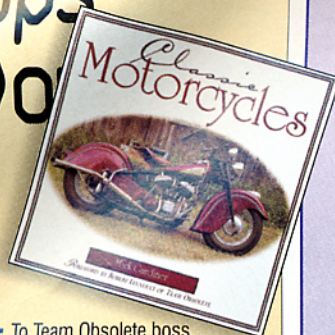


ROUNDUP

& Ups
Down



UP: To Team Obsolete boss Rob Iannucci, for giving credit where credit is due. In writing the foreword to Mark Gardiner's new book, *Classic Motorcycles*, Iannucci claims, "Cycle World magazine ruined my life," then goes on to explain how an old 1962 Matchless G50 road test inspired his lifelong passion for collecting: "Classic motorcycles are different things to different people...each of us was introduced to the sport for different reasons, under different circumstances. For me, it was *Cycle World*." Hey, Rob, you're welcome.

DOWN: To would-be Indian revivalist Philip S. Zanghi, for not shutting up and taking it like a man. Convicted on 23 counts of securities fraud, tax evasion and money laundering, the man who bilked investors out of more than \$800,000 argued on his own behalf at the sentencing hearing, claiming to the end that his bogus stock would one day pay big dividends. "Victims? What victims, your honor?" Zanghi beseeched the judge. Columnist Paul Marks of the *Hartford Courant* comments, "It seems incredible the man could convince anyone of anything. Serving as his own advocate, without even a good amateur's grasp of legal procedure, Zanghi was a pathetic pushover in court...How could anyone take one look at Zanghi and see anything other than a world-class charlatan?" The judge apparently agreed, packing Zanghi off to prison for seven and a half years.

UP: To Trackmaster Racing Frames, for getting back on track. Following founder Ray Hensley's death last year after a long bout with cancer, son Steve has teamed up with vintage racers Gary Davis and Rick Cresse to continue production of the classic dirt-track frames. For more info, contact Trackmaster, 27820 Fremont Court, Unit 3, Valencia, CA 91355; 805/295-7100.

SO, YOU'VE CAUGHT THE bug to go dirt-track racing—hope you know what you're getting into. Unlike other motorcycles, dirt-trackers traditionally are sold piecemeal: You purchase a frame from one specialty manufacturer, an engine from another, and then chase down all the other components you need to assemble a complete bike. But while the kit-bike concept has become commonplace among the dirt-track establishment, it's time-consuming, and more than a little intimidating for newcomers.

ATK has changed all this with its new production dirt-tracker, the 600 DT. Best known for its off-road bikes, the Utah-based company enlisted R&D assistance from Total Control Racing, a top-ranked team in the AMA Grand National Championship. While the 600 DT's "single-sided" steel perimeter frame is similar in appearance to the one used by the company's off-road four-strokes, the 'tracker's frame



and rear allows quick changes to damping, spring and ride-height settings, while offset bearing cups in the head tube shift the steering stem forward .6-inch to alter weight distribution and increase wheelbase. With the steering stem in the stock position and the rear axle well forward in its adjustment range, our testbike's wheelbase measured 55.8 inches.

Other nice touches include bil-

shod with Goodyear DT rubber. A single Brembo Goldline four-piston front brake caliper and 320mm floating stainless-steel rotor provide the stopping power you need for TT racing, while a Brembo single-piston rear caliper acting on a 220mm rotor has you covered on the ovals. Domino controls and an AFAM handlebar round out the chassis package.

As for motive power, the ATK employs the same Austrian-built, air-cooled, sohc, 598cc Rotax Single that's found in the vast majority of 600cc dirt-trackers. Aside from its Super-Trapp stainless-steel racing exhaust, the engine has been left stone-stock, a sensible approach as there are multitudes of dirt-track tuners who can transform it from mild to wild.

We spent a couple of days riding the ATK around the short-track at steel-shoe guru Ken Maely's ranch, and had tons of fun. And while none of our staffers is an accomplished dirt-tracker, we're confident that the 600 DT will form a good basis for a competitive dirt-tracker. TCR riders Will Davis and Kevin Atherton campaigned prototype versions of the bike in last season's nationals, and if it worked at the Pro level, you can bet it'll work for amateurs.

So, before the prospect of piecing together a dirt-tracker has you running in circles, consider the \$8495 ATK 600 DT, a ready-made racer that can have you slip-slidin' right away.

—Don Canet

Quick Ride

ATK 600 DT Ready-made circle-burner

geometry and gusseting have been tailored for short-track sliding and TT jumping. Experienced racers will appreciate the chassis' tunability: Fully adjustable WP suspension front

let-aluminum triple-clamps and a bolt-on aluminum subframe incorporating an aluminum airbox. The front and rear wheels lace beautiful billet-aluminum Talon hubs to 2.75 x 19-inch Sun rims

PHOTOS BY BRIAN BLADES

