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NOVEMBER 1977

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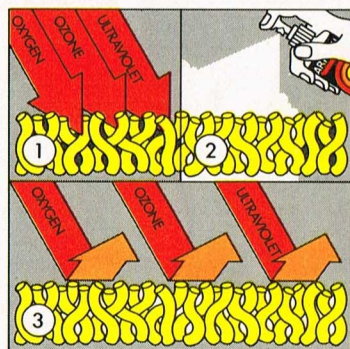
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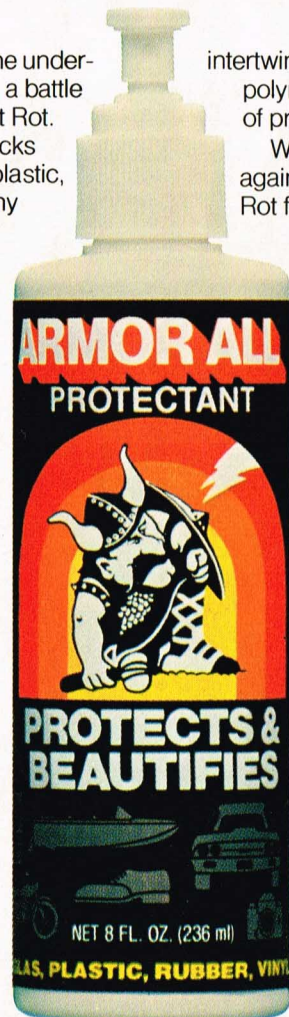
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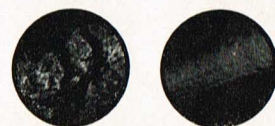
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DIRT BIKE

NOVEMBER 1977 VOLUME SEVEN NUMBER ELEVEN

TESTS

- 26 **RIDING THE BENGT ABERG GP FOUR-STROKE**
Good enough to beat Heikki Mikkola
- 36 **DUAL TEST: YAMAHA'S DT175 AND DT250**
Another step toward trailbike motocross
- 47 **SUZUKI RM250C**
Updating the Tony D. Replica

FEATURES

- 30 **HUSKY 125 ENDURO**
Trail conversion fact-finding

COMPETITION

- 16 **250 NATIONAL MX WRAP-UP**
Tony D. makes it three for three
- 20 **BRITISH 250 GRAND PRIX**
Russian racers handle Hawkstone
- 34 **U.S. RELIABILITY TRIALS WRAP-UP**
Jack Penton and seven new champions
- 40 **GEORGIA 500 NATIONAL**
Fire Engine vs. Hurricane
- 44 **125 NATIONAL MX WRAP-UP**
Broc Glover is 17 and champion

TECHNICAL

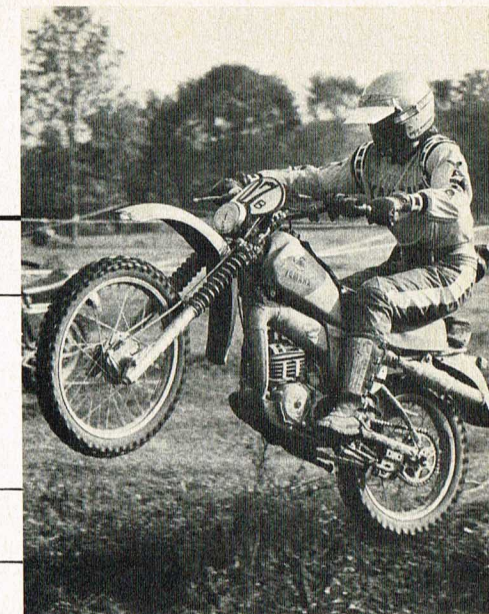
- 56 **THE 17-INCH REAR WHEEL**
Rounder and sounder?

DEPARTMENTS

- 4 **WOODS**
Seeing the trees despite the forest
- 6 **BITS AND PIECES**
Weed it and reap
- 8 **RIDERS WRITE**
Everybody except Lazlo Toth.
- 10 **ASK THE EXPERT**
How do you like Arizona?
- 58 **NEW PRODUCTS**
Keep the coins jingling
- 62 **LAST LAP**
Late season seizures
- 74 **CRASH AND BURN**
"I only breathe when it hurts."

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DIRT BIKE



Long weekends ... Pg. 34



Make that number 3 ... Pg. 44



Spot the prudpusperator? ... Pg. 26

ON THE COVER: Sherman Unlimited dusts off the new Tony D. personal transport vehicle. Blimpton takes the credit.

NEXT ISSUE ON SALE NOVEMBER 17

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**DIRT
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Tests: Ossa GP III Phantom and Can-Am 125 Qualifier
 Crossed Up Conversation: 125 champion Broc Glover
 International Six Days Trial
 Trans-Atlantic Berm Busting: Motocross and Trophy des Nations
 International Motorcycle Olympiad: A new concept
 Wrap-Ups: 500 MX National/World GPs/World Observed Trials
 Marty Moates Describes the European Ride

WOODS

Love Among The RMs ...

I am not by nature a vindictive person. I rarely kick my bike when it refuses to start, and, in fits of frustration, I only throw tools at small dogs and other expendable objects.

Considering this general sweetness of disposition, the events of a week ago seem all the more surprising.

At this point in the narrative, most moto-stories would cut to a catchy, original phrase like:

"There I was, tapped out in fifth ..."

Horse mushrooms. I have, to my remembrance, been "tapped out in fifth" only once in my short life. It wasn't quite what you might assume, though, the other kid was in *sixth* grade, and bigger than I was. But I digress ...

"There I was, tapped out on a fifth ..." No, even that isn't quite true. I seldom indulge in hard likker (what is an easy one?). I prefer beer — it is easy to tune and I've found its reliability to be faultless. It always starts on the first six, things like that.

What was I talking about?
 "... the events of a week ago ..."

Ah yes, as I believe I said somewhere, I am not by nature a vindictive person, can, at the right time, even be accurately termed a pussycat, but this time old Harris has pushed me too far.

Remember Harris? Several months ago we left him beneath the wheels of the 125 beginner class. Small children cried, women fainted, strong men grew nauseous. None of it helped, however, Harris survived. I wish that I could say that the impact of a hundred-odd knobbies has brought about a personality change in the boy, as any change would be for the better, but these

things seldom happen in real life.

But again, I was talking about the events of a week ago.

Having mastered(?) motocross, Harris was looking for new worlds to disgust. In a moment of abysmal stupidity, I invited him along to a Grand Prix. I should confess here that, though I am not by nature a vindictive person (really), my sole motivation in inviting Harris along had something to do with this eight-foot ditch that I knew to be a few hundred yards from the start. Hah.

As I haven't said yet, my main *personal* reason for attending the Grand Prix was a human person of the female persuasion.

Her name, and how my body beats with a mixture of rage and desire even as I write it, is Magnolia Blossom. How could an old Deadhead resist her?

Miss Magnolia, it seems, is a member of the Hare Scramblers MC (jackets with a rabbit frying eggs emblazoned across the back ...), the sponsoring club for the race. I had been scheming on this lady for a time, and making progress, if I do say so. I figured that nothing more was needed to complete the conquest than a demonstration of my dazzling speed and reckless courage. This being impossible, I had hopes of at least finishing the race while she watched.

I had barely unloaded the borrowed RM370, conscious of the fact that a ramp might make the procedure a bit more stylish, when she appeared. A subtle scent of gin and tonic surrounded her, her eyes twinkled like fresh spark plugs.

"Hey babe," I muttered, doing Marlon Brando, "I ..." The sentence was cut short by a mad rumble, a cloud of dust. Harris arrived, downshifting his van to first. (His

van is festooned with lights, spoilers, and bedecked with a racing mural. "Hotshoe Harris" is tastefully scripted in Dayglo orange along the side.) The resulting slide brought him to a stop next to us, oversized wheel resting delicately atop my left boot. With a gesture of (for Harris) unusual tact, he backed off of my foot before stepping out.

Women who are too good for Harris (how's that for a redundancy?) often find him appealing. Magnolia wiped the dirt from her eyes and smiled prettily. Harris grinned back, as subtle and seductive as a Mack truck. My eyes reddened (nothing to do with the aforementioned tipped fifth), and I vowed to get him.

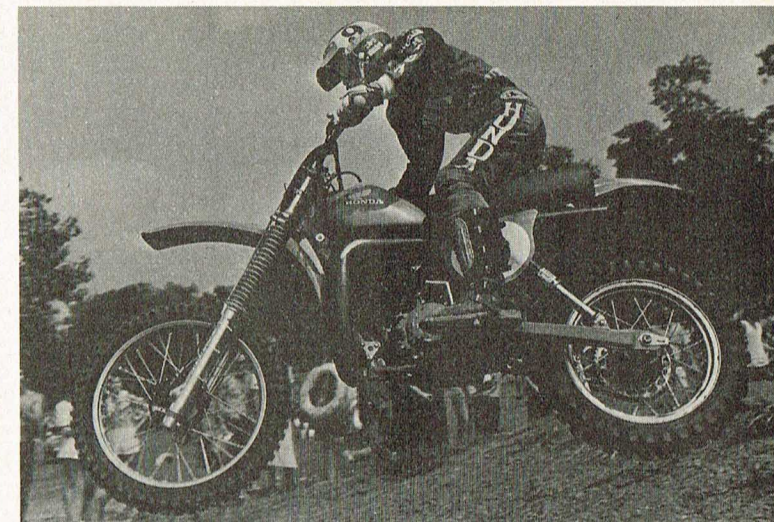
On the line I practiced race faces, finally settling on an old standby, Lee-Marvin-with-a-toothache. I steadfastly avoided giving Harris a bit of advice.

And then the gun. I swung my leg through and was upshifting before the lever had time to return. An incredible start! There were perhaps 300 riders entered, and not more than 250 got off the line ahead of me. I looked back; there stood Harris, kicking, kicking ... I laughed, roared into the dust. Visions of sweet Magnolia leapt into my brain. I looked back again. Still kicking. "Hah," I said to myself, "he'll never even make it as far as the ditch ..." And then the world went away.

I awoke slowly, and immediately hoped for a return to unconsciousness. There stood Harris looking down at me. Mount Rushmore with gas. Magnolia held his arm! I tried to black out again. No luck.

"Yeah," Harris' words dripped like battery acid through my veil of pain. "Y'know, I probably could have won the thing, but Old Harris doesn't ride off and leave a buddy hurt." He smiled at Magnolia, his face a basketball with a terminal leak. "Hell, I ain't that kind of guy," he said.

THE WINNING ONE!



Check these FOX AIRSHOX winners. BRAD LACKEY won the British 500 Grand Prix. MARTY SMITH won the ST. Peters 500 National. STEVE STACKABLE won the Texas 500 National. JIM POMEROY won the first moto at Carlsbad. PAT RICHTER took top American at the 125 U.S.G.P. WARREN REID took top American at the 125 Canadian G.P.

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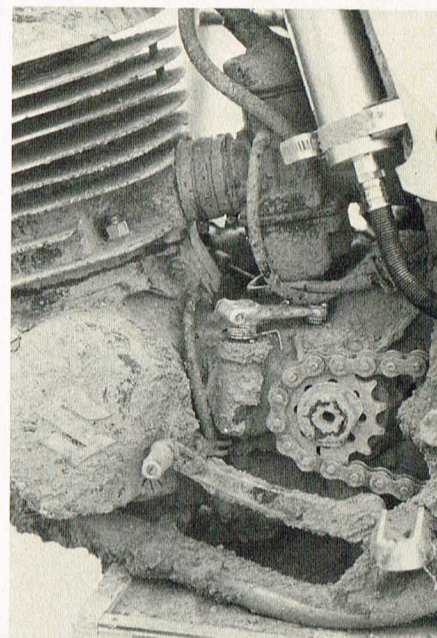
BITS & PIECES

by Len Weed

Wilderness: an area untrammelled by man, where man himself is a visitor and does not remain. That's how the Wilderness Act of 1964 defined it.

Wilderness: any area where there are no improved roads maintained for travel of motorized vehicles intended for highway use. That seems to be the basic definition that M. Rupert Cutler, Assistant Secretary of Agriculture, a former paid staffer of the Sierra Club appointed to office by President Carter, is laying on the U.S. Forest Service. The USFS is currently on a nationwide program to expand the national wilderness system. Their guidelines from the Department of Agriculture are apparently without regard for the definition of the 1964 act passed by Congress. All "roadless" areas have been or are being inventoried and public input workshops, presented with little advance warning, have already been held in many areas. The President has the power to issue an executive order, bypassing Congress, that can declare some of these "threatened" "roadless" areas as wilderness, barring them to ORVs until or unless Congress acts otherwise. No doubt the loggers, miners, oilers and cattlemen will be able to exert influence that their roadless areas should not be made a wilderness. Guess what areas this leaves likely for designation as wilderness? Remember the "new" interpretation of wilderness: if it isn't paved, we can call it wild and shut you down. No one can forecast how big the land grab will be. The only way to fight it is through your Congressman.

The U.S. Treasury Department ruled in favor of a Harley-Davidson anti-dumping petition last July. The Department agreed to investigate the alleged sale of Japanese motorcycles in this country at less than fair value, in violation of our U.S. trade laws. It is estimated that the investigation will last six months.



A look at the relocated clutch activating arm on Roger DeCoster's factory Suzuki which debuted at Carlsbad.

* * *



Why are Corky Keener and Miss Camel celebrating? Which one has the fake nose? Will you celebrate too, if you win a free bike and riding gear in the DIRT BIKE International Six Month Trial? The contest starts in this issue. Don't miss it!

* * *

Is it a sign of the times? Very peculiar how many readers have been tearing out the last page Crash and Burn and mailing it in with a demand for \$10. What we said was:

Continued on page 71

The Winning System.



Jimmy Weinert



Kent Howerton



Gaylon Mosier



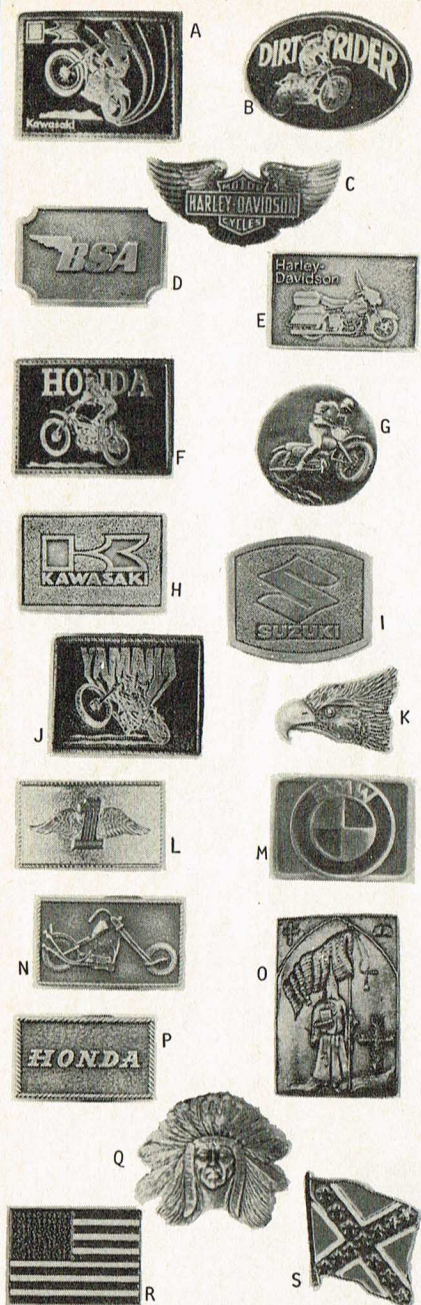
Gary Semics

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RIDERS WRITE

THAT'S Z-D-E-B, PRONOUNCED "SMITH"
I agree totally with Mr. Zdeb's article on "Trailbike Racing." If enough people would support this idea maybe some tracks would branch out and try it.

Jonathan Leavitt
Highland, California

This letter is directed to Mr. Charles Zdeb in reference to his "Trailbike Racing" idea.

There were a few faults with the rules as outlined. The main point of this type of racing is to allow the "not so rich" to race motocross. If allowed a choice between racing a Can-Am T'NT or a KE175 Kawasaki, I would of course choose the Canadian rocket. A KE, even with all legal modifications, wouldn't hold up against the very powerful Can-Am.

Technical inspection, especially for suspension mods, such as spring changes, would be difficult.

May I suggest that you, Mr. Zdeb, and some equally intelligent people get together and discuss the situation further.

This is a brilliant idea, and Mr. Zdeb's rules show much thought and creativity. Please, don't let the notion slip away.

Mario Mandala
Broderick, California

I think Charles Zdeb's idea in the August Tunnelvision was excellent. The expense of racing motocross is getting out of hand. Keep up the good work.

Bob Mc Millan
Stone Mountain, Georgia

In the August issue of DIRT BIKE you suggested a trailbike class as a solution to the problem of obtaining low-bucks racing. Our club has been holding these types of races since 1972 with increasing success.

We have found a great deal of interest in trailbike racing in our area. The pattern seems to be that a rider will give it a try for a while, and, if he enjoys it, will eventually go out and buy a motocross bike.

Richard Courdin
Secretary, B.M.A.
303 Avondale Avenue
Ottawa, Ontario, Canada

The response to this particular article has been heavy and all favorable. It would seem that track promoters are missing a good bet by not providing racing of this sort. Hope it happens ... ed.

THOSE BACKWARDS RIDERS ...

In looking at the photos in your July issue's "Shop Rag," I noticed that you guys must have been sniffing fork oil when you set up the photo of the Suzuki riders running over the grounded Honda rider. Everything is printed backwards! I realize that it takes talent to make this type of error. Keep up the good work.

Don Payton
Menominee, Michigan

Sniffing fork oil? Is that what you do in Menominee? ... ed.

BITCH, BITCH, BITCH

I write concerning the great picture on pages 52-53 of your June issue. The rider OTG ahead of Pomeroy and Hannah, #287, is Dennis Brand from Oakhurst, California. The least you could do is print his name.

Rex Myers
Fresno, California

OK, OK, and the guy in the crowd with the false nose is my Uncle Sidney from Akron ... ed.

HANNAH SPELLED BACKWARDS IS HANNAH

Who learned you your smarts? Don't you know that you spell "Hannah" with an "H" on the end? If I was the Hurricane I'd make you eat my dirt.

Dr. Crash
Address unknown

Yeah, Doc, we know. The little bit of glue that held on the fatal final "H" let go as our cover was being sent to printing. A Banana by any other name would ride as fast ... ed.

A NOTE OF THANKS

All of us riders in West Hurley, New York, would like you to print this letter of thanks to Mr. Kattie (I hope I spelled his name right). He is a nice man who rides trials and lets us use his property to ride our bikes.

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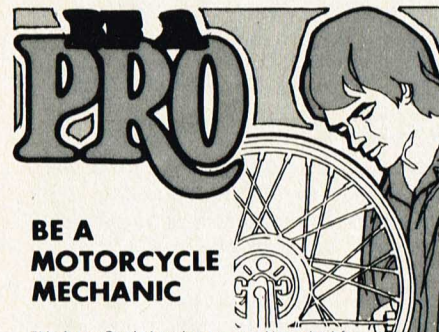
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NOVEMBER 1977

There ye be, Woodstock, it's good to see you folks in New York working together ... ed.

ANOTHER CRANKE LETTER ...

In your July issue you had a fine article on the Cal City Qualifier. I have one problem, though. There is a pic of Carl Cranke on his Penton, and my friend insists that he is riding a modified Honda. How's about setting the kid straight?

Skip Sloan
Spokane, Washington

Consider the kid set straight. Cajun Carl was on a Penton ... ed.

THE HALLS OF MONTEZUMA GP?

I just wanted you to know that you have many loyal fans out here in the Fighting U.S.M.C. But, if we fought battles the way you predict the San Jose Mile, we would have the worst motorcycle club in the world, instead of the best.

Sergeant CZ
U.S.M.C.

But what would happen if we predicted the San Jose Mile the way you fight battles? ... ed.

YOUR GRAMMAR WEARS ARMY SHOES ...

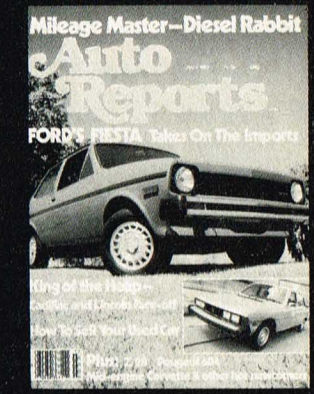
I write to you to clear up a point. The term "dampening" refers to the application of liquid to something rather than to the action of a shock absorber. The correct term to use would be "damping," which means to retard, slow down, or hinder.

Jay Jackson
Ft. Worth, Texas

Well, Jackson, our Webster's New World defines "dampen" as "to deaden, depress, or reduce." "Damping" does not appear. The controversy goes on, though most sources agree that the two words are equally correct in this application ... ed.

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ASK THE EXPERT

by Preston Petty

MINI ARE CALLED BUT FEW ARE CHOSEN ...
I am 14 years old, 5'5" and 115 pounds. Which bike, the RM80 or the YZ80C, would be better for motocross racing? Also, what is the difference between ski goggles and motorcycle goggles?
Roy Coxhead
Putnam, Ontario, Canada

Both Suzuki's RM80 and Yamaha's YZ80C are great for mini-motocross. The choice must be yours, based on personal research of your likes and dislikes of each. Many of the motorcycle goggles came directly from ski goggles, and they are basically identical.

ANY OLD PORT IN A STORM
I have a Suzuki '73 TS125 which I want to use as a play-bike motocrosser. I have an RM125 (first model) exhaust pipe, carb and air cleaner. The pipe fits straight on, but what porting and jetting mods should I make, and how do I attach the carb? If these mods greatly increase the peak revs, will the engine take the strain, as it is four years old? Will there be a significant horsepower and/or torque increase?
Maarten Tenty
Marshalltown, South Africa

Porting is best left to specialists, as it is an intricate process requiring many special tools. If you choose to have your cylinder ported, there are many shops which advertise in the monthlies to choose from. With a

ported cylinder, RM pipes and carb, the power is sure to be increased enough to blow your four-year-old engine sky high unless it is rebuilt before the modifications are performed.

