

THE 48TH ISDT

It took 47 years to come to America.

by Paul Dean

Remember how long it took you to log 1000 miles on your trail bike? And what about the memorable events that occurred on the trails during those 1000 miles? There were numerous falls, bent and broken levers, twisted handlebars, thrown chains and sticky floats, not to mention all the blisters, scrapes, sores, and cuts that you endured.

And even though you'd like to, you'll never forget the two tire changes you struggled through. The first one was at 350 miles when the front tire unexpectedly went flat. The second was at around 800 miles, when you replaced your worn out rear knobby with a new one. Both times it took half a day, all your patience, and a large portion of your favorite vulgarities before the tire was fixed.

You needed that new tire because you were entered in an 80-mile enduro the next day. You finished it, but not before breaking another shift lever and drowning the engine during a river crossing.

You can't remember every trial and tribulation you experienced, but in all, it took about two-and-a-half months to rack up 1000 miles on your bike, riding both on and off the road.

But, what if you had to relive those 1000 miles in six consecutive days, complete with all the crashes, drownings, roadside repairs, and flat tires? And to make things tougher, what if you were put on a time schedule which required you to maintain a 25-mph average? You would have to cover almost 200 miles in an eight-hour day, and about 1100 miles in the six days. Check points would be placed every 15 miles or so along the route to make sure you were on schedule; if you weren't, you would be penalized one point for every minute you were late. If you were ever more than one hour late at any check, you would be disqualified.

As if you wouldn't already have your hands full, two more stipulations would be imposed. First, all the major (and a few minor) components of your motorcycle would be specially marked, and those parts could not be changed during the entire six days of riding. Secondly, no one other than yourself could touch the motorcycle for any reason other than to add gas or oil to it. And no one could touch you except to hand you food, drink, or administer first aid. No one could assist you in a repair by giving you parts or tools. All repairs would have to be done only by you, using the parts and tools that you carried along with you. You would need to make all repairs without dropping off your time schedule.

This may appear to be an impossible

idea, but to 300 men who annually undertake such a task, it isn't impossible at all. It's the basic premise for the International Six Days Trial, the largest and most truly international motorcycle event in the world. So, close your eyes, shift your imagination into high gear, and try to put yourself into the picture we've just painted. If you can do that, you will begin—only begin—to understand what the ISDT is all about.

Like most motorcycle events, the bikes are classified according to engine size as measured in cubic centimeters. The nine classes are: 0 to 50, 51 to 75, 76 to 100, 101 to 125, 126 to 175, 176 to 250, 251 to 350, 351 to 500, and 501 to 1300.

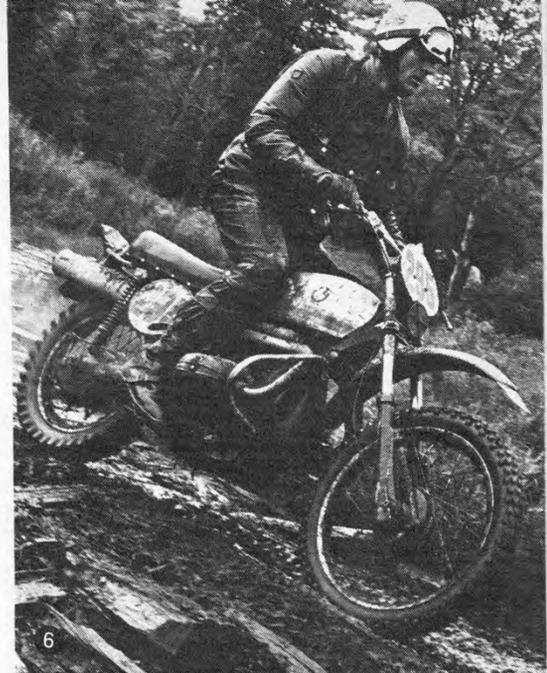
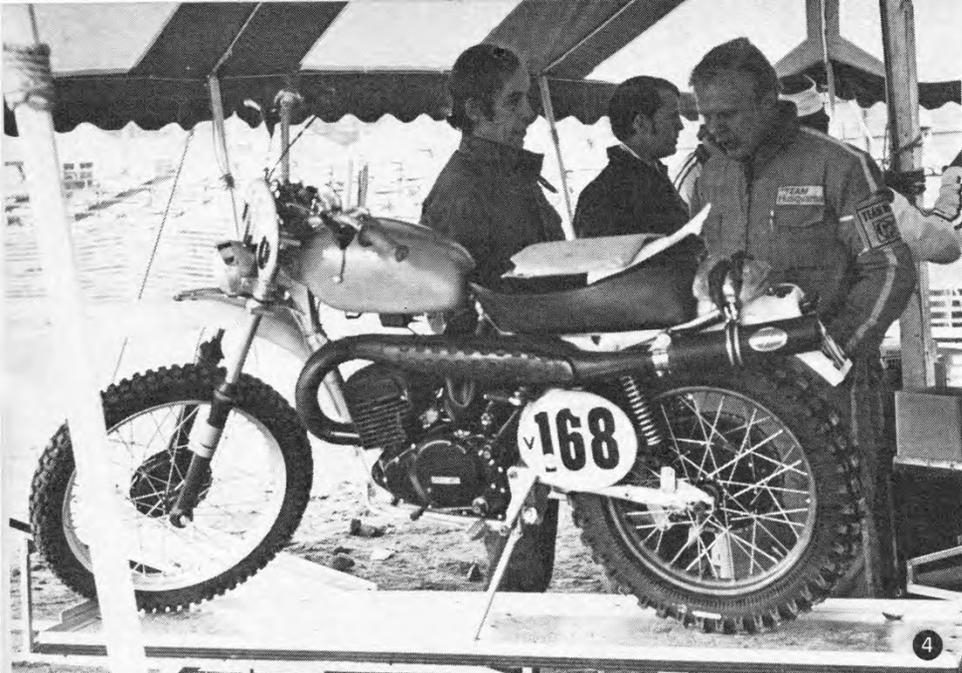
The ISDT is primarily a team event. There are individual awards (gold, silver and bronze medals), but the real interest lies in the team competition.

The World Team Championship Trophy is the most coveted award of the event. One six-man team from each country entered is eligible to compete for the World Trophy. The bikes may be different brands, but each team must include bikes of three different displacement categories.

