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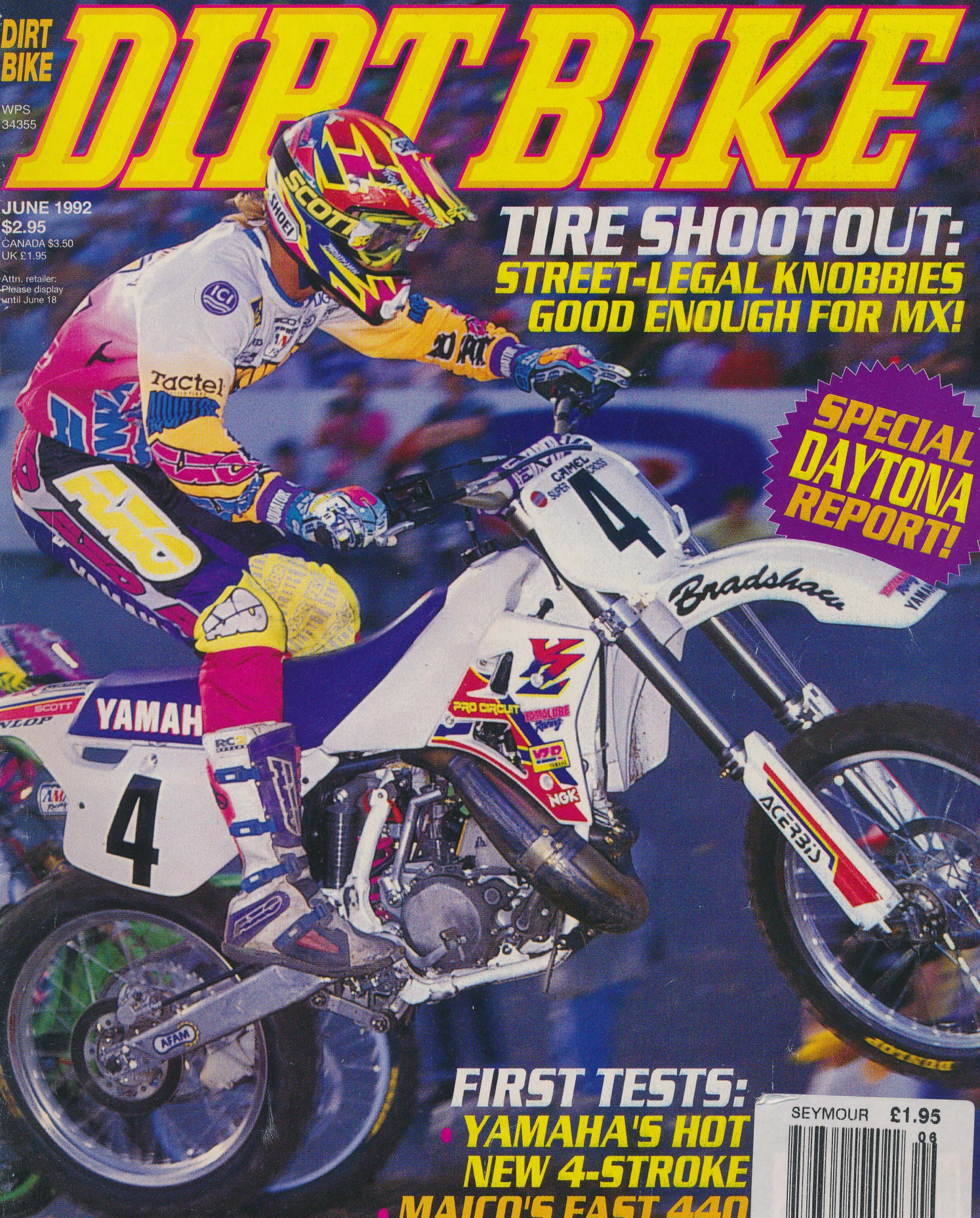
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SHOOTOUTS