GETTING SMASHED
I know I'm not the only rider who's tired of smashed expansion chambers and continually pulling dents. Who makes a well-tucked-in pipe, that performs well, for Honda '73 CR250s? I'm not at all worried about changing the air filtering or making a new box. It would be great if you could set me straight on which is a good pipe. I'm sure a lot of "Elsie" owners would like to know too. Al Baker wants \$90 for his pipe. Isn't that a little overpriced?
John Darham
Rapid City, S. Dakota

How right you are! I for one am sure glad to see that most of the motocross manufacturers have equipped their new models with well-designed, no-nonsense high pipes. This is too late for your bike, of course, unless you choose to do some adapting. Al Baker's products are reputed to be very good, so maybe you shouldn't let the price scare you.

GETTING STRONG NOW
I am 15 years old and I am very interested in motocross. I have only been riding for about two months. I've put my motorcycle up for the winter and I'm working out with
Continued on page 12

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ASK THE EXPERT

Continued from page 10

weights and getting in condition for next summer. I have never raced before, and I don't know what size motorcycle I should start racing on. I would like to start racing 125s but I keep thinking that you have to start out racing mini-bikes and then go up to the 125s if you want to be any good. But then I think, if I race my XR75 next summer and then a 125 the summer after that, I'll be 17 and I'll be getting a late start. Would you please help me make a decision? It is very important to me, because I would like to race professionally.

Bill Wiggins
Sioux City, Iowa

Contrary to popular belief, most of the fast guys in motorcycle racing never raced mini-bikes until after they started racing. It is not essential to race minis to become good! My advice to you is: if you're ready to compete physically and mentally, then acquire a 125 class racer, practice with it, then head for the starting gate.

FLY AMERICAN?

I run a sweet-running American Eagle 250, and it is a great mount. I would like to know if you guys could lead me in the direction of a place where I could get a repair manual, and maybe any back issues that would cover this bike (it's a '70 or '71). Maybe some of your other readers could use this info. I have been told that Evel Knievel once used this bike for his stunts. Is this true? Thanks!

Jim Lawlor
Brewster, New York

I don't know if American Eagle even had a repair manual, but if they did, it's safe to assume that it died with the company. Yes, Evel did use American Eagles for a short time for propelling his bod over cars.



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FOREIGN READERS. You can enter too. (Send entries via air mail.) We will allow extra time for receipt of foreign entries.

This contest is void in states and nations where prohibited by law. A drawing among any tied contestants will resolve any deadlocks.

IN ADDITION, each monthly contest quiz produces monthly prize winners too.

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CONTEST RULES

Checkpoint One: CROSS COUNTRY RACE

The entries: Rolf Tibblin, Al Baker, Malcolm Smith, Larry Roeseler, and a mystery entry.

Each bike had a racing number. Three were single digits, one was two digits, and one was five digits. From the following clues, list the finishers in order, identify the make of the bikes they were riding, and their riding numbers. (You do not have to identify the mystery entry or its number.)

Send your entry to:

DIRT BIKE CONTEST- #1 NOVEMBER

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FAILURE TO USE THE ABOVE ADDRESS WILL EXCLUDE YOUR ENTRY!

- 1) All riders were on their normal brands as of July, 1977.
- 2) The lowest number plate finished last.
- 3) The runnerup had the number three plate.
- 4) The bike with the pie plate was not red, it may have been green.
- 5) The color of the bike that finished third was not factory green.
- 6) One of the winners had a mustache, the other had whiskers and a rug. Their bike was factory green.
- 7) The two digit number plate was a letter and then a number which when read together reveal the heredity of the mystery passenger.
- 8) Baker's bike was not green
- 9) Double Tibblin's riding number to get the single digit number of the rider who finished just ahead of him.

- 10) Roeseler's number was one less than Smith's.
- 11) The rider that placed fourth has won several ISDT gold medals.
- 12) Tibblin's number equalled the number of 500cc World Motocross championships he won.
- 13) The five bikes were a Yamaha, a Kawasaki and three Husqvarnas.
- 14) The Yamaha rider, a Baja winner on a Honda, had the five digit number. He used the street number of his former place of business in Van Nuys before moving to Apple Valley.
- 15) The Kawasaki finished two places ahead of the Yamaha.
- 16) The number of the last place finisher's bike was one less than the runnerup's number plate.
- 17) The bike with the largest number finished two places behind the Kawasaki.

Special Test Tiebreakers:

- 1) The identities of the mystery entry are _____ and _____. (10)
- 2) The number plate of the mystery entry is _____. (25)
- 3) The full first name of the third place finisher is _____. (20)
- 4) The year Rolf Tibblin won his last World MX Championship is _____. (15)
- 5) The number of gold medals won by Malcolm Smith in ISDT competition is _____. (20)
- 6) The 1977 bike class winner of the Rallye Cote d'Ivoire-Cote d'Azur is _____. (See Sept '77 DIRT BIKE). (10)

Your answer sheet should appear as follows: (Answers shown are incorrect, used for illustrative purposes only):

- 1st Larry Roeseler CZ #13
- 2nd Al Baker DKW #4A
- 3rd Mystery Guest BSA
- 4th Rolf Tibblin Tri #12345
- 5th Malcolm Smith BSA #C3P0

SPECIAL TEST ANSWERS

1. Roy Rogers and Trigger
2. 4U
3. Maurice
4. 1976
5. 26
6. Marty Smith

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250 NATIONAL CHAMPIONSHIP

Three for three for Tony D.

Report and Photography by Jim Gianatsis



MX WRAP-UP

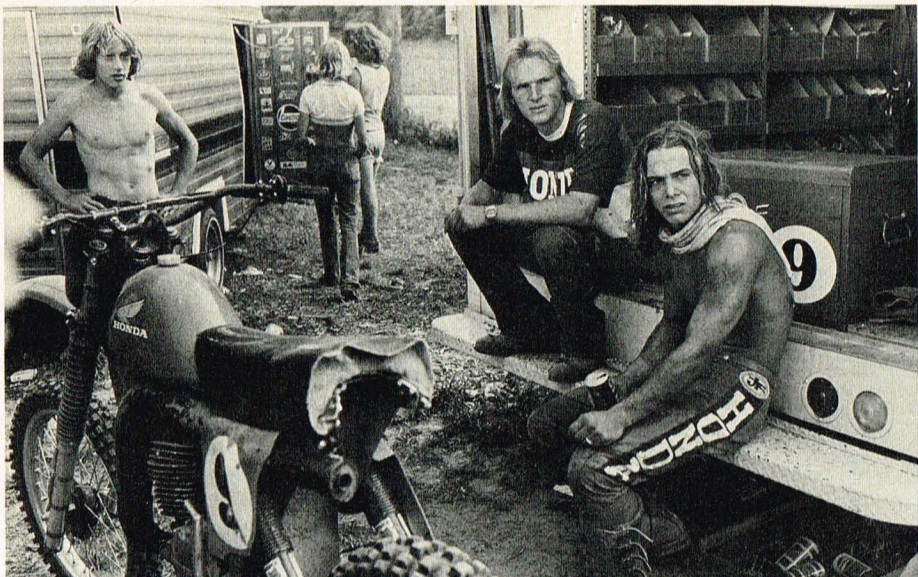
A happy Team Italy includes mechanics Tony DeLeone and Alan Hahn, Tony D. and Full House president Carmen DeLeone.

Tony DiStefano feels that winning the 1977 AMA 250cc National Championship was a lot harder than it had been the two previous years. "Each year is more difficult. The competition was tougher this year, for sure. But it was also harder for me because I don't enjoy racing like I used to. I have to force myself to train, ride hard and win."

Tony tied the record held by Gary Jones, title-winner in 1972, 1973 and 1974. Tony and Gary are the only two

riders to have won the Championship since its initiation six years ago. Tony may not get a shot at going for that fourth straight title. The AMA hopes to change National motocross next year so that there is only one overall champion for all three displacement classes.

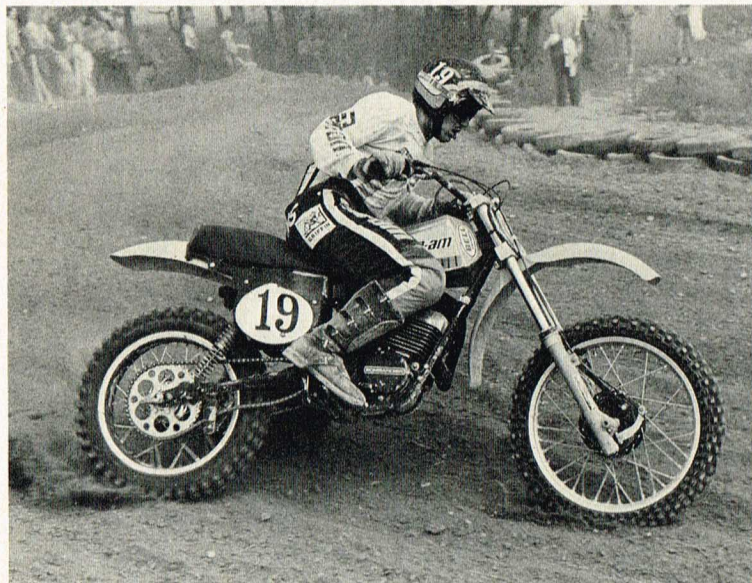
Despite the increased competition this year in the 250cc class, Tony won with more total points and more moto wins than the two previous seasons. In the past two years the 250cc Championship had been a two-way battle between Tony and one other rider. In 1975 it was Tony and Kent Howerton battling right down to the



Buchanan was the turning point for Marty Smith, seen here contemplating a broken gearbox and crash-destroyed rear section with tuner Dave Arnold. Marty won two of the first four rounds.



Hurricane Hannah remained in good spirits throughout the series despite bike problems and a sprained ankle in the last race. He missed the Hangtown opener to ride the 125 event instead.



Jimmy Ellis won at the Nashville opener and was leading at Omaha the following week when he seized. He finished sixth overall for the series.



Kent Howerton took fourth on the points chart.

final moto at Lake Whitney, Texas. Then last year the struggle was with Jimmy Weinert, who was put out of commission just one week before the final race with a broken kneecap, caused by a rock thrown off Tony's rear tire during practice. The "Jammer" was trying one of his psych jobs on Tony but got too close.

Jim Pomeroy, back in the States for Honda after finishing fourth in the world the year before, opened up by winning the first moto at the Hangtown, California, opener. DiStefano won the last stanza, but Marty Smith rolled a pair of twos to top the points table.

Jimmy Ellis dominated the race in Nashville by taking the first moto and the overall. DiStefano took the



Jim Pomeroy had consistent finishes while failing to post a moto win to claim third place overall.



Paul Buckley photo

Tony took his third title, by winning the last three rounds. His first two championships were won with only two overalls and a lot of consistent high finishes.



Steve Stackable.



Hannah won at Omaha running production suspension on his works bike.



Tommy Croft finished fifth overall. His best overall ride was a fourth at Southwick. He scored a moto win in Michigan.



Paul Buckley photo

Marty Smith, who finished third overall, got the holeshot at the Mt. Morris finale, but Tony came on for the win.

nightcap after Ellis, who holeshot both motos, dropped back with a flat tire. Ellis came right back the following week in Nebraska to lead the first moto until he seized, allowing Bob Hannah to come on for the win and then take the second moto wire to wire.

A week later DiStefano won the opening moto at Southwick, Massachusetts, but runner-up Marty Smith came on to take the finale and the overall and the points lead away from Tony with three rounds remaining.

Two weeks later the champ paired a couple of seconds to move up to a points tie with Smith, who along with Jimmy Weinert won the individual motos. At this point Jim Pomeroy was 21 points

Continued on page 54

BRITISH 250

Sickle cyclist hammers home another one

HAWKSTONE

Photography by David Dewhurst

Guenady Moiseev all but wrapped up his second 250 world title by taking both motos at Hawkstone Park. The Russian, Champion in 1974, moved to a 38-point advantage with two rounds remaining.

KTM also grabbed the runner-up spot as Jean Jacques Bruno coupled a third and fifth. Bruno, 20, is from France. Russian Vladimir Kavinov, second to Moiseev in the points standings, finished fourth overall. Andre Malherbe, the Belgian who was Europe's 125 Champion before Gaston Rahier started his current three-year world spree, took fifth overall to give KTM four of the top five finishers. The only intruder was Hans Maisch in third aboard the family brand.

Only two host country riders scored points as Neil Hudson finished 11th overall and Geoff Mayes was 14th with a pair of tenths. British motocross champion Graham Noyce, a 500 class competitor, also contested the meeting as a non-points rider and finished tenth and seventh.

Moiseev and Kavinov diced ahead of the pack during the first moto with Kavinov holding the lead for a while. In the second stanza Kavinov looped it while trying to run on his teammate's tail. Malherbe challenged late and actually nosed ahead on the infamous triple-tiered Hawkstone climb, but finished some 50 yards back after Moiseev responded to the challenge.



Guenady Moiseev.



The West German Kramer, before and after. Engine is Rotax, forks are Ceriani, Boge gas shocks with remote reservoirs.

GRAND PRIX



Hakan Carlqvist replaced the departed Heikki Mikkola as Husky's 250 campaigner.



Torleif Hansen's factory Kawasaki. Note the 5.00x17 Trelleborg on Sun rim.



Torleif Hansen, seventh on the points table, finished out of the money in both motos.



No privacy in the pits for the once and future champion. What's going on? Obviously an FIM tech inspection for bionic thighs.



Belgian Andre Malherbe during practice.

Belgian Jean Paul Mingels leads Richard Boniface and Graham Noyce.



Britain's best finisher was Neil Hudson.



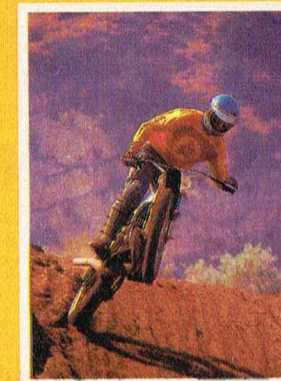
Hansen and Carlqvist.

RESULTS
250 British GP
July 31, 1977

	1st	2nd	Pts
1. Moiseev, KTM	1	1	30
2. Bruno, KTM	3	5	16
3. Maisch, Mai	8	3	13
4. Kavinov, KTM	2	x	12
4. Malherbe, KTM	x	2	12
6. Mingels, Mon	4	8	11
7. Pean, Mai	x	4	8
8. Everts, Bul	5	x	6
9. Baborovsky, CZ	6	x	5
9. Dieffenbach, Kra	x	6	5

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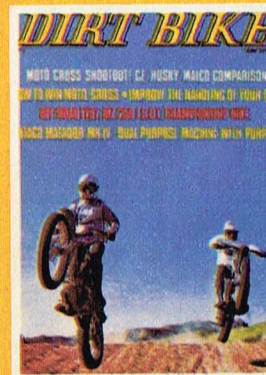


10. JIM CONNOLLY, 250 BULTACO PURSANG

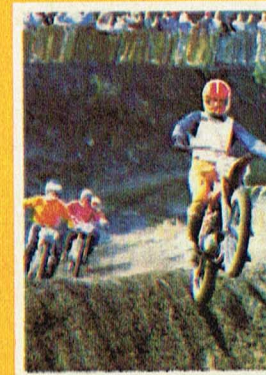


9. GEORGE WEGNER, CAN-AM 175

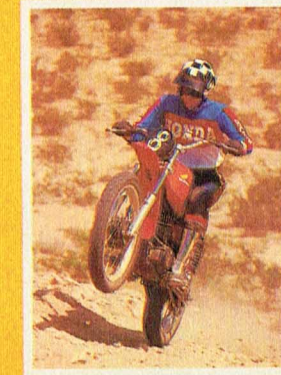
★ **FOUR NEW ALL-ACTION COLOR POSTERS**



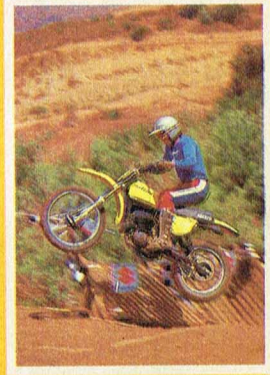
1. FIRST ISSUE OF DIRT BIKE



2. ACTION AT INTER-AM

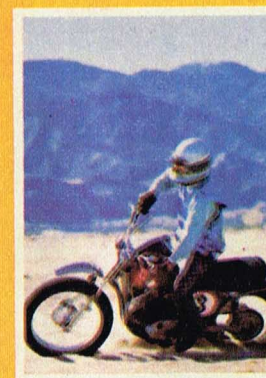


11. AL BAKER ON A 250 HONDA



12. GUNNAR LINDSTROM ON A SUZUKI

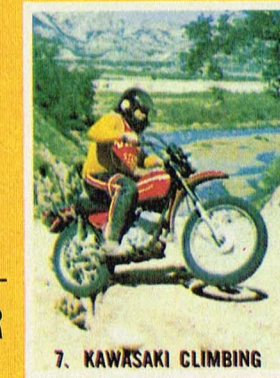
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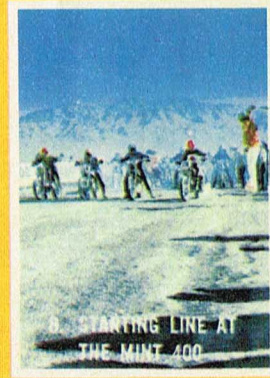
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7. KAWASAKI CLIMBING



8. STARTING LINE AT THE MINT 400

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5. MAICO IN FLIGHT



6. MARBELA CROSS

THIS YEAR IT'S NOT A NEW IMPROVEMENT THAT'S GOING TO MAKE MOTOCROSS COMPETITION STIFFER.

IT'S A NEW MOTORCYCLE.



Harley-Davidson proudly introduces the MX-250.

The engine alone took four years to develop. 4 years and some grueling tests on the toughest dirt bike courses in the world.

Around that tough, dependable, winning power plant, we built an incredible motorcycle.

One of the few motocrossers in the business with a long-life chrome plated bore to cut down friction and disperse engine heat more evenly.

The expansion chamber is routed through the high strength chrome moly frame, keeping the heat where it belongs.

The remote reservoir shocks are gas charged and deliver a long 9 inches of travel. They'll react the same way on the last lap as they do on the first.

The MX-250 also features 9-inch travel front forks (among the longest in the business) with rigid forged aluminum, triple clamps. There's a five speed constant mesh needle bearing transmission that's strong, reliable and incredibly smooth-shifting. The straight cut gear driven clutch is absolutely positive in its engagement.

Competitive features abound: Tomaselli throttle and forged 2024 aluminum levers with mudproof lever covers, shoulderless Akront alloy rims with strong cross-3 spoke lacing (using 4mm spokes), wide unbreakable plastic fenders, a pair of comfortable handlebars, grips, and seat, and narrow 2.2 gallon aluminum gas tank rubber mounted by a



work-style leather strap.

The 38mm square float Dell Orto carburetor produces quick throttle response and incredible power. The solid state ignition delivers a consistent and precise spark. The handling is excellent.

Dirt Bike magazine tested our prototype motocross model in January, 1977. Their conclusion:

"We found the Harley-Davidson® to be a full-fledged MXer, worthy of comparison with the best in its class."

The new MX-250 is even better.



UNTIL YOU'VE BEEN ON A HARLEY-DAVIDSON, YOU HAVEN'T BEEN ON A MOTORCYCLE.

RIDING THE BENGT ABERG REPLICA GP FOUR-STROKE

At long last there is a competitive thumping motocrosser
by the Staff of DIRT BIKE



Motocrossers of the earth, take note. Your dream to own a genuine Grand Prix motocross machine is at last a reality.

That's right, for a price, you can be competing on an exact replica of the bike that Bengt Aberg is currently using to contest the 500cc World Championship.

Former World Motocross Champion Sten Lundin designed this chassis in Sweden around the standard Yamaha TT500 engine, using what is basically the current Husqvarna chassis geometry.

When the design had proven successful, and with the difficult part behind him, the next logical step was to produce more frames for consumption by the masses.

The actual chassis manufacturing is handled by Profab here in the U.S. Each frame is skillfully assembled using 4130 chrome moly tubing. Heliarc welding is used throughout. The swingarm is made of 6061 aluminum alloy and pivots on

sealed needle bearings. Timken conical roller bearings are incorporated in the steering head.

The unit we tested was loaned to us by Don Vesco Yamaha in El Cajon. It differs from the machine that Bengt is using in very few areas.

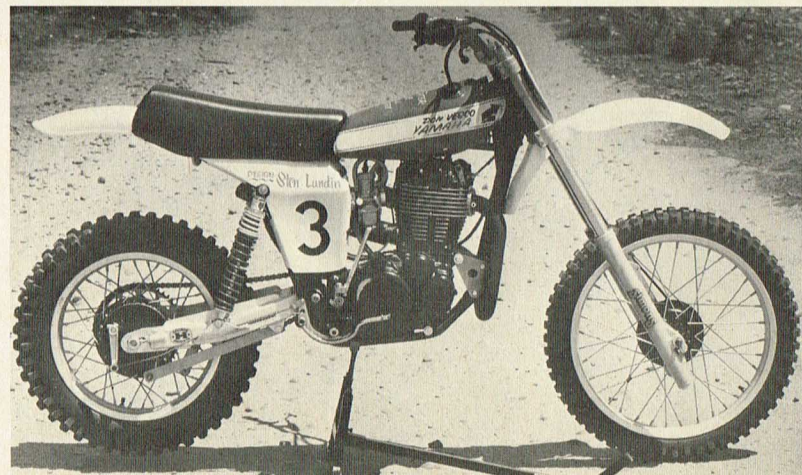
Our swingarm was built to use 14 $\frac{1}{8}$ -inch Fox Shox which offer 275mm or 11 inches of axle travel. Or, you can order your arm with both forward and laydown mounts. The rear-mounted tabs allow you to use 17-inch shocks like the dual-pressure Fox Shox which are also available where the frames are sold. With this arrangement you will have 250mm or ten inches of travel. Aberg is currently using the Fox Dual-Pressure Shox and some experimental 17-inch shocks manufactured to Husky's specifications by Ohlin of Sweden.

