

**RACE TESTING HONDA'S 125**

**POPULAR**

34120 OCTOBER 1976 \$1.00

# **CYCLING** IND

**RIDING THE  
PRO RACE  
CIRCUIT  
ON \$300**

**WORLD MX  
COVERAGE!**

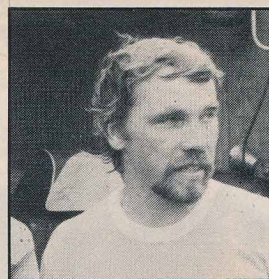
**DO IT  
YOURSELF  
WHEEL  
CHANGING!**

**4 MINUTE  
TIRE CHANGES!**



C0677 1206 4206 51 0180  
J TIMM  
RR 1  
BRODHEAD WI 53520

VOLUME 9, NUMBER 10  
OCTOBER 1976



Cover:  
Action from the U.S. Grand  
Prix at Carlsbad, with Adolf  
Weil and Tommy Croft.  
Shot by Steve Reyes and  
Ektachrome, loaded in a  
6x7 Pentax.

Centerspread:  
More race action from  
Carlsbad—this time at the  
start of the second moto.  
Steve Reyes again doing  
the honors.

## POPULAR CYCLING

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### STAFF

Editorial Director  
George Elliott

Editor  
Brad Zimmerman

Graphic Director  
Gary Wallace

Photographic Director  
Steve Reyes

Copy Editor  
Julie Ryan

CORONADO BOOK  
CORPORATION

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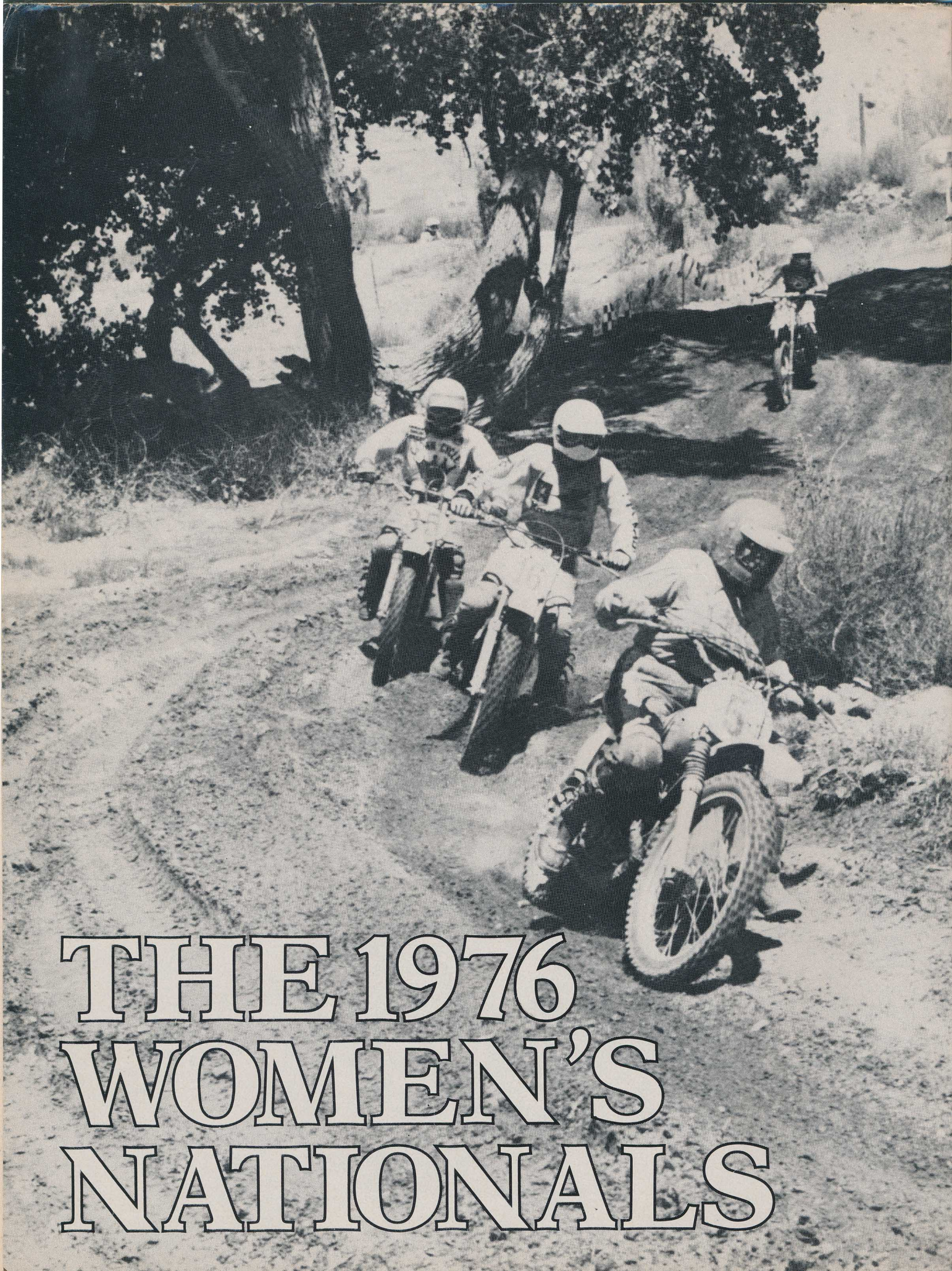
Advertising Director  
Tom Culp

