

First came the opening ceremony (below) and the Campfire Girls; Mo-nark mechanics and Kvetoslav Masita attend to maintenance chores.



"Oh, do I love October Mountain! It's my kind of ride!"

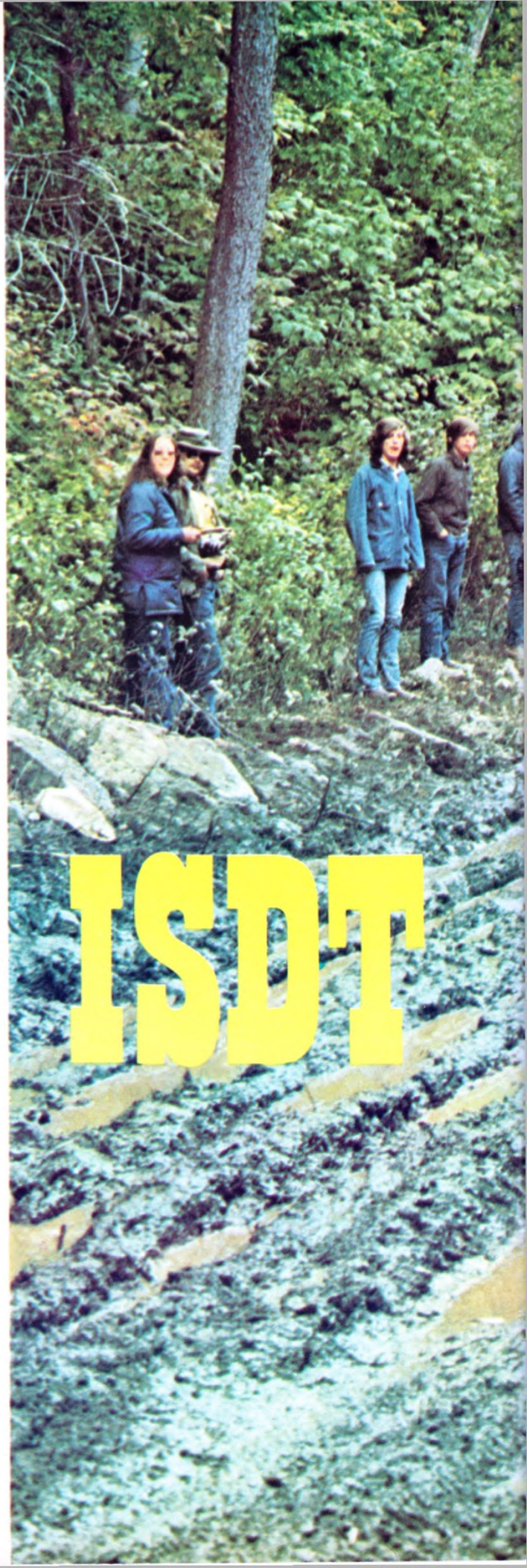
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BY RON SCHNEIDERS & DALE BOLLER

hat's Dave Latham of the U.S. raving about his home territory—but it really was that kind of Trial. After being run 47 times in austere, black-and-white Europe it finally erupted in New England with crowds cheering for the home team, bands and color guards on the local home town football field and Al Eames playing the part of John Wayne.

There is no one story of the 48th Annual Six Days Trial. There are a dozen stories at least. It's like a war. There's one story in the cabinet, another in the trenches, a third in the hospital and a fourth in the kitchen. The only thing that relates them is the date. The Six Days embodies four different types of contests. There is the big one, the contest for the World Trophy, which this year was overshadowed, at least a bit, by the secondary contest: the contest for the Silver Vase (because the U. S. Vase "A" Team won the Silver Vase this year). Then there were the minor league team games—the contests for the Manufacturer's Gold Medal and the Club Team Diploma. The final scrap involved the individual rider and his personal quest for a Gold Medal, a symbol of something which only the rider really understands.

This year, however, there is a story ranking in importance with the fact that America won the Silver Vase, and that is that America also hosted a successful Six Days Trial in the colorful



*Pavel Cihelka displays Czech's sit-down riding style during a speed test.*













*The ISDT was different things to different people. For Bren Moran (opp. page, top) it was a mud-bath and a Silver Medal; for Jeff Smith (opp. page, bottom left) it was a clattering ride across boards laid atop a bog; for the Czech team at a pit it was orderliness and time to relax. Like everyone else, Bert Ekeberg (left, on a 125 Monark) found the powerline sections, the backbone of the ISDT's speed tests, to be extremely demanding and rough. Olle Ekman (below) blitzes a mud-hole on his way to a Gold Medal. Displaying grit beyond belief, Jake Fisher (bottom) had Rolf Tibblin force his separated shoulder back into place at a checkpoint, whereupon young Jake remounted and, dealing with enormous pain, went on to win a Gold Medal.*



Berkshire Mountains which surround Dalton, Massachusetts. Anyone who had wanted to bet six months ago that that would happen would have been able to get pretty good odds.

One month before the Trial the situation looked grim. The Trial was sponsored by the AMA, Al Eames (Trial Director) and the New England Trail Riders' Association (NETRA). The AMA was furnishing money, legal talent and publicity, and two or three key people; Al Eames was furnishing the know-how, the trail layout, and the liaison with NETRA, which was furnishing most of the labor.

Shortly before the Trial was to start, the AMA fired two of the key people it was to

furnish, who were also the key people of the AMA: Executive Director and U. S. representative on the FIM International Jury, Russ March, and Don Woods, Director of Amateur Activity and Clerk of the Course. The loss of the key people did not seem to make one iota of difference. Ed Youngblood, who started his career a few years ago as an assistant editor of the AMA magazine, took over as Acting Executive Director, Dave Welsh took over as Clerk of the Course and Ivan Wagar became the FIM Juryman. In spite of less than a month's preparation for their new roles they seemed to perform every bit as satisfactorily as March and Woods might have been expected to.







Milan Jedlicka (above) and the Czech team manager, Frantisek Mosna, coordinate a pit-stop. Later the same day, Conny Windisch (right) hustles down one of the ISDT's plentiful pavement sections on his Husky. Exhausted riders (top) inspect the 1.25-mile grass-track course which they will have to deal with as the last event of the last day. Earlier in the week the water crossings (top, right) drew more spectators than any other part of the ISDT course.