Also, our Vesco version was fitted with



Aberg ... USGP

Feast your eyes on the first true GP bike available to the public. Here before you is the first four-stroke to win a GP moto since the early '70s. At the Luxembourg GP, Bengt Aberg won the first moto with Roger DeCoster and Heikki Mikkola crossing the line behind him. In the second heat, Heikki took the win with Roger again in second and Aberg in third to tie Mikkola and Aberg with 25 points each. The overall was determined by elapsed time for both motos where Mikkola had an edge. Four-stroke fans may feel free to drool.



DIRT BIKE

ABERG REPLICA

an Axtell ported head with a cam that was just one step hotter than stock. Aberg is using the stock head (cleaned up, of course) and stock cam as well. Aside from the 11 to 1 Pro-Tec piston, the rest of the engine is stock.

Last of all, Aberg uses special titanium screws, bolts and axles to save weight. These are not available from Hallman, as they are considered too expensive to be practical for the average builder.

IT'S THE REAL THING ... THUMPA THUMPA

This was our first encounter with Simson air/spring forks and we were very pleased with their springing and dampening characteristics. They were extremely absorbant throughout their ten inches of travel. Our only beef was that the seals leaked.

The area we tested in was the common practice ground for Marty Smith and Tommy Croft. Your basic Carlsbad territory. You can just imagine what the surface looked like after having been run on for years without ever being touched by a grader. It's no wonder that Smith and Croft are such strong and hard chargers, since they chase each other around that hellhole for hours at a time.

Like the front end, the rear was amazingly absorbing, especially when you consider how rough the surface was. We had no complaints about the standard Fox Shox. It's too bad that we didn't have the opportunity to try the Dual-pressure 17-inch Fox units.

Also contributing to the rear end's

Another swingarm is available with rear-mounted tabs for the 17-inch dual-pressure Fox Airshox. The 17-inch rear wheel is a must for serious go-fasters.



NOVEMBER 1977

smoothness was the 5.00x17 Trelleborg. Its many advantages are best covered elsewhere in this issue. To be sure, it should be your first consideration when you have the money to spend on your present bike or when building a new one.

Overall handling clearly shows its kinship with the GP Husqvarna chassis. Actually, the initial prototype was built using a Husky chassis. It turned and slid very well. Directional stability, especially at high speeds, was excellent. With the suspension working as well as it was, it was difficult for any of our test riders to find anything to complain about. Well, except for one thing.

The AR we rode was a good 10 to 15 pounds heavier than most other open classers in existence today. Although the chassis and all of its components were as light as you can get without sacrificing quality, it's not easy to get around the extra weight of valves, cams, and the heavyweight flywheels that are necessary. Though the extra weight was not terribly noticeable or particularly bothersome, the poundage eventually takes its toll in robbing your strength and stamina.

It was clear that the power output was competitive, even though we didn't have another open bike with us for direct comparisons. We never had the need to go to first gear, and usually found ourselves in second or fourth gear. The power is both predictable and potent. Typically four-stroke, but on the radical side because of the headwork and cam. Because of these unnatural (to us two-stroke fiends) power characteristics, shifting was necessary much less often. You could just leave it on longer and turn it on sooner.

Rumor has it that Aberg is currently experimenting with a gearbox that has the first and third gears removed. With this type of smooth and wide torque output, these gears are considered by him to be unnecessary and dead weight. With the time we spent on the AR we can easily follow his thinking.

MISCELLANEOUS COMPONENTS

Sun rims with Hallman heavy-duty spokes provide a very trouble-free wheel combination at both ends.

Air filtration is handled through a K&N sock-type filter that's protected from dirt and mud sprays by the seat and side number plates.

In keeping with the high quality of the rest of the components fitted to the Vesco Aberg Thumper, a trick "Gunnar Gasser" throttle is found clamped to the right handlebar. This ingenious safety device was designed by our own Gunnar Lindstrom. Look for its Product Evaluation in this issue.

Its popularity will surely match that of the 17-inch rear wheel. You may quote us.

The exhaust system was tucked in so nicely that it was never near your body at any point.

THE BIRTH OF A GP BIKE

First of all, you're going to need a TT500. A used one would be good enough for your purposes, as you'll be rebuilding the top end to install the 11 to 1 piston anyway. Aside from the engine, the only other parts from the TT you'll need are the hubs. All the rest is scrap. Hopefully you'll be able to sell it to someone for something.

The cost of most of the components available to you through a Torsten Hallman dealer is between \$1700 and \$1875, depending on which Fox Shox you choose. Next on your list of things to find are a fuel tank, seat and rear fender from a '76 YZ125; the footpegs from a '76 YZ250; and the carb from a 360. Then you'll need a Pro-Tec piston, the necessary gearing, and miscellaneous other goodies normally associated with building a bike from pieces.

THE BOTTOM LINE

So, for roughly \$3000 you will have a machine just like the one we rode. A genuine Bengt Aberg Replica GP four-stroke. If you're into four-strokes, you're probably already pulling out your checkbook and looking for the dealer nearest to you who carries Hallman accessories. At \$1000 more than the cost of the current production open class champion, it's not a great deal to pay for the REAL THING.

Still, whether or not it's the bike for you depends almost totally on your physical strength and your fondness for four-strokes. Without a doubt, this is the finest handling, and most competitive thumper we have ever ridden.

The ten-inch-travel Simons air forks turned mountains into molehills.



HUSKY 125 ENDURO?

Functional for the frantic, but a motocrosser does not necessarily a trailbike make . . .

by Woods

Some months ago we tested the 1977 Husqvarna 125 CR motocrosser. If you'll remember, the staff was pleased as punch with the little Husky. Blessed with abundant torque for a one-two-five, it scooted even our most club-footed staffers around the track with surprising speed and forgiveness.

At that time the resident cross-country freaks were moved to speculate that the CR might well make a sweet go-fast enduro mount. We promised to look into it.

Months passed. The 125 went back to the factory for another stretch on the mag test circuit. We waited until a reasonable time had passed and asked for it back.

What we have done is not to be construed as a project bike, not under any circumstances. Project bikes, in general, end up swilling mucho dollars to the ultimate end of making a bike do what it wasn't designed to do as well, or almost, as a bike that was meant to do whatever is being done in the first place. Clear? Anyway, the intent here

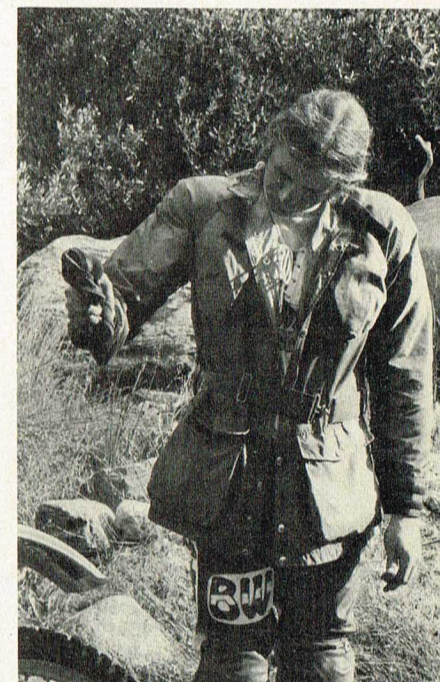
was to see how well the torquiest 125 MXer around could, with a few dollars and a few hours' worth of bolt-ons, adapt to the world of trees, rocks and water.

Because of this aim, we kept our modifications stone simple. A Skyway spark arrestor/silencer added trail-legality, and, in theory at least, dropped powerband down a notch or two. Old Preston's IT rear fender and headlight/number plate provided the lighting for those areas that required it. That's it. No more. A motocrosser quickie-prepped for the trail.

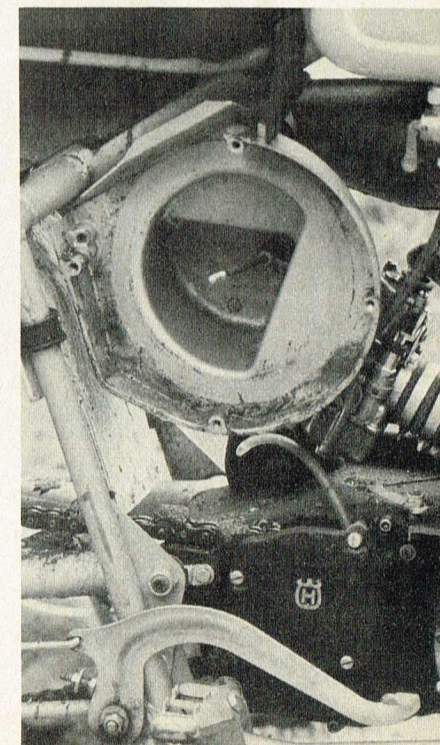
And, not too surprisingly, that's exactly what the bike performed like.

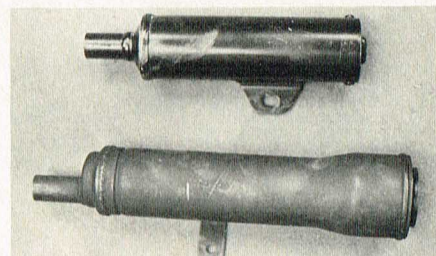
That power, that was so smooth and mellow on the track, became a bit hyperactive in the woods. Not unmanageable, in fact, similar to the more hectic 125 enduro bikes made by Penton/KTM and Can-Am, but nonetheless a powerband that demanded full attention.

The gearing, which we didn't modify to the extent of changing sprockets,



Stock waterproofing proved inadequate for wet trailing.





The stock silencer and the Skyway. Quiet and trail-legality have the major benefits.

left something to be desired also. It worked well, for MX gearing, but the ratios were often "not quite right" for common trail situations.

And that glorious track-gobbling suspension? It performed beautifully on fast sections, where the bumps and ledges were, if large, infrequent. When forced to cope with high-speed rock washes and assorted tight gnarlinesses, it kicked, bucked and bounced the light machine, and the rider when he held on, more than was compatible with maintaining speed.

There were other limitations, too. Although the waterproofing was adequate for even our wettest (California wet, that is, in this the Year of the Drought) tracks, when forced to splash downstream for any length of time it hesitated, spluttered, and on one occasion needed to be pumped out.

Now . . . IF we could re-gear it, and change the suspension, and do a thorough waterproofing job, and . . .

But that's beside the point, and likely exactly what Husky themselves will do when they (if they) release a 125 WR Cross-Country.

Fact is, the Husky worked very well, within the limitations of its intended purpose. With our few modifications it could, given a rider capable of dealing with a demanding trailbike, get through the boonies in a respectable hurry. It comes nowhere near the aforementioned enduro/ET bikes, but if a motocrosser wanted a race bike that could adapt to an occasional fast trail ride, and that required little work or expense to switch from one purpose to the other, and if he was a 125 rider, the little Husky would probably be his best bet.



FOURTEEN DAY WRAP-UP U.S. RELIABILITY TRIAL SERIES

Jack Penton and seven new champions

Photography by Brian Palormo and Chet Heyberger



Rick Grant, 100cc.



Glenn Allison, 100cc.



Mike Rosso, 125cc.

Jack Penton, defending 250 national champion, was the only ISDT candidate to retain his national class title in 1977. Jack was also the only rider to post a perfect score of 80 points for the best four of seven event series. Ties in two classes, 100cc and 350cc, produced eight class champions.

Last year's competition, then tagged the Two Day Qualifier Series, produced a near sweep by Penton riders. Riders aboard the Austrian machines took five of the six national class titles. This year one Bultaco and three Hercules riders joined four Penton teamsters on the class victory stand. The five deposed champions have some solid credentials: Dick Burleson, Ted and Dane Leimbach, Tom Penton and Carl Cranke.

The 100s were able to form a class just twice and Glen Allison (Penton) and Rick Grant (Hercules) shared the co-champion honors with a win apiece.

Mike Rosso (Hercules) topped the 125s. The runner-up was Ted Leimbach (Penton) who was 100 champion the year before. Leimbach edged Rosso in class wins, three to two, but the Hercules pilot took it on total points.

Drew Smith (Hercules) moved up two notches in '77 to take the 175 title with two class wins. Runner-up Rod Bush also posted two 175 wins.

Jack Penton defended his 250 title with four wins. Brother Tom, who added a fifth 250 victory for the family, finished second.

Mike Hannon (Bultaco) and Gary Younkens (Penton) shared the 350 laurels. Each rider came home a winner three times.

Kevin LaVoie (Penton) took the overall in the series closer in New Jersey to topple Dick Burleson (Husky). Burleson, busy defending his national enduro championship,



Drew Smith, 175cc.



Jack Penton, 250cc.



Mike Hannon, 350cc.

	100cc	125cc	175cc	250cc	350cc	OPEN
March 26-27 California Overall: Cordis Brooks (Bul)		Joe Klokkevold (Pen)	Rick Munyon (Hon)	Cordis Brooks (Bul)	Mike Hannon (Bul)	Al Baker (KTM)
April 16-17 Alabama Overall: Dick Burleson (Hus)		Tom Penton (Pen)	Rod Bush (Pen)	Jack Penton (Pen)	Mike Hannon (Bul)	Dick Burleson (Hus)
April 30-May 1 Texas Overall: Bob Messer (Mai)	Glenn Allison (Pen)	Mike Rosso (Her)	Dane Leimbach (Pen)	Jack Penton (Pen)	Gary Younkins (Pen)	Bob Messer (Mai)
May 21-22 Michigan Overall: Jack Penton (Pen)		Ted Leimbach (Pen)	Drew Smith (Her)	Jack Penton (Pen)	Gary Younkins (Pen)	Frank Gallo (Pen)
June 4-5 Oregon Overall: Dick Burleson (Hus)		Ted Leimbach (Pen)	Drew Smith (Her)	Tom Penton (Pen)	Carl Cranke (Pen)	Dick Burleson (Hus)
June 11-12 Washington Overall: Frank Gallo (Pen)		Ted Leimbach (Pen)	Rod Bush (Pen)	Larry Thompson (Yam)	Gary Younkins (Pen)	Frank Gallo (Pen)
June 18-19 New Jersey Overall: Kevin LaVoie (Pen)	Rick Grant (Her)	Mike Rosso (Her)	Harry Heileman (Yam)	Jack Penton (Pen)	Mike Hannon (Bul)	Kevin LaVoie (Pen)

1977 ISDT TEAMS

PENTON WORLD TROPHY
Frank Gallo, Ohio
Kevin LaVoie, Rhode Island
Dane Leimbach, Ohio
Jack Penton, Ohio
Tom Penton, Ohio
Gary Younkins, Ohio

YAMAHA SILVER VASE
Chris Carter, California
Mark Deyo, Idaho
John Fero, California
Larry Thompson, California

CYCLE EAST DISTRIBUTING (HUSQVARNA)
Dick Burleson, Ohio
Bob Popiel, Tennessee
Greg Davis, Pennsylvania

HERCULES USA
Ron Bohn, Pennsylvania
Mike Rosso, Pennsylvania
Drew Smith, New Jersey

MAICO USA
Barry Higgins, Georgia
Lars Larsson, California
Bill Uhl, Idaho

PENTON "A"
Frank Gallo, Ohio
Jack Penton, Ohio
Tom Penton, Ohio

PENTON "B"
Kevin LaVoie, Rhode Island
Dane Leimbach, Ohio
Gary Younkins, Ohio

SUZUKI USA
Dave Hulse, New York
Bruce Kenny, New Jersey
Ted Worrell, Virginia

YAMAHA USA
John Fero, California
Mark Deyo, Idaho
Larry Thompson, California

MAPLESVILLE TWO-DAY IN ALABAMA CLUB
Mike Deyo, Idaho (Yam)
Jim Fogle, Ohio (Pen)
Jeff Hill, Georgia (Pen)

NORSEMEN MOTORCYCLE CLUB
Don Cichochi, New York (Pen)
Rick Munyon, California (Yam)
Frank Piasecki, Ohio (Pen)

TALLAHASSEE TRAIL RIDERS CLUB
Roy Cook, New Jersey (Pen)
Bob Pearce, New York (Can-Am)
Dennis Reese, Illinois (Pen)

TULSA ENDURO RIDERS CLUB
Jeff Hammond, California (Yam)
Ted Leimbach, Ohio (Pen)
Jim Smith, New Jersey (Pen)

TULSA TRAIL RIDERS CLUB
Rod Bush, West Virginia (Pen)
Carl Cranke, California (KTM)
Nate Pillsbury, Texas (Mai)



Gary Younkins, 350cc.



Kevin LaVoie, Open.

managed two overall wins in the reliability series, but that wasn't enough to hold off LaVoie.

King Richard was the only rider to take two overalls. Other low point men for the series were Cordis Brooks, Bob Messer, Jack Penton, Frank Gallo and Kevin LaVoie.

Penton grabbed 21 of the 37 class wins, while Hercules took five and Bultaco four.

Weather shortened the season to three months when the opening round, scheduled for New Jersey in late February, had to be postponed until June. And heavy rains caused severe trimming of the Fort Hood, Texas, test.

The AMA announced in August that the six-man World Trophy Team would be returned to Penton sponsorship after a one-year stab at a multi-manufacturer effort in 1976. Yamaha chose to sponsor the four-man Silver Vase Team that was Penton-backed last year.

1977 RELIABILITY TRIALS SERIES

100 CLASS		
1. Glenn Allison, WY	Pen	20
1. Rick Grant, FL	Her	20
3. H. Hopkins, NJ	Pen	16
125 CLASS		
1. Mike Rosso, PA	Her	69
2. Ted Leimbach, OH	Pen	60
3. Dwight Rudder, MS	Her	53
4. Bob Pearce, NY	C-A	51
5. Greg Davis, PA	Hus	45
175 CLASS		
1. Andrew Smith, NY	Her	72
2. Rod Bush, WV	Pen	69
3. Dane Leimbach, OH	Pen	65
4. Don Cichochi, NY	Pen	51
5. Mike Deyo, ID	Yam	39
250 CLASS		
1. Jack Penton, OH	Pen	80
2. Tom Penton, OH	Pen	65
3. Bruce Kenny, NJ	Suz	52
4. Mark Deyo, ID	Yam	51
5. Larry Thompson, CA	Yam	48
350 CLASS		
1. Gary Younkins, OH	Pen	76
1. Mike Hannon, CA	Bul	76
3. Jeff Hammond, CA	Yam	43
4. John Wheeler, NY	Pen	41
5. Mike McGowan, CA	Her	40
OPEN CLASS		
1. Kevin LaVoie, RI	Pen	62
2. Dick Burleson, TN	Hus	56
2. Frank Gallo, OH	Pen	56
4. John Fero, CA	Yam	50
5. Barry Higgins, GA	Mai	46



Jack Penton in Alabama.

DIRT BIKE TEST

YAMAHA'S DT175E and DT250D

*If trailbike motocross
ever catches on ...*

by the staff of DIRT BIKE

You've seen it all before. Even your friendly DIRT BIKE staff must plead guilty. Once or twice a year the average moto-mag does some kind of test or shootout of dual-purpose bikes. In every test, regardless of which mag prints it, certain catch-phrases usually show up. Such as:

"For its intended purpose, the bike performs well ..."

"Fine for going to the corner store, and for easy rides down smooth trails."

Or, "Those interested in serious dirt riding would be better off buying one of the many "real" enduro bikes available."

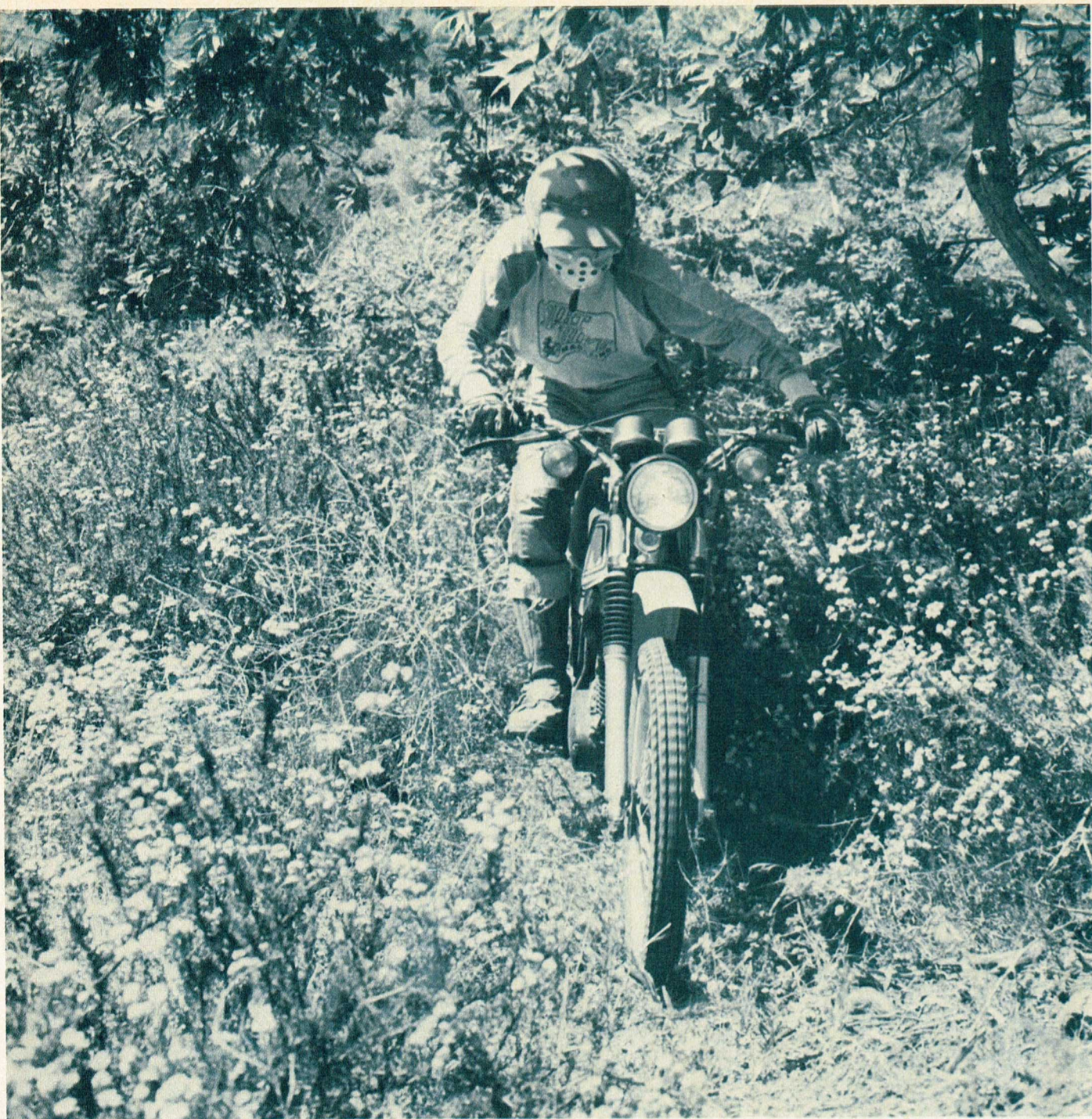
Etc.

