

# trail & track

AUSTRALIA'S OFF-ROAD MOTORCYCLING MAGAZINE

November '77 - 80 cents

**IT 175  
Yamaha**

**New  
lightweight  
Kwaka**

**Buying  
a used bike**



**HONDA XL vs KAWA KL**



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November 1977 No. 50

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# MY ISDT

By Bruce Dryborough

The 1977 ISDT, held from 5-10 September, in and around the Slovakian township of Povazska Bystrica, long had the makings of a classic event. The West German team, Trophy winners in '75 and '76, on their incredible Zundapps, would have to meet the Czechs, on their mighty Jawas, on their home ground. It was commonly held that the course — promised to be tough, to counter criticism of previous years' 'road races' and 'mini runs' — would favour the larger, more powerful Jawas. Added to this the indidually brilliant Italians, with whom the Czechs have had a score to settle since the Italian hosted event in 1974, plus a dark horse in the form of the East Germans who looked impressive for

the first time since their dismal showing at the American event in 1973; and the stage was set for a dynamic confrontation. Of local interest were seven Australian riders entered as a Vase team (4 riders; 3 Yamahas, 1 DKW) and a Manufacturers team (3 man; Can-Am).

The total length of the course was 1571.4km, including the final motocross test, and it was set out in three loops northwest, southeast and northwest of Povazska Bystrica, which lies in densely wooded, rocky hills some 240km north-east of Vienna, Austria. Each loop was to be ridden twice each day and in reverse the following day. There was a speed test — cross country — to be run twice daily and an acceleration test was run in the

town's main streets, between laps, each day. The longest day's run was Day 1-2 at 298.6km and the shortest was Day 6, when only one lap of 108.3km was run to allow for the afternoon's final test — the motocross, which was run according to capacity class. Approximately 75 percent was cross country, just under 25 percent made use of 2nd and 3rd class roads and the remainder was on 1st class roads. The start and finish (and mid-point) of each day was at the large, well equipped ZVL sports stadium and on the first morning 313 riders left there 3 to a minute, every minute from 6.30 a.m.

The organization was possibly the best there ever has been — or ever will be. There were usually about 10 time checks





(3 time keepers) and the same number of route checks (2 controllers) each day. These used punch card clocks. The daily speed tests and acceleration test made use of photo-electric time keeping devices. There were ambulances at all time checks and first aid people all along the course and at least one helicopter available at all times. Hundreds of soldiers and police were used to direct traffic, control crowds and generally provide the manpower needed to set up and maintain controls and speed test courses, etc, etc. Complete results of each day's ride and the cumulative standings were prepared on a Czechoslovak TESLA 200 computer and were presented at about midnight each day. The computed results proved accurate all week. Excellent route maps allowed service crews to proceed to the well situated checkpoints easily, and complete time schedules for all riders, all six days and both A and B times, allowed riders and crews to prepare route sheets and riders' schedules with a minimum of fuss.

Saturday and Sunday morning were devoted to scrutineering and sealing and marking of machines. The opening ceremony was held on Sunday afternoon with the teams' parade, a number of officious sounding (non-English) speeches and displays of folk dancing, motorcycle gymnastics and, best received, precision skydiving. Many thousands of local people and tourists packed the stadium to overflowing.

In keeping with normal procedure, the slower B schedule was followed on Day 1, but even before the first of the small bikes left at 6.30 a.m. the West German Trophy team had suffered a setback. Team member Heino Buse (DKW 250), overall best scorer at the Isle of Man in 1975, had broken a leg practicing in Pavazska Bystrica the previous week and had to be replaced by 20-year-old Paul Rottler (175 Zundapp). With hot, dry, dusty conditions prevailing the times proved easy and there were no major upsets among the better teams. Of significance was a steel bar, dropped at a time check and kicked towards Luigi Petrogalli (KTM 250), Italian trophy team member. The rider used it to repair his chain and was observed by a marshal. (Use of illegal tool — 300 pts.) All of the Australians completed the day with good times. Previously unknown to some, South Australian, Jeff Watson (Can-Am 250; Manuf. team;) came flying into the checks, usually with minutes in hand over his fellow riding numbers, removing any doubts as to his riding potential. Bad news came that evening in the form of a plaster cast on the left forearm of Victorian Norm Watts (Yam 250; Vase). A broken wrist from a fall only a few miles from the start had not lost him any time during the day but left him unable to use the hand the following morning and unable to start Day 2.