30 250 ENDURO SHOOTOUT

Husqvarna vs. Kawasaki vs. KTM vs. Suzuki vs. Yamaha

68 DUAL-SPORT TIRE SHOOTOUT

Testing 17 street-legal knobbies

BIKES

48 HUSQVARNA 610

A dirtier dating game

64 YAMAHA SEROW

Mountain goat with a jolt

72 MAICO GS 440

Riding the legend that won't die

FEATURES

41 HOW TO WIN ENDUROS, PART III

The most valuable minutes of a race

44 FINISHING WHAT YAMAHA STARTED

The YZ125 didn't work; now it does

78 MAICO MOMENTS

Memorable moments that made Maico magnificent

84 HALL OF FAME DIRT BIKES

Pages in the Dirt Bike history book

88 BLACKJACKS

More than a club; almost a tribe

91 READER SURVEY

We want to know about you

RACES

54 SOUTHERN MADNESS

Gainesville, Daytona & more

DEPARTMENTS

9 FROM THE SADDLE

12 BITS & PIECES

14 CHECKPOINT

18 RIDERS WRITE

24 NEW PRODUCTS

25 TEN RIDES AFTER

28 VIDEOCROSS

99 MR. KNOW-IT-ALL

100 CRASH & BURN

ON THE COVER: What Yamaha rider won five of the first six supercrosses this year, has been on *Dirt Bike's* cover six times in the last three years and has the initials Damon Bradshaw? Give up? So do we. Photo by Ron Lawson, design by DeWest, color separations by D.I.S.C.

1992 250 ENDURO SHOOTOUT

RETURN OF THE EUROS

WXE vs. KDX vs. EXC vs. RMX vs. WR

By the DIRT BIKE staff



Off-road racing is hot these days. Entries at enduro, grand prix, cross-country and hare scrambles events are swelling like Dom DeLuise at an all-you-can-eat Dunkin' Donuts. The reason is twofold. First, in these economic hard times, an off-roader gets more fun per dollar than a motocrosser. Second, the off-road machinery available to the masses is getting better every year. More motocross-bred technology is pumped in each year, but the packages are getting less specialized. That is, you can ride your

enduro bike in a GP on Saturday, then ride an enduro on Sunday with little or no changes.

Husqvarna and KTM offer more specialization than the Japanese marques within each class, but the only appreciable difference between the WXC/DXC and the WXE/EXC is lighting. The "E" means it has lights, and the headlight/plastic can be replaced with a number plate if you choose, so why not go for the E-ticket ride? We did not for this shootout. Yamaha went the opposite direction. The WR250

copies the DXC and WXC, meaning the machine is aimed at the off-road market, but you have to add your own lights and odometer if you want to specialize in enduros.

Anyway, this is a shootout for off-road prowess, not how easy it is to reset the odo or fix a flat on the trail. Which bike has the sweetest suspension, the smoothest motor, the strongest brakes, the best overall handling? Which is the best mount for off-road, closed-course competition? Let's get to it!



When the banner drops or your minute comes up, which 250 do you want under you? It depends on where you ride and how you ride, but this shootout will answer your questions.



In super-tight terrain, the KDX, WXE and KTM really shine, but the Husky has the lowest seat height. The RMX is geared too high and the WR has too much bit for its own good.



KTM's suspension doesn't feel very progressive but gets the job done well enough, and the motor has enough snap to float over anything.

SO, WHAT'S NEW WITH THE PLAYERS?

Husqvarna: The Italian Stallion got a total make-over this year. The biggest news is the influx of Japanese componentry, where National Pride dictated what suspension (Marzocchi), carbs (Dellorto), brakes (Brembo) and tires (Pirelli) could be used in the past. The new WXE sports Showa suspension, a 38mm Mikuni TM carb, Nissin brakes and Dunlop tires. Also, the oversquare engine configuration is gone, in favor of a long-stroke design exactly duplicating the RMX engine. A new gas tank holds an extra gallon of premix, and the WXE got handles in the side panels, like a WR250. A Dzus fastener secures the slim seat and allows tool-less air filter serving. Almost all plastic is new and more stylish. The price went up \$290, but all of these improvements are well worth the hike.

Kawasaki: For a hundred bones more than last year, the new KDX sports new stickers and seat graphics. We installed a Pro Circuit pipe for this shootout, upping the ante another \$165. In stock form, the KDX is so choked it has a handicap.

KTM: Katooms in the past couple of years have had problems with piston/power valve collisions and ignition failure. KTM put a lot of work into the '92 250 motor. The power valve flap and stop have been redesigned and strengthened, and the piston has a new shape and closer ring tolerances.