You see, magazine folks are spoiled. Along with the usual chills and thrills of putting out a monthly rag comes the opportunity to straddle some of the hottest machinery available today. Because of constantly having fine motorcycles to ride, race and break, editor types tend to get an exalted opinion of their own abilities, sort of a contact high caught from the bikes themselves.

It's all a matter of, if you'll excuse the expression, forgetting one's roots. Motorcycles are fun, almost all of them, and screwing around on a dual-purpose bike can be right up there with blitzing the first corner on a factory prototype Zambisi 4Q 125 MF.

This time we decided to do it right, and for a full month before taking delivery of the new monoshocked DTs we went into training, a desperate attempt to, if we couldn't get our innocence back, at least reach it with a postcard or something.

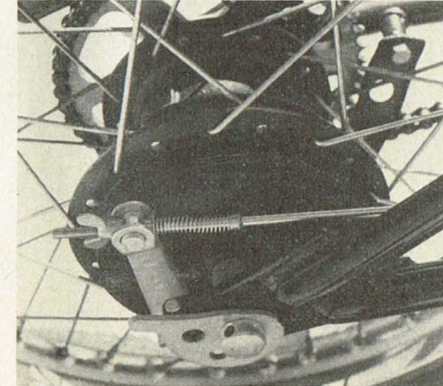




After four weeks of a steady diet of fast-food hamburgers, pizza and tacos with Summer Lime shakes, after listening to KISS, ELO and Peter Frampton, after completing a temporary swap of our zootest test machinery for several late '60s rat bikes owned by friends, we were ready for the DTs. Hoo boy, were we ready!

And, after our forced abstinence from trick machinery, the Dits seemed ready, too.

Of course, the first notable feature on the DTs is their "monocross" suspension. Though their 5.5 inches of travel sounds small by today's motocross standards, it would have been impressive a few years ago. More



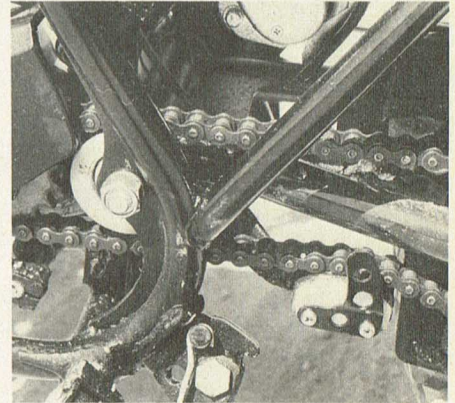
The DTs incorporate a quick-change rear wheel, similar to that pioneered on the IT series. A nice touch.

on that later.

The DT styling is distinctive; introduced last year on the first monocross 250, it resembles the Montesa Cota T. The bikes look purposeful and competent. Even those old bugaboo turn signals are now set up out of the way on the handlebars, and, in the rear, have a real, functional rubber mounting.

Here it comes. Right in the middle of the test where it will be well hidden. The single most important conclusion come to by the bulk of our testers was that the DTs were the first "dual-purpose" bikes to come along that will actually qualify as trailbikes.

Continued on page 60



An efficient chain tensioner and roller system.



A Hurricane blows by the Fire Engine

Marty Smith couldn't believe his luck... or, perhaps, lack of it. Forsaking the 125 class this year, where Bob Hannah had ended his exclusive stranglehold on the title, he decided to concentrate on the 250 and 500 classes. Mechanical problems and a crash in the next-to-last 250 National dropped him out of the lead and Tony D. came on to win his third straight Championship. But then, some hard riding in the 500 series, and maybe his luck was changing. A big points lead and only two races to go. Georgia and Florida. But after Georgia the points lead was gone. The overtaker?

None other than his 125 nemesis, the Hurricane.
For Honda's Marty Smith, the 96 Rock sponsored Atlanta 500cc National Hurricane leads, pursued by DiStefano.

Atlanta 500 National

Report and Photography by Jim Gianatsis



Mickey Boone (36) pulled the holeshot in both motos.



Tammy Hannah flew down from her home in Canada to watch brother Bob race for the second time ever.



Gate-builder Dick Roy and the AMA's Mike DiPrete demonstrate how the new start gate will catch the front wheel. The gate flops down backwards and then the riders gassit over.



Marty holding off Bob in the second moto.

finish around third place. We don't want to make the same mistake we did in the 250cc series of pushing too hard." And besides, Marty was nursing a bandaged wrist which was still sore after being sprained in a getoff at Charlotte.

MOTO ONE

The riders were really pumped over the Burnt Hickory course, a hilly, high-speed, natural terrain-style track with sawdust worked into the surface. Next to Unadilla it had to be classified as the best course on the AMA National circuit. There was the other feature the riders liked — the Dick Roy

designed backwards-falling starting gate. Each rider has his own individual section of gate which falls toward the bike. The gate is virtually impossible to jump over, and any rider attempting to edge up on the gate will be caught behind it when the other sections drop. A rider easily frees himself by backing up so the gate can fall, but by then he's lost a couple of seconds on the rest of the field. A fairer device for starts there couldn't be, because the normal AMA penalty of one lap for jumping a regular gate is much too severe.

When the new gate dropped, most of the factory riders got caught off-

guard, giving underdogs Mickey Boone on his S&M-sponsored Suzuki, Furman Gray with his semi-factory Maico and Montesa's Mickey Kessler the chance to battle over the lead position around the course. Series contenders Kent Howerton, Tony DiStefano and Steve Stackable were in the top ten and working their way up toward the front. Bob Hannah and Smith were nowhere to be seen.

Suddenly, Hannah did appear nearly half a lap behind the pack. He had been knocked down in the first turn and had had his clutch lever broken off the handlebars.

"They crashed me! I had to hold the broken lever and cable in my hand the whole moto to keep it from tangling in the front wheel," Bob would say afterwards. But it in no way described the way he literally flew up from last place without the use of his clutch — half the time riding with just one hand on the handlebar as he grabbed at the flopping cable with the other hand — to pass the entire field and take over first place by the time the moto was only halfway over. Unbelievable!!!

Marty turned up as well, but two laps down on the pack. He had tried to

Continued on page 52

Motocross was not a happy day. Despite the fact that Hannah had taken his factory Yamaha to victory at the Charlotte National two weeks beforehand, a DNF for Hannah at Unadilla had give Marty a nearly unbeatable 25-point lead in the Mr. Pibb sponsored 500 series. When the teams packed their vans and headed for Georgia, about all Marty had to do was finish near the front of the remaining four motos — two races — to put the wraps on the Championship.

Mechanic Dave Arnold knew all his rider had to do was "... ride easy and

Hannah passing Semics (5) and Howerton to finish up his charge from last place.

TIE-BREAKER WRAP-UP

Glover grabs the glory

125 NATIONAL MOTOCROSS

Report and Photography by Jim Gianatsis



125 National Champion Broc Glover.



Jim Weinert tried the 125 class on a Kawasaki prototype that will likely go into production.

tell Danny that Bob Hannah had been ordered by Yamaha Team Manager Kenny Clark to slow on the last two laps and turn the day's overall win over to Broc. By finishing first in both motos at San Antonio, Broc had tied Danny for total number of National points at 240 each for the series. The Championship went to Broc and Yamaha by virtue of more moto wins.

LaPorte's pair of thirds would have deprived Hannah of the title even if he had won both motos. As the second race started Danny still held the points lead, 220 to 215, over Glover, with Hannah in third at 205. Without the team tactics at the end the final results would have been LaPorte 240, Glover 237 and Hannah 230.

While strategy during the race decided the final outcome, the day also

Please turn page

Spectators were screaming wildly, leaning over the snowfencing by the uphill jump and waving their arms in a frenzy, flashing their digit fingers at Bob Hannah as he launched his works Yamaha at the crest of the hill. Uninformed by a non-working public address system, the fans thought Hannah would clinch his second 125cc National title by holding his lead. Then suddenly, with a lock on the lead and just two laps remaining in the moto, Bob slowed his Yamaha almost to a crawl to let teammate Broc Glover past, giving Broc the day's overall win and the National Championship.

After crossing the finish line behind Broc, an angry Bob Hannah clutched his way as fast as he could to the pits, knocking and scattering bewildered fans in his wake as he sought the sanctuary of the Team Yamaha van.

Bob and mechanic Keith McCarty would hardly talk to anyone for the remainder of the day. They were both angry, disappointed and hurt that they hadn't been able to win the Championship.

Meanwhile, back in victory circle, things were hardly as happy as one might expect. Broc Glover and his mechanic, Jim Felt, were awkwardly trying to think of something to say to Suzuki's Danny LaPorte, who had just arrived, thinking he had won the National Championship. Danny's mechanic, Pat Alexander, knew of the conspiracy which had just taken place against them on the track and in the mechanics' signaling area, and he had walked back to the pits rather than toward victory circle when the race ended.

It would be left up to someone else to



Compare the cornering styles of Suzuki's Danny LaPorte (7) and FMF's Gary Ogden at Illinois. Danny grabbed the 125 lead by taking both motos at the Hangtown opener, stayed on top without winning another moto during the series, only to lose out in the final minutes of the final moto.



Hurricane in the lead in the final moto at San Antonio. If Bob hadn't pulled over to allow Glover's pass, he would have had his fourth overall in six races, a series-leading six moto wins — and still would have lost the Championship to LaPorte, who had one overall and two moto wins. Officially, Bob and Broc scored five moto wins apiece.

Moto-X Fox's Pat Richter rode a water-cooled Suzuki in the first two races, grabbing a second at Hangtown.



had its pre-race jockeying for an advantage. Yamaha entered Pierre Karsmakers, Mike Bell and Rick Burgett — three riders who had not campaigned the 125 series. They hoped one or more of these riders could finish ahead of LaPorte to give a greater point spread to a Hannah or Glover victory. Suzuki countered by putting LaPorte on the factory 125 that Gaston Rahier rode over here for the U.S. and Canadian 125 GPs. Despite the additional entries, the title was resolved by the three who had battled for it all year.

It all began at Hangtown in April. It was there that both Suzuki and Yamaha came loaded for bear.

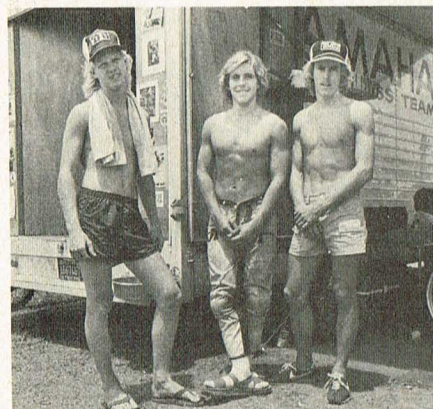
Suzuki's team consisted of Danny LaPorte, Jeff Jennings and Japanese Champion Kojii Masuda, riding basically the same RA125 works bikes the team used last year. The only exception — the frames were fitted with modified RM production engines.

Team Yamaha was counting on Bob Hannah to repeat his National title, but had Broc Glover along as added insurance. Both were riding new, and until then untested, OW 27 works bikes. The machines were somewhat similar to what Bob had won on last year, but the controversial water-cooling systems with engine-driven water pumps were removed. The other major change in the new OW 27s for

Hangtown was the use of the frame's front downtube as a gas/oil reservoir, complete with floating seal, for the rear monoshock unit hidden under the bike's gas tank.

Other strong team and rider combinations for the series included Moto-X Fox with Pat Richter and Steve Wise; Flying Machine Factory with Gary Ogden, Ron Turner and John Savitski; Honda with a one-man effort consisting of Warren Reid; Kawasaki's Jimmy Weinert; DG's Danny "Mago" Chandler; and Mark Barnett on the C&B Suzuki, who would pick up additional support from Moto-X Fox before the series ended.

Continued on page 68



The three finalists, Broc (left), Danny and Bob. Maybe they all deserve to be champion.



Moto-X Fox's Steve Wise (12) on his Cliff White-built Honda and Mark Barnett on the C&B Cycle Suzuki were among the top semi-privateers.



QUARTER LITER CROSSER TEST

SUZUKI RM250 C MODEL

by the Staff of DIRT BIKE

Twelve months have passed by so quickly. Again, we have a new 250 motocrosser from Suzuki at our disposal. With a good number of new machines from other manufacturers about to be unleashed on the buying public, there is no way that Suzuki is going to just pull over and let another brand wheelie into the lead. No indeed; as we all assumed, their C is a considerable improvement over the B, despite the fact that few changes have been made.

AS WE C IT FROM HERE

The first and most obvious physical changes to the RM are in the front end. No, it's not merely a 125B front end bolted on. Although the conical front hub is directly off of the 125, the new air/spring forks (which appear identical externally) sport modified dampening and springing to meet the demands of the heavier 250 chassis. Actual axle travel was measured at 248mm, or 9.8 inches. Hook-in-style spokes are featured with the new hub. This arrangement makes spoke replacement much quicker and easier. To keep the spokes from unhooking by themselves if the wheel should loosen up to a danger point, a small plate, held in place by three bolts, is found attached with small tabs that fit between each pair of spoke ends on the hub. Very nice.

Suzuki's potent piston port and power reed breathing engine remains virtually unchanged from last year's B. Only the transfer ports have been touched. Their dimensions are basically the same, but they have been slightly reshaped. Everything else is the same good old stuff.

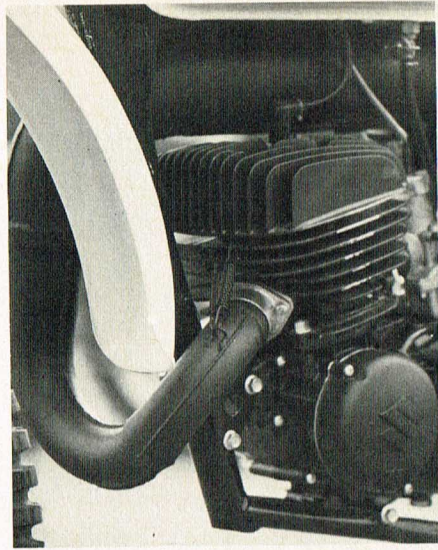
But, the power delivery has improved tremendously. It's all in the pipe. That smooth, gently curving and tapering, fat-bellied expansion chamber. Its volume has increased by 15 percent while its belly length has decreased by the same percentage. Also, the stinger section is longer and a longer and quieter silencer is fitted to the end. The result of these dimensional modifications is a much torquier power output in the lower and mid-range areas. It's just what was needed.

Under the left side of the swingarm is a very nicely designed spring-loaded chain tensioner. Both above and below the chain are the familiar Suzuki rubber rollers. The spring is tucked in well out of harm's way and it never needed attention.

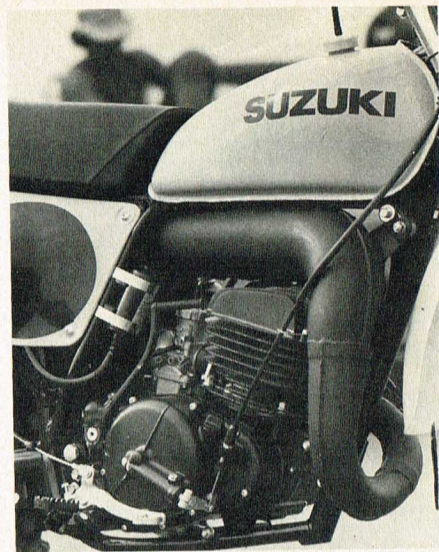
Aside from these few component improvements, the remaining parts on the C are directly interchangeable with the B. Everything. The entire rear suspension group, the frame, the seat, tank, fenders, the airbox ... everything!



Front end travel is now up to 248mm. Although these appear to be identical to the 125 forks, they differ internally.



The source of the C's improved torque and mellowed-out power is this combination of smooth, large-radius header bends . . .



. . . along with the larger-diameter and shorter-length belly section.

OUR PALMS WERE SWEATING AND OUR LEGS LONGED TO BE WRAPPED AROUND HER FAMILIAR, BUT EVER-EXCITING . . .

That power. Alright! They should have done this the first time around. But, it all takes time. Now, even on a slick and very burnt surface, the power is easy to predict and use. That necessary connection between the throttle position and rear wheel activity, which becomes more and more critical as the surface dries out, is now easier than ever to perceive. The hint of peakiness that was built into the B has been transformed into stump-pulling torque in the lower and mid-range. At the same time, the top end performance has not suffered.

Off the line, short shifts are the way to go. Almost as soon as you've turned it on in one gear, you're clicking to another cog. Again, the way the power comes on makes it much easier to control.

These same power delivery improvements contribute much to the C's handling in a number of areas. Slides are now even easier to control. Landing off of jumps is not as critical as it was with the B's power. Basically, you have more time to think about racing.

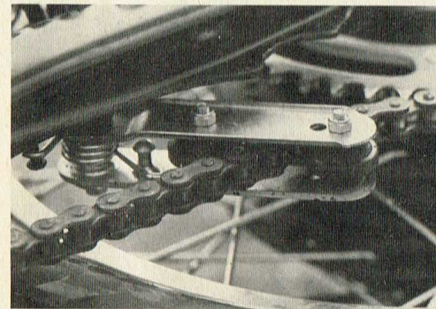
The remainder of our first date went along just as expected. After an hour or so of getting to know each other we went right for her front end. The stock setting of 18 pounds of air pressure was reduced to 12 pounds, where her turning abilities improved very noticeably and the overall ride was much more plush. She could then be stuffed into the turns with complete confidence and predictability. Where the B's forks lacked only the ability to absorb landings from large jumps, the C's can be adjusted to suit whatever



C-model improvements include new, lightweight, conical front hub, longer-travel air/spring forks, new pipe and silencer.



Rear end is identical to the B-model with the exception of the longer, quieter silencer that comes complete with a new mounting arrangement, and . . .



. . . a new zoot, spring-loaded chain tensioner.

type of course you're running on. Even with 12 pounds of air in them, there was never even the slightest hint of bottoming or harshness on the tracks where we tested. Their ability to absorb small to medium-sized bumps and holes has also improved accordingly. We'd have to say that the C's forks are very nearly as good as the best production forks we've experienced, those found on the '77 Husqvarnas. There were no surprises in the braking department. Both ends were as smooth, powerful and progressive as ever. If you didn't see the difference, you would swear that the front brake was unchanged.

The remainder of the RM's character displays all of the fine features that have built its winning reputation. There was even an added bonus. Because the new forks have more travel and a greater overall length the wheelbase has expanded slightly. It's only 50mm, but at high speeds you can feel a bit more stability.



SUZUKI RM 250C

PRICE: (approx. retail, West Coast) . . . \$1525
 ENGINE: . . . Two-stroke single, piston port and reed valve
 DISPLACEMENT: . . . 246cc
 BORE & STROKE: . . . 67mm x 70mm
 COMPRESSION RATIO: . . . 7.8:1
 CARBURETION: . . . Mikuni VM36SS
 HORSEPOWER: . . . 30.7 at 7500 rpm
 CLUTCH: . . . Wet, multi-plate with aluminum and fiber discs
 PRIMARY DRIVE: . . . Straight-cut gears, 2.717:1
 TRANSMISSION RATIOS:
 1) 2.076
 2) 1.750
 3) 1.352
 4) 1.105
 5) 0.915
 FINAL DRIVE: . . . Daido #520 TR, 108 links 13-tooth countershaft 50-tooth rear sprocket
 AIR FILTRATION: . . . Oiled polyurethane foam element
 ELECTRICS: . . . Suzuki PEI (Pointless Electronic Ignition)
 STARTING: . . . Primary kickstart
 LUBRICATION: . . . Pre-mix, 20:1
 RECOMMENDED FUEL: . . . Premium
 RECOMMENDED OIL: . . . Castrol R30, Bel-Ray MC1, Shell Super M (vegetable-type) or Golden
 FUEL TANK CAPACITY: 8 liters (2.1 gallons)
 FRAME: . . . Chrome moly, semi-double cradle
 SUSPENSION:
 Front: Kayaba telescopic air/spring forks, 248mm (9.8 inches) travel measured
 Rear: Kayaba/Dr. DeCarbon nitrogen gas shocks with remote reservoirs, 219 (8.62 inches) travel
 WHEELS & SPOKES: Takasago aluminum rims with cross-2 shouldered spokes
 TIRES:
 Front: . . . IRC Motocross GS-45F 3.00x21
 Rear: . . . IRC Motocross GS-56F 4.50x18
 DIMENSIONS:
 Wheelbase: . . . 145.0cm
 Swingarm length: . . . 49.6cm
 Ground clearance: . . . 25.8cm
 Bars, height: . . . 115.0cm
 width: . . . 89.0cm
 Pegs, height: . . . 34.1cm
 width: . . . 44.5cm
 Seat height: . . . 90.5cm
 Fork angle: . . . 30 degrees
 Weight: . . . 102.9 kilos (226.5 pounds) without fuel; 45 percent on front. 55 percent on rear
 BRAKES:
 Front: . . . Conical, cable-operated drum
 Rear: . . . Full width, cable-operated drum
 SILENCER: . . . Yes, MX only
 SPARK ARRESTOR: . . . None
 WARRANTY: . . . None
 PARTS PRICES:
 Piston: . . . \$26.82
 Rings: . . . \$13.64
 Clutch cable: . . . \$ 5.57
 Brake pedal: . . . \$ 9.75



*Updated motocross weaponry:
new pipe = better torque and more usable power;
new air/spring forks = better springing/
dampening characteristics and more travel*



While the feeling is slight in most situations, a trip out into the sand will make you a believer. Deep sand and whoops are just a little easier to handle. Every little bit helps.