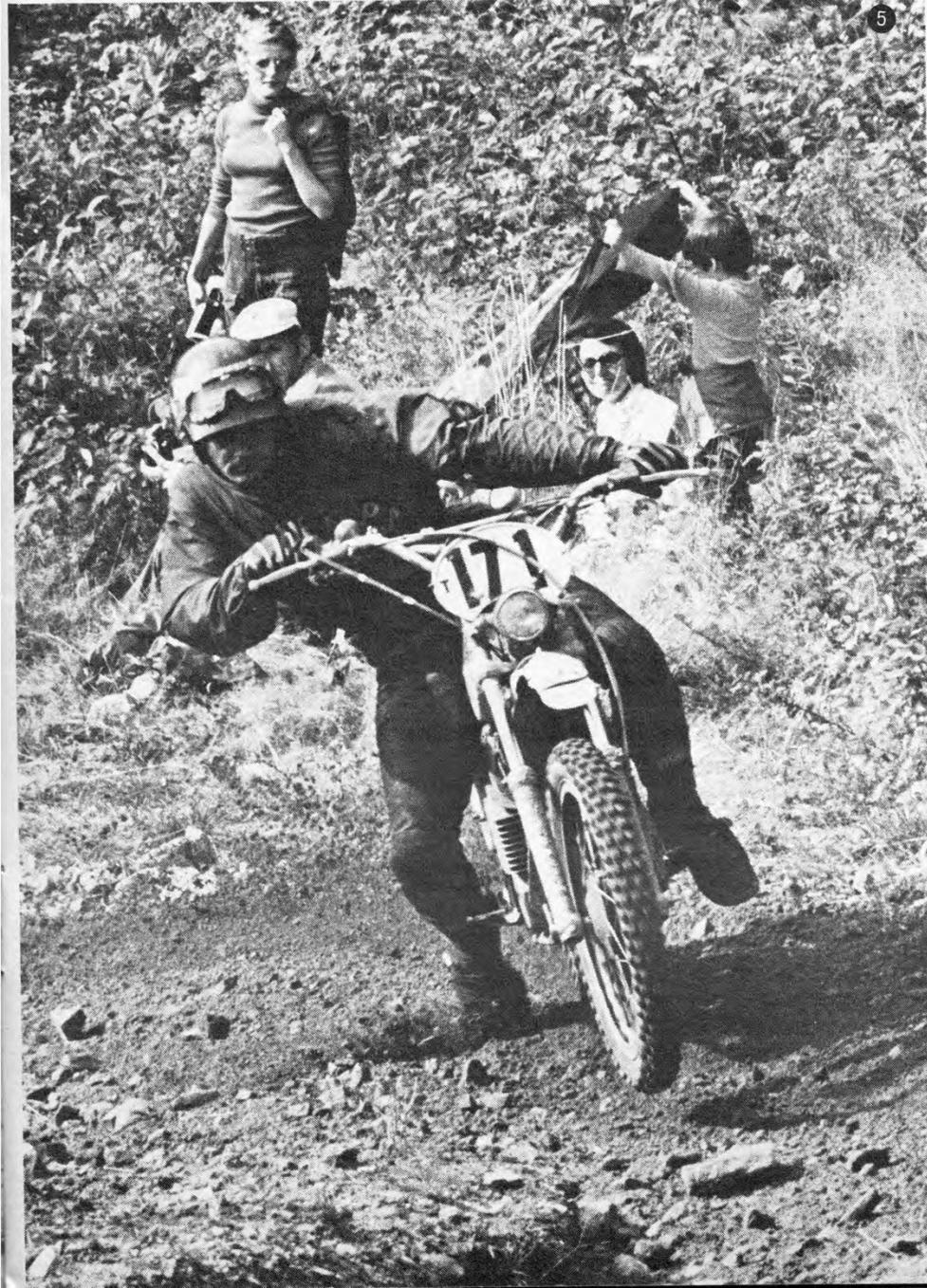
Each country may also field two four-man teams to compete for the International Silver Vase, second in prestige only to the World Trophy. Again, bikes of any manufacture are permitted, but each team must contain motorcycles of at least

1. *The cylinder and head of every bike was sealed with wire to prevent their removal.*
2. *Husky mounted Dave Eames cleans the top of the second day's special test—a hill-climb.*
3. *The Swedes brought along specially trained mechanics . . .*
4. *Malcolm Smith and Husky team manager Jack Lehto oversee the preliminary examination of Malcolm's bike.*
5. *Top 250 rider Augusto Taiocchi of Italy shows off some of his go-fast skills on a timed special test.*
6. *Big West German rider Heribert Schek weighs just slightly less than his trick titanium-framed 280-pound BMW 750.*
7. *ISDT competitors can change a tire in less than five minutes.*
8. *Rolf Tibblin tries to soothe Jake Fischer's dislocated shoulder. Jake rode for three days with the painful injury, but won a gold medal anyway.*





PHOTOGRAPHY BY PAUL DEAN AND BOB SCHLEICHER



two different displacement classes.

There is also Club Team competition at the ISDT. The clubs represented must be bona fide motorcycle clubs; each team consists of three riders and at least two different brands of motorcycles.

The Manufacturer's Team Award goes to the best three-man team entered by a manufacturer or authorized distributor of one brand of motorcycle. The machines can be of any displacement category, but all must be of the same make.

Although the actual riding competition always starts on a Monday, the preceding Saturday and Sunday are designated as the preliminary examination days. During this period, the motorcycles must be brought to the Parc Ferme (pronounced park fair-MAY), which contains the start/finish line for each day's riding, and houses the Closed Control impound area. Here, the machines are inspected carefully, assigned numbers, and tested for exhaust noise level.

The bike's major components are then painted and sealed by an official of the organization. The painted parts are the frame, forks, shocks, wheels, hubs, brake plates, fuel tank, oil tank, magneto, generator, battery, carburetor, and crankcase. The special paint is applied in a dab about the size of a nickel, and the bike's assigned number is etched into the paint with a pointed scribe.

The crankcase is then tied to the frame with a thin gauge wire, and a special seal applied to the ends of the wire. The cylinder head is wired to the cylinder in a like manner, and the cylinder is in turn wired to the crankcase. The wiring must be done in a way to prevent the removal of the engine from the frame, or the removal of the head and cylinder from the crankcase.

As a final measure, the front number plate is wired to the frame, preventing an exchange of plates between bikes.

After the examination and marking, the motorcycle is placed inside the Closed Control, where it cannot be touched until the start of the event.

The purpose of ISDT competition is to test the endurance, reliability, and efficiency of a motorcycle and its rider. Tires, cables, chains, spark plugs and other small or consumable parts may be changed, but otherwise, the original motorcycle must go the entire distance. The Trial tests the competitor both as a rider, and as a mechanic. Six consecutive days of riding requires skill, good physical and mental conditioning, and an ability to pace one's self. And because no one may help him, the rider is on his own when making repairs during the week.

The Parc Ferme is the center of activity, and consists of three basic areas: the Closed Control, the work area, and the starting enclosure.

The Closed Control is used only for the storage of the bikes, and may only be entered by the riders. Even then, they may only enter at a prescribed time, and only

after being ordered to do so. The Closed Control is patrolled 24 hours a day to prevent any tampering with the bikes.

Beginning with the smallest bikes, the motorcycles are started off three at a time, once each minute. The first group of three leaves at 7 a.m. Monday morning and every morning thereafter. The next group of three leaves 7:01, and so on.

Ten minutes before their assigned starting time, three riders are permitted to enter the Closed Control and get their bikes. They must *push* them into the adjacent work area, where they can perform any allowable maintenance. They must have the machines in the next adjacent area, the starting enclosure, when their assigned starting time is reached. If not, they are penalized.

The motorcycles cannot be started before the assigned time, and must start within one minute after they are given the signal. Again, failure to do either one results in a penalty.