Hotter, dustier and, running to A schedule, faster; Day 2 provided no

major drama on the track, but, that evening, the Jury reviewed an Italian protest over Petrogalli and ruled that the incident actually constituted outside assistance and thus excluded him from the trial. Bruce Goddard (N.S.W.; DKW 250; Vase) made his exit from the trial halfway through the day when he lost the flywheel nut from his DKW. Rod Haskins (N.S.W.; Yam 400; Vase) was consistently the fastest Australian, despite feeling off colour in the early part of the week. Of interest are his speed test times of 344.41 secs. compared to the Italian Gino Perego's 342.59 secs. The so-called speed test was an individual rider, riding against the clock, over a course that would put Australian motocross tracks to shame. The acceleration test times of 45.00 secs. (Haskins) and 58.80 secs. (Perego) give some indication of the speed and power differential between the Australian's Yamaha IT400 and the Italian's 50cc DKW-Hercules.

Day 3 saw the remaining 5 members of the Italian Trophy team refuse to leave for the day's ride — their form of protest at the exclusion of Petrogalli. This concerned particularly the East and West German team managers as it removed some of the Czech teams' toughest competition in the larger capacity classes — notably Alessandro Gritti (KTM 250) individual best scorer in Austria, 1976. At the mid point of the trial the Czechs led the Trophy competition but with the West and East German teams breathing heavily down their necks. West Germany led the Vase with Italy, Czechoslovakia and East Germany following in close order. Haskins was on Gold, Alan Cunynghame (N.S.W.; Yam 400; Vase) and Brian Dance (N.S.W.; Can-Am 175; Manuf.), Silver Medallist in Austria in 1976 had dropped to Bronze, but somehow managed to give the impression of being the Australian most likely to be there for the medal handout. Watson had dropped quite a few minutes due to injuries sustained when an American rider collided with him at a crowded time control. Painful ribs and legs kept him in the doctor's hands for Day 4.

Day 4 was supposed to have been the turning point — the most difficult day. Four days of intense heat and fast schedules were beginning to take their toll of weary riders and stressed motorcycles. The West Germans lost their chance for the Trophy when young Rottler's 175 Zundapp suffered crankshaft failure while the Italian Vase effort failed when they, too, lost a rider. At this stage, almost unexpectedly, the East Germans looked very strong. With a new generation of riders and new generation machines they had put their larger capacity MZ's into a strong second place to Czechoslovakia for the Trophy and on their under 100cc Simsons they lay third behind West Germany and Czechoslovakia for the Vase. Their position seemed even stronger if one accepted the rumour that 'Czech Trophy team rider, Jiri Stodulka (362 Jawa) was having kidney

trouble and passing blood in his urine.

All the Australians, except Haskins, agreed that it had been the hardest day. Haskins, finally feeling good, remarked that it had been his easiest.

(Haskins — speed test: 309.69 secs.  
acceleration test: 44.90 secs.)

Perego — speed test: 311.11 secs.  
acceleration test: 39.45 secs.)

As expected the faster A schedule was again chosen for Day 5. Unexpectedly it poured rain that night and all through that day, turning what had been for the better competitors, primarily a test of speed into a true test of endurance. Of 313 riders who started the trial, 87 had retired over the first four days. 124 retired on Day 5, including all four remaining Australians. Few of the retirements were due to injury or mechanical failure. Mostly riders holed out — struggling to maintain the A schedule while crashing, pushing, falling down, swearing and generally exhausting themselves.

Haskins again had the best Australian speed test time of 499.46 secs. for the morning run only — he retired shortly after. Perego was the only survivor in the 50cc class and took 369.04 and 409.93 secs. for his two runs, as well as losing 29 minutes on the trail. Slowest rider of the day was Czech Josef Pesek (Jawa 362) who took 1119.05 and 700.13 secs. for the speed tests and used his full hour for the day. At the end of the day only the Czechs and East Germans had complete Trophy and Vase teams — Czechoslovakia leading the Trophy points and East Germany the Vase.

Day 6 reverted to B schedule and the Czechs consolidated their hold on the Trophy, while the East German Vase team had a near disastrous day on the track; all riders losing some time, amounting to 29 minutes (1740 pts.) to the Czechs' zero, with the result that their seemingly sound lead from Day 6 dwindled to a drifict of about 20 pts. going into the final MX test. The motocross, despite the depleted field, proved exciting as a number of riders rode to tyr and reclaim Gold medals that had slipped away from them in the previous day's mud and provided some interesting action from the Vase and Manufacturers teams still in the struggle for victory.

The MX test saw the Italian Osvaldo Scaburri on a Puch 75 and West German Jurgen Grisse (Zundapp 100) put time on the East German Vase team amounting to 278 pts, while in the larger classes the Czechs lost only 58 pts, so taking the Vase at the expense of the East Germans. The superb precision riding of the winning Zundapp works team of Erwin Schmider (125), Edward Mau (125) and Grisse (100) (all Trophy team members) was a delight to watch. Never more than a few feet apart they quickly cleared away from the pack and with other, slower, Zundapps seemingly occupying all the test lines back in the pack, they increased their lead all the way to the finish with the result that they added a mere 0.78 pts. to their score (less than









one second.) West German Trophy team member Harald Strossenreuther (KTM 352) pulled a solid lead in the 500cc race and put some 29 secs. on Jawa 1 works team members Stodulka and Stanislav Zloch (362 Jawa) (both also of the Trophy team) to neatly sew up the works team award for West Germany.