The rear suspension performs as well as ever. We have found that these reservoir-type Kayabas retain their intended dampening through 45-minute motos, they have good wear

properties, and their long-term reliability is among the best.

BITS AND PIECES

All of the same fine hardware that RM owners have come to appreciate comes attached to the new C. The ease of maintenance and the noticeable lack of its necessity is something that everyone who has ever owned a bike

can get behind.

PROBLEMS?

No, not a one.

The spokes required little to no attention throughout our testing. This is the type of reliability that we have come to expect and that some European companies may never achieve.

We would like to see the sidestand mount repositioned so that it is mounted to the swingarm and folds parallel to it, Husky-style. The stand and its bracket occasionally drag when the suspension nears its limits.

If you plan to purchase an RM250C, or have intentions of putting air suspension on any bike, we suggest that you purchase the Suzuki air fork

adjusting gauge. It's a fine piece of equipment.

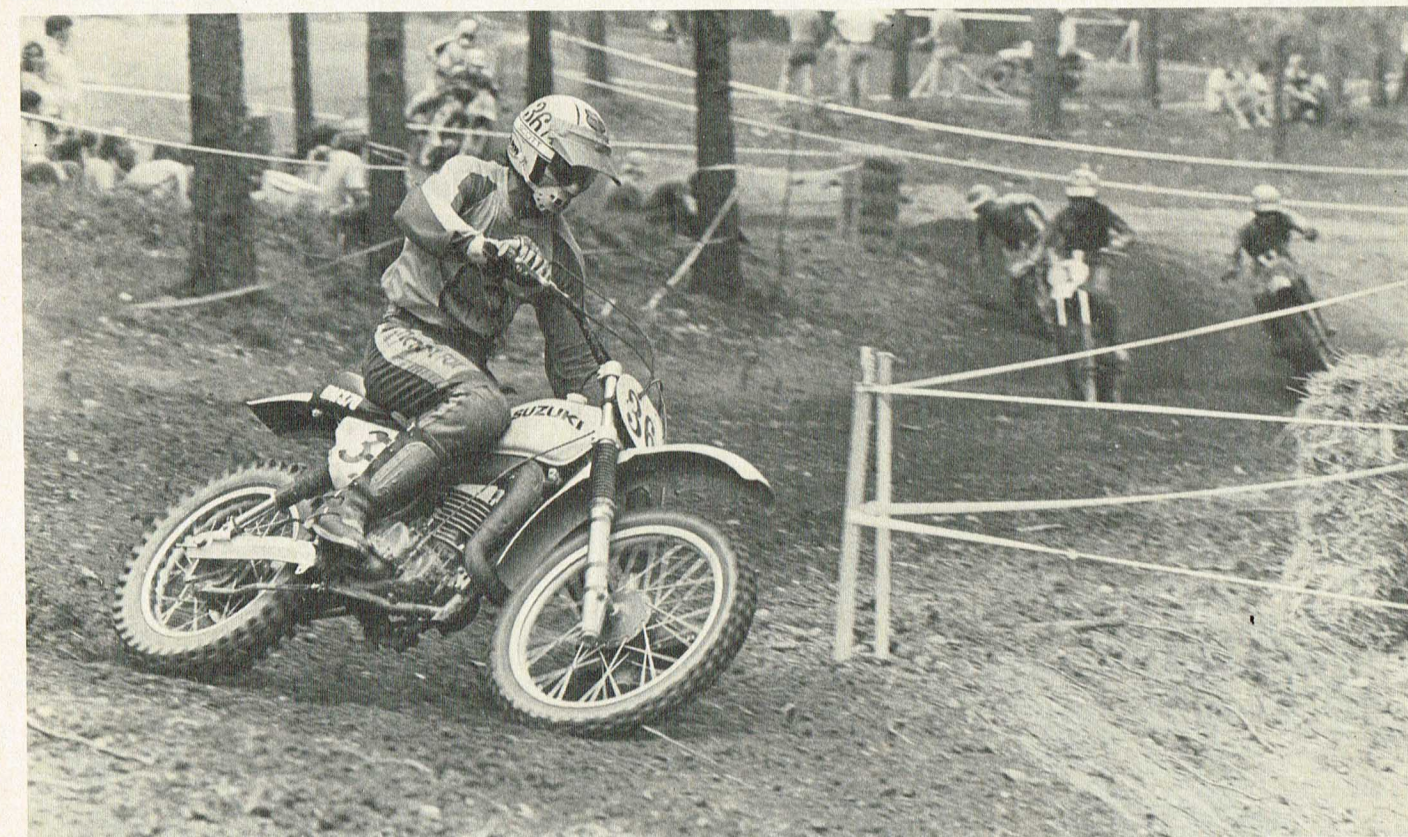
SO, WHAT WE HAVE HERE IS

Without a doubt, the RM250B was and the RM250C is now the finest 250cc motocross package that we have tested to date. Now, even more so than before, it is a bike that most anyone can jump on and feel comfortable with

right away. With the substantial power and front suspension improvements it is still the machine to be reckoned with on any motocross course. Consider the bike as a whole, along with its relatively low initial cost and reliability and its parts availability (not to be confused with its parts prices), and the 250C still reigns supreme.

Atlanta 500 National

Continued from page 43

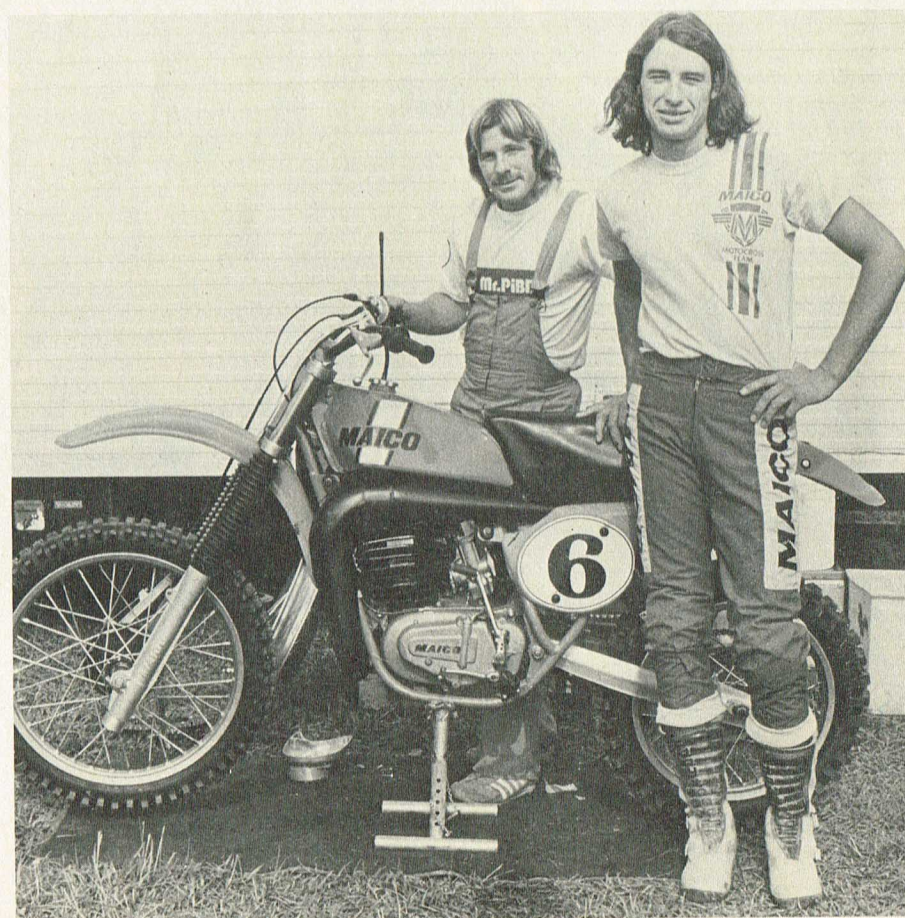


Mickey Boone holding on to his holeshot lead while Tony D. and Kent Howerton (1) are about to tangle in the background.

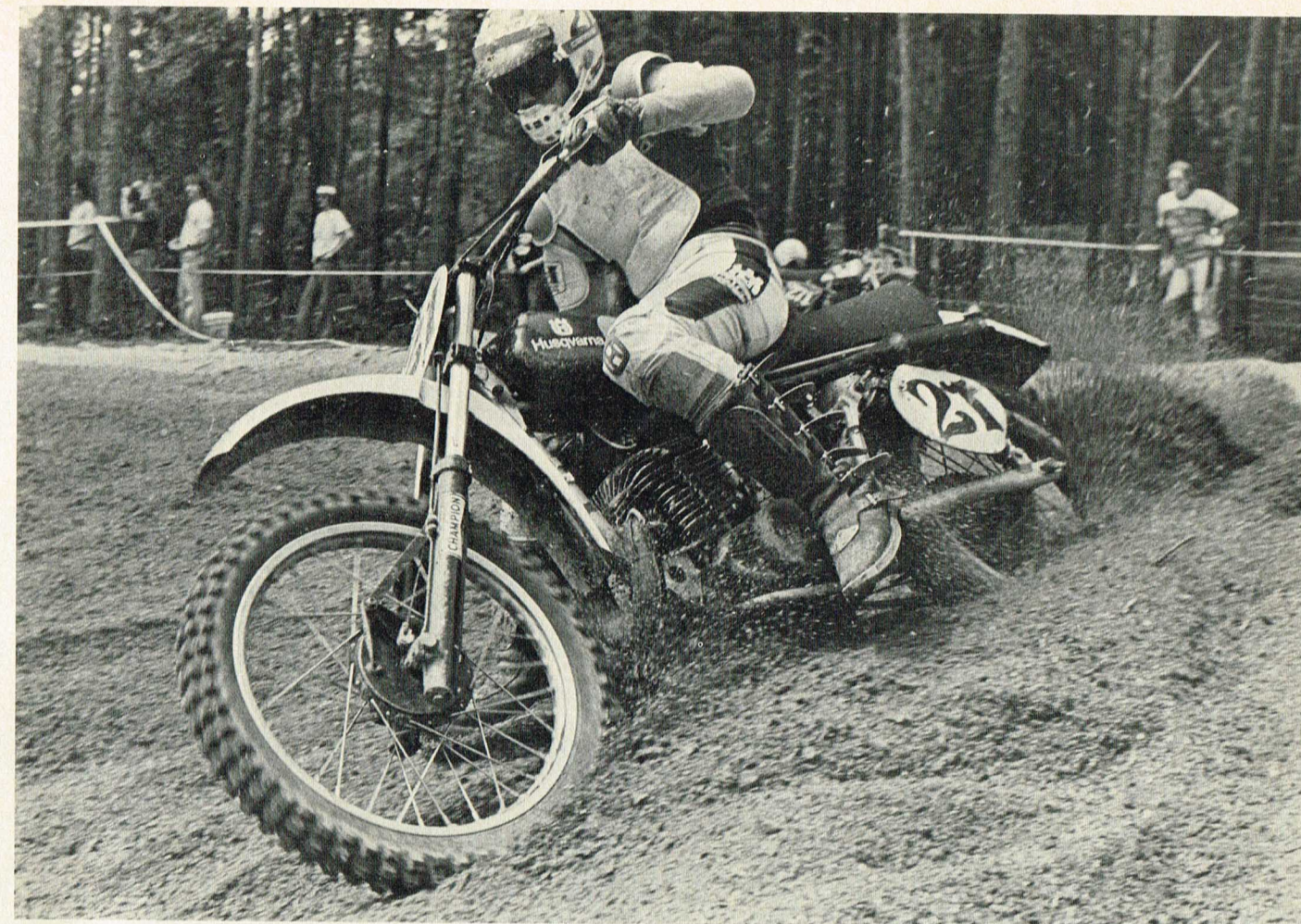
pass a slower rider from the outside of a jump-turn and had gotten rammed in the leg. This left Marty in 27th position at the end of the moto, without points. Hannah's fantastic ride left Bob and Marty tied in National points.

Both Tony DiStefano and Kent Howerton were in contention for the Championship as they battled over fourth place nearing the mid-point of the race. Tony had just passed the reigning 500cc National Champion, Kent, and was blocked in behind Mike Kessler as the three of them funneled down into a turn. Kent had his foot out for balance, and when Tony braked suddenly, Kent's foot somehow got sucked up between the tire and rear shock of Tony's Suzuki. The two factory team leaders went down in a clump of bikes and bodies that would take a lap to untangle. After being pulled apart, both were so sore that they were unable to race at speed for the remainder of the moto, effectively dropping themselves out of the battle for the Championship. Steve

Steve and Bernie. Stack, who won the opening round in Texas, took second overall.



DIRT BIKE



Stackable placed his Maico in second spot ahead of teammate Gaylon Mosier, Boone, Grossi, Staten, Honda's Warren Reid in his first ride ever on an Open class bike, Sun, Kessler and Croft.

MOTO TWO

Some 7000 spectators, one of the largest crowds to attend an outdoor motocross this year, had cheered Hannah along every inch of ground he had made up in the first moto to win. The second moto would prove to be even more exciting, and, perhaps, the best showdown of the series between Bob and Marty.

Showing no signs of his first-moto bruises, Marty quickly took over the lead on the opening lap. Bob got started around tenth spot. Within four laps he had charged past the likes of Tony D., Tommy Croft and Stackable to take control of second place. One more lap and he was breathing down Marty's exhaust pipe. For the next five laps the crowd would be treated to one of the best battles on the National circuit all season.

Corner after corner, straight after straight, Bob and Marty traded the lead back and forth by a matter of inches and feet. Not once did they ever get farther apart than the width of the track. Marty used the brute power of

Husky's Chuck Sun took seventh overall on his CR390.

the snarling RC400 works Honda to grab the advantage coming out of the turns, while Bob rode on either side of Marty, directing the big yellow Yamaha across the roughest whoops and around the outside of turns to make up any distance he lost coming out of turns.

"I did what I had to," said Bob. "Someone told me between motos that Marty had said I couldn't beat him! I just wanted to show that I could!"

After five laps of trading paint for glory, Bob pulled out a safe, but hardly secure, five-second lead that he held for the remainder of the moto. Tony D., who had been pushing his Suzuki along in third spot, slowed a little near the end and was zapped by Honda's Tommy Croft. Danny LaPorte was close behind in fifth, tailed by Stackable, Semics, Eierstedt, Howerton and Sun.

With one race remaining in the 500cc National Championship, Bob Hannah held the lead in the series with 185 points to Marty Smith's 182. After having lost the 125cc Championship the weekend before in Texas, the 500cc series was turning into Hannah's vendetta. St. Petersburg would tell the tale.



Jimmy Carter came up from nearby Plains to congratulate the Hurricane on his win. Would we lie?

RESULTS

ATLANTA 500cc NATIONAL MOTOCROSS, AUGUST 21, 1977

1. Bob Hannah (1,1) Yam; 2. Steve Stackable (2,6) Mai; 3. Tommy Croft (10,3) Hon; 4. Gaylon Mosier (3,13) Mai; 5. Mickey Boone (4,14) Suz; 6. Gary Semics (11,7) Kaw; 7. Chuck Sun (8,10) Hus; 8. Warren Reid (7,11) Hon; 9. Rex Staten (6,12) H-D; 10. Marty Smith (27,2) Hon

250 NATIONAL CHAMPIONSHIP

Continued from page 19



Lake Sugartree with Tony D. on the inside line.



behind the leaders with 183 points.

Another pair of seconds gave Tony his second straight overall at Buchanan, Michigan, to move into a 29-point lead over Pomeroy. Smith, bothered by mechanical problems, DNFed the first moto, and took ninth in the final after crashing, to drop three points behind Bimbo.

The Honda teamsters had a long-shot chance in the final at Mt. Morris, Pennsylvania, if Tony faltered. But he didn't falter; instead, he won the first moto, going for the win in the final laps by passing Smith instead of taking the "safe" second. Either way he would have had enough points to take the title. Then he motored around behind Marty for a second in the final and his third straight overall in three weekends.

Tony summed up his technique for winning three straight Championships: "Strategy, alone, is my strong point. Finishing is important, and that means every moto in the series. Use your head ... go easy on your equipment. Every point counts. I like to win, but if it's at the risk of allowing something to happen so you won't finish, I won't take the chance. A good mechanic helps, as well (Alan Hahn). But don't forget to use your head."



Mt. Morris trampled on Marty Smith's title hopes.



Three of a kind — National titles — make a full house for Tony D.



Tommy Croft sprays Gaylon Mosier on a Mt. Morris slope. His fifth in the series gave Honda three of the top five point men.

RESULTS

April 10. Hangtown — Plymouth, California. — 1. Marty Smith (2,2) Hon; 2. Jim Pomeroy (1,4) Hon; 3. Tony DiStefano (5,1) Suz; 4. Kent Howerton (3,7) Hus; 5. Marty Tripes (4,5) H-D; 6. Gaylon Mosier (8,3) Mai; 7. Gary Semics (9,6) Kaw; 8. Mickey Kessler (6,12) Mon; 9. Tommy Croft (12,8) Hon; 10. Rick Burgett (14,11) Yam.

April 17. Nashville, Tennessee. — 1. Jimmy Ellis (1,3) C-A; 2. Tony DiStefano (4,1) Suz; 3. Bob Hannah (3,2) Yam; 4. Jim Pomeroy (2,5); 5. Marty Smith (5,7); 6. Chuck Sun (6,9) Hus; 7. Danny LaPorte (11,8) Suz; 8. Mickey Boone (9,10) Suz; 9. Steve Stackable (7,13) Mai; 10. Tommy Croft (12,11) Hon.

April 24. Omaha, Nebraska. — 1. Bob Hannah (1,1) Yam; 2. Kent Howerton (3,2) Hus; 3. Marty Smith (2,3) Hon; 4. Tony DiStefano (4,4) Suz; 5. Rick Burgett (5,5) Yam; 6. Danny LaPorte (6,7) Suz; 7. Jim Pomeroy (8,6) Hon; 8. Chuck Sun (11,8) Hus; 9. Gary Semics (7,12) Kaw; 10. Tommy Croft (10,10) Hon.

May 1. Southwick, Massachusetts. — 1. Marty Smith (2,1) Hon; 2. Jim Pomeroy (3,2) Hon; 3. Tony DiStefano (1,6) Suz; 4. Tommy Croft (4,3) Hon; 5. Rick Burgett (7,4) Yam; 6. Chuck Sun (8,7) Hus; 7. Danny LaPorte (5,10) Suz; 8. Mickey Boone (8,10) Suz; 9. Gaylon Mosier (9,9) Mai; 10. Kent Howerton (14,5) Hus.

May 15. Axton, Virginia. — 1. Tony DiStefano (2,2) Suz; 2. Jimmy Weinert (1,4) Kaw; 3. Marty Smith (5,1) Hon; 4. Jim Pomeroy (3,9) Hon; 5. Gary Semics (6,10) Kaw; 6. Danny LaPorte (13,5) Suz; 7. Gaylon Mosier (12,8) Mai; 8. Bob Hannah (DNF,3) Yam; 9. Steve Stackable (16,6) Mai; 10. Chuck Sun (11,13) Hus.

May 22. Buchanan, Michigan. — 1. Tony DiStefano (2,2) Suz; Steve Stackable (5,3) Mai; 3. Jim Pomeroy (4,4) Hon; 4. Jimmy Weinert (3,6) Kaw; 5. Tommy Croft (1,11) Hon; 6. Jimmy Ellis (13,1) C-A; 7. Bob Hannah (6,5) Yam; 8. Kent Howerton (7,3) Hus; 9. Billy Grossi (10,14) Suz; 10. Gary Semics (15,10) Kaw.

May 29. Mt. Morris, Pennsylvania. — 1. Tony DiStefano (1,2) Suz; 2. Marty Smith (3,1) Hon; 3. Jimmy Ellis (4,4) C-A; 4. Jimmy Weinert (2,11) Kaw; 5. Kent Howerton (10,3) Hus; 6. Danny LaPorte (5,7) Suz; 7. Chuck Sun (6,8) Hus; 8. Steve Stackable (11,6) Mai; 9. Tommy Croft (8,10) Hon; 10. Jim Pomeroy (15,5) Hon.

Moto Wins: DiStefano — 4, Smith — 3, Ellis and Hannah — 2, Pomeroy, Croft and Weinert — 1.