Once underway, each rider has an assigned time he is due to pass through each of the time checks along the course. There is a three-minute grace period allowed at each check, but after that, the penalty is one mark for each minute a rider is late. To obtain a gold medal, a rider must, among other things, not be penalized *any* marks during the entire event. From one to 25 marks lost makes him eligible for a silver medal, and from 26 to 60 marks lost wins a bronze medal. If more than 60 marks are lost (if he is more than one hour late), that rider is disqualified.

The riders of all teams are usually the very best each country has to offer, and often, several teams in each category complete the trial with all of its members earning gold medals. If marks alone were the sole method of scoring, the trial could (and probably would) often end in a tie between two or more teams.

9. *This patriotic fan stood in the middle of the creek and waved the American flag to every U.S. rider that passed.*

10. *A special graph-type decibel meter was used to check each bike's exhaust noise every day.*

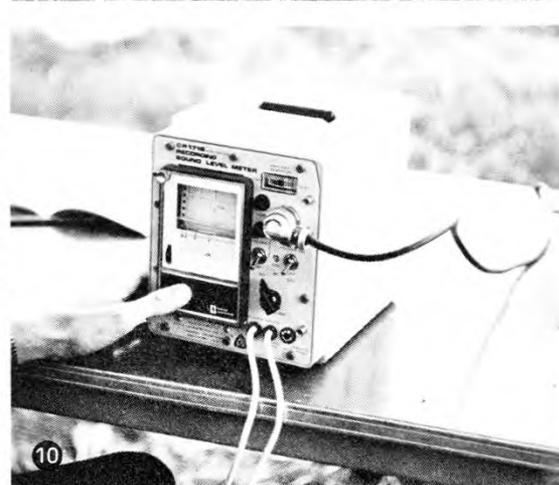
11. *Wooden warehouse pallets had to be laid across this deep bog to allow the bikes to pass through.*

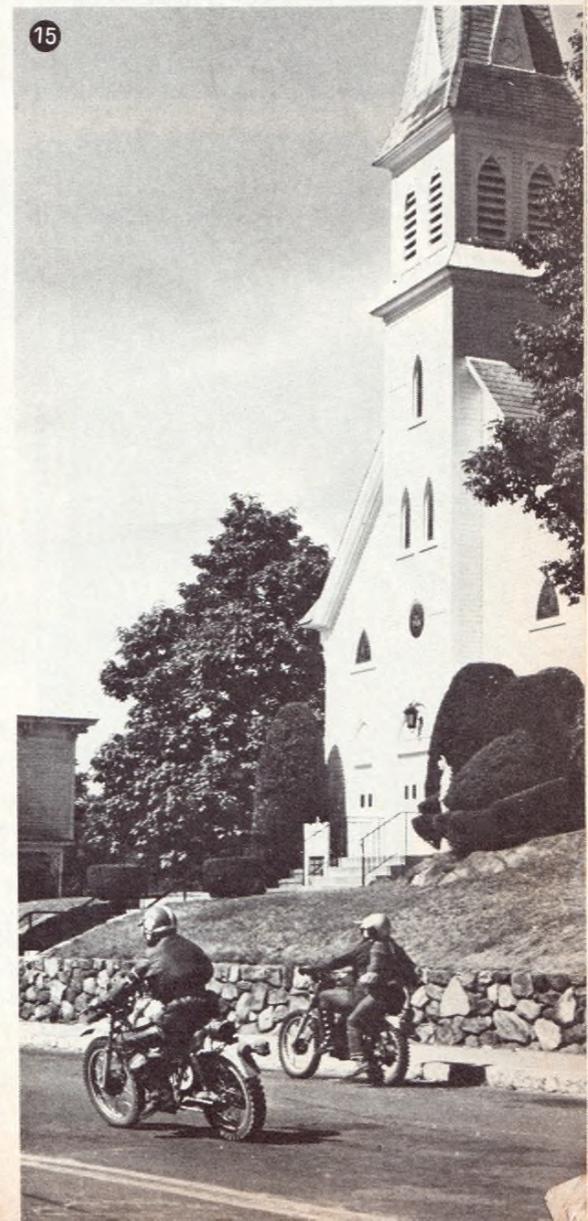
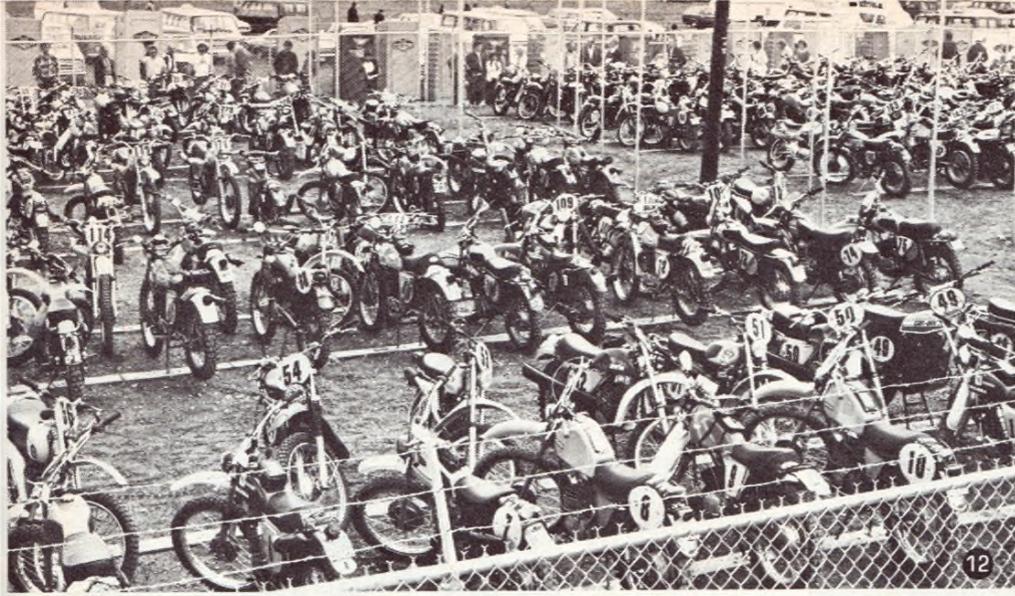
12. *The Parc Ferme—a maximum security parking lot for the Trial bikes.*

13. *Torrential rains on the second day made the course slimy and treacherous.*

14. *Eric Jensen of the Kawasaki Manufacturer's team injured his foot on the third day and was forced to retire.*

15. *Scenic New England villages lent an authentic European flavor to the event.*







For this reason, a series of special tests is arranged to provide additional scoring of individuals and teams. On the first five days there is a combined acceleration/sound test, and also a special terrain test, both of which are part of the course and vary in design from day to day. On the sixth day there is a special speed test, the final happening of the Trial. The riders are scored on the basis of their performance on these tests, which provides a method of eliminating ties. The scoring itself is quite complicated, but the general idea is to accumulate the *least* number of special test points. The fastest riders are awarded fewer points than the slower riders.

The 1973 ISDT was held in the United States for the first time in history. After much controversy about the site, the AMA settled upon the Berkshire Mountain area in and around Pittsfield, in Western Massachusetts. Al Eames had been conducting one, two, and three-day ISDT-type events there since 1965, so he was chosen to head up the planning of the Trial.