Advertising/Production  
Administrator  
Michael F. Grout

Advertising Coordinator  
Gail A. Litt



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# THE 1976 WOMEN'S NATIONALS

# The days of Powder Puffs are over.

By Brad Zimmerman

On June 27th they met. Riders from all over the country, including New York, Florida, South Carolina, Tennessee, Texas, Oregon and Washington. A trip through Saturday's tech inspection provided the knowledgeable spectator a glimpse of some very trick racing machinery.

This was a national. A race where the best riders from all over the country get together to see who is really the top of the pile. The only difference between this and another national was the fact that this was the Women's National. That's right. The female half of the racing world was getting together to find out just who was the fastest.

Some of the spectators came to the race to "see the girls flounder around the track." On Sunday's early morning practice, they quickly realized that they weren't going to get their money's worth. Instead of slipping and sliding around the course, the girls were getting down to business. Berms were being built up, both on the regular course at Indian Dunes and out in the sane, covered extended section. The whoop-de-does were already getting to the two-foot level even before the first event left the line.

Even the sponsors came in heavy. U.S. Suzuki was on hand in the presence of Jeff Burrt, ready to give out a free TM 75 to the Intermediate winner, and a RM 125-A to the expert division winner. Electro Helmets was on hand, as was Mikuni Carbs, both of whom donated prizes. For the pro classes, there was purse money, paying out an average \$60 per win in each moto.

There were classes for everyone, from the regular novices up to the grannies, or

women over the experienced age of 36. Even with the abundance of divisions, classes and age brackets, the 125 novices still had to run qualifying motos until it was slimmed down to 40 competitors for their particular main event.

As temperatures rose (eventually hitting 112 in the shade after mid-day) the 125 Expert division left the line. A lot of money passed hands in the pits, most of it betting on either Sue Fish or Johanna Stenerson, arch rivals on Southern California tracks. As the riders entered the tight left hand first turn, Fish went down due to a little argument over who got to put their motorcycle in which spot.

As the pack left and headed out into the sandwash, Sue was left all alone. But not for long. She got her Crown Cycle-sponsored Yamaha YZ 125 started again, turned the throttle to the taps, and for 40 minutes, worked her way to the front of the pack, taking the overall win for the moto and claiming the first cash purse for the day's racing.

After the granny, novice and sidehack division, the 250 Expert class was on the line. Again, the same competitors lined up. In order to claim the National Championship crown, the experts had to ride in two classes, garnering enough points for the highest possible tabulation.

Again Fish got off to a good start, and this time stayed upright into the first corner, but Pat Jacques from Southern California put her RM 250 into the lead. In the 125 class Pat had taken a second place finish for her first moto's efforts. She was determined to take the win in the 250 class this time out.



On the extended Shadow Glen course, the girls came up from a heavily wooded area, turned sharply to the right and headed out into a long sand straightaway.



*Pat Jacques was quite a threat to Sue Fish throughout the day, until the intense heat slowed her lap times. She was still the smoothest rider on the course.*

In the midst of the 30-minute moto, even with the intense heat, Jacques held her lead. She handled her 250 like a pro, riding very smooth, hitting fewer bumps than the other riders. Every move and turn was thought out in advance and executed almost flawlessly.