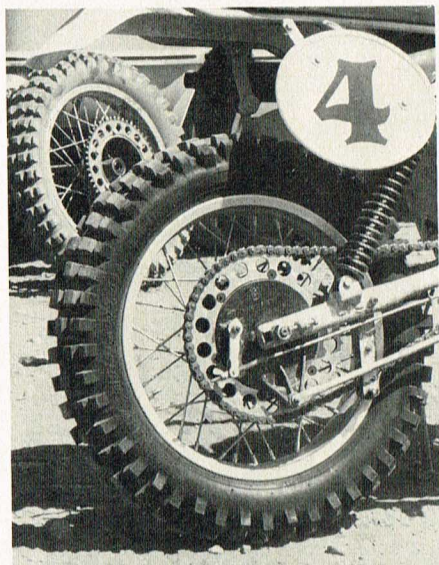
FINAL STANDINGS 250 National Series

1. Tony DiStefano	295
2. Marty Smith, Hon	261
3. Jim Pomeroy, Hon	241
4. Kent Howerton, Hus	187
5. Tommy Croft, Hon	172
6. Jim Ellis, C-A	158
7. Bob Hannah, Yam	152
8. Chuck Sun, Hus	150
9. Danny LaPorte, Suz	145
10. Gaylon Mosier, Mai	137
11. Steve Stackable, Mai	134
12. Gary Semics, Kaw	133
13. Rick Burgett, Yam	120
14. Jim Weinert, Kaw	110
15. Mickey Boone, Suz	87
16. Mickey Kessler, Mon	85
17. Marty Tripes, H-D	77
18. Rex Staten, H-D	63
19. Rich Eierstedt, Bul	53
20. Bill Grossi, Suz	38

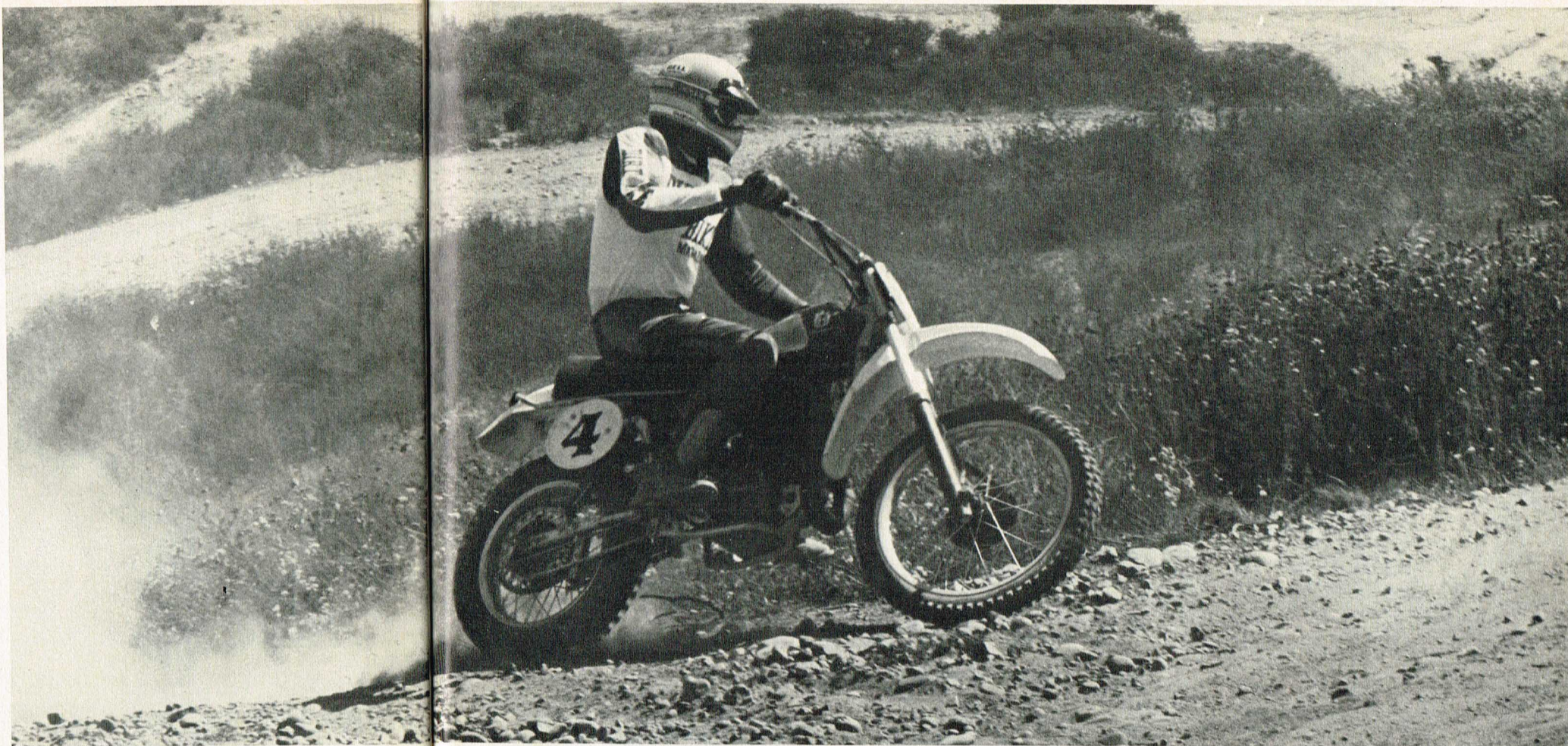
THE AGE OF THE 17-INCH REAR WHEEL IS UPON US

The invention of the wheel, once again

by George Wegner



Attached to our Autocross ... it doesn't look all that odd.



(Nils-Arne Nilsson photo)

Another breakthrough:

These are very exciting times we are living in. It seems that every few months something new pops up that is a clear and obvious advantage in the world of motorized two-wheelers. The 17-inch rear wheel will prove to be the biggest breakthrough since long-travel suspension.

During practice for the first event of the 250 Grand Prix season in Spain, all of the riders were complaining about the lack of traction on the hard-packed, very dry and slick course. Much experimenting was going on with various tire brands and compounds. After trying all of the usual brands, everyone went to Metzlers. Almost as an afterthought, Hakan Carlqvist decided to try the 17-inch wheel and tire that he had along in his van. To his surprise, his lap times were six seconds quicker than they had been while using anything else. Though he only had the one tire, the advantage was so great that he decided without hesitation to use the same tire for practice and both motos.

Our first experience with the 17-inch tire was not fully appreciated. This was due to the fact that we rode a totally unfamiliar machine on an equally unfamiliar track surface (see Aberg Replica story).

The next time out we were more scientific. I took our 390 Automatic down to El Cajon and met up with Nils-Arne Nilsson, who had borrowed a wheel fitted with a fresh 5.00x17 Trelleborg. We then headed out for the hardest, slickest, most burnt area we could think of, the infamous Smith/Croft practice area (see Aberg Replica story).

I set up a couple of loops and proceeded to put about 35 minutes on the Automatic to refamiliarize myself with its magnificence. Ah yes... The loops consisted of sharp hairpin turns at the bottom of steep uphill, off cambers, downhill and plenty of hard-packed whoops a foot deep.

Then, back to the van, where Nils slipped on the 17-incher, and I was off again.

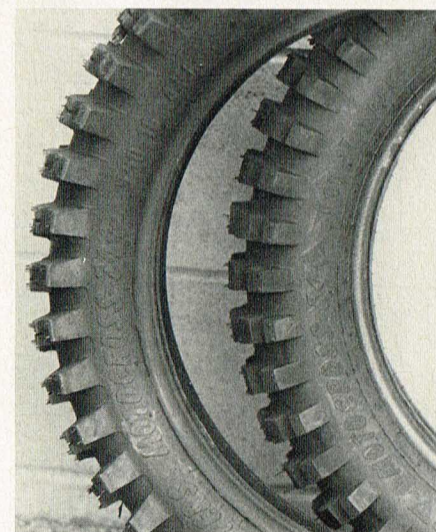
The advantage was immediately

obvious.

To begin with, the ride was much smoother. The Trelle is a mere 10mm shorter in total outside diameter than the 18-inch 4.50, while its sidewalls are much taller. With only four pounds of pressure in the tire, it absorbs many of the small bumps and ripples normally transmitted to the shocks and eventually to you.

At the same time, no sidewall flex was experienced. To the contrary, another outstanding trait of the 5.00x17 is the way it holds in a slide. This goes for braking and power slides alike. The rear end slides out to a point, but no farther. And not half as far as with the 18-incher. Again, this difference, like the new smoothness, was *very noticeable* since I had just ridden the same course five minutes earlier with the other tire and wheel.

Then there are the other traction advantages: quicker acceleration and deceleration. The extra-wide Sun rim puts a great deal of the knobbed surface on the dirt, especially with so little pressure in it. The rate of acceleration and



Note the difference in sidewall height between the 5.50x18 on the left and the 5.00x17 on the right. O.D. is a mere 10mm less on the 17-inch Trelleborg.

deceleration seemed unreal for the rutted, rock-strewn, powdery-dry surface under me. I was truly learning the feeling of traction limitations in the dirt all over again. A totally new dimension.

Tricky off-camber turns that I had to carefully cross just minutes before with the 18-inch tire could

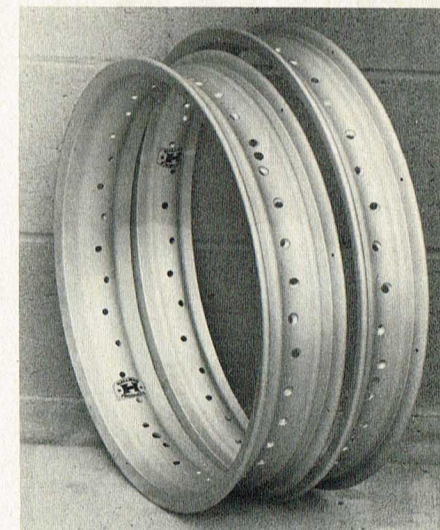
The 17-inch wheel and tire will cut seconds off of your lap times no matter what the terrain is like.

be wheeled across on the 17 with total confidence. Utterly amazing. You have to try one to believe it. Surely it sounds too good to be true.

What a combination: The ultimate open classer, the Autocross, with this new dimension in rear wheel traction and handling attached to the rear end. Seriously, the overall handling of the machine improved tremendously. I was so stoked that I ran the Husky out of fuel knowing that I'd have to push it up two large hills in the heat.

At that moment, Hakan Andersson, Hakan Carlqvist and many other Europeans are running 17-inchers, as is Brad Lackey. If you hadn't noticed, Brad has been doing very well lately. He is bestowed with the honor of being the first American to win a 500cc GP, his in Britain.

What about reliability with four or five pounds of air pressure? Not to worry. I hit some very nasty holes and ledges that made me cringe at first thinking of the



The ultra-wide Sun rim puts more knobbed surface on the dirt and is virtually unbendable.

damage I would do. I was over them and gone without even a jolt. Truly amazing.

The 17-inch Sun Rim, Trelleborg tire and Hallman heavy-duty spokes are available now through any dealer who carries Torsten Hallman Racing accessories.

We all need one.

NEW PRODUCTS

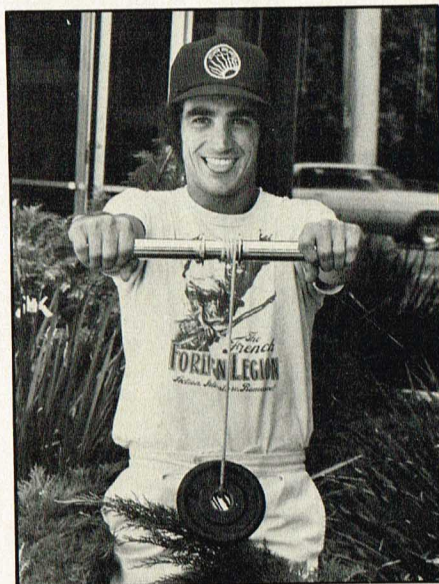
If you spot something here that tickles your fancy and you decide to order or maybe just send for more info, be sure to mention that you saw it in DIRT BIKE Magazine. We already know that they exist. Laying your and our name on them lets them know that we too have weight and take up space. And, equally important, it tells them that you are a loyal reader of the MIGHTY DB, and proud of it.

you should be. Bolt on one of these Kroeber breakerless ignitions and your timing will stay where you set it for a whole season. The engine will keep firing, even with a water stream directed at the bare components while they are rotating. The CDI box is vibration-mounted, and a special coil fires both spark plugs with more than twice the voltage on each plug than the stock system has across its one plug. A seriously hot setup for the serious racer — \$225, from Aaen Engineering, 1266 N. Sheridan Rd., Kenosha, Wisconsin 53140; (414) 552-8981.



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TEAM PIT

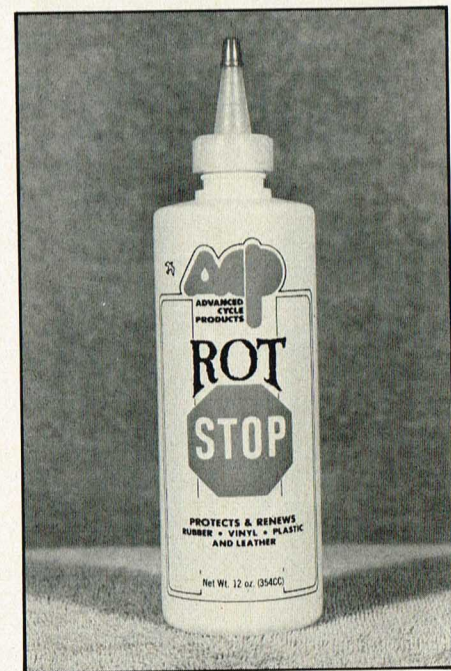
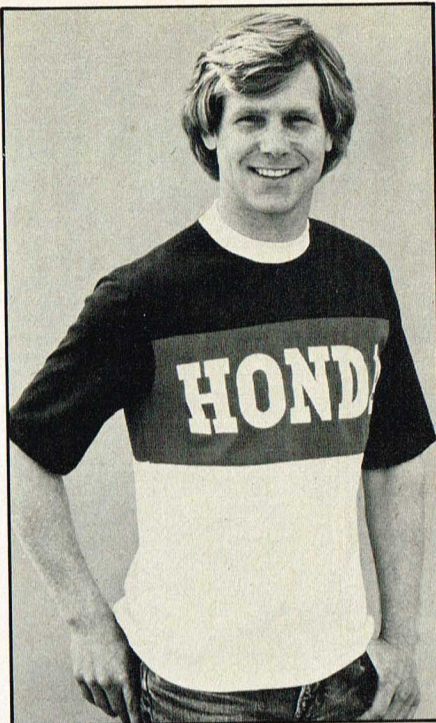
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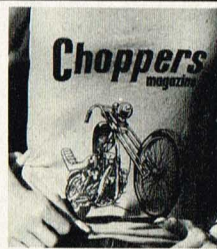


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- M-244 BSA
- M-240 SUZUKI
- M-270 TRIUMPH (off road)
- M-613 COORS
- M-268 DODGE VAN
- M-172 THE DEVIL MADE ME DO IT
- M-287 PENTON
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YAMAHA'S DT175E and DT250D

Continued from page 39

We played motocross with them, trail-rode them, even ran down the street for some organic papaya juice on them. In every application, they were fun. Funky at times, but fun.

Which is not to say that there weren't bitches. Moto-snobism may well take more than a month of fasting to completely leave the system, but we did find areas for improvement.

Both bikes, and especially the 250, continue to suffer from the dual-purpose bike gradual obesity malady. This is somewhat similar to, though the opposite of, the incredible shrinking candy bar syndrome. That is, while your Hershey bar will soon

perhaps have barely enough chocolate to cover its almond, your street/trailer may well soon resemble the Hindenburg. Or, in a word or two, they are too heavy. The 250, in particular, has enough heft to feel capable of inflicting great pain should it ever sneak out from under its rider's control. The 175, on the other hand, is much lighter. Some actually used the word "nimble."

Handling and suspension, while much improved on the 175, which is a mono for the first time this year, are still nothing to compare to, say, Yamaha's own IT175. The DT175 was set up very soft, much too much so for



YAMAHA DT175

ENGINE: Air-cooled two-stroke
DISPLACEMENT: 171cc
BORE & STROKE: 68x50mm
COMPRESSION RATIO: 6.8:1
CARBURETION: Mikuni
CLUTCH: Wet multiple disc
PRIMARY DRIVE: 71/22
TRANSMISSION RATIOS:
1) 35/10
2) 31/14
3) 28/18
4) 25/21
5) 22/23
6) 20/25
FINAL DRIVE:
16-tooth countershaft
49-tooth rear sprocket
AIR FILTRATION: Wetted foam
LUBRICATION: Autolube
RECOMMENDED FUEL: Premium
RECOMMENDED OIL: Yamalube 2-cycle
FUEL TANK CAPACITY:
7.0 liters (1.85 gallons)
FRAME: Tubular double cradle
SUSPENSION:
Front: 180mm
Rear: 140mm
STARTING: Kick
WHEELS & SPOKES:
Front: 1.60x21
Rear: 1.85x18
TIRES:
Front: 2.75x21
Rear: 3.50x18
DIMENSIONS:
Wheelbase: 135cm (53.1 inches)
Ground clearance: 265cm (10.4 inches)
Seat height: 83cm (34 inches)
Weight: 221.2 pounds without fuel; 45.8 percent on front. 54.2 percent on rear
BRAKES:
Front: Leading/trailing
Rear: Leading/trailing
INSTRUMENTS: Lots
LIGHTS: Yes
SILENCER: Yes
SPARK ARRESTOR: Yes
WARRANTY: Yes



YAMAHA DT250

ENGINE: Two-stroke single
DISPLACEMENT: 246cc
BORE & STROKE: 70x64mm
COMPRESSION RATIO: 6.7:1
CARBURETION: Mikuni
CLUTCH: Wet multi-disc
PRIMARY DRIVE: 65/23
TRANSMISSION RATIOS:
1) 33/13
2) 34/19
3) 26/20
4) 23/23
5) 20/26
FINAL DRIVE:
14-tooth countershaft
47-tooth rear sprocket
AIR FILTRATION: Wetted foam
LUBRICATION: Autolube
RECOMMENDED FUEL: Premium
RECOMMENDED OIL: Yamalube
FUEL TANK CAPACITY:
7.0 liters (1.85 gallons)
FRAME: Tubular double cradle
SUSPENSION:
Front: 1.95mm
Rear: 140mm
STARTING: Kick, primary
WHEELS & SPOKES:
Front: 1.60x21
Rear: 1.85x18
TIRES:
Front: 3.00x21
Rear: 4.00x18
DIMENSIONS:
Wheelbase: 141cm (55.7 inches)
Ground clearance: 2.51 cm (10.0 inches)
Seat height: 83.5cm (34.5 inches)
Weight: 129 kilos (284 pounds) without fuel; 45.9 percent on front. 54.1 on rear
BRAKES:
Front: Drum
Rear: Drum
INSTRUMENTS: Lots
SILENCER: Yes
SPARK ARRESTOR: Sure



NO KIDDIN', IS THIS REALLY LIKE KENNY ROBERTS' PRACTICE BIKE?

What? Pavement? Here in the heart of dear old DB? Yep, we decided to break down and give a few paragraphs to the neglected half of the "dual" in "dual-purpose."

It's hard to say how large a percentage of street use most of these machines see. As they become more and more fit for dirt riding, more and more serious dirt heads will buy them.

Still, the very fact that Yamaha recommends a tire pressure of around 25 psi for "normal riding" on the 250 suggests that they expect it to see a good bit of street use. Dropping

that pressure by about half, depending upon the terrain to be traversed, will bring about a miraculous change in the DT's dirt manners.

But, back to asphalt kicking. Both DTs work fine on the street. In fact, the very things that make them superior dirt bikes have also improved their pavement readiness.

Of course, they come with trials universals, which are compromise tires and perform compromisingly. With a set of street rubber, either of these machines could be transformed into dynamite little canyon cutters.

NOTHING IS IMPOSSIBLE . . .

It's the old, familiar question. Preston probably sees these letters in his nightmares. "I want to race. I have this 250 street/trail bike and I plan to put a pipe on it and . . ."

For general purposes, the old, familiar answer holds true. A playbike doth not a racer make.

But the times they are, slowly, a-changin'. Fact is, the dual-purpose bikes of today, especially these DTs, are pretty close to being on a par with some of the "serious" enduro bikes of a few years back.

When faced with the question of which Yamaha, the 175 or the 250, would be most easily modified to make a "competitive" (frankly, we're getting tired of that word. Burseson could blow most folks into the Lonesome Pines riding either one of these, stock) enduro mount, the staff and testers faced the issue head-on, and split right down the middle.

The fans of the 175, who were, for the most part, motocross-oriented, chose it for its lightness and good power. They felt that it could make as good time as the 250 without the extra weight.

Those who favored the 250 were, for what it's worth, trail freaks, and were generally heavier (in terms of weight rather than depth of conceptualization) than the others.



Their complaints about the 175 mostly concerned the soft suspension, which became a bit skittery in the rocks.

For the beginning enduro rider, either bike would likely, with the obvious addition of knobbies and subtraction of turn signals, do the job. An added plus is the fact that either bike could likely take the abuse and abasement that a beginner usually dishes out.

In fact, if our proposed "trailbike motocross" class ever gets off the ground, we would be very surprised if a number of DTs didn't show up regularly in the winner's circle.

many of our riders. A bit of tuning, in the guise of a change of oil in the forks and some monoshock machination, would likely do much to alleviate the problem.

The 250, on the other hand, is very little changed from the model that we shot out with the TS250 Suzuki last year. Some jetting changes in the carburetor, and paint-and-decal engineering, make up most of the differences. Still, whether it was because of our adaptation regimen or whatever, we are more impressed now than we were then.

The turn signals stayed on and blinking. The sole mechanical

malfunction, after numerous giggling getoffs, was one DNFed horn.

But, and this is the central point, these bikes are now fully capable of handling real trail riding; even capable, if you take the time to adjust air pressure before leaving the pavement and then again before returning, of taking their riders out to the trail and allowing them to enjoy themselves while there.

See, we did it! An honest and objective dual-purpose bike test. Nyah, nyah, we told you so. Now, can we have our YZs and RMs, our Huskys and Pentons and Bultacos back, please? Please?

LAST LAP

NATIONAL MOTOCROSS

July 24. St. Peters, Missouri — 500. The extreme summer heat continued as Team Honda's Marty Smith and Tommy Croft proved themselves able to combat the 100-degree temperature at Cycle World U.S.A. Marty's first-place victory at the Mr. Pibb-sponsored event moved him into the points lead for this year's Championship. Third overall for the day was 250cc National Champion Tony DiStefano.