Then, less than one week before the riders were scheduled to leave, a local environmental group attempted to halt the Trial. This actually turned out to be the more serious problem. Under Massachusetts law, a group of 10 citizens can file for an injunction to halt any activity they feel is potentially damaging to the environment. Those individuals, supported by such groups as the Hoosic River Basin Citizens' Environmental Protection Association, filed suit and named the AMA, Al Eames, and the Department of Natural Resources of the State of Massachusetts as defendants. These citizens, justifiably concerned about potential damage to state

lands, possibly dangerous traffic situations on public highways and noise, were on the verge of halting the Trial—which would have caused the greatest embarrassment any country has ever suffered on behalf of motorcycling. The AMA had proceeded with trial organization in good faith and attempted to adhere to both Federal and Massachusetts law. They had been promised a permit to use state lands by the Massachusetts Department of Natural Resources after submitting an environmental impact study. Ed Youngblood began the battle to save the Trial by telexing FIM headquarters in Geneva where officials found the situation “hard

to understand.” Yes. AMA Legislative Director Gene Wirwahn secured the services of Boston Lawyer Harris Aaronson and the two began to search the plaintiffs’ documents for a hitch. The Champion Spark Plug Company volunteered the use of their executive jet to transport the lawyers between Dalton and Boston where the hearing was scheduled for Friday, three days before the Trial was to begin. It was a panic situation.

At the hearing, Judge Joseph Ford ruled that his court did not have jurisdiction in the matter because of a legal technicality. According to law, a sheriff must serve the papers. In this case a constable (a lesser



## Riding The Best Trail Bike In The World

One of the reasons the Czechs did so well in the ISDT is because their Jawa motorcycle is the best trail bike in the world. This statement may come as a shock, and you may refuse to believe it, but after riding one of the Jawa 350s entered for this year's Trial, we are convinced that it is true. Two days after the ISDT we were privileged to go on a New England trail ride with cagey Dick Bettencourt, an east coast Honda dealer who had obtained a genuine Jawa Six Day 350 from the Czechoslovakians. The bike was still covered with ISDT inspection seals and Berkshire mud. Without so much as a clean-up, Bettencourt headed out on one of his favorite trails, accompanied by a Cycle representative on a CR-250 Honda motocrosser.

Our motivation for going on this ride was not supplied by the Jawa, for we really had no reason to suppose that it might be a neat motorcycle. After all, it's very heavy, funny looking, made in a country we don't understand and is practically unavailable. We were simply pumped about the prospect of a nice day of riding in the New England woods. But then Bettencourt said, "Take her for a spin," and offered up a handlebar surprise. Within a mile up the trail it became clear no finer engine than the Jawa's has ever graced a cross-country motorcycle.

The Czechs build their ISDT Jawa for the single purpose of helping a rider complete the event. One must not lose time and energy fighting the motorcycle or become preoccupied with worry over its reliability. Riders must be free to concentrate on the Team Effort, which is paramount in the ISDT. The Jawas have three important characteristics aimed at making 8-hour days in the saddle less painful.

The first, and most amazing, is a motor absolutely dedicated to propelling the motorcycle anywhere without a lot of shifting, clutch slipping, paddling, pushing or other machine- and body-fatiguing torments. This is accomplished with plenty of broad-range power. The 350 we rode would pull hard from an idle to 90 mph. It's the all-muscle kind of pull that puts solid bite to the drive rather than digging a trench with wheelspin. The engine is smooth, it doesn't surge, doesn't four stroke and it's quiet. It's low end is so strong and its powerband so wide that many U.S. enduros could be ridden with only second and third gears.

A second Jawa feature—reliability of the sort that frees a rider from concern about mechanical failure—is the hardest thing to build into a motorcycle. Nevertheless the Czechs have done it, but in a manner completely contrary to one of the primary goals with every other motorcycle—that of saving weight. Jawas don't break because

nearly every component is tenfold understressed, and consequently the bikes weigh plenty. Steel, and lots of it, is the primary component in a Jawa. The frame tubes are thick enough to be used in a railroad bridge. Rims, pegs, footpedals, bars, tank and triple crown are all steel. Aluminum components are extra hefty. Weight is considerable (our 350 weighed 291 pounds with gas) but so is reliability: out of 18 Czechoslovakian entries on Jawas, only one retired, and that was because the bike inhaled half the contents of a mud hole when it crashed.

The third feature of a Jawa that contributes to a rider's ability to finish in the Six Day is comfort. The body must not wilt from fatigue and again the Czechoslovakians deviate from standard practice in designing their bikes to be ridden *sitting down*. And that's exactly how the best Trials riders in the world ride them—from the saddle, not on the pegs. Common sense and Jawa's experience say a man will be less tired after sitting for six days than standing. The Czech team riders and their four World Trophies in the last four years prove that you don't *have* to stand up to go fast. Many of the Czechs even remained seated in the special speed tests. To facilitate this sit-down style, the Jawa has a wide, soft, beautifully contoured seat, pegs mounted slightly more forward than usual and narrow, rearward-tilted bars.

These motorcycles, so good for the people and events they serve, are extremely straightforward. The engine has piston-port induction, four standard ports, magneto ignition, five speeds, primary starting and a multi-plate dry clutch. Some appeared at the Six Day with Bing carburetors while others had prototype Jikovs. All running gear is standard, except for the enclosed chain. Why is it so good? Because the Jawa does everything well and one of the most important things best—pull.

About 300 Jawa Six Day bikes are hand-built in a corner of the factory each year. They come in four sizes: 175, 250, 350 and 500. All engines share the same frame and chassis. Czechoslovakia retains enough bikes to supply its own riders with mounts for European Trials events and Six Day qualifiers. The rest go in limited allotments to selected Jawa/CZ distributors throughout the world. America received 12 last year: four 175s, three 250s, three 350s and two 500s. Each bike is priced at \$1,600 regardless of engine size, and usually is reserved for someone who will use it for Trials-type events. The new models will have magnesium hubs, alloy rims and adjustable damping in the forks so the price may be even higher. But the money, and the hassle of finding one, are totally justified. ©

police official) had served the papers, which was not legally sufficient. Judge Ford said that if the plaintiffs would get proper service by a sheriff, he would set the matter for hearing at 10 a.m., Monday, the first day of the Trial. Fortunately the plaintiffs proceeded no further and No. 1 rider Fausto Oldrati of Italy fired his 50cc Gilera and left at 7 a.m., Monday, on schedule.