Even the cylinder head is strengthened. Porting is new, with emphasis on midrange power and crisper throttle response. The cases are die-cast, and new production techniques should cure the ignition problems. Suspension is massaged, too, with 3mm larger upper fork legs and many internal mods to fight fade and harshness at both ends. Brembo calipers squeeze new discs, and the front master cylinder is a new Magura unit. The price jumped \$376.

Suzuki: A lot of people blew RMX fork seals last year, and other problems surfaced with the '91 shootout winner, so Suzuki tackled the problems for '92. The Showa fork got new seal collars, upper legs, seals and dust covers, along with stronger lower legs, new guards and new damping. A larger shock piston provides better flow and control over high-speed hits. The rest is just odds'n'ends. There are two extra clutch plates (one each), Gritty ED tires like the DRs have, larger case protector bolts, a slower steering head angle (1.25°), stronger discs, harder rear brake pads and a new and hideously improved dog-vomit seat cover. Since this is a closed-course shootout, we installed the dealer-supplied competition kit for testing. Price escalated \$100 for '92.

Yamaha: Motor and fork mods highlight the new WR250. New porting specs, pipe and head boost low-end and mid-range, on both the WR and YZ250. The piston has a 20-percent thicker ring and a

stronger wrist pin, and the crankshaft is stronger, too. After a year of complaints, the funky shock-like fork is history. Yamaha reverted to the old-style fork (like that on the WR500), along with wider tripleclamps and a 17mm axle for more rigidity. Travel is increased at both ends, and the shock gets a new heat-compensation system for more consistent damping. A larger gas tank, wider footpegs, and sidestand like the WR500's are new this year, too. All this for an extra \$100, compared to the '91.

