—and he—wanted." It meant, at times, that Drew would feel quite strongly about Morgan's demands. "He would go out and show me, in spite of what I said about him.... But we understood each other."

Morgan thinks Drew would have won the National enduro championship if he had not broken his wrist. Given the proper equipment, Morgan believes that Drew can still do it today. "He can be the number one competitor in enduros. He's got the talent to do it."



them up on another level than yourself."

Neither heroes, nor the inconvenience of traveling, nor the stories of cheating deters Drew from his attention to business when it comes to Six Days racing. "The most important thing is head-on competition," Drew explains. "I don't want to be considered a crybaby because somebody beat me or because they did this or that. Hey, the stopwatch tells the tale. If your times aren't as fast, you weren't riding as fast. So, anything anybody did—they still beat you riding."

"Things like cheating keep people from getting behind the effort. There is no American effort! Nobody's behind the ISDE; it doesn't inspire a lot of enthusiasm in people. Unquestionably we need it, but there's no backing. You can ask who's to blame, but nobody is.... The manufacturers aren't really interested in that thing as a race, so there's no money or development."

Following his excellent performance in his first ISDT, Drew rode for Hercules for the next two years—1976 and '77. Austria in '76 saw Drew produce a gold in the 175s, followed by a DNF in Czechoslovakia the next year. But he was able to capture the 175cc championship in National enduros and the ISDT Qualifiers that same year. Suzuki, which had been gearing up for a major push into National enduro competition, noticed young Smith and signed him for what would be a long (by racing standards) contract that lasted until the end of 1981.

"The first year I rode for Suzuki," says Drew, "I won three National enduros and rode in the ISDT Qualifier series. I rode five Qualifiers on a 175, four of which I won. And I was third in the National enduro championship, which was pretty good for a first year."

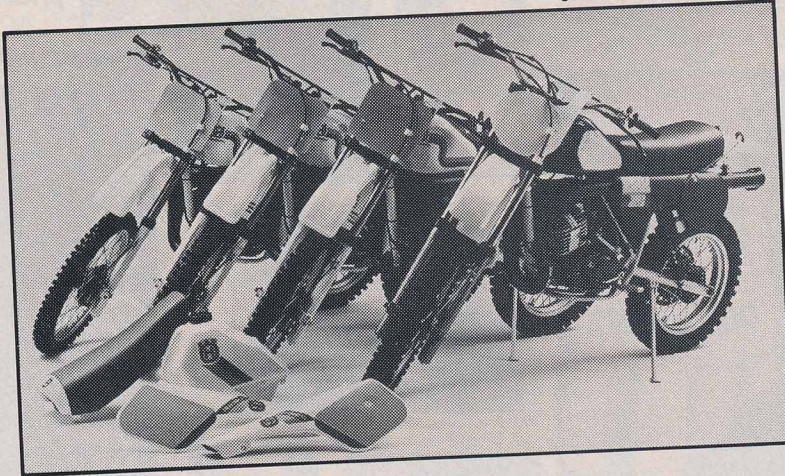
"Everybody's hopes were high, but, in retrospect, I don't think anybody went at it in the same way (as motocross). It was more of a marketing ploy. The whole program needed more backing, more correct management. If I had known what I know now, I think I could've helped Suzuki along a lot more, but I don't know if that's a fair thing to say."

The following season, 1979, was Drew's most successful to date. "I won four Nationals and one ISDE Qualifier first overall. I was second overall in the National enduro championship and first in the 250cc ISDT Qualifier championship. In the German ISDT that year I finished 10th 250 and got a gold. It was an excellent race, a fair test of a rider."

But the next two years would be frustrating. In 1980, Drew's left wrist spent most of the year in a cast as it was consecutively broken and healed four times before finally being operated upon to correct the damage. Drew was able to finish a few Nationals in the top ten, but it was at the expense of intense pain.

"For the ISDT in France I had the cast off," says Drew, "but my hand sometimes hurt me so bad I can remember tak-

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ing my hand off the bars for long periods of time and riding with just one hand on the bar. Things were pretty miserable. And on the fourth day my rear wheel broke. Up until then, I wasn't doing bad; on the second day I had the second fastest time among the American riders.

"At the end of 1980, Suzuki terminated my contract. But because of my strong involvement with their enduro program, and because they needed me so badly as a mechanic, I was rehired for the next year. I did most of the fabrication for the team; welding and machine work. Then Frank Stacy was hired to ride and he became made my special project. I built a bike specially for him, worked really hard and just tested a lot. That year Frank won six of the seven ISDE Qualifiers for first overall. By the end of the year I was ready to ride, so I rode the ISDE in Italy. (Editor's note: Prior to 1981, the Six Days competition was named the ISDT. Then, starting with the Italian Six Days in 1981, it became known as the ISDE.) Frank was the top American there, which was really good."

Drew didn't do too badly himself. Even though he had missed all of the Qualifiers, he earned a gold medal in Italy. But that didn't stop Suzuki from eventually terminating the entire enduro program at the end of 1981.

A short while later, Drew found himself

on Kawasaki's fledgling enduro squad. It featured Jack Penton and Dane Leimbach, among others. Things were looking up, but Drew was unable to get excited about the effort. It was a short, unhappy marriage which ended before the year was out. "All the things that had happened to me had taken the fight out of the fish," Drew observes. "I kind of cruised."

With riding out of his life for the time being, Drew went to work for his dad's construction company as a pipe fitter. The few months that he spent installing pipe and equipment in factories gave Drew time to think.

"(Working for my dad) was really a positive experience," says Drew. "In one way it was really hard work, but it was creative work, the kind of work where I decided for myself how I wanted to do something. It was always the kind of atmosphere where quality work was encouraged. I feel that I expanded myself and learned a trade, something I'll always be able to fall back on."

The break from competition proved to be beneficial for Drew. Once again his interest was rekindled in the sport. The year 1982 was not a vintage season for Drew Smith, but 1983 would prove to be much better.

It's late, the end of a very long day. Most of the loose ends on the XR250R have been taken care of and Drew is ready to go home, listen to some records, watch a little television, get away from the work for a few hours. While opinionated and talented, above all Drew Smith is very serious about his sport. "Like anybody who has done anything, you've got to know that all glory is fleeting. But in enduro racing, fleeting glory is not even fleeting! When you collect your trophy, it's not like you're dealing with any crowds, or anything like that.

"Everybody's got to wake up. There are problems with land use. People should have a place to ride, but they've got to take responsibility for themselves. They should use mufflers and spark arresters, especially when they're on somebody else's land. I wish there was somebody stronger than myself to champion the cause of taking on the people who say 'motorcycles can't ride here.' They could make some inroads to creating areas where bikes can be run."

Drew Smith is a radical departure from the norm in motorcycle sports; someone who prides himself on being different, thinking for himself in all areas of his life. What more can you say about a rider who's won one silver, one bronze and four gold medals? Only one thing: Drew Smith is a winner. **DR**



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