But long before the tiny Gilera buzzed to life, dozens of other less nerve-shattering details had to be handled. First the foreign guests must somehow get here and be housed. They did and they were, but not without an incident or two. The night they arrived at the Eastover Hotel . . . pure bedlam. All the luggage was stacked outside and 300 people all wanted to talk to the manager of the hotel in eight different languages. The most interesting conversation occurred between Joe Thornburg and the leader of the West German group. He insisted at least 15 times that each member of his large group (about 40) had to have a single room; Joe patiently answered each time that there were only two single rooms in the entire hotel. Both were speaking English, but neither seemed to be understanding English.

The riders needed places to work on their bikes and it seemed like every vacant garage within 15 miles of Dalton was commandeered for work space.

All the riders had to have physical exams, and although the doctor in charge did not have all the equipment he would have liked to have, he seemed satisfied that he had done what was necessary. Also, what was more important, he was satisfied that the rescue facilities were adequate, although they were a far cry from the elaborate system the Czechoslovakians put into operation at the ISDT last year.

Each rider had to have public liability and property damage insurance and a valid driver's license from his own country (except West Germany: they needed International Drivers' Licenses). On Saturday and Sunday before the event all of the bikes were examined, sealed and impounded. This year, instead of paint, small round adhesive stickers were used. The strategy was that once the sticker was on, there would be no way to remove it without damaging it. A bit of LPS sprayed on the metal, however, successfully defeated that well-intentioned plan.

Finally there was the opening ceremony on the football field at Wahconah Regional High School in Dalton. Al Eames didn't really take part; he rode around the field on his BMW keeping the crowds under control. The people clapped, yelled "Hi Al," at him, and waved. Al just good-naturedly grinned and pushed the crowds back so the riders could get on the field.

The ceremony was obviously patterned af-



This chart shows the fastest overall rider and his time for each class in each day's special speed test, with the fastest American's time listed below. Times are in minutes and seconds. A terrain test is a 3-to 4-mile cross-country race against the clock. Most tests contained rocks, uphill, downhill, mud, water and many turns. Note that the 125 class dominated the fastest overall times and that in most cases the Americans are considerably slower than the pace setters.

	MONDAY 3-mile Terrain	TUESDAY 4-mile Terrain	WEDNESDAY 3-mile Terrain	THURSDAY 4-mile Terrain	FRIDAY 3-mile Terrain	SATURDAY Grass Track
50 cc	Fausto Oldrati (Gil): 5:41	Gualtiero Brissoni (Gil): 10:56	Jurgen Grise (Zun): 5:08	Gualtiero Brissoni (Gil): 9:48	Jurgen Grise (Zun): 5:55	Jurgen Grise (Zun) 7:07
	No Americans in Class					
75 cc	Giuseppe Signorelli (Gil): 5:41	Peter Neumann (Zun): 9:55	Peter Neumann (Zun): 4:55	Peter Neumann (Zun): 9:32	Giuseppe Signorelli (Gil): 5:27	Peter Neumann (Zun): 7:05
	No Americans in Class					
100 cc	Elio Andreoletti (KTM) 5:11	Josef Wolfgruber (Zun): 9:15	Hans Wagner (Zun): 4:41	Josef Wolfgruber (Zun): 8:39	Milan Kremel (Jawa): 5:18	Josef Wolfgruber (Zun) 6:09
	Bill Uhl (Pen): 5:55	Bill Uhl (Pen): 11:03	Bill Uhl (Pen): 5:14	Bill Uhl (Pen): 9:41	Bill Uhl (Pen): 5:47	Bill Uhl (Pen): 6:28
125 cc	Bruno Ferrari (KTM): 4:58	Alessandro Gritti (Gil): 9:04	Bruno Ferrari (KTM): 4:34	Guglielmo Andreini (KTM): 8:15	Alessandro Gritti (Gil): 4:47	Rolf Wittoft (Zun): 5:55
	T. Penton/ Hollander (Pen): 5:43	Tom Penton (Pen): 10:03	Tom Penton (Pen): 5:12	Tom Penton (Pen): 9:50	Tom Penton (Pen): 5:56	Joe Barker (Pen): 6:48
175 cc	Bo Thornblom (Mnk): 5:07	Karl Larsson (Mnk): 9:23	Erwin Schmider (Zun): 4:26	Karl Larsson (Mnk): 8:56	Karl Larsson (Mnk): 5:18	Erwin Schmider (Zun): 6:26
	Tom Clark (Puch): 5:59	Dick Burleson (Pen): 11:43	Dick Burleson (Hus) 5:32	Dick Burleson (Hus): 10:35	Jeff Penton (Pen): 6:12	Jeff Penton (Pen): 7:04
250 cc	Imerio Tesori (KTM): 5:08	Frantisik Mrazek (Jawa): 9:39	Augusto Taiocchi (KTM): 4:35	Augusto Taiocchi (KTM): 8:33	Kurt Gustafsson (Hus): 5:08	Kurt Gustafsson (Hus): 6:36
	Carl Cranke (Pen): 5:47	Carl Cranke (Pen): 10:53	Carl Cranke (Pen): 5:01	Malcolm Smith (Hus): 9:57	Carl Cranke (Pen): 5:37	Carl Cranke (Pen): 6:47
350 cc	Kvetoslav Masita (Jawa): 5:08	Josef Cisar (Jawa): 9:59	Kvetoslav Masita (Jawa): 4:57	Kvetoslav Masita (Jawa): 8:58	Kvetoslav Masita (Jawa): 5:15	Jack Penton (Pen): 6:58
	Jack Penton (Pen): 5:48	Jack Penton (Pen): 10:56	Jack Penton (Pen): 5:12	Ron Bohn (Hus): 9:57	Jack Penton (Pen): 5:25	Jack Penton (Pen): 6:58
500 cc	Josef Fojtik (Jawa): 5:25	Jiri Jasansky (Jawa): 10:10	Hans Hansson (Hus): 4:41	Hans Hansson (Hus): 8:48	Hans Hansson (Hus): 5:08	Hans Hansson (Hus): 6:28
	Barry Higgins (Kaw): 5:57	Barry Higgins (Kaw): 11:20	Jake Fisher (Hus): 5:07	Barry Higgins (Kaw): 10:06	Gary Surdyke (Yam): 5:47	Jake Fisher (Hus): 7:41
1300 cc	Bengt Gustafsson (Hus) 5:50	Dave Eames (Hus): 11:18	Dave Eames (Hus) 5:19	Arthur Browning (Tri): 9:24	Dave Eames (Hus): 5:26	Dave Eames (Hus): 6:47
	Dave Eames (Hus): 5:51	Dave Eames (Hus): 11:18	Dave Eames (Hus): 5:19	Dave Eames (Hus): 9:46	Dave Eames (Hus): 5:26	Dave Eames (Hus): 6:47



ter last year's ceremony in Czechoslovakia, even to the signs on sticks denoting the countries and the little Campfire Girls to hold them. There were the usual speeches, some by the same people as in Czechoslovakia, but somehow it didn't quite work. Twenty years ago it would have made a nice cover for the Saturday Evening Post, but in the age of Aquarius it seemed a bit tacky. Each team was presented with a bouquet and with that they went back the way they came. It was time to go riding.