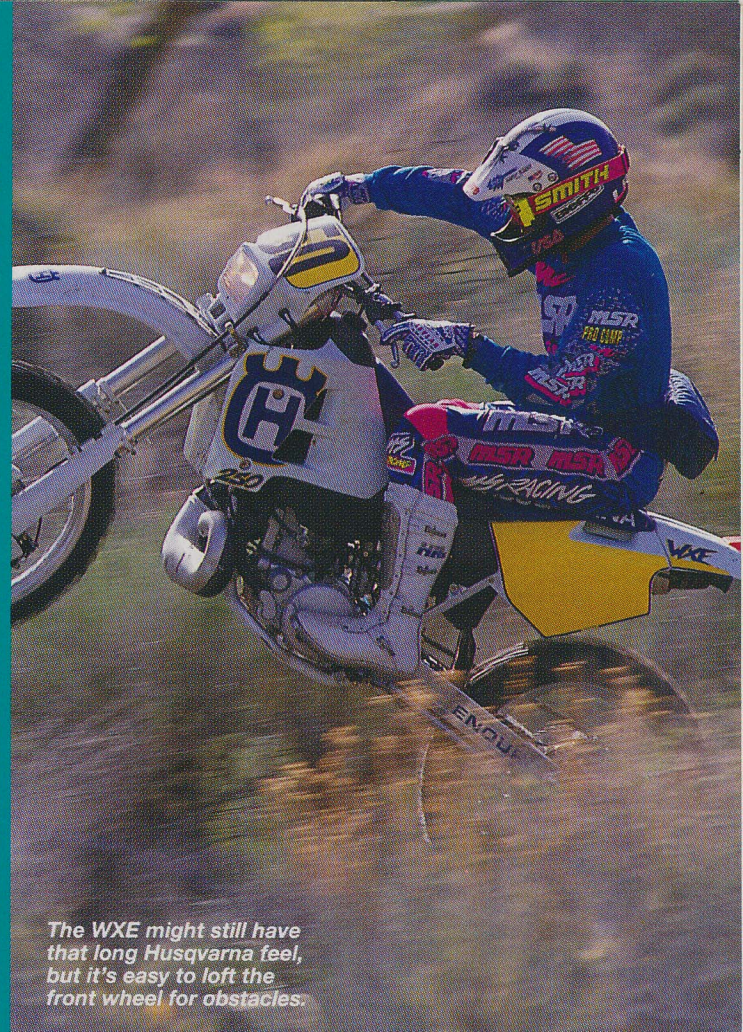
TOTAL FIREPOWER

Yamaha has more power than George Bush. The WR250 will walk away from every other off-road 250, easily. It has motocross-like power, so it may not be the easiest bike to ride, but it's the fastest. Second goes to the KTM, which has less hit than the WR and a little more over-rev. Husqvarna is midpack with a super-smooth power delivery. The WXE revs quickly but is choked on top, due to the funky spark arrester. For some reason, all of the '92 RMX250s we have ridden are slower than last year's offering, so Suzuki takes fourth, even with the closed-course kit installed. Last, we have the KDX, which feels more choked than L.A. freeways at rush hour, in the rain. Even with an aftermarket pipe and silencer, the KDX drags up the rear.

Score this one: WR, KTM, WXE, RMX, KDX.



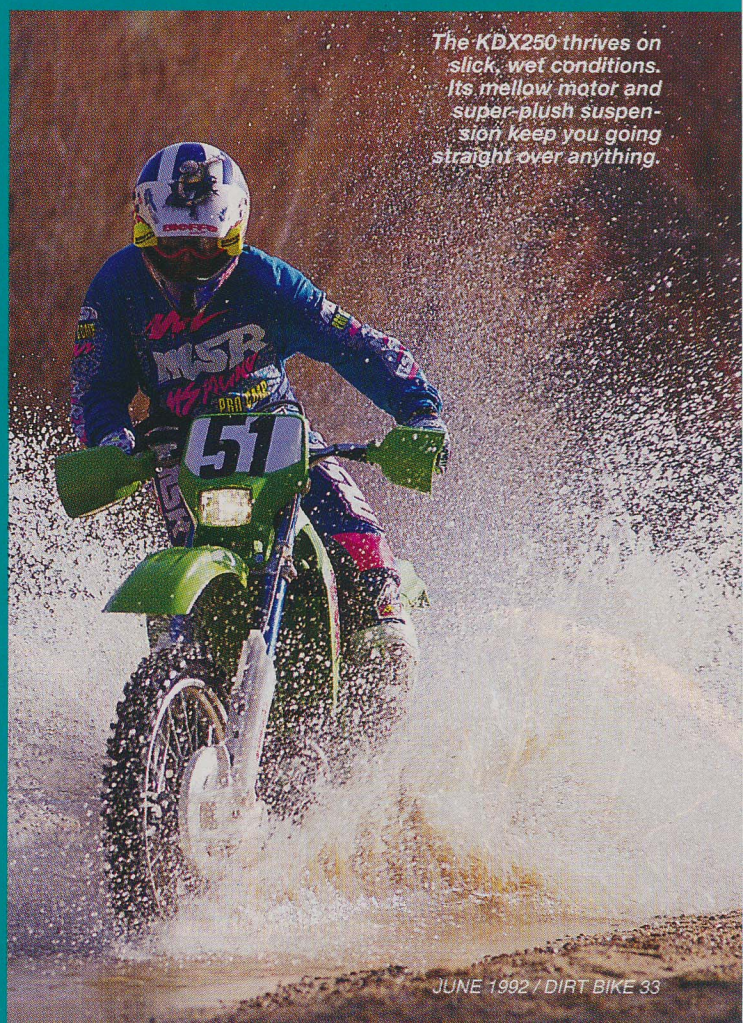
If you like exploding berms, you will love the Yamaha WR250. Trouble is, try riding like this on the third loop of a grueling enduro.



The WXE might still have that long Husqvarna feel, but it's easy to loft the front wheel for obstacles.



It has the lightest-feeling front end and will carve slow-speed corners, but the Suzuki RMX doesn't want to slither through faster sections.



The KDX250 thrives on slick, wet conditions. Its mellow motor and super-plush suspension keep you going straight over anything.

Dunlop Dirt Tires (instinctive performance.)



When you're raised in the wild, performance becomes an unconscious reflex. Adapting to the demands of your environment is the way not merely to survive, but to thrive over the competition. So it is with Dunlop Motocross Tires. Bred for winning performance in professional racing, and adapted to dominate on every terrain.