After Smith and Croft ran away with the first moto of the day, poor starts might have destroyed their overall scores if other riders hadn't suffered more serious problems. Texans Steve Stackable and Kent Howerton, who dominated the 500cc series opener the weekend before, both suffered mechanical problems — jammed forks for Stackable's Maico and a sheared countershaft on Howerton's Husky — while running near the lead on the opening laps. The second moto saw numerous leaders while Smith and Croft worked up through the pack. Pierre Karsmakers held his Yamaha in the lead for the first 20 minutes until heat fatigue forced him to retire. Yamaha teammate Rick Burgett took over the lead, but after two laps Rick was forced to slow after bending his handlebars on the same downhill section which had jammed Stackable's forks earlier. Next, Harley's Marty Tripes took a brief turn up front before the heat forced him to pull off the track. The race played out with Gary Semics putting his Kawasaki across the finish line first, just a scant ten feet ahead of Smith, who had been closing quickly.

In the 250cc Support, Yamaha's new factory star, Mike Bell, pulled off back-to-back moto wins for his second overall win of the series.

Report by Jim Gianatsis

RESULTS: 1. Marty Smith (1,2) Hon; 2. Tommy Croft (2,6) Hon; 3. Tony DiStefano (6,4) Suz; 4. Chuck Sun (8,5) Hus; 5. Gary Semics (18,1) Kaw; 6. Bob Hannah (13,3) Yam; 7. Jim Pomeroy (7,9) Hon; 8. Rex Staten (9,10) H-D; 9. Rick Burgett (14,7) Yam; 10. Pierre Karsmakers (3, DNF) Yam.

July 31. New Berlin, New York — 500 MX. The Honda steamroller continued to roll again as the dynamic duo of Marty Smith and Tommy Croft flattened the opposition at round three of the Mr. Pibb 500cc Series. Marty's

second consecutive victory came on the rugged and hilly natural terrain Unadilla Raceway course and put him in a strong points lead for the Championship at the halfway point. Croft placed second again this week ahead of Rex Staten. The Rocket finished third overall on the 355cc prototype Harley for the make's highest finish ever at a National event.

Yamaha's "hurricane" Bob Hannah turned in the best performance of the afternoon as he handily won the first 40-minute plus two lap moto, then came back to lead the second moto as well until a rock thrown up by a lapped rider's bike damaged the alloy chain guide on Bob's Yamaha, putting him out of the race. Bob had also had bad luck the previous weekend in Missouri with bent shift and brake levers, caused by deep berms. Maico's Steve Stackable, after winning the opening 500cc round in Texas, continued to watch his points standing decline. A thrown stone on the rocky Unadilla



Marty Smith (9) and Tommy Croft (16) burying the start gate en route to their one-two placing at St. Joseph. Jim Gianatsis photo.



Kent Howerton will need a strong finish to hang onto his number one plate. Rex Backman photo.



Gary Scott won his fourth straight Ascot TT, an AMA record. Dozier Mobley photo.

terrain punctured his engine case during the first moto. Jimmy Ellis had his 360cc Can-Am prototype in second place during the last moto until a loose fuel tank forced him to pit for repairs and drop out of the standings.

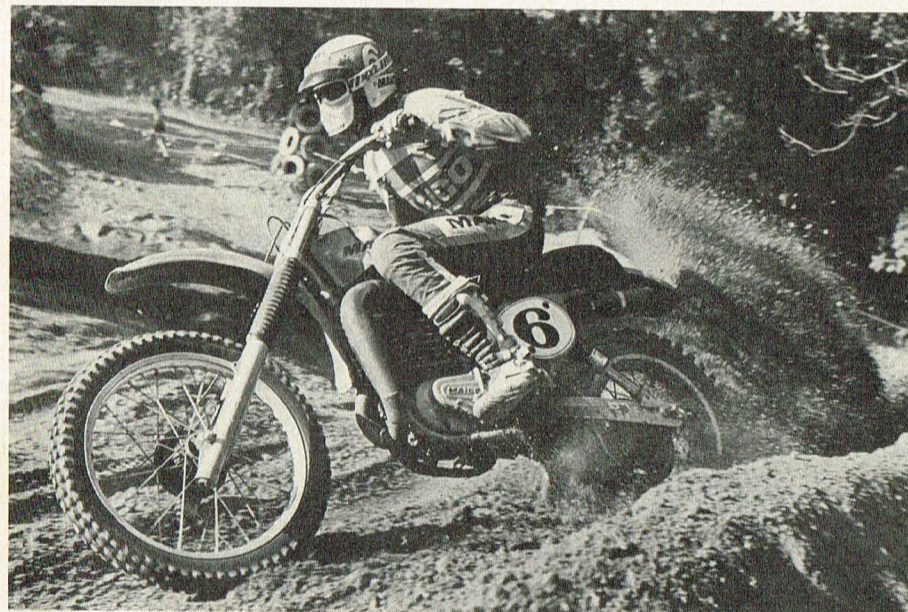
With Hannah's DNF in the final moto, Smith was able to put together 2-1 moto finishes for his overall win ahead of teammate Croft and Staten. Team Suzuki rounded out the top five

spots with Tony DiStefano and Danny LaPorte.

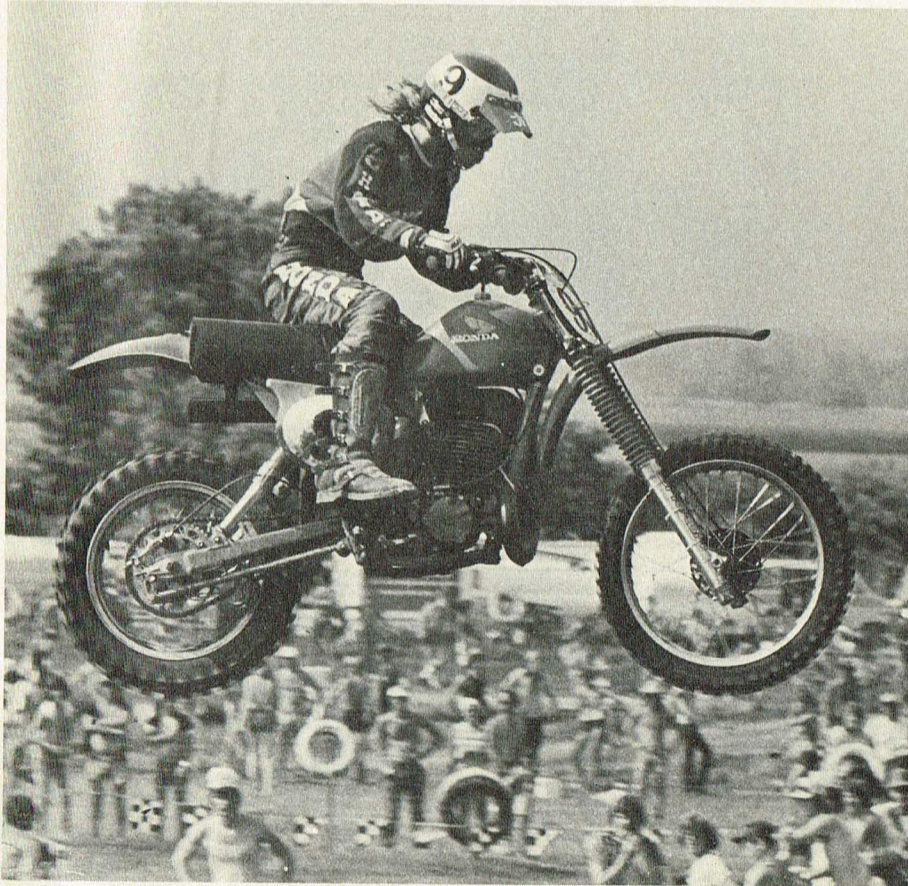
Report by Jim Gianatsis

RESULTS: 1. Marty Smith (2,1) Hon; 2. Tommy Croft (4,2) Hon; 3. Rex Staten (3,5) H-D; 4. Tony DiStefano (7,3) Suz; 5. Danny LaPorte (8,4) Suz; 6. Kent Howerton (6,8) Hus; 7. Bob Hannah (1, DNF) Yam; 8. Rick Burgett (5,15) Yam; 9. Gary Semics (14,7) Kaw; 10. Frank Stacy (12,10) Pen.

August 7. Charlotte, North Carolina — 500 MX. Yamaha's Bob Hannah put



Steve Stackable has some problems in the Show Me State after scoring in the Texas opener. Jim Gianatsis photo.



Smith's win in Missouri makes him the first rider to post overall wins in all three national classes. Jim Gianatsis photo.

together 2-1 moto finishes at Metrolina Speedway Park to pick up the overall win at round four of the Mr. Pibb-sponsored 500cc National Motocross Championship. Bob's performance made him the first rider in AMA history to win Nationals in all three classes, 125cc, 250cc and Open, during one season. The win at Charlotte moved the "Hurricane" into second place in the Championship standings

behind points leader Marty Smith.

Marty saw his strong lead in the series dwindle with a pair of seventh-place finishes. Loose handlebars in the first race had caused Marty to crash. He was hampered by a slow start in the second.

Suzuki's Tony DiStefano finished second overall to hold onto third place in the standings. Gaylon Mosier took his factory Maico to victory in the opening moto after passing DiStefano and Penton's Frank Stacy in the early laps. Hannah worked his way up from a poor start to second. The next moto saw Mosier taken out of the race in a first-turn pileup while Hannah took to an early lead, never to be challenged. Kent Howerton, out of contention in the first moto because of gearbox failure, came back in the final moto for a second. Local rider Mickey Boone took his S&M Cycle-sponsored Suzuki to third overall.

In the 250cc Support class, Mark Barnett, after chasing Yamaha's Mike Bell to the finishing line at the first three races in the series, was able to take the win himself this week on his C&B Suzuki. Afterwards, Mark announced that Moto-X Fox would be sponsoring him in the Support class of the 1977 Trans-AMA Series.

Report by Jim Gianatsis

RESULTS: 1. Bob Hannah (2,1) Yam; 2. Tony DiStefano (3,4) Suz; 3. Mickey Boone (5,3) Suz; 4. Steve Stackable (4,6) Mai; 5. Marty Smith (7,7) Hon; 6. Gaylon Mosier (1, DNF) Mai; 7. Pierre Karsmakers (6,12) Yam; 8. Gary Semics (14,5) Kaw; 9. Kent Howerton (DNF,2) Hus; 10. Rich Eierstedt (10,11) Bul.

August 14. San Antonio, Texas — 125 MX. Yamaha factory rider Broc Glover from El Cajon, California, took his Jim Felt-tuned OW 27 works bike to victory in the final race of the series at Cyclorama to win the 1977 AMA 125cc national Motocross Championship.

Going into the final race at San Antonio, Hannah, Glover and LaPorte, with a ten-point lead, all had a chance at the Championship.

Broc's title came with the assistance of Yamaha teammate Bob Hannah, the 1976 125cc National Champion, who slowed down in the final moto to turn his lead over to Broc. This team strategy allowed Broc to tie Suzuki's Danny LaPorte for the series points lead. The title went to Broc because he had posted more moto wins during the six-race series.

Report by Jim Gianatsis

RESULTS: 1. Broc Glover (1,1) Yam; 2. Bob Hannah (2,2) Yam; 3. Danny LaPorte (3,3) Suz; 4. Mike Bell (5,7) Yam; 5. Warren Reid (7,6) Hon; 6. Mark Barnett (9,5) Suz; 7. Steve Wise (15,4) Hon; 8. John Savitski (10,8) Suz; 9. Koji Masuda (4,17) Suz; 10. Chuck Sun (8,13) Hus.

August 21. Augusta, Georgia — 500 MX. Bob Hannah moved three points ahead of Marty Smith with one round to go by sweeping both motos. Complete report in this issue.

August 23. Westerville, Ohio. The

AMA Professional Racing Board has enacted format changes for the 1978 Stadium Motocross Series, known as the Supercross Series this year. Points will still be paid to the top 20 finishers in the 20-lap main event. Additionally, the top three finishers in each of the four ten-lap qualifying heats will receive three, two and one bonus points. These qualifying points will count toward the championship but each individual event will be determined solely by finish in the main. In another change, the consolation has been shortened from 15 to eight laps, with the winner advancing to the main. The four qualifying heats have been upped to 25 starters each, with the top five transferring to the main. The top two finishers in the two semifinals plus the consolation winner round out the 25-rider field for the main.

The AMA also announced that Steve Stackable would replace Jim Weinert on the American team for the Motocross des Nations September 4th in France and the Trophee des Nations on September 11th in Holland. Stackable joins Tony DiStefano, Gary Semics and Kent Howerton. Weinert had to be replaced after breaking his arm during practice in July.

INTERNATIONAL MOTOCROSS

July 24, Canada — 125 GP. Warren Reid won the second moto to finish second overall behind Andre Massant. The Honda pilot beat first-moto winner Massant by 22 seconds in the nightcap. Warren was knocked down while lapping a rider in the first moto, but still finished third. Some possible "team" riding by the Belgian deprived Warren of a shot at the overall. In the second moto, with Reid in the lead, Rahier, pressuring Massant for the number two spot, dropped out, complaining of a chest injury. If Rahier had remained in the race and passed his Yamaha-mounted countryman, the overall would have gone to the American. Frank Stacy, minus a bike for the GP, won the 250 Support.

RESULTS: 1. Andre Massant (1,2) Yam; 2. Warren Reid (3,1) Hon; 3. Jiri Churavy (4,4) CZ; 4. Gaston Rahier (2,x) Suz; 5. Pavel Ruliev (6,5) CZ; 6. Yury Khoudjakov (x,3) CZ.

July 31, Hawkstone, England — 250 GP. Guenady Moiseev all but wrapped up his second 250 world title by taking both motos and opening a 38-point lead with two rounds remaining.

August 7, Belgium — 500 GP. Roger DeCoster won the first moto, but Heikki Mikkola took the nightcap, the overall and the World Championship. Brad Lackey was second overall with a pair of thirds. With two rounds

Hannah used an aerodynamic helmet stabilizer at Charlotte. James Charles Lewis photo.

remaining, Brad is 21 points behind Roger in his bid to take third in the world standings.

RESULTS: 1. Heikki Mikkola (2,1) Yam; 2. Brad Lackey (3,3) Hon; 3. Roger DeCoster (1,x) Suz; 4. Graham Noyce (4,5) Mai; and Gerrit Wolsink (9,2) Suz; 6. Adolf Weil (6,4) Mai; 7. Hakan Andersson (7,6) Mon; 8. Herbert Schmitz (5,x) Mai; 9. Bengt Aberg (x,7) Yam.

August 14, Spain — 125 GP. Champion Gaston Rahier closed the 125 GP series by winning both motos.



Tommy Croft passes mid-air at Charlotte. James Charles Lewis photo.



Series runner-up Gerard Rond was second in the opener but did not score in the second moto. Jiri Churavy and Gilbert DeRoover tied for second overall for the day's racing.

RESULTS: 1. Gaston Rahier (1,1) Suz; 2. Jiri Churavy (5,2) CZ; and Gilbert DeRoover (4,3) Beta; 4. Gerard Rond (2,x) Yam; and M. Autio (7,4) Suz; 6. Andre Massant (3,10) Yam.

August 14, Luxembourg — 500 GP. Two-time 500 World Champion Bengt Aberg won the opening moto on his

Yamaha four-stroke, the first thumper win in years. The Swede lost the overall to newly crowned champion Heikki Mikkola on time, each rider scoring a third in the race they didn't win. Roger DeCoster scored a pair of seconds to move up to a points tie with Gerrit Wolsink for the runner-up spot with one round remaining. Brad Lackey had a fourth and a fifth while clinching fourth place in the world standings.

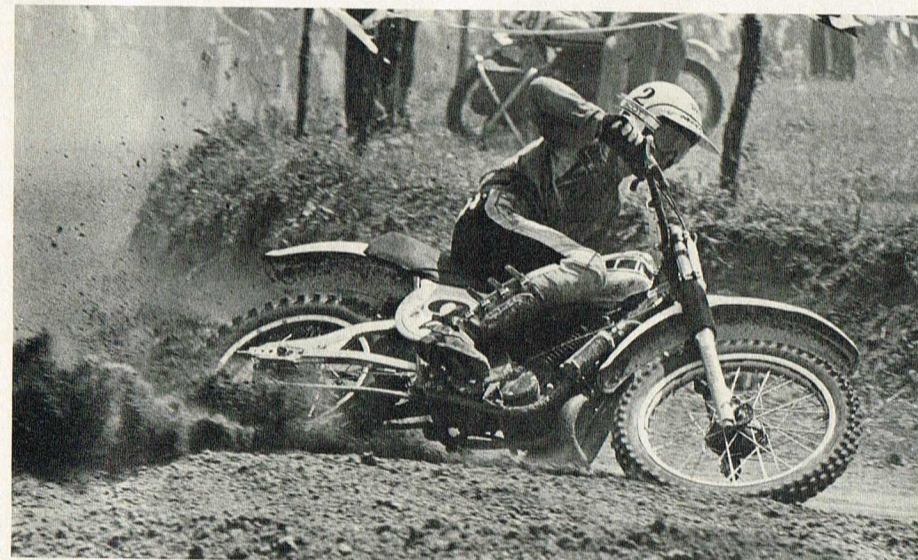
RESULTS: 1. Heikki Mikkola (3,1) Yam; 2. Bengt Aberg (1,3) Yam; 3. Roger DeCoster (2,2) Suz; 4. Brad Lackey (4,5) Hon; and Hakan Andersson (5,4) Mon; 6. Gerrit Wolsink (6,6) Suz; 7. Adolf Weil (7,7) Mai; 8. Herbert Schmitz (9,7) Mai; 9. S. L. L. L. L. (8,x); 10. Vic Eastwood (x,9) CCM; and I. Van Den Broek (10,10) Mai.

August 14, Sweden — 250 GP. Guenady Moiseev clinched his second 250 world title by scoring a second and third as teammate Vladimir Kavinov posted two wins to take the day and clinch a Russian KTM one-two showing for the year. Harry Everts took a second in one moto to close on Andre Malherbe for the third overall spot in the series.

RESULTS: 1. Kavinov (1,1) KTM; 2. Moiseev (3,2) KTM; 3. Malherbe (5,3) KTM; 4. Bruno (4,6) KTM; 5. Everts (2,x) Bul; 6. Hudson (8,4) Mai; 7. Dieffenbach (x,5) Kra; 8. Sundstrom (6,x) Hus; 9. Boven (7,x) Mon; and Pean (x,7) Mai.

CLASS C

July 23, Gardena, California. — TT. Gary Scott won his fourth consecutive Ascot TT to move within 36 points of leader Ted Boody. Kenny Roberts



dropped out of first place in points, by finishing 14th. Battery problems struck while he was holding third place. Boody finished eighth after crashing with two laps to go while running in fifth. Scott, riding a Triumph, became the first Grand National rider to win the same race for four consecutive years. His win was wire to wire. John Hateley, who won the opening TT in Houston, finished third.

RESULTS: 1. Gary Scott, Tri; 2. Alex Jorgensen, BSA; 3. John Hateley, Tri; 4. Jay Springsteen, H-D; 5. Rick Hocking, Yam; 6. Steve Eklund, Yam; 7. Randy Goss, H-D; 8. Ted Boody, H-D; 9. Skip Akland, Yam; 10. Walt Foster, Yam.

July 31, Duquoin, Illinois. — Mile. Jay Springsteen captured the 13th win of his career at the Hayes Fair Acres mile, thus making him the ninth winningest rider in the history of the Grand National series. His victory also moved him back into the lead of this year's points race. Both Roberts and Ted Boody, plagued by mechanical difficulties, finished out of the points.

RESULTS: 1. Jay Springsteen, H-D; 2. Garth Brow, H-D; 3. Gary Scott, H-D; 4. Corky Keener, H-D; 5. Keith Ullicki, H-D; 6. Bill Schaeffer, H-D; 7. Steve Morehead, H-D; 8. Steve Eklund, H-D; 9. Hank Scott, H-D; 10. Bill Eves, H-D.

August 9, Mount Vernon, Illinois. — Joseph Gene "Jay" Ridgeway died of head injuries received in a crash at the Camel Pro Series Mile at Duquoin, Illinois, on July 31. Ridgeway, 20, had raced as an AMA professional since 1972.

August 12, Hinsdale, Illinois. — Short-track. Points leader Jay Springsteen failed to qualify for the main, which was won by Steve Eklund. It took a last-lap pass after some fast and furious dueling with Terry Poovey. Ken Roberts finished fourth, earning enough points to move up to second on the year.

RESULTS: 1. Steve Eklund, Yam; 2. Terry Poovey, Bul; 3. Garth Brow, Bul; 4. Ken Roberts, Yam; 5. Rick Hocking, Yam; 6. Ted Boody, H-D; 7. Steve Eklund, Yam; 8. Mike Kidd, Pen; 9. Skip Akland, Yam; 10. Tim Cartwright, Yam.

August 14, Terre Haute, Indiana. — Half Mile. Gary Scott won the

Hannah's had some hard luck in the 500 series with bent levers and broken chain guide. Jim Gianatsis photo.

abbreviated, mud-plagued race. In all three red flags came out, the last on the 17th lap for a three-bike pileup that signaled the end of the day's racing. The track was cleared of mud but it continued to deteriorate during the day. Springsteen again failed to qualify. Scott's win moved him within 20 points of the leader.

RESULTS: 1. Gary Scott, H-D; 2. Corky Keener, H-D; 3. Steve Eklund, H-D; 4. Bill Schaeffer, H-D; 5. Hank Scott, H-D; 6. Ken Roberts, Yam; 7. John Johnson, H-D; 8. Skip Akland, H-D; 9. Garth Brow, H-D; 10. Gene Romero, H-D.

August 23, Westerville, Ohio. — TT. The AMA announced that the Peoria TT, rained out on August 7, would be dropped from the schedule, reducing to 27 the number of championship events.