Only 2 club teams finished intact — both were Czechoslovakian. 8 riders failed to complete Day 6 so that 94 riders won 40 Gold, 28 Silver and 26 Bronze medals. Perego took his time and assured himself of finishing and a Gold medal. Pesek, slowest man on Day 5, finished and got his Bronze. Stodulka, rumours notwithstanding, won the 500 class and took 3rd outright. The individual test scorer was Erwin Schmider (125 Zundapp) of the West German Trophy team and winning Zundapp Manufacturers team. Outright winner also in 1968 his ISDT medal tally becomes 14 Gold and 2 Silver.

#### ISDT NOTES —

The Australian team looked very smart and had some of the most valuable and sought after commodities at the ISDT thanks to Bill Kernot of Motocross Clothing Co., and Joe Orbach of Rakman Clothing who donated distinctive Austrian team jerseys and dress and riding jackets. The Americans, particularly, were eager to lay their hands on any of these items, but nearly all team members considered them too valuable to trade for any price. One trade I did see take place was Rob Haskins jersey which had been caught between his shoulder guards and the hard, rocky ground when he crashed earlier in the week. Dirty, torn and with gaping holes in the back (quite impressive really) it was traded for an American dress jacket in perfect condition.

Outright winner on a 125 Zundapp, 39-year-old Erwin Schmider, from the Black Forest in West Germany, has an active racing career spanning 21 years and has been German MX champion 4 times. The 5'6" tall father of 2, was, in 1977, the European reliability trials champion for the 10th time and German champion for the 20th consecutive year. This year's ISDT gave him his 2nd outright win and 14th ISDT Gold medal.

The Australian service and check point crews earned themselves one Gold and one Bronze medal. They belong to Jeff Smith (ex world champion motocrosser) and Bob Fisher who works for Can-Am in the U.S. and Canada and were among 10 Canadians crewed for by the Australians under an arrangement made by Ted Goddard — the chief architect of the Australian effort. Australian riders had the benefit of preparation time at the Rotax (subsidiary of Can-Am) factory in Austria, the experience of the Canadian riders and an ISDT proven, 3 man service team from Rotax.

The only good currency in Povazski Bystrica was stickers (decals). From the week preceding the event any new arrival was besieged by hordes of kids

(and adults) seeking stickers. Stickers were torn off the outside of vans and, if you stood still long enough, someone would try to peel the screen print from your shirt. At the local restaurant the waiter preferred a sticker rather than a cash tip. Australians and others were pulled over by motorcycle cops and offered the choice of sticker or ticket. When a border guard, with submachine gun and muzzled German Shepard, made a familiar, inquiring gesture you felt that it was prudent to slip him a sticker.

Australians successful at ISDT cheating! Early in the week Alan Cunynghame roared into a time check with a broken clutch lever assembly. None, of course, was available at the check, so one of the crew, after trying to borrow a journalist's Jawa, got an urgent lift back to the mid-point control at the stadium, where they managed to slip him a complete unit in a dirty rag. The exercise was not an unqualified success however — upon rummaging in his tool bag to find the tools to fit the assembly he came upon the lever assembly that he had been carrying the whole time.

Best motorcycle at the 1977 ISDT? In the opinion of one Jawa works mechanic — KTM (or in the U.S. — Penton). This appears to be borne out by the number entered — 83 (over one quarter of all bikes entered) and the number of Trophy teams solely using them (4) or having some of their members on them (4) (i.e. 8 out of 14).

Australian service crews were intrigued by Italian team managers' interest in Australian and Canadian teams' Can-Ams. As it turns out, both SWMs and Puchs run by the Italians (and others) use Rotax (Can-Am) engines for their 100-125 and larger machines.

Are today's bikes better than their riders? The vast majority of retirements in the event were due to rider, rather than machine, failure. Of seven Australian retirements, only one (flywheel nut coming loose) could even come close to being called mechanical failure. Of the 11 (from 12) Yamahas that failed to finish, not one was due to failure of the motorcycle.

The Six Days is to be held next year in Sweden, in 1979 in West Germany, and was to have been held in 1980 in Canada. This has fallen through, the Canadian Association not being in a sound enough position to organize such an event. There is a possibility that Australia might host the event instead. Max Connelly, the original Australian team manager and our F.I.M. juryman, and organizer of the Qantastic Orange 2 Day trial, the test run Australian event, is talking of feasibility studies and the Americans particularly, are asking for an event in Australia.

Interesting is the fact that brochures were distributed at the event, promoting a Qantas sponsored "2 x 2 Days Trials Series" (Orange and Bathurst events run on consecutive weekends) for 1978. A number of American riders of international standing have already agreed to compete.