DUNLOP D707HT



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Its unique tread block configuration allows optimal contact of biting edges at any angle of lean. "Recessed biting edges" within each tread block provide added straight-line and cornering grip. A directional tread pattern allows better self-cleaning on hard packed surfaces with loose covering. The D707HT is the front and rear original equipment fitment on the 1992 Suzuki RM125.

DUNLOP K695IT



For the ultimate in off-road versatility, Dunlop's K695IT is a born winner. The K695 is an all-round performer that can conquer almost every terrain. And, for added "enduro-bility," the K695IT technology is also available in the K695 Desert A/T version.

DUNLOP D752ST



With a unique soft-terrain tread pattern evolved in Supercross and Grand Prix racing, the Dunlop D752ST offers maximum drive power coming out of corners in loose soil. It's your choice for soft-terrain performance..

All three tires are available in sizes to fit most popular 125cc, 250cc and 500cc motorcycles. So, if your riding takes you beyond the beaten path, make the natural choice for winning performance. Put yourself on Dunlop Motocross Tires. See the complete line-up at your nearest Dunlop Performance Center.

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Baked Adobe Blue Groove			Clay Base or Grass Tracks			Loose/Loam Sand/Mud		
1	2	3	4	5	6	7	8	9 10
K595HT								
D707HT								
			K490IT					
			K695IT					
						D752ST		
						K990ST		

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Tires not available in raised-white letter style as shown in photo.

250 ENDURO SHOOTOUT

POWERBAND EFFECTIVENESS

You stand the best chance of being in the right gear on the EXC250. The KTM has, by far, the widest, most usable powerband of the year, maybe the century. Not far behind, the WXE torques into a solid second. It has a bit more in the basement but is choked off on top, compared to the Katoom. This will put it at a disadvantage in more wide-open Western-style races, but Easterners will crave the Husqvarna's smoothness. Suzuki takes third with the same dimensions as the WXE, but the RMX has less flywheel and more of a hit when the power valves open. Several riders complained of stalling the RMX in sections that the EXC and WXE chugged through easily, and one tester said riding the RMX was like riding a 125.

In fourth and fifth, we have the slowest and fastest bikes. The KDX250 has more tractability than most tractors, making it a great senior-class enduro bike, but it will get smoked on faster sections. There's simply nothing on top. The WR250 is a handful in really tight, snotty conditions. We would rather try to stick an oiled rattlesnake into a toolbelt than ride a stock WR back East, but it will smoke any other 250 in the desert.

Eastern effectiveness: KTM, WXE, RMX, KDX, WR.

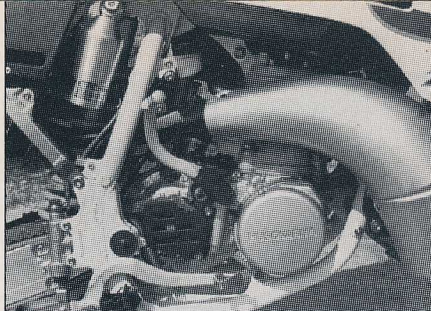
Western effectiveness: KTM, WR, RMX, WXE, KDX.

LIFE WITH THE MOTORS

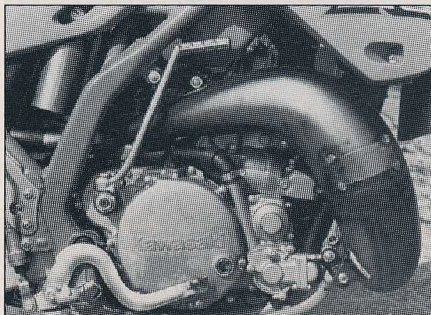
We hate the WXE clutch, more because of the cable and lever than the internals. It really is hard to start in gear, and clutch pull has us contemplating steroids. The kickstarter is bogus, too. Rotate it forward a couple of splines for more leverage and follow-through. Several riders complained of missed shifts, and one crashed because of a false neutral. Also, we hate Cagiva's coolant hoses, which blow before the radiator cap can do its job on boil-overs. The WXE overheated in torturous stuff. Finally, you have to run race gas in the Husky, or install a thicker base gasket if you run pump gas. Stock, the WXE will detonate itself to death on regular gas.

Our KDX also boiled over in slower sections, and it has the second-worst clutch. Pull is light enough, but the plates swell under abuse, making the clutch a toggle-switch. Shifting is notchy, but it starts in gear easy enough.