The six days of riding was done on three separate courses, each one a loop, beginning and ending at the Parc Ferme, located in Dalton, a few miles northeast of Pittsfield. The courses each represented one day's riding; each course would be covered twice, once per day, once in each direction. The first day's course was ridden the opposite direction the fifth day. The second day's course was ridden the opposite way on the fourth day. The third day's course was ridden the opposite direction the sixth day, with a slight modification: a 71-mile section of the course was omitted on the sixth day to prove time to run the special speed test.

Despite some 11th-hour legal action by ten Massachusetts residents in an attempt to stop the Trial on ecological grounds, the 48th ISDT got underway right on time, at 7 a.m. Monday September 17th. Many of the foreign riders, especially those from Communist countries, were astonished to learn that a group of only ten U.S. citizens had the potential power to halt the event.

The U.S. Trophy Team was a completely Penton effort. Bill Uhl and Dane Leimbach were on 100s, Tom Penton on a 125, Jeff Penton on a 175, Carl Cranke on a 250, and Jack Penton on an overbored

continued on page 87

16. Likable Carl Cranke of the U.S. Trophy Team finished eighth in 250cc competition on a Penton.

17. Smooth-riding Josef Cisar of the Czech Trophy team, winners of the event four years in a row.

18. Former world motocross champion Jeff Smith earned a bronze medal on a 125 Can-Am.

19. Ed Schmidt won a gold medal on his Husky, but more importantly, was a member of the winning U.S. Silver Vase Team.



ruler or caliper, and you measure the inside diameter, the outside diameter, and the thickness of the bearing. Using those numbers, refer to the reference chart below (which you may want to cut out of the magazine and tape to the top of your tool box) and find the size-code for your bearing.

The chart (which comes from an early Suzuki parts book) doesn't cover all of the bearings, but it covers most of the commonly used sizes. **CG**

Q and a

continued

yourself, take it to a better dealer than the one you've been going to. He should have diagnosed this problem immediately.

Also, using oils not designed for two-stroke motorcycle engines can cause excessive carbon build-up in the exhaust ports and pipes.

Your bike has removable exhaust baffles in the ends of the pipes, so take them out and clean them. Soaking the baffles overnight in gasoline will soften the build-up, and passing the flame of a welding torch over the baffles usually burns the deposits off if you have enough patience to keep at it; it's a slow process. If you feel that cleaning the baffles is a big hassle, new ones are fairly cheap.

*If, after you clean or replace the baffles, the problem still exists, remove the cylinder heads and check the exhaust ports; there's probably a large carbon build-up blocking off quite a bit of the ports. If so, remove the cylinders completely and scrape the ports clean. **CG***

THE 48TH ISDT

continued

250 that displaced 255cc, placing him in the 350 class.

Ron Bohn, Dick Bureson, Ed Schmidt, and Malcolm Smith, all Husky mounted, comprised the U.S. Vase A team.

Our B Vase effort was Tom Clark (175 Puch), Don Stover (450 Husky), Lars Larsen (450 Kawasaki), and Jim Hollander (125 Penton).

The most interesting motorcycles seemed to be the smallest and the largest of the event. The little 50 and 75cc machines (Gilera, Zundapp, Monark, Jawa, Simson, and Hercules) amazed everyone with their fantastic speed and hill-climbing ability. They never seemed to run out of gears; the gearbox speeds on these bikes ranged all the way up to 12.

At the other end of the spectrum were the incredible BMW 750 opposed twins. With titanium frames, magnesium engine castings, aluminum exhaust systems, and a jillion other lightweight components, they tipped the scales at only 280 pounds. Their West German Vase Team was led by Heri-

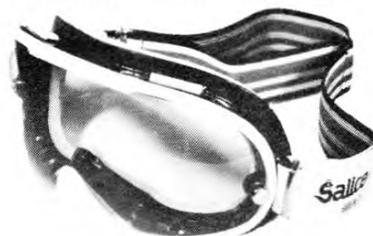
Salice GOGGLES

FREE DISPLAY

WITH 12 PAIR OF SALICE GOGGLES

Now when you order 12 pair of Salice goggles you get them in a hard selling 3 color display. Easy to set up, hard to beat as a salesman.

Several styles, solid or assorted. Hangs on wall or stands on counter-top. Just one of many new packaging ideas from AFS. Write for details.



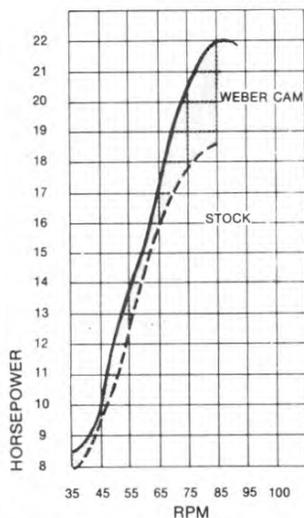
Dealers: Request new catalog on your letterhead.

AFS distributors

229 E. THIRD ST.
LEWISTOWN, PA.
17044

+20% H.P.

for HONDA XL-250
New Profiles for XR-75 HONDAS.



This Weber cam was extensively dyno tested by the finest dyno on the West Coast. The camshaft was the only change made to this stock cycle. Weber has a full

line of motorcycle cam shafts to fit most popular brand and year of cycle. If you're looking for street performance or all out competition, look for the best. Weber! Send \$1 for catalog, decal and motorcycle hand book.

Weber

WEBER SPEED EQUIPMENT

310 S. CENTER ST., SANTA ANA 14, CA. 92703



SAVE

BUY FACTORY-DIRECT.....
from world's leading manufacturer



Assembled - ready to present
Wholesale low, low prices
Artistic color combinations
Rush "PDQ" service
Distinctive designs
Satisfaction guaranteed

All Sport and Event Figures Available

Write for free catalog

Trophyland USA Inc.
DEPT. CG, 7001 W. 20th AVENUE
P.O. BOX 4606, HIALEAH, FLA. 33014

TRIPLE CHROME PLATING
All parts beautifully plated. Give us make of cycle when writing for free price list. Dealer inquiries invited. **W. Swirin-CG, 2446 3rd St., Fort Lee, New Jersey 07024. Phone: 201-947-3092.**

BSA PARTS
1 Day Mail Order Service
NATIONWIDE
From New England's Leading BSA Dealer
NORFOLK MOTORCYCLES
Box 81, Rte 1A, Norfolk, Mass. 02056
Call (617) 384-7555

WORLD'S LARGEST STOCK OF YAMAHA PARTS AND ACCESSORIES

GET IT ALL TOGETHER... AT INTERNATIONAL! SEND NOW FOR YOUR ALL-NEW 1973 YAMAHA PARTS & ACCESSORIES CATALOG!

BE SURE TO TELL 'EM IT'S ONLY A DOLLAR!