There were three courses, basically. The course for Day One was fairly long, about 214 miles; it was to be reversed and run again on Day Five. There was a 186-mile course for Day Two that drifted all the way up into New York and Vermont. About 140 miles of it was to be run in the reverse direction on Thursday with the rest run in the same direction. Wednesday's course was 191 miles; it was shortened to 120 miles and run backwards on Saturday.

Each of the courses except Saturday's featured two Special Tests, a Terrain Test of three to eight miles in length (essentially, a cross-country race against the clock), and also an Acceleration/Sound Test.

The course itself makes or breaks the event. If the route is either too hard or too easy, or just plain boring, the event can't be a success, regardless of the rest of it. These routes were sheer perfection. To begin with they were very interesting, though practically nothing on earth is going to really interest a rider after the third or fourth day. Al Eames mixed in a little bit of everything from four-lane highway to two-lane asphalt, to dirt road, power line with miles of rock, buried cable line, two-track and single-track trails through the woods. There was mud enough to keep anyone happy, and hills that were so tough that Triumph riders had to push (though 50cc Zundapps and Gileras got over somehow). There was even a romantic spot called Heartstop Hill which was so steep it could only be climbed by helicopter; so Al sent the rider down it.

Interest, though, is only one part. The course must at least be rideable enough that some of the teams finish reasonably well, but tough enough so that everything isn't resolved on the basis of special test points. Al graded each different portion of those 600 miles of course according to its degree of difficulty on a scale of one to four. Difficulty No. 1 was pavement, No. 2, good dirt road, No. 3, poor dirt road and No. 4 was power line and trail. As basic speed averages, Al figured 40 mph for difficulty No. 1, 28 mph for No. 2, 22 mph for No. 3, and 18 mph for No. 4. Then he calculated the time that would be required between each pair of checks. This was the "A" schedule. He added two minutes to each section for the "B"

BRAND	ENTERED	FINISHED	%
Gilera	7	4	57
Zundapp	15	9	60
Monark	28	14	50
Jawa	28	23	82
Hercules	2	1	50
Simson	5	0	0
KTM	34	21	62
Penton	14	10	72
SWM	8	6	75
Dalesman	7	1	14
Rickman	5	3	60
Puch	22	16	73
Can-Am	5	3	60
Honda	3	1	33
Kawasaki	7	2	29
Husqvarna	29	23	79
WSK	3	2	66
Greeves	1	0	0
OSSA	18	8	44
Maico	8	3	38
Montesa	2	2	100
MZ	9	2	22
Bultaco	13	4	31
Rokon	4	4	100
Triumph	12	10	83
Yamaha	6	2	33
Suzuki	1	0	0
BMW	5	3	60

schedule and a further two minutes per section for "C."

Most days they rode the "B" schedule and the perfection of the course can be seen in the scores: one Trophy Team on gold at the end, the winner of the Silver Vase down just six marks, and two teams in the club contest on gold. One could hardly ask for a better finish.

The marking of the courses was also close to perfect. One might have asked for some color other than the yellow that was used for Monday's arrows, and one might wish that "helpful" spectators who point the wrong way be banished to Mongolia as food for starving Panda bears, but even those problems were relatively minor.

A major problem was just barely avoided: The arrows of each day had the day's sponsor's name on them which made them illegal in Vermont. This, combined with a guy who had no use for motorcyclists, almost produced disaster. The guy, who was a lawyer, began removing arrows in a sort of do-it-yourself legal action. After some discussion with the self-proclaimed policeman and the local D.A., Al rounded up about 15 people and made them living sign posts to route the riders through the town of Pownal.

The scoring of the Six Days Trial is very complex and there is no room for an explanation of it in an article such as this, nor would it make very interesting reading. It is necessary, though, to know a few things

about the scoring in order to at least comprehend some of the action.

The worst thing that can happen to a rider is that he gain some marks. He gains marks primarily for arriving late at a check. The marks are transferred directly to his team, so not only does he lose his personal gold medal but he ruins his team's chances as well. It usually doesn't take many marks against a team to finish its chances for good.

If all the teams have some marks against them, the team with the lowest number of marks wins, and none of the special tests make any difference whatsoever. This is exactly what happened this year in the two major contests: In the Trophy Team contest, the only team without marks was Czechoslovakia, so they won; in the Vase team contest, the U.S. had the lowest number of marks so the U.S. won. In neither of these contests did any of the special tests (the cross-country terrain test, the acceleration tests, the noise penalties or the starting penalties) play any part whatsoever in determining the outcome.

**THE WORLD TROPHY CONTEST:** The battle for the World Trophy was reminiscent of one of the heavyweight title fights where ringside seats go for \$100 each and the third punch leaves the "Next Heavyweight Champion of the World" flat on his back and kicking in the middle of the ring. It started interestingly enough, with Czechoslovakia in the lead Monday night followed by Italy, West Germany and East Germany. No one expected Italy to last, but the other three figured to have a real scrap. West Germany was just a little bit faster than Czechoslovakia in the special tests, but with her smaller machines, there was a higher probability of a breakdown. East Germany was the slowest of the three, but possibly the most reliable. The MZs of the East Germans have not really been changed for years, except for some judicious lightening here and there. If the Czechs and the West Germans knocked each other out by crashing in the special tests, East Germany with her team of Blond Teutons would be right there waiting. A gold medal is the closest thing to a Blue Max that they can win these days.