Detonation plagues the RMX, unless you use good fuel. The RM pipe and silencer aren't obscenely loud, just too loud. Everything else connected with the RMX mill is magic. Our only complaint with the WR250 is that it's painfully loud. Plan on getting an Answer SA Pro or Sneaker, or lots of nastiness from neighbors and a ticket or three. Clutch pull, shifting, starting—everything else



What we have in the Husqvarna is a good motor that needs a better clutch cable and lever, plus a less-choking muffler/SA. Stock kickstart position (shown) bites—rotate forward for easier starting.



For closed-course competition, you definitely need an aftermarket pipe and silencer/SA on the KDX, and a RAM or RAD valve wouldn't hurt, either. A toggle switch resides behind the two-piece clutch cover.

about the WR250 motor is cherry.

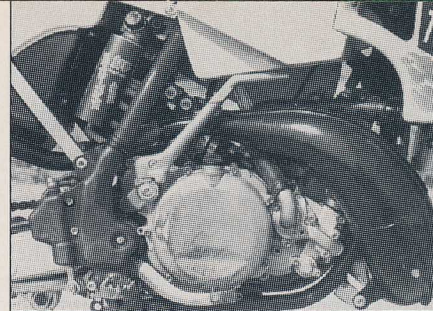
We are not all that fond of the KTM clutch lever, but that's all we can find to snivel about with the EXC. Shifting could be better, like the RMX or WR, but we didn't miss any shifts on the Katoom. With the stock jetting, you can get the EXC to detonate in the dez, so go to a 185 main, richer 1465N needle, and 45 pilot for safety (stock is 190, 1365N and 55).

ROCK-N-ROOT ABSORPTION

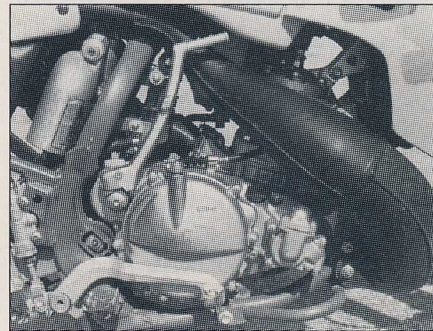
When you spend six hours in the saddle, you don't want your wrists screaming every few seconds, do you? Compliance over roots and rocks (high-speed hits, but at slow trail speeds) is crucial, or you will be fighting for control of the bike and your vision as spikes bring tears to your eyes. Plushness is important at both ends but more so up front.

Kawasaki and Husqvarna have plushmobile damping up front, to the point of being too soft everywhere else. Heavier riders complain of deflection with the KDX, because the fork is usually at half-mast and into the stiffer stage of the progressiveness. The WXE fork feels really subtle and rock-solid in stream beds and roots. Next, we have the KTM, which is stiffer initially, but deflection isn't a big problem. Think of it as headshake. Both the RMX and WR are aimed at Western conditions, so rock absorption is compromised. Both dance in the rocks, with the WR doing the most hopping. Neither is painful, but you have to pay attention.

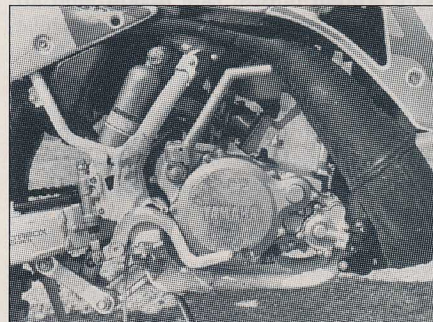
Fork vs. rocks: WXE, KDX, KTM, RMX, WR.



We dented the headpipe on the KTM 250EXC. Other than that, we can't complain about the Katoom motor or anything connected to it. It's also the only bike with an aluminum subframe and rear master cylinder cover.



At first we thought it was just ours, but every '92 RMX we have ridden is slower than last year's. The RMX has the best clutch and tranny, but overall gearing is too tall.



This isn't a trail-friendly motor, unless you trail ride with Damon Bradshaw. The motor needs flywheel and a quieter muffler/spark arrester for sloppy enduro work.