ISDT

Thirty-seven Americans were listed for the 52nd International Six Days Trial to be held in Czechoslovakia September 5-10. Three hundred and twenty starters are expected. The multi-manufacturer trophy team approach of last year, a one-year experiment, was dropped in favor of returning the six-man trophy team to Penton. Yamaha will field the four-man Silver Vase Team. Other American entries include seven three-man manufacturer teams and five three-man club teams. Three riders listed on the original qualification list did not make the trip: Al Baker, Max Markowitz and Mike Hannon. Perennial gold medalist Malcolm Smith will be another missing face.

Penton World Trophy Team: Frank Gallo, Kevin LaVoie, Dane Leimbach, Jack Penton, Tom Penton and Gary Younkins.

Yamaha Silver Vase Team: Chris Carter, Mark Deyo, John Fero and Larry Thompson.

Cycle East Distributing (Hus): Dick Bureson, Bob Popiel and Greg Davis.



Check out Marty Tripes' rear tire. Charlotte action. James Charles Lewis photo.

Hercules USA: Ron Bohn, Mike Rosso and Drew Smith. Maico USA: Barry Higgins, Lars Larsson and Bill Uhl. Penton A: Gallo, T. and J. Penton (from Trophy team). Penton B: LaVoie, Leimbach and Younkins (from Trophy team). Suzuki USA: Dave Hulse, Bruce Kenny and Ted Worrell. Yamaha USA: Ferro, Deyo and Thompson (from Vase team).

Maplesville Two Day in Alabama Club: Mike Deyo, Jim Fogle and Jeff

Hill. Norseman Motorcycle Club: Don Cichoichi, Rick Munyon and Frank Piasecki. Tallahassee Trail Riders: Roy Cook, Bob Pearce and Dennis Reese. Tulsa Enduro Riders: Jeff Hammond, Ted Leimbach and Jim Smith. Tulsa Trail Riders: Rod Bush, Carl Cranke and Nate Pillsbury.

SPEEDWAY

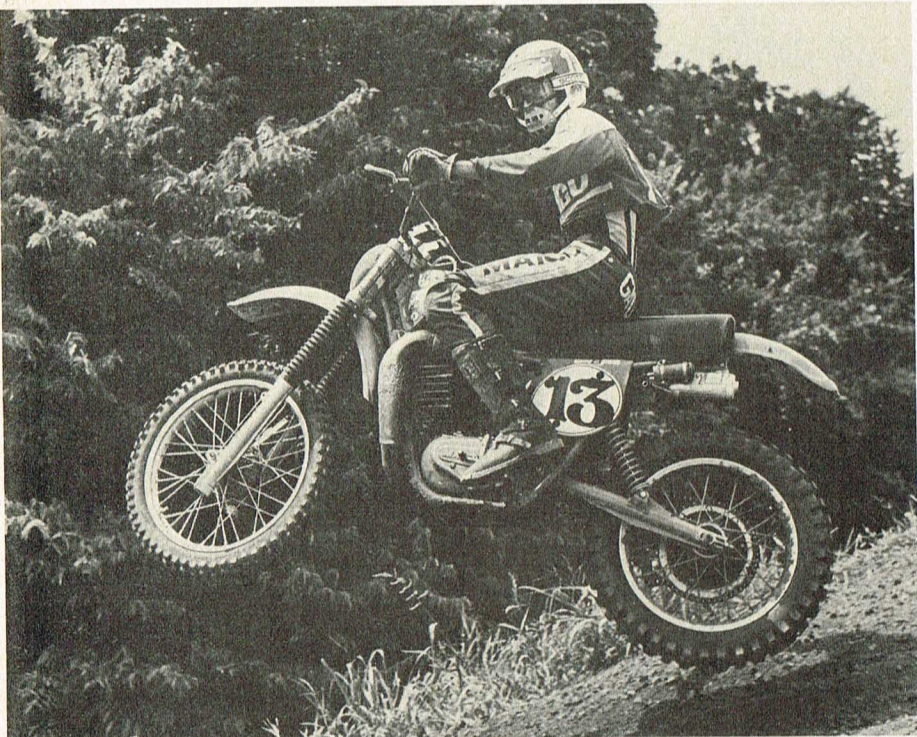
July 29. Costa Mesa, California. Mike Bast and Bruce Penhall came out

on top in the North American World Qualifying Round for the World Speedway Championship. Penhall gained the right to accompany Bast to the August 21st European Speedway Qualifier in England by beating Scott Autrey in a four-lap run-off at the end of the regular program. Autrey, who had to return to the U.S. from his British Speedway League racing, to attempt to qualify, finished ninth in the world last year. His failure to

qualify removes him from World Championship contention this year.

RESULTS: 1. Mike Bast, 14; 2. Bruce Penhall, 13; 3. Scott Autrey, 13; 4. Steve Bast, 11; 5. Rick Woods, 10; 6. Alan Christian and Mike Curoso, 9; 8. Steve Gresham and Dennis Sigalos, 8; 10. Dwayne Yarrow, 7.

August 21. England. Americans Mike Bast and Bruce Penhall failed to advance to the World Speedway Final scheduled for September 2nd in Sweden. Penhall finished 14th while Bast finished 16th in the Inter-

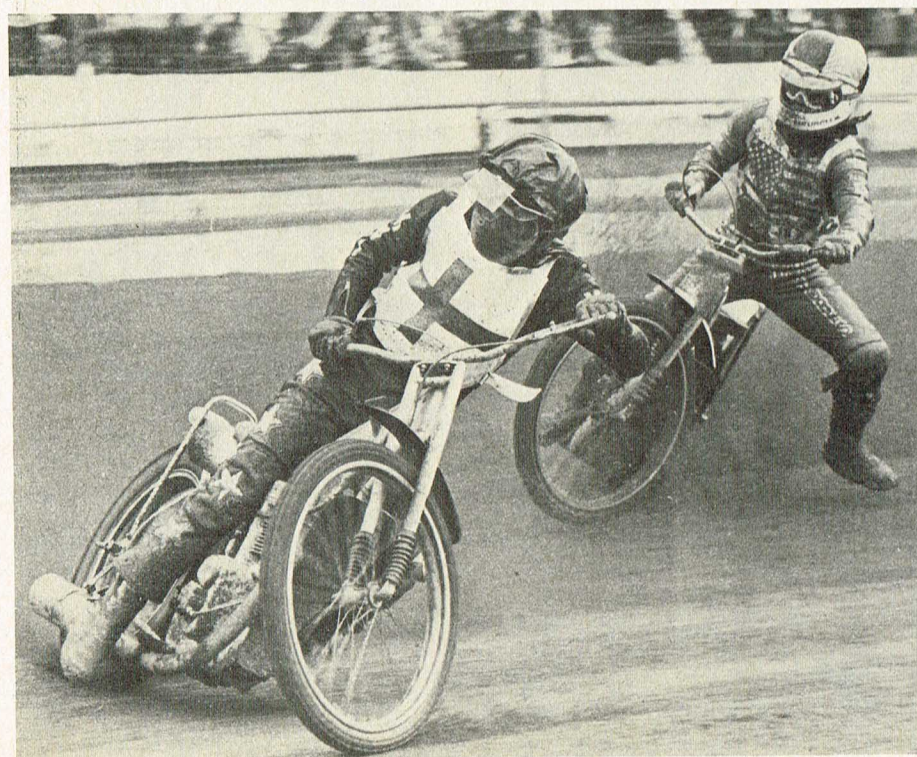


Bob Hannah's 500 win in North Carolina gave him the hat trick for the year — wins in all three classes. He's the first to do it in one year. Jim Gianatsis photo.

Continental Final. Only the top seven finishers transferred. Defending world champion Peter Collins had a perfect evening, winning all five races. Other riders moving to the final are Ole Olsen, Billy Sanders, Michael Lee, Ivan Mauger, John Bolger and Finn Thompson.

Both American riders had some tough going. Bast was disqualified twice for jumping the start. In his first race he rode over the tape without breaking it, but was disqualified anyway. Mike, our four-time national champion, managed one third-place finish before breaking the tape on his final ride. Penhall crashed in his first effort, then scored three thirds before breaking the tape in his final try.

Gaylon Mosier won the first 500 moto at Charlotte. A first-turn pileup put him out of the second moto. Jim Gianatsis photo.



Bruce Penhall trailing Kia Neime at the Inter-Continental Speedway Final.

WORLD POINTS

250 MX: 1. Moisseev, KTM 193; 2. Kavinov, KTM 155; 3. Malherbe, KTM 111; 4. Everts, Bul 102; 5. Maisch, Mai 97; 6. Babarovsky, CZ 86; 7. Hansen, Kaw 68; 8. Falta, CZ 67; 9. Ovchinnikov, KTM 65; 10. Boven, Mon 63. One round remaining.

125 MX: 1. Rahier, Suz 292; 2. Rond, Yam 191; 3. Massant, Yam 145; 4. Chiravy, CZ 135; 5. Liljegen, KTM 92; 6. H. Khudiakov, KTM 86. Final standings.

500 MX: 1. Mikkola, Yam 272; 2. Wolsink, Suz, and DeCoster, Suz 195; 4. Lackey, Hon 164; 5. Schmitz, Mai 79; 6. Andersson, Mon 67; 7. Aberg, Yam 62. One round remaining.

NATIONAL POINTS

125 MX: 1. Broc Glover, Yam 240; 2. Danny LaPorte, Suz 240; 3. Bob Hannah, Yam 227; 4. Warren Reid, Hon 169; 5. Steve Wise, Suz 158; 6. Mark Barnett, Suz 133; 7. Pat Richter, Yam 128; 8. Gary Ogden, Suz 120; 9. Chuck Sun, Hus 92; 10. Jim Weinert, Kaw 88.

Class C: 1. Ken Roberts 176; 2. Jay Springsteen 159; 3. Ted Boody 151; 4. Gary Scott 139; 5. Steve Eklund 133; 6. Corky Keener 94; 7. Skip Akslund 88; 8. Mike Kidd 79; 9. Steve Morehead 72; 10. Alex Jorgensen and Hank Scott 56.

500 MX: 1. Bob Hannah, Yam 185; 2. Marty Smith, Hon 182; 3. Steve Stackable, Suz 151; 4. Tony DiStefano, Suz 141; 5. Tommy Croft, Hon 125; 6. Kent Howerton, Hus 124; 7. Gary Semics, Kaw 121; 8. Rex Staten, H-D 117; 9. Gaylon Mosier, Mai 98; 10. Rick Burgett, Yam 88.

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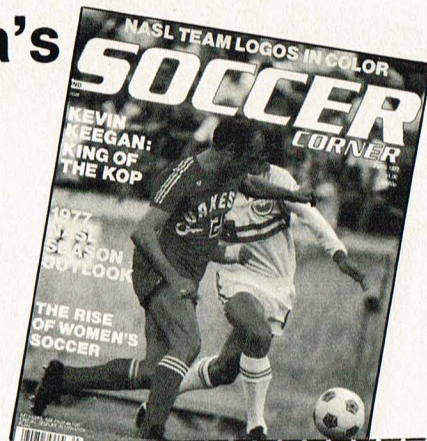
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Continued from page 46

In the opening moto, Hannah was just about to take over the lead when the muffler bracket on his bike broke, causing the muffler to jam into the rear tire and slow the engine. Bob finished a disappointing 17th, while Broc dropped out with bike problems of his own. Danny took the win, with Pat Richter placing second on his Fox water-cooled Suzuki RM. In the second moto, Hannah was just about to take over the lead again when his bike began pitching its chain due to a broken chain guide, causing him to DNF. Pat Richter took the lead and held it until a water fitting on the head of his bike came loose, causing the bike to slow. LaPorte got by to take the second moto win as well, with Glover working up from a slow start for a

125 NATIONAL SERIES

April 10. Plymouth, California. — 1. Danny LaPorte (1,1) Suz; 2. Pat Richter (2,3) Suz; 3. Gary Ogden (4,6) Suz; 4. Steve Wise (5,5) Hon; 5. Warren Reid (3,12) Hon; 6. Arlo Englund (6,9) Hus; 7. John Savitski (7,11) Suz; 8. Broc Glover (DNF, 2) Yam; 9. Mike Guerra (11,10) Hus; 10. Jeff Jennings (QNF, 4) Suz.

June 12. Keithsburg, Illinois. — 1. Bob Hannah (1,1) Yam; 2. Danny LaPorte (2,4) Yam; 3. Broc Glover (8,2) Yam; 4. Gary Ogden (3,9) Suz; 5. Warren Reid (6,6) Hon; 6. Chuck Sun (7,7) Hus; 7. Arlo Englund (11,10) Hus; 8. Tony Wanket (10,11) Yam; 9. Steve Wise (DNF,3) Hon; 10. Koji Masuda (4, DNF) Suz.

June 19. Midland, Michigan. — 1. Bob Hannah (1,2) Yam; 2. Broc Glover (5,1) Yam; 3. Jimmy Weinert (2,4) Kaw; 4. Danny LaPorte (4,3) Suz; 5. Steve Wise (3,5) Hon; 6. Gary Ogden (9,6) Suz; 7. Pat Richter (8,9) Suz; 8. Mike Guerra (14,8) Hus; 9. Chuck Sun (11,11) Hus; 10. Warren Reid (19,7) Hon.

June 26. Houston Texas. — 1. Broc Glover (1,1) Yam; 2. Steve Wise (2,2) Hon; 3. Danny LaPorte (4,4) Suz; 4. Bob Hannah (5,5) Yam; 5. Mark Barnett (3,9) Suz; 6. Warren Reid (7,6) Hon; 7. Pat Richter (6,7) Suz; 8. William Joyce (10,8) Suz; 9. Jim Weinert (DNF,3) Kaw; 10. Ron Turner (12,11) Suz.

July 3. St. Joseph, Missouri. — 1. Bob Hannah (1,1) Yam; 2. Broc Glover (3,2) Yam; 3. Warren Reid (5,3) Hon; 4. Danny LaPorte (4,4) Suz; 5. Mark Barnett (2,8) Suz; 6. Billy Grossi (6,5) Suz; 7. Jimmy Weinert (7,7) Kaw; 8. Chuck Sun (9,10) Hus; 9. Danny Turner (10,12) Hon; 10. Pat Richter (DNF,6) Suz.

August 14. San Antonio, Texas. — 1. Broc Glover (1,1) Yam; 2. Bob Hannah (2,2) Yam; 3. Danny LaPorte (3,3) Suz; 4. Mike Bell (5,7) Yam; 5. Warren Reid (7,6) Hon; 6. Mark Barnett (9,5) Suz; 7. John Savitski (10,8) Suz; 8. Steve Wise (15,4) Hon; 9. Rick Burgett (12,9) Yam; 10. Chuck Sun, Hus.

125 POINTS STANDINGS

1. Broc Glover, Yam	240*
2. Danny LaPorte, Suz	240
3. Bob Hannah, Yam	227
4. Warren Reid, Hon	169
5. Steve Wise, Hon	158
6. Mark Barnett, Suz	133
7. Pat Richter, Suz	128
8. Gary Ogden, Suz	120
9. Chuck Sun, Hus	92
10. Jim Weinert, Kaw	88
11. Mike Guerra, Hus	73
12. Arlo Englund, Hus	70
13. Bill Joyce, Suz	68
14. Billy Grossi, Suz	54
15. John Savitski, Suz	48
16. Danny Turner, Hon	45
17. Peter Wanket, Yam	43
18. Jeff Jennings, Suz	42
19. Tony Wanket, Yam	40
20. Mike Jones, Suz	39

*Tie-breaker is moto wins.
Glover had 5, LaPorte 2.

second-place finish.

Hangtown would be the only race in the series which Danny LaPorte would win. In the next four, Hannah would win three while Glover took the other. The race which Bob didn't win was held at Rio Bravo Cycle Park in Houston. Deprived of practice because of engine problems, Bob crashed on the opening lap of the first moto. He finished fourth overall while Glover won easily in a runaway.

What transpired at San Antonio is now motocross history. Broc pulled out a quick lead in the opening moto when Pat Richter and Steve Wise were penalized a lap for jumping the start. Both Bob and Danny were buried down in the middle of the pack, but Bob charged up quickly to work all the way up to second place, just three seconds behind Broc. The charge in the 100-degree heat had burned Bob out, though, and he was never able to get any closer to teammate Broc. Danny eventually worked his way up into third spot despite a crash, finishing more than half a lap behind Broc and Bob.

Bob was determined to try to pull off the overall win, and hopefully the National Championship with it, as he ran away with the start of the second and final moto. Broc and Danny worked their way up into the second and third spots from fairly good starts. The spectators figured Bob would win the day's overall victory and with it, the Championship. A quick check of the series points by Ken Clark, though, showed that Danny would win the Championship if he finished higher than fifth. The only way to keep Danny and Suzuki from winning the Championship was for Ken to issue orders to Bob to slow down and let Broc win the moto. Keith wrote the fateful words on his chalkboard, "LET BROC BY."

The 1977 AMA 125cc National Championship remained with Yamaha, but this time with Broc Glover holding the title.

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Continued from page 6

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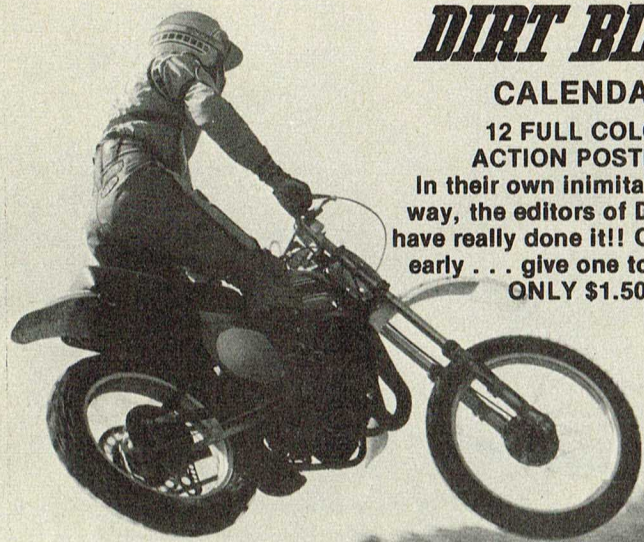
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| June 72 | Cornering Can Be Easy | June 75 | Pursang Fix-up |
| July 72 | How to Crash | July 75 | Maico 400MX |
| Aug. 72 | Secrets of Sand Riding | Aug. 75 | CZ 400 MX |
| Sept. 72 | Breakin' in a New Bike | Sept. 75 | 125 MX Shoot-Out |
| Oct. 72 | Decarbonizing | Oct. 75 | Wrench Racing IV |
| Nov. 72 | Trail Ride | Nov. 75 | Novice Advice |
| Dec. 72 | Trail Ride II | Dec. 75 | World Trials |
| | | | |
| Jan. 73 | Build your own Skid Plate | Jan. 76 | Suspension Revisited |
| Feb. 73 | Buying a Bike | Feb. 76 | Baja 500 Racers |
| Mar. 73 | Hard core Maintenance | Mar. 76 | Baja Thousand |
| April 73 | Project Yamaha | April 76 | Trans-Ama Wrap up |
| May 73 | Motorcycle Hygiene | May 76 | BMX Godl Cup |
| June 73 | Making a "Real" Enduro Machine | | |
| July 73 | Project Yamaha Part IV | | |
| Aug. 73 | Port Purification | | |
| Sept. 73 | Improve your Brakes | | |
| Oct. 73 | Making the SC500 Fly | | |
| Nov. 73 | Bing Carb | | |
| Dec. 73 | Trail Trickery | | |
| | | | |
| Jan. 74 | Vibration Proofing Lights | | |
| Feb. 74 | Gas Filter Shootout | | |
| Mar. 74 | Toting Technology | | |
| April 74 | Cylinder Boring Secrets | | |
| May 74 | Facts on Forward Shocks | | |
| June 74 | Winter AMA | | |
| July 74 | Make your Own Suspension Covers | | |
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INDEX TO ADVERTISERS

Al Baker	13
Alliance American Antique	8
American Motorcycle Institute	12
AMF Harley-Davidson Motor	24
Amurall Products	75
Armorall Products	2
Auto Reports	9
Bicycle Motocross	12
Camel Cigarettes	76
Can't Find Issue	68
Change of Address	.5
Color Posters	23
Country Wheels, Ltd.	71
Crash & Burn	69
Dirt Bike Buyers Guide	69
Dirt Bike Calendar	72
Dirt Bike Back Issues	72
Dirt Bike Sub Ad	15
DG Performance	9, 10
Dirt Bike Contest	14
Don Vesco Products	71
Genparts	71
Hi-Q	11
How to One Shots	73
Intercontinental Lube. Co.	71
K.N. Enterprises	68
Lubri-Tech	6
M.A.N.	70
Mission Hills Motorcycles	9
Mobile Engineering	5
Moto X Fox	5, 71
North American School of Motorcycle Repair	69
Parts 'R' Us	73
Photo Album One Shots	73
Photo-Tee-Shirts, Inc.	71
Plus Products Buckle	10
Plus Products Gifts	59
Powroll Perf. Prod.	73
Quicker Eng.	72
Santa Monica Specialty House	10
Scott U.S.A.	7
Skateboard World	12
Soccer Corner	55

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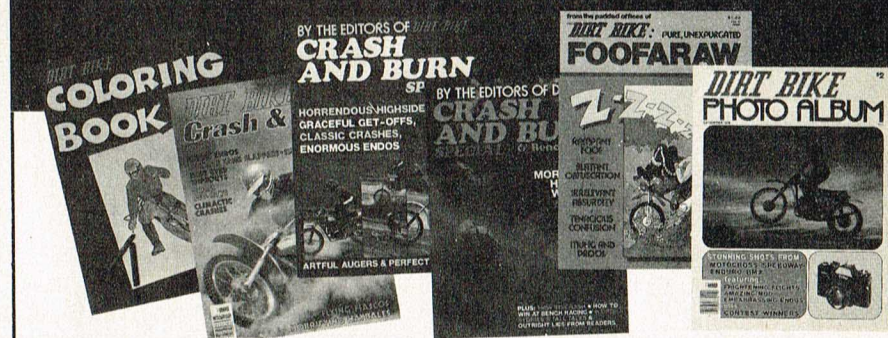
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