Telephone (213) 346-0900 (24 Hrs. a Day)

IMC
CYCLE PRODUCTS
7233 CANOGA AVE.
CANOGA PARK, CA 91303
CG

*ALL YAMAHA MODELS. STREET AND DIRT *MAN-IF WE DONT HAVE IT, IT AINT!*

NAME _____
STREET _____
CITY _____ STATE _____ ZIP _____
MAKE OF BIKE _____ MODEL _____ YR. _____

bert Schek, a giant of a man who is a veteran of many Six Days events on his very trick BMW. He ended up with a gold medal, as he usually does. The first time you see a big BM lumbering through the woods, you wonder how in the world anyone could keep the pace on such a bike. Schek makes it look like child's play.

The first day's course covered 209 miles of trails and road, under sunny skies. There were two deep water crossings early in the day, the second of which drowned out a few machines. Hans Hansson of Sweden's Vase A team was one of the victims. He finally got his Husky started, but was 23 marks late at the next check. A steep descent from a mountain caused several spectacular endos, but no serious injuries. However, earlier in the day, Winston Stokes, a 175 Penton Club team member from Australia, fell and broke his collarbone, putting him out of the event.

At the end of the first day, the Czechoslovakian Trophy team was leading the Trophy standings, and Italy's KTM Vase A team was in first place in Silver Vase competition. The U.S. Trophy team was in sixth place, with all its members still on gold medal time.

The U.S. Vase A team was not so fortunate, however, as Husky rider Ron Bohn was the victim of someone else's timing error. A familiar face told him he had three extra minutes at a time check, but when he rolled up to the clocks, he found out he was really eight minutes late! That cost him 5 marks (the first three minutes are the grace period) and a chance for a gold medal. It also put the team in ninth place. Ron refused to blame anyone but himself. "I've been riding these events long enough to know better," he said. "I should have checked the time myself."

The second day's route was shorter—181 miles—but riding was made difficult by heavy rains in the morning and light showers in the afternoon. The course became treacherous in spots. Jim Hollander of the U.S. Vase B team, Canadian Yamaha rider Roger Yakley, and Ivan Saravesi of the Italian Trophy team all fell hard, and had to be taken to the hospital for treatment. They were all later released with no serious injuries. The Italian Trophy team also lost another rider, Emilio Capelli, due to ignition failure on his 175 KTM/Penton. This dropped Italy from second to tenth place in Trophy competition.

The U.S. Trophy team was not without grief, either. Jeff Penton lost 46 marks because some silicone sealant in his air filter box came loose. The sealant had an affinity for spark plugs, and Jeff went through a whole box of plugs before he could get to a check and find the source of the problem. But the treacherous going had caused every Trophy team except Czechoslovakia and Austria to drop marks also, so the U.S. only dropped one spot, to seventh place.

The slimy rocks and gooey mud took their toll among Vase riders, too. On Monday, there had been six Vase teams with

perfect gold medal scores; after Tuesday, there were none. West Germany was in first place with only two marks lost, and the U.S. moved all the way up into second with only five marks lost, those being the ones Bohn dropped the first day.

The AMA announced that their rented computer had programmed a few errors into the first and second day's results, and that several riders listed as out of the competition or off their gold medals were, in fact, still riding at a gold medal pace.

Four riders were also reinstated on gold medal time after it was learned that their tardiness into a time check was due to being held up at a railroad crossing while a train passed.

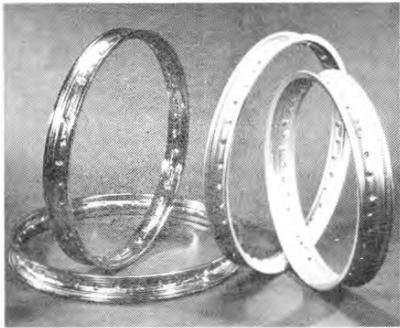
Meanwhile, the East German Trophy and Vase teams officially pulled out of the event on Tuesday, claiming that the oil supplied to them by Castrol was "doctored," causing engine failure or damage to their machines. On Wednesday, Castrol announced they had inadvertently shipped a drum of the wrong oil to the team, and wished to make some reparations for the miscue. That was of little consolation to the East Germans, who by then were on their way home.

The rain ceased on the third day. The attrition rate went down considerably, but a gloom hung in the air for the U.S. Trophy team. Bill Uhl learned that his mother had died of cancer during the night. She had accompanied Bill and his father to the event, but had been too ill even to spectate. The Trial went on, and so did Bill, grimly maintaining his gold medal pace.

The route was 190 miles long; most of the trails were only slightly muddied from Tuesday's rains. A powerline section of the course had to be re-routed due to a last-minute land closure, but the new section was almost identical to the original one. The bikes began to wear out chains and tires, and late in the day almost every rider changed one of these items. The three days of riding had taken its toll; many of the bikes were rattling and lurching from worn pistons and rings and rounded-off sprocket teeth. Don Cutler of the Yankee Motors Ossa team reported into an early check with a crunchy-sounding gearbox. A tooth had chipped off the transmission layshaft, causing the bike to emit some atrocious noises in the first four gears, but fifth was fine. Don said he would continue by using the first four sparingly, and stuffing it into fifth as soon as possible. As he pulled out of the check, crewmen began taking bets as to how far Don *wouldn't* make it.

At the end of the third day, the U.S. Trophy team had moved up to sixth place, and our Vase team took sole possession of first place.

Another clear sky arrived for the fourth day's run, a 180-mile rerun of the second day's course, in reverse. Many riders felt it was the toughest day up to that point. Those who did not change tires the pre-



D. I. D. ALLOY RIMS

Now available from North American Imports, these fantastically strong rims have proved to be the latest thing in moto-cross, desert, shorttrack, trials, or street riding.

No ridge to catch mud
Super strong

Lustrous hi polished finish
Deep Anti-tire slip knurling
36 or 40 holes—Predrilled
for most makes of motorcycles.
\$36.95 Retail

WM-1 18" thru 21"

WM-2 18" thru 21"

WM-3 18" and 19"

North American Imports

2325 Cerro Gordo, P.O. Box N
Mojave, California 93501
(805) 824-4541

DUNSTALL Norton

Western Canada's Largest stocking
dealer for all 750cc stock and
DunSTALL 810cc models.

MAIL ORDER SERVICE ANYWHERE!

Chopper Goodies for:

NORTON	HONDA
TRIUMPH	YAMAHA
BSA	KAWASAKI
H-D	SUZUKI, etc.

FREE CATALOGUE

CHARIOT CYCLE LTD.

Box 3534, Station "B," 303 Selkirk Ave.
Winnipeg, Manitoba, Canada

advertising contributed for the public good



**GIVE BLOOD
UNTO OTHERS.
AS YOU WOULD
HAVE THEM GIVE
UNTO YOU AND YOURS.**

The American Red Cross.

vious afternoon did so during their ten-minute work period in the morning.

Western Pennsylvania enduro ace Jake Fischer got off his Husky hard in the morning, dislocating his shoulder. He rode into the first gas stop one-handed, his left arm flapping around like it wasn't connected to its socket. It wasn't. Rolf Tibblin, U. S. team advisor, grabbed Jake in a chiropractic bear hug, and popped the shoulder back into place. Jake finished the day in great pain, but still on a gold medal.