Unfortunately, though, the East Germans withdrew their Trophy Team and all their other entrants, some 10 riders, en masse Monday night amid one of the major controversies in ISDT history, and one which is yet to be resolved. Both their MZ-mounted Trophy team and their Simson-mounted Vase team were complaining all day of hard starting, lack of power and loss of compression. When Rudolf Jenak's Simson went out with a broken shift shaft, the East Germans routinely pulled the engine apart and found the rings frozen nearly solid in a sticky mass of gluck. Suspecting that improper oil had



caused the problem and was infecting the other bikes as well, the East German Team manager petitioned the FIM Jury for permission to break the seals on another bike to confirm their suspicion. Permission was granted and down came Fred Williamowski's big 500 MZ, which proved to be similarly stricken.

Rather than have his riders drop out one by one as would eventually happen, or possibly be injured in an abrupt mechanical failure, Team Manager Walter Winkler made the wise but difficult decision to withdraw the entire East German team. The Deutch Demokratic Republic spent thousands of hours, traveled thousands of miles and invested a great deal of money in their team. They resented the fact that their chance to win evaporated, seemingly through no fault of their own, and they placed the blame squarely on Castrol, who had supplied the oil. A junior member of Castrol's field staff who was attending the Trial agreed that the problem was oil-related and issued an official press release accepting responsibility. A few days later after chemists in Castrol's headquarters had analyzed samples of the oil, the gasoline, the gas/oil mixture and gluck between the rings, a new release from Castrol stated the oil was "... found to meet the highest possible standards. It has been established (by Castrol) that the product supplied was not a contributing factor to the problems encountered by the East German team." What really happened? Possibly, no one will ever know.

On Tuesday the weather turned from balmy late summer to definitely fall. Clouds settled on the mountains and there was a cold misty drizzle early Tuesday, which turned to big, solid drops of rain later in the morning. Just before noon on Tuesday, the riders hit some bad stuff by anyone's standards: a stiff rocky uphill climb over muddy rocks, and occasional deep mud holes. They were in the vicinity of an area known locally as "Sucker Pond" and climbing over the Petersburg Pass in the Taconic range. As Al Eames said, "It had its moments."

U.S. Trophy team rider Jeff Penton lost 43 marks in that morning section. He had some sealant flake off and make its way into his carburetor and engine. With most teams clean on Monday, the U.S. was in sixth on team points. On Tuesday the U.S. dropped to seventh place.

As expected, Italy dropped from second to tenth with two men out of competition, both on 175 KTMs. Emilio Capelli lost his ignition and Ivan Saravesi wound up in the hospital with a broken leg. If a team member retires, his team is assessed 100 marks for every day he misses.

At this point Austria was actually in second spot, but no one knew it. The computer

## AMERICAN RIDERS' SCORES

NAME	MOTORCYCLE	MARKS/TEAM POINTS	POSITION IN CLASS	MEDAL
100 cc				
Bill Uhl	Penton	0/317.8	5	Gold
Dane Leimbach	Penton	0/471.5	9	Gold
125 cc				
Joe Barker	Penton	0/566.3	17	Gold
Stellan Tingstrom	Montesa	0/656.8	20	Gold
Doug Wilford	Penton	0/681.1	21	Gold
Paul Danik	Penton	0/700.9	23	Gold
Tom Penton	Penton	2/432.8	30	Silver
Jim Hollander	Penton	Retired (hurt)	54	—
Les Grable	Dalesman	Retired	57	—
175 cc				
Bren Moran	Puch	0/946.7	19	Gold
Dick Burleson	Husqvarna	3/507.0	20	Gold
Jeff Penton	Penton	49/738.8	29	Bronze
Jim Sparkes	Puch	Retired	35	—
Tom Clark	Puch	Retired	46	—
250 cc				
Carl Cranke	Penton	0/323.4	8	Gold
Malcolm Smith	Husqvarna	0/442.4	13	Gold
Charlie Vincent	OSSA	0/751.4	17	Gold
Don Cutler	OSSA	0/822.3	22	Gold
Dave Latham	OSSA	7/2023.9	27	Silver
Jim Piasecki	Husqvarna	35/587.6	32	Bronze
Ken Maahs	Husqvarna	Retired	42	—
350 cc				
Jack Penton	Penton	0/246.3	6	Gold
Ron Bohn	Husqvarna	5/456.7	12	Silver
Gary Snider	Rokon	23/984.9	13	Silver
Carl Bergreen	Lind-Husqvarna	31/583.1	14	Bronze
Jim Fogle	Rokon	39/1125.7	15	Bronze
Ron Lemastus	Rokon	71/930.3	17	Bronze
Jim Simmons	Rokon	115/1482.4	18	Bronze
500 cc				
Ben Bower	Husqvarna	0/475.1	10	Gold
Jake Fisher	Husqvarna	0/516.2	11	Gold
Gary Surdyke	Yamaha	89/1568.6	15	Bronze
Barry Higgins	Kawasaki	Retired (trans.)	17	—
Lars Larsson	Kawasaki	Retired (trans.)	18	—
Mike Patrick	Kawasaki	Retired (sprocket bolts sheared)	22	—
Eric Jensen	Kawasaki	Retired (broken toe)	23	—
Ron Bishop	Kawasaki	Retired (trans.)	27	—
Don Stover	Husqvarna	Retired (crankshaft broke)	34	—
Ed Schmidt	Husqvarna	0/265.1	3	Gold
Dave Eames	Husqvarna	11/165.1	9	Silver
John Greenrose	Triumph	23/880.5	10	Silver
Ken Harvey	Triumph	Retired (ignition)	18	—



had been occasionally spewing out erroneous results that were not corrected until Wednesday. Austria was one of the casualties. Sweden's Bob Thornblom picked up three marks when he fell down in the special test and Britain's redheaded lady-killer, Arthur Browning, dropped four marks when he messed up a tire change and had to do it all over again.

West Germany's team had had nothing but problems and they started before the team even left home. First, Andreas Brandl, a factory rider who was scheduled to ride the 75cc Zundapp, developed tonsillitis and was unable to come. Hans Wagner replaced him, but he had to ride a 100cc bike, so tiny Peter Neuman inherited Brandl's 75cc machine and no 50cc bike was run this year.