Meanwhile Fish had been trying to get the lead. Putting her Yamaha to the stops, she fell down no less than four times in the moto. Each time she would pull Jacques to within striking distance, only to unload on the course and once again have to make up time.

With only 10 minutes left in the moto, Fish once again started bumping the rear knobby of Jacques' machine. With the pressure on the South Carolina rider all moto, she finally made her only bobble in the 250cc moto, sliding her machine out in a corner. It was all that Fish needed. She slipped past, took over the top position and led until the checkered flag.

During the 250cc moto, many of the spectators remarked that Fish was doing a good job riding her 125 in the 250 class. Even Pat Jacques filed an official protest over Fish's machine, claiming that it wasn't the right displacement. After the official inspection by Butch Lee of Dirt Bike Promotions, it was found that the bike was indeed legal in the 250 class. It was one of the new 175cc monoshockers that Yamaha had introduced and according to the rules of the IWMA, the

bike could compete in the 250 class legally.

In the second 125 moto Johanna Stenerson decided to make up for her poor showing earlier in the morning, got the holeshot, and held her lead to the finish. Her Suzuki RM 125-A, tuned and prepped by Steve Gordon, didn't miss a beat in the entire 30-minute moto. Fish, despite throwing the chain off her

Yamaha early in the moto, finished in second place, tallying up a 1-1-2 score, with one moto still to go.

Farther back in the pack, Linda Barnes and Donna Nearn were battling for third and fourth position. Both girls, greatly affected by the Southern California heat, put together a fantastic battle for the first 20 minutes of the moto. Cherry Stockton and Barbara Speilman rounded out the first six positions. It seemed as though after two motos, the heat was also getting to Pat Jacques, who had a poor finish on her RM 125-A.

In the final expert event, the last 250 moto, Linda Barnes from Texas got the holeshot, only to be red-flagged and have the moto stopped because of a rider down on the course. Linda, to say the least, was a little ticked off. So when the gate dropped the second time, she again got the holeshot and led the field of 37 experts around the course.

But apparently Fish had her rhythm and lines down pat for the day. After following for five laps, she passed the Kawasaki on her 175, to take a lead that was never challenged. Barnes fell back to be rewarded with the unlucky chore of holding off Pat Jacques and Carla Swine for the second position.

After four more laps Jacques had to drop back due to an inoperative rear brake, while Swine was suffering the same fate with her front end binder. Linda Barnes continued in the second place position and finished ahead of Joann Miley and Cherry Stockton.

While the results were being tallied, both racers and spectators alike were treated with a balancing act by Debbie Evans on her trials machine. Debbie's big finish is standing on her head on the bike's seat, balancing the machine with the kickstand up.

With trophy boy Billy Gray (Bud from



*A couple of interesting water crossings were thrown in to try and make the 112-degree heat a little more bearable.*



The winner and fastest woman rider in the country, Sue Fish, awaiting the start of the second 125 Expert moto.

"Father Knows Best" and now a speedway star), Sue Fish received her cash winnings, totalling over \$200, a big plaque denoting that she was National Champion and an RM 125-A donated by Suzuki. Mikuni Carbs and Electro Helmets also pitched in, donating their products to class winners.

Over all, a lot of people were surprised with the quality of the racing. Many thought that they would have a relaxing afternoon, watching the womenfolk putt-ing around the course. They weren't ready to experience the wide-open, handlebar-banging sort of competition that went on at the Women's Nationals. As one contestant put it, "Just because you're a girl doesn't mean you can't go fast. Women's sports takes balls." 🏍️



The course wasn't smoothed out for the girls that weekend. Some of the bumps were bigger than those ridden over by the regular racers.



Linda Barnes of Texas got the holeshot in the first 250 moto, had the race blackflagged due to a downed rider and then came out and repeated her performance again.



Cherry Stockton had troubles due to a Bultaco that decided to seize at the most inopportune times.



Danny Sanchez with a Pop Cycle-sponsored fire extinguisher, sprays Johanna Stenerson in the 125 Expert bout.



If you were expecting to see girls just trailriding around the course, you'd have been really disappointed.