Pit oddsmakers had second thoughts as Don Cutler's crunchy Ossa made it through the day, still on a gold. To further prove his ISDT prowess, Don made two four-minute tire changes less than an hour apart, and still was on time at all the checks.

The U.S. increased its foothold on first place in the Vase race, and the indomitable Czechs, probably the finest ISDT team in existence, remained on top of the Trophy chase. Their team was "clean," which means that every member was still on a gold medal. Great Britain, with four of its Trophy riders on four-stroke Triumph twins, moved into second place, and the U.S. moved up another notch into fifth.

The fifth day also dawned clear, and the course, at 213 miles, was the longest of the event. Although the route was essentially the same as the first day's, the extra four miles of the fifth day were due to a slight re-routing to eliminate what would have been some impassable sections when run the other way. A tight section before the eight check caused most riders to either barely make it on time or lose a few marks. Even the top riders, who normally arrive ten or more minutes early at most checks, barely squeaked through this one.

Despite wracking pain and doctor's orders to stay in bed, irrepressible Jake Fischer continued on his gold medal pace, stopping occasionally to have his shoulder massaged.

Don Cutler crunched his way closer to a gold medal by finishing the day clean. By now, the bettors were trying to retract their original wagers.

During the day, a U.S. Club team, the Golden Gators, moved into first place in club competition. The team was: Barry Higgins (450 Kawasaki), Ben Bower (500 Husqvarna), and Joe Barker (125 Penton). Barry was also the highest placing American rider in the 500 class, on the sole surviving factory Kawasaki. The others had dropped out with either a broken transmission or a broken rider. Their reign was short lived, though. Just before the last check, Barry's Kaw seized on the road at about 60 mph, spitting him off into the trees. He got it restarted, but it then had all the power of a \$19.95 minibike, so he begrudgingly retired.

This was the latest of Barry's ISDT frustrations. He competed spectacularly, if not successfully, in the '70 and '72 Six Days, but didn't finish those either. This year

USED PARTS FOR JAPANESE & ENGLISH MOTORCYCLES

Send Us
Your Parts List
and Save Up to 50%

1000 Wrecked
Motorcycles in Stock
Ready for Immediate
Shipment

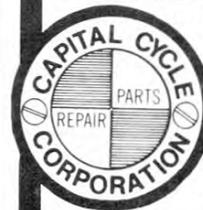
Wheels • Forks
Seats • Engines • Tanks, Etc.

MOTORCYCLE SALVAGE

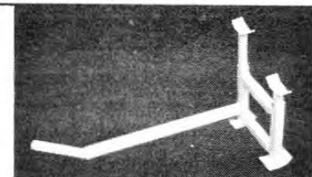
900 W. Foothill Blvd.
Azusa, CA 91702 • (213) 334-5912

GENUINE BMW PARTS

20% OFF CURRENT
DEALER LIST
Price List upon request.
Parts shipped anywhere.



**CAPITAL CYCLE
CORPORATION**
1073 WISC. AVE, NW
WASH, DC 20007
(202) 337-4442

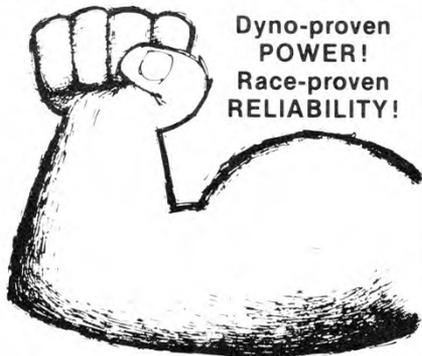


CYCLE JACK AND WORK STAND

Heavy duty fully adjustable jack. Vertical from 9" raises to 14", horizontally from 6 1/2" to 10 1/2", with 24" lifting bar that also keeps the bike from tipping. Large foot pads makes it suitable for working in dirt. Highest quality, will accommodate most motorcycles. **MONEY BACK GUARANTEE.** Send only \$2.00, pay postman \$12.95 plus postage. Or send \$14.95 cash, check or M.O. for IMMEDIATE postpaid shipment. U.S./Canada only.

NORWAY MFG. 1903 Redick Ave.
Omaha, Nebraska 68112

HONDA MUSCLE



**Dyno-proven
POWER!
Race-proven
RELIABILITY!**

**Bore Kits • Stroked Cranks for Singles
Cams & Tuned Pipes • Engine Building**

Complete catalog \$1.25; or model
information 50c. Questions
gladly answered!

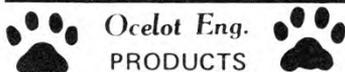


POWROLL
PERFORMANCE PRODUCTS, INC.
P.O. Box 1206 B 9
Bend, Oregon 97701
(503) 382-6395

Suzuki ACCESSORY GUIDE

- * ONE STOP SHOPPING
FOR ACCESSORIES
- * ONE STOP SHOPPING
FOR PARTS
- * ALL TYPES OF TUNING
EQUIPMENT

SEND \$1.00 FOR CATALOG



940 Kendall Drive CG
San Bernardino, Ca. 92407

Enclosed is \$1.00, please send me
your catalog.

Name _____

Street _____

City _____ St./Zip _____

Barry finally realized that no one built a bike that would hold together while he motocrossed it for six days, so he changed his ways. He rode like many people always knew he could—smoothly, and at a reasonable pace. He wasn't wearing out himself or the motorcycle, and was still very early at every check. But it wasn't in the cards for Barry this time either, and his retirement put the Gators back into tenth place.

The top five standings remained unchanged in both Trophy and Vase competition.

The sixth day saw a shortened version of the third-day course, which really didn't upset anyone. Cold, miserable, drizzling rain provided the worst weather of the week. It even snowed a bit in some of the higher elevations. Dick Burleson of the front-running Vase team was six minutes late at one of the checks, and dropped three points and his chances for a gold medal. But even so, the Vase team was still a cinch to capture the Silver Vase.

The course ended in early afternoon at a large field near Windsor, a few miles from the Parc Ferme. There, the bikes were assembled into several groups for a speed test on a grass track. In previous years, the sixth day's speed test had been in the form of a road race, held on closed-off public roads. The FIM and AMA, the sanctioning bodies of the event, and Al Eames, the motive force behind its planning, were concerned about the safety of such a race. By the sixth day, the motorcycles, the tires, and the riders are worn out, and that combination of tired components does not lend itself to a particularly safe road race. So this year the speed test was conducted around a 1.25 mile grass track, sort of like a smooth motocross or scrambles on a grassy field.

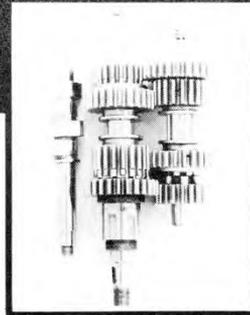
The speed test proved to be the high point for most of the spectators, since it was the only part of the event that was an out-and-out race, and they could see it all. There were five eight-lap races in all, and for the most part, the first four were absolute runaways for the winners. The last race of the day, for 251 to 350 cc machines, was a real down-to-the-wire thriller. Jack Penton's overbored 255 cc Penton diced it out with Pavel Cihelka of the Czech Vase B team on a 350 Jawa. The last three or four laps were run wheel-to-wheel by the two; the partisan spectators cheered Jack throughout the race, and went wild as the two bikes raced down the home stretch. A fiction writer couldn't have invented a more fitting end to the first U.S. ISDT—an exciting duel between a Czech and an American. At the finish it was Jack over Pavel by a nose, to the chauvinistic cheers of the crowd.