The Czechs have a truly great team. Every member looks like a trained athlete, which is exactly what he is. They all work for the Jawa factory as mechanics or ma-

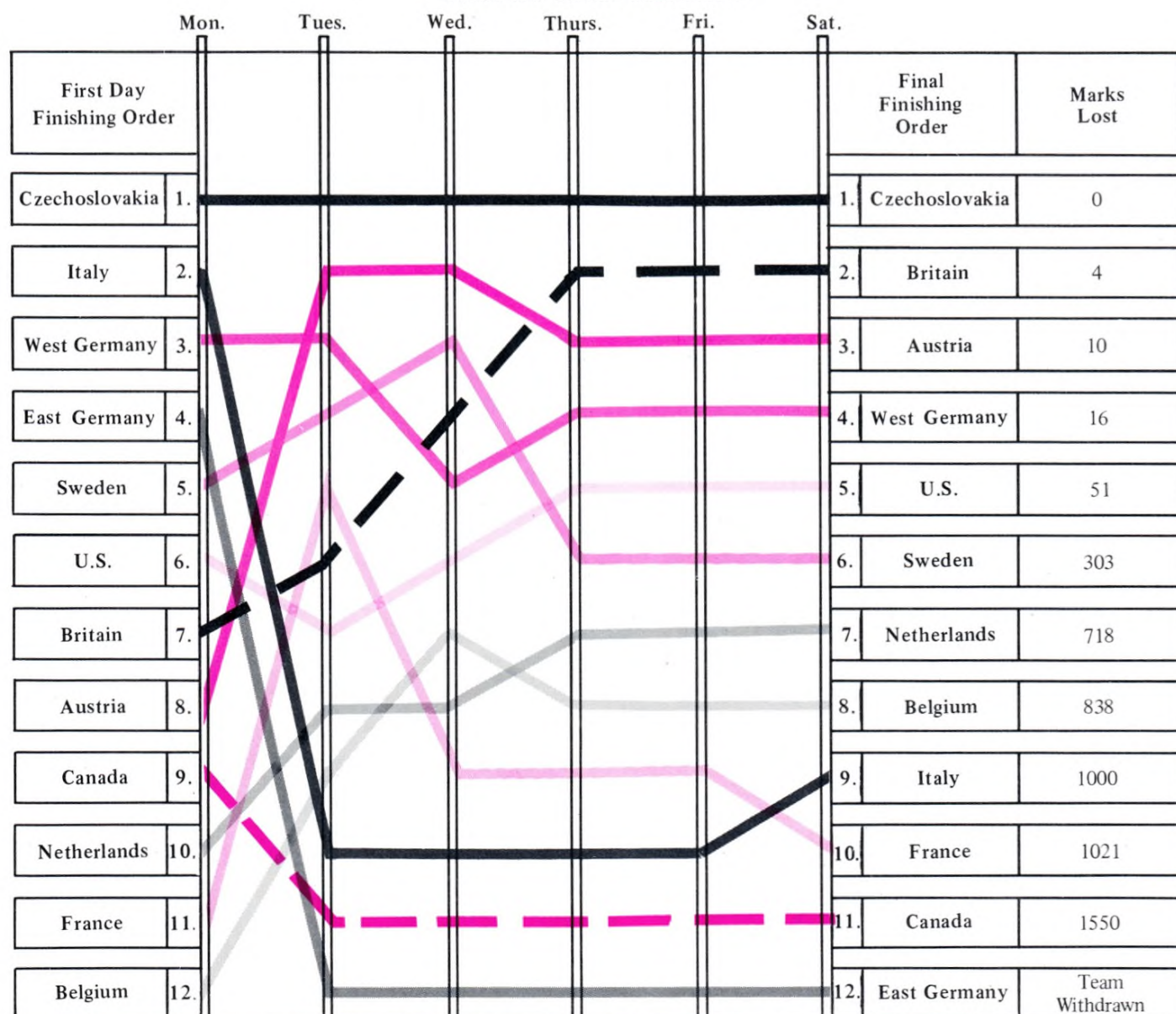
chinists, but their real job is winning trials. Asked about training, their manager translated Zdenek Cespiva's reply: "Just the normal: skiing, swimming, gym, calisthenics and so on." The Czechs have a mechanical competence that is unreal. Kvetoslav Masita came into one check with eight minutes to spare. He very calmly took his carburetor apart, blew out the jets, cleaned the parts and put it back together again. Then, sitting sidesaddle on his bike, he had a few swallows of beer and a bite to eat. When it was time to go he turned on the gas, started the engine and left. There are few people in this world who have disassembled a carburetor and then resisted the temptation to fire the engine up and see that it was running properly after they finished. It is the mark of a very competent and confident mechanic.

There is a question that has been made famous by the Watergate investigator, Senator Howard Baker: "What did he know and

when did he know it?" Applied to the Six Day Trial and the Czechoslovakians, it clarifies several things. The Czechs knew that they and Austria were the only ones without penalty marks on Tuesday night, which meant that all they had to do was beat the relatively slow Austrians to win the World Trophy. Knowing this, they slowed down and the team points they gained on Wednesday were more than they had accumulated on Monday and Tuesday combined! Then on Thursday the Austrians collected some marks, so the Czechs did not have to beat anyone in any of the special tests to win the World Trophy. All they had to do from that point on was stay on time. Knowing this, if one of the Czechs had broken his machine (or his body) trying to set fast time in a special test anytime after Tuesday, the Czech Trophy team manager might have killed him . . . with justification.

(Continued on page 109)

### TROPHY TEAM RESULTS



The World Trophy is the highest award at the ISDT. Trophy Teams have six members, all from the same country, and must include motorcycles (any brand) of at least three different engine sizes.



Even though the Czechs were certainly not riding at their individual limits and often stated that they "had much in reserve," they were not dawdling. In the end the only team to beat them on team points (with a full team) was the West German Zundapp team. It would have been really interesting to see what would have happened had Erwin Schmider remained clean and thus forced the Czechs to ride their hardest in the special tests.

At the end, the West Germans had beat the Czechs in the now meaningless team points, 634 to 944. On that first day, though, when team points still counted, the Czechs won, but just barely—59.2 to 54.1. Maybe next year we'll get to see these two well-matched giants really fight it out to the end.

By Tuesday night the contest for the World Trophy was essentially over. Great Britain, after their initial loss of four marks due to Arthur Browning's bogged tire change, lost no more and drifted steadily upwards to lodge finally in second place. They had a team of four Triumphs and two Rickman-Zundapps, and surprisingly their worst special test scores were not on the Triumphs, but the Rickmans. In all honesty, however, they probably had four of the world's best riders on those Triumphs: Arthur Browning, Alan Lampkin, Malcolm Rathmell and John Pease. The machines themselves were a bit special as well. Among other things they were fitted with Q.D. wheels, Betor front forks and a dual ignition system. These machines were built initially in California, and reworked slightly in England. Every team in a competitive situation has a top limit beyond which it is impossible to go. The British reached theirs this year. In the special tests the British team can't beat the Czechs, the West Germans, the East Germans, the Swedes or the Italians on the machines they have available. But they finished second by careful, thoughtful, consistent riding. Good show.