When the smoke cleared and the scores were tallied, Czechoslovakia was declared the winner of the World Team Championship Trophy for the fourth year in a row. They finished the event with every rider earning a gold medal, a brilliant performance.

MICROPLATE

"The Winner's Edge"

- Indianapolis ■ Daytona
- Ontario ■ Ascot



What Is Microplate?

A hard, thin, slippery, non-wearing Chromium Alloy Coating applied to wear surfaces on transmissions, engines and other wear parts.

What Does Microplate Do?

- Reduces friction, increases horsepower
- Longer part life and reliability
- Used and recommended by racing and street users
- All parts processed in our plant

Call or Write for Brochure



MICROPLATE COMPANY, Inc.
1013 W. Hillcrest Blvd.
Inglewood, Calif. 90301
(213) 776-5686

DUNSTALL • BSA • BMW • YAMAHA • NORTON

STOP BIKE THEFT! ... TWO WAYS

1. **McKAY SECURITY CHAIN**— $\frac{1}{2}$ " case hardened, neoprene coated, 5 feet long with matching American lock **\$19.95(C.O.D.)**
2. **CYCLE-GUARD**—electronic burglar alarm system **\$29.95(C.O.D.)**

**YAMAHA BSA BMW NORTON DUNSTALL
VESPA PARTS/CYCLES SHIPPED ANYWHERE
SEND \$1.00 FOR DUNSTALL CATALOGUE**

boston cycles! 617-254-1175
Dept. CG
124 Brighton Ave.
Boston, Mass. 02134

DUNSTALL • BSA • BMW • YAMAHA • NORTON

**HONDA PARTS
YOU CAN'T FIND**
try
SPRING BRANCH HONDA
9702 Old Katy Rd., Dept. CG, Houston, Tx. 77055
Ph. (713) 464-6205 Give: Mdl. Yr., Frame, Eng. #
Powroll-Dun stall-Yoshimura-Honda Speed Parts

HONDA PARTS
ONE DAY MAIL WORLDWIDE
State: Model No., year, frame, & engine nos.
COMPLETELY NEW 80 PAGE PARTS-ACCESSORY CATALOG
Send 60¢ postage & handling (\$1.50 air)
HONDA of MINEOLA
336 Jericho Tpke., Mineola, N.Y. 11501 • (516) 248-5558

BARGAIN HUNTERS!

DISCOUNT GOODIES:

CHOPPER-
TOURING-
REPAIR PARTS

CHEAP!

Tanks, fork tubes,
handlebars, cable kits,
highway pegs,
mufflers, sissybars,
frames, hardtails,
saddlebags,
windshields, seats, tires
and much more for:
HONDA — YAMAHA
KAWASAKI — SUZUKI
TRIUMPH — BSA
NORTON — HD etc.

FREE CATALOG

TOMBSTONE CYCLE

820 Kildonan Drive, Winnipeg,
Manitoba, R2W-3R4, Canada

We Solve Frame, Spoke and Wheel Problems.

- Expert frame straightening.
- America's largest source of spokes. Tell us what hub and rim you have. We will furnish the spoke you need.
- Complete wheel lacing service.
- Send 50¢ today for catalog. Refundable on \$10.00 order.

BUCHANAN'S FRAME SHOP
629 E. Garvey Ave., Monterey Park
Calif. 91754 • (213) 280-4003

CHROME PLATING

Steel & Aluminum Parts Chrome Plated

GRAVES PLATING CO.

P.O. Box 1052, CG, Florence Ala. 35630
Phone (205) 764-9487

• Serving the Southeast Since 1945 •

MOTORCYCLE CLUBS

Custom Pins & Medals

Let us design your Club or tour pin to your specs. Write for more information.

SIERRA MEDALS

P.O. Box 370, Porterville, Calif. 93257

BSA GOLD STAR PARTS

Shipped Anywhere

Jim Hunter Motorcycle Repair

Specializing in BSA repairs & used parts
1140 South Cypress St., Unit A
La Habra, Calif. 90631, 714/525-1504

Great Britain finished a very respectable second, their best finish in many years, followed by Austria, West Germany, and the U.S. in a solid fifth.

But the U.S. Vase A team was the real success story of the 48th ISDT. They captured the International Silver Vase for the first time in history—the first time a U.S. team has won anything at the Trial. They only lost eight marks—the five that Ron Bohn dropped the first day, and three by Dick Burselson on the last day. The other two team members, Ed Schmidt and Malcolm Smith, were clean: a perfect score all week. A most meritorious performance by a quartet of the nation's finest riders.

Sweden's Vase A team finished second, Czechoslovakia's B team third, the Netherlands B team fourth, and West Germany's B team fifth.

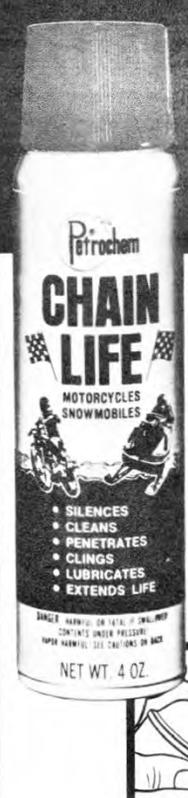
West Germany's number two Zundapp team took the overall honors in the Manufacturers Team competitions, with the U.S. Husqvarna team finishing ninth, the best American effort in that category. Yankee Motors' Ossa team was 11th.

In club competition, Sweden's SMK EKSJO team captured overall honors, with U.S. teams finishing sixth, seventh, tenth and 19th.

There were 108 gold medals awarded at the Trial, but only one man won his *literally* single-handed—Jake Fischer. The Six Days Trial often brings out the true nature of a man, and Jake proved that he is one of the finest competitors in the world, a rider for the U.S. to be proud of.

Good fortune didn't bless determined Don Cutler, though. He finished the whole six days with his clunking Ossa, and lost nary a mark at the time checks. But the rulebook threw one last curve at Don, denying him a gold medal. Just finishing with zero marks lost does not in itself qualify a rider for a gold. His total test scores must be no higher (remember, the faster the rider, the fewer points he gets) than 30 percent above the score attained by the fastest rider in his class. Before the grass track race the last day, Don's score was 29 percent higher than the top 250 rider, Augusto Taiocchi of Italy. During the grass track race, Don's transmission started growling louder and louder, so he slowed down considerably to avoid blowing the gearbox completely. He finished the race, but his score was high enough to put him just over the 30 percent mark in total special test points, which netted him a silver medal instead of a gold. A disappointing reward after a never-say-die effort.

Considering that it was the first-ever ISDT held in the U.S., the Trial was a successful one. There were a large number of gold medals won, perhaps alluding that the course was too easy. The attrition rate would have been higher, and the gold medal count lower had it rained more frequently as it normally does in the Berkshires. Al Eames has had some events nearly washed out by inclement weather in the past, so he laid out a course that



The No. 1
best selling
chain lubricant

Proven by a recent survey conducted by Cycle magazine; CHAIN LIFE placed first over all other brands of chain lubricants. Chain Life contains no oil, silicon, moly or graphite. Penetrates pins and rollers; no overspray or waste. Repels excess accumulation of dirt, sand, mud and grass.

Ashland Ashland Chemical Co.
Division of Ashland Oil, Inc.
Santa Fe Springs, Cal. 90670

FREE

RACECRAFTERS INTERNATIONAL



ACCESSORIES FOR STREET AND DIRT

1973-A CATALOG-200

CATALOG!

From America's Leading Motorcycle Mail-Order Specialists! Thousands of items for cycle and rider. Speed Equipment, Tools, Custom Accessories, Riding Apparel. Fast Delivery. Low Prices. Catalog is FREE! Mail Today! RACECRAFTERS INTERNATIONAL/7916 Sunset Blvd./Hollywood, CA 90046

RACECRAFTERS INTERNATIONAL

7916 Sunset Blvd./Hollywood, CA 90046

Name _____

Address _____

City _____ State _____ Zip _____

CYCLE GUIDE / DECEMBER 1973 91

Windjammer II®



There's still nothing like it

It's the same Windjammer with some very nice new features:

- Chrome Side Edging
- Class A Reflectors
- Optional Side Lamps

Windjammer II now fits 31 motorcycles.
Vetter Faring Company
Dept. CG Box 927, Rantoul, Illinois
61866 Phone: 217-893-9300



Vetter

TIRED OF THE SAME OLD

Custom Bike Parts

Write for FREE CATALOG
Lots of New Ideas

CAFE RACERS TOO

C-US MFG.

7222 Garden Grove Blvd.
Westminster, Calif. 92683

SHOW CHROME PLATING

Aluminum, Steel, Etc.

We specialize in bike plating. We plated Daytona Show Winner Bob Appleton's Harley-Davidson as featured in Street Chopper.

1 Week Service • Reasonable Prices

Glen's Custom Chrome

601 Riverside Dr., Clarksville, Tenn. 37040
647-1004 647-4383

USED MOTORCYCLE PARTS

LARGE INVENTORY — LOW PRICES
PARTS FOR
MOST MAKES AND MODELS

MARK MOTORS, INC.

20600 Woodward Avenue Detroit, Michigan 48203
Phone (313) 893-8740

would be navigable even in heavy rains. The four days of clear skies made the course somewhat easier.

There were a lot of tight or rocky sections that forced the riders to slow down, but they were usually relatively short, and there was generally a paved road or open trail on the other side where they could make up time.

If anything, the course contained a bit too much paved road. The average Trial speed was set using the legal speed limits on these roads, but most of the riders went as fast as they could on the pavement. This let them make up a lot of time, nullifying most normal delays they may have incurred on the trail. Most riders agreed on one thing, though: it was a fun course to ride.

The AMA was still hurting from their recent loss of two high-level honchos, and they suffered a few organizational problems during the week. But they kept on trying harder and harder, and their perseverance paid off as the mistakes got fewer as the week passed.

The Europeans loved the lush, green countryside and rolling hills that reminded them of home. After it became evident that the Trial was not going to be an outlaw gang bust, the citizens of Dalton opened their arms to the competitors and spectators. As a Dalton policeman said, "This is the best-behaved group of people I've ever seen." Motel and restaurant owners agreed. As one storeowner put it, "geeze, they're real people, just like you and me." **CG**

RESULTS

World Trophy Teams

1. Czechoslovakia
2. Great Britain
3. Austria
4. West Germany
5. United States

Silver Vase Teams

1. United States A
2. Sweden A
3. Czechoslovakia B
4. Netherlands B
5. West Germany B
23. United States B

Manufacturer's Teams

1. Zundapp (Germany)
2. Jawa #1 (Czechoslovakia)
3. Jawa #2 (Czechoslovakia)
3. Jawa #4 (Czechoslovakia)
5. Husqvarna (Sweden)
9. Husqvarna A (USA)
11. OSSA (USA)
17. Penton A (USA)
20. Rokon (USA)
30. Penton B (USA)
34. Triumph (USA)
46. Kawasaki (USA)

Club Teams

1. SMK EKSJO (Sweden)
2. Sveriges Militara Idrottsforbund 1 (Sweden)
3. Sveriges Militara Idrottsforbund 2 (Sweden)
4. Moto Club Costa Volpina (Italy)
5. Moto Club Bergamo (Italy)
6. Amherst Meadowlarks (USA)
7. Greylock Riders (USA)
10. Golden Gators (USA)
11. Twin City Competition Riders (USA)
19. Lansing Motorcycle Club (USA)

ANOTHER QUALITY PRODUCT FROM

WEBCO



WEBCO 24 OIL

Formulated for high output two-stroke engines. Tested and proven in So. Calif. desert racing, plus Mint 400 and Baja 1000. Piston, ports, plug and chamber remain free of carbon deposits. 40:1 mix blends with gasoline with little or no agitation. Runs cool due to excellent heat transfer. Clean burning, smokeless.

#1456-01... Webco 24 Oil.....quart \$1.95

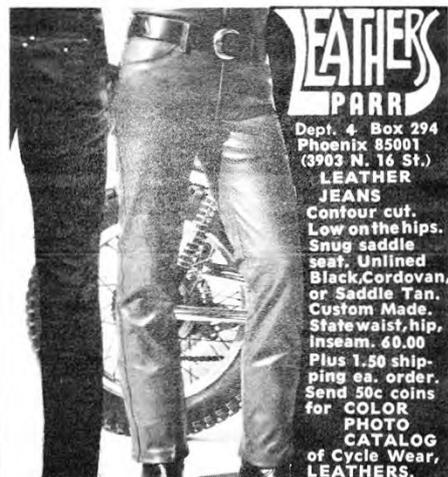
Webco Catalog still only \$1.00

SOLD THROUGH AUTHORIZED M/C DEALERS ONLY



WEBCO INC.

BOX 429 • VENICE, CAL. 90291



Dept. 4 Box 294
Phoenix 85001
(3903 N. 16 St.)

LEATHER JEANS

Contour cut.

Low on the hips.

Snug saddle seat.

Unlined Black, Cordovan, or Saddle Tan.

Custom Made.

State waist, hip, inseam. 60.00

Plus 1.50 shipping ea. order.

Send 50c coins for COLOR PHOTO CATALOG of Cycle Wear, LEATHERS.

Riff's Cycle Center Inc.

HONDA • YAMAHA • HUSKY
PARTS • WAREHOUSE

Route 1, Langhorne, Penna. 19047
215-752-0243

Dealers Welcome Large or Small
Wholesale & Retail

- Competition Crankshaft assembly for Mach III
 - Complete Crankshaft Rebuilding
 - Service for all Kawasaki Models
- Prices Upon Request

D & A Kawasaki Inc.

4918 Hazel Ave., Trevoze, Pa. 19047
(215) 357-6528