Austria's biggest problem was the computer, which capriciously awarded her points at every opportunity. Eventually, just about the time the computer decided that Austria had zero marks, Austria's Johann Sommerauer earned seven marks legitimately. It would be nice to note that the computer, in a fine sense of fair play, didn't post those marks, but unfortunately computers have no sense of fair play. Austria was third.

Sixteen marks turned out to be good enough for fourth place so that is where Germany wound up in spite of their breathtaking special test score. Italy did manage to salvage something: Augusto Taiocchi, 250 KTM, posted the best individual team score, which means, approximately, the overall fastest time for the entire Trial. His gold medal was won with 15.9 team points. (Next in line was Wolfgruber on the 100cc Zundapp, 27.8, and

following him was Masita, 350 Jawa, 33.2. The best American to finish on gold was Jack Penton on a 350 Penton with 246.3, but David Eames with 11 marks scored only 165 team points on his big 500cc Husqvarna.)

The U.S. Trophy team eventually finished fifth. Jeff Penton lost three additional marks for a total of 49 and a bronze medal. Tom Penton lost two marks when he went the wrong way, and earned a silver. The rest of the team took golds.

In the grass track speed test on the final day, it was still possible for the Czechs to lose the World Trophy if one of them did something really stupid. Britain was in second place with only four marks. A rider lost two marks for each lap of the speed test not completed, so if Kvetoslav Masita, for instance, fell down on lap five and damaged his bike so badly that he could not finish, he would lose six marks (for three incomplete laps) and as a consequence the World Trophy.

This explains something that seemed a bit peculiar to a few thousand spectators who watched that final event in the cold misting rain. In the race in which the 350 class was running Jack Penton took an early lead. Jack was picking some awful lines through some of the corners and sliding on the wet grass with much drama but little form and not all that much speed. Compensating for the lack of finesse was a great surplus of courage. The soggy, chilled spectators knew it and they were wildly enthusiastic. An American was going to win the speed test. It was great.

Hanging back a bit, taking far fewer chances but picking much faster lines through the corners, was Masita, just getting in his eight laps. All Jack Penton had to lose was his personal gold medal. He couldn't have lost the team's position (fifth) if he had destroyed his bike and killed himself, because the team had 250 marks on sixth place Sweden. Masita, on the other hand, could easily have lost the World Trophy for his team. On the last lap though, with little possibility of anything really disastrous happening, Masita demonstrated that he was a human-type motorcyclist after all. He passed Jack Penton (rather easily, in fact) and then did a wheelie up the straight. The fans, not realizing that they were watching one rider with little to lose playing motocross, and another with a dead serious job who could indulge himself only when the job was finished, thought they were watching a race and were crestfallen and a bit surprised when the American hero lost.

**THE SILVER VASE CONTEST:** The prospects for the American Vase Teams did not look too great after the first day. On the Vase "A" Team, Ron Bohn lost five marks with a sort of combination of errors. He picked up a flat and tried to ride on it, which didn't work. The tire came off the rim. He fixed it then, but didn't have enough CO<sub>2</sub> bottles to fill it sufficiently, so he had to take it easy going into the check.

When he arrived he was already into his three-minute grace period, but someone told him he had three minutes left, so he finished inflating his tire and did some maintenance. Late.

What Ron didn't know was that Sweden had already given the U.S. team the Silver Vase. Hans Hansson, a Swedish Husky rider, had drowned his engine at Knightville Dam and had to do the usual turn-the-bike-over-and-pump-it-out routine. He lost 23 marks. Thus at the end of the first day, The U.S. "A" team was in ninth place and Sweden's "A" team was in twelfth. That, however, was all the marks either of them lost, until the last day when Dick Burleson lost three marks due to a flat. Two other teams were in positions similar to that of the U.S. and Sweden: The West German Vase "A" team with three BMWs and a Maico had suffered a three-mark loss, and Spain's "A" Bultaco team was in even better shape with only one mark against trials-star Juan Riudalbas. All four of the teams, Spain, West Germany, the U.S. Husky team and the Swedish Vase team, moved up on Tuesday when all six of the leaders dove from two to eight places downwards.

Italy, points leader on Day One, lost one of their little Gileras. Pavel Cihelka on the Czech Jawa team, in second place on Monday, broke a chain and lost 42 minutes repairing it. No one could believe it. With that enclosed chain, Jawas just don't break chains. When it happens, however, it takes a lot of work to fix it.

Eventually the two teams in competition with Sweden and the U.S. also faded from view. The West German team lost the Maico (the three BMWs finished, though, and Herb Schek earned a gold) and the Spanish team eventually lost three of its riders, mostly with broken frames on their prototype Bultacos.

Husqvarna really scored a victory this year with their bikes in both first and second in the Silver Vase competition. The American team had very little trouble. Ed Schmidt had to replace his front wheel bearings and Malcolm Smith went through a series of bad plugs at one check point, and that was just about it. Jack Lehto (is there anything in the world happier than a happy Swede?), team manager, attributes their success to the fact that each of the riders prepared his own machine, and to the fact that they did not try to beat the Italians and the Czechs in the special tests. But just maybe he learned a little bit about strategy from the Czechs.

**THE MINOR LEAGUES:** The U.S. came very close to winning the Club Team award with an assemblage called the Golden Gators, which originated in California during the qualifiers. In the ISDT version, however, Barry Higgins, a New England scrambles star of a few years back, was one of its members, and another member was 17-year-old Joe Barker who received a gold medal on his birthday. The third member of the team was Ben Bower, a very fast,



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very dedicated northern California rider who estimated that his gold medal had cost him and his wife just about \$4,000 of their own money. The Golden Gators were in first place for exactly one day, Thursday, when they squeaked by Services Militara Idrottsforbund I of Sweden on bonus point scores. Then on Friday, Barry Higgins' Kawasaki seized. The Golden Gators dropped to tenth place. Eventually SMK Eksjo (Sweden) won the Club Team contest and made Husqvarna even happier since there were two normal Huskys and a Lindquist-Husky on that team. The best American Club Team were the Amherst Meadowlarks, who ended in sixth place. Paul Danik and Doug Wilford won golds, but Jim Piasecki lost 35 points for a bronze. In seventh place was another Husqvarna team, the Greylock Riders. One rider on that team won a gold: Jake Fisher, a very tough guy. Jake rode the last two days of the Trial with a separated shoulder, the result of a bad get-off on Thursday. Dave Eames and Carl Berggren won a silver and bronze, respectively. The Lansing Motorcycle Club was nineteenth.

For Manufacturer's teams there is not really a contest; a gold medal is awarded to any manufacturer whose team of three finishes clean. (The same is true for the clubs, by the way, but there's a strong unofficial competition among the clubs.) Gold medals were awarded (in order) to one Zundapp team, three Jawa teams, one Husky team and one Monark team.

The emphasis in reporting the Six Days Trial is naturally on the major teams who are, by most any standards, the most interesting. The riders on the top Trophy teams are serious athletes who are as interesting to watch as the champion athletes of any sport. Adding to the attraction is the fact that they are often riding very sophisticated machinery. But there are others in the Trial as well, riders whose major qualifications are enthusiasm and a willingness to try something difficult.

There was a team from Zambia; the Zambia Motorsports Association. Two of their three-man team crashed on the very first day. While one was being hauled off in the ambulance, someone stole his motorcycle. There was an Australian team which had about the same sort of luck. Winston Stokes broke his leg on the first day. His teammate, John Burrows, who was over here as a guest of Dave Latham, commented that the only thing wrong with the Trial was, "... the route was rather poor from my personal point of view. It was very narrow, very rough."

Dave Latham himself is a sportsman who gets nothing but a bit of assistance with parts for his efforts. A scientist and teacher by profession, Dave states in language most cyclists would find difficult to muster the feelings of every sportsman who ever took a blind shot at a qualifier: "... we just want to get our gold medals, really, but we also want to prove something to ourselves. Most of us do this for

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peer recognition. It is very important to me what a few people think of what I am doing. Not everybody. Just a few people." Latham's OSSA team did fairly well, with Latham himself getting a silver medal and his two partners, Don Cutler and Charlie Vincent, getting golds.

Dave Mungenast, who was on a Triumph Manufacturer's team along with John Greenrose and Ken Harvey, owns a business (St. Louis Honda) which takes most of his time. But still, he says, "The Six Days Trial is the big thing in my life, the thing I really look forward to every year. It keeps me going, makes me stay in condition." Like Dave Latham, Dave Mungenast gets little financial reward from his efforts, just a bit of help with machinery and some expense money.

The best performance by an American Manufacturer's team was that of a Husqvarna team of Malcolm Smith, Ed Schmidt, and Ron Bohn, who were three of the four Vase "A" team riders. They finished in ninth spot among the manufacturers. In twentieth position was a team riding a brand-new machine, Rokon, with all sorts of novel features like an automatic transmission, solid cast alloy wheels, disc brakes, and a pull-start snowmobile engine. They finished four out of four machines and were given an award by the FIM for technical achievement.

One ISDT was probably enough to last many Berkshire residents for a lifetime. There were some bikes which had lost their silencers and were hurtling down the highways at absurd rates of speed. They did nothing to endear the cause of motorcycling to people in the state of Massachusetts. Not all of them were competitors, either. But by and large the bikes were reasonably quiet and most riders paid at least some attention to traffic laws. At least there were no reported accidents. Many residents managed to avoid getting up-tight and actually enjoyed the ISDT quite a bit. The Parc Ferme (impound area) was very much like a carnival with many tents and exhibits. There was even a stand selling an eastern European delicacy, "langos," a sort of deep-fried doughy pastry on which one could sprinkle either garlic salt or powdered sugar according to taste.

People could come into the Parc Ferme and get a good look at the strange Rokon that was buzzing around, at several new trials bikes and lots of accessories. Husky had a 250 with a three-speed automatic transmission on display. For four of the six days the weather was at its fall New-England best, with trees just starting to turn multihued under cool, bright blue skies. If you did nothing but travel to spectator points and stop to look at trees and stands selling pumpkins and Indian corn along the way, you couldn't help having a feeling of pure joy just for being there.

Al Eames will get most of the credit for the Trial, which is only right, because without him it would have flopped. But other people helped, some rather substantially. JANUARY 1974.

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Five manufacturers (Husqvarna, Honda, Yamaha, Kawasaki, and Penton) kicked in \$20,000 apiece to help defray the expenses. A team of four guys who call themselves Mobidata set up an elaborate scoring system. They donated their time and a lot of materials; the AMA paid only their out-of-pocket expenses. Mobidata collected the information and sent it to a computer in Michigan for processing. They had a few problems but it could have been worse. NETRA furnished most of the people who did the work, including lots and lots of marshals who managed to cut down a good deal of the cheating of previous years.

Some cheating still occurred. One fellow was noted to have a badly dented rim on Tuesday, but by Wednesday it had mysteriously returned to its original round shape. The explanation is probably something like this: the rider meets his pit crew in a secret spot in the woods, swaps wheels, and goes on his way. Since his original hub is a marked item, he must finish with it on the bike. So the pit crew laces a new rim on the marked hub, meets the rider again in the woods and replaces the hub, now equipped with a new rim. Fancy, slick and daring—but illegal.

Another bizarre attempt at cheating turned out to be nothing but a good try. It seems someone's bike was in need of major repair, and the plan was to have an identical machine take the ailing one's place for a few hours. The imposter machine was parked off the course, out of sight, in the bushes. Its rider perched himself in a tree above the course where he could wait for, and signal, his comrade without being seen. The only trouble was, a marshal spotted the now-famous "Italian in the Tree," and spoiled the spaghetti.

A final story (not related to cheating): one night an Austrian decided to ride a Puch to the next day's terrain test to see what it was like. Since he would be disqualified if caught on a special test section with a motorcycle, he hid the Puch in the bushes near the start of the section and walked most of its four-mile length, using his flashlight to see. Upon returning, however, he couldn't remember exactly where he'd hidden his Puch. Every bush looked the same at night. Finally, after hours of fruitless searching, he gave up and managed to hitch a ride home. The next day he still couldn't find the elusive Puch, which may have been stolen or may still be parked deep in the Berkshire woods.

In all, the ISDT was very enjoyable, particularly for the American riders who for years have been competing in Europe where the courses are strange and the languages unfathomable. As Dave Latham says, "It's great to be back in my own backyard where all the rocks are in the right places and all the mud holes are in the right places and where everybody on the corner directing traffic was somebody I knew. It really feels great!" Yes, David. Thank Uncle Al.

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