Husqvarna hit the jackpot with its Showa suspension. The rear soaks up everything well, and the bike stays straight. Kawasaki takes second in shock rock ratings, and the suspension package is better balanced than the WXE Showas. KTM's White Power shock doesn't feel all that progressive, but the bike doesn't dance around a lot in rocks. It just feels a tad stiff. So do the RMX and WR, but they do dance a bit. Nothing scary, but you can't attack with the confidence of the Husky or KDX rider in rocks.

Shocks on rocks: WXE, KDX, KTM, RMX, WR.

SUSPENSION AT SPEED

When the trail straightens out but the whoops grow like nuclear tomatoes, that initial softness can have the bike wallowing and swapping, bucking and flailing. Here, the WR and RMX really shine.

250 ENDURO SHOOTOUT

You can almost attack like you are on a full-on motocross bike, because you almost are on a full-on motocross bike. The lighter WR shines best, where the extra tonnage of the RMX drops it to second, up front. The KTM fork is third and is a tad soft for killer whoops, so it headshakes a bit. Next we have the too-soft WXE fork, and last goes to the KDX.

Forks vs. bottoming: WR, RMX, KTM, WXE, KDX.

Out back, at speed, the WR, RMX and KTM soak up the killer hits without the rider noticing any bottoming or ugliness. The Husqvarna is also excellent, but the too-soft fork causes a stink-bug attitude in whoops. It takes serious initiation time to get used to the impending endo feeling. The Kawasaki shock is too soft for high-speed desert hammering, but it lets you know when to back off, rather than just depositing you on your head.

Shocks vs. whoops: WR, RMX, KTM, WXE, KDX.

STRAIGHT-LINE STABILITY

Frame geometry and suspension action play a major role in being able to gobble up rough ground at a tremendous rate. We could babble for hours about rake and trail, weight biases, ride height, and all that rot, but what's the point? Does a bike go straight, or doesn't it? Can you get on the Yamaha and do over a million whoops without working up a sweat? Well, we don't know about your conditioning or metabolism rate, but we do know the Yamaha is the most stable at speed. If you can't go fast on the Yamaha, then take up trials. The WR feels more stable than a freight train at speed, despite some truly scary tires.

Next, we have the KTM. You can go fast all right, but it will shake its head on occasion. The WXE is also stable, but it's hard to will yourself to stand up and pin it. Between the low front end (and handlebars) and the high footpegs, it's hard to stand for whoops. The RMX is twitchy up front, despite its slower steering angle.



Nothing wrong here, except for a spark arrester that's more suppressive than a Puritan Sunday picnic. From every angle, the Husqvarna makes you want to ride.



Restrictions apply: The too-choked silencer and too-soft shock put the KDX at a disadvantage at anything more than a snail's pace.

RMXs have been busy in the front for years, and the knob-rolling ED-11 front tire doesn't help matters much. The overweight, under-suspended KDX250 is scary when you go fast—or try to go fast. KXs are stable, but the KDX is not. Weird.

Overall stability: WR, KTM, WXE, RMX, KDX.

CARVING & SNAKING

Turning and stability aren't mutually exclusive but it can sometimes seem that way. Rarely does a bike turn well and go straight well, but the 1992 KTM 250 EXC does just that. It's agile in turns, follows grooves well and changes lines without a big fuss. The Katoom is tall, though, and can be intimidating to a shorter rider. That's where the WXE shines. The Husqvarna pivots well and is predictable in endless S-turns, plus it has a low seat height. On really tight bends, you may have to coax the Hoosier to bend with the rear brake, but it's effective. You have to muscle the bike a bit to make it follow grooves, but the only thing we have to snivel about with the Husky is

that it takes initiation time to feel at home on the WXE. Hop off any other bike and get on the WXE, and you will feel like a goon for a while.

Remember how the RMX front end is twitchy? It wants to turn all of the time, and the RMX is the best-turning bike of the bunch. That is, it will dive into a low-speed corner and crave the inside line, but it takes effort to snake the bike through twisty sections that are a bit faster. Much of this is due to weight, some to lack of power, some to grim tires. Whatever the reason, the best-turning bike feels like a truck when you want to snake the twisties. It wants to turn, but not necessarily when and where you want it to.

Then we have the Yamaha. It carves like a motocross bike and barks like a motocross bike, so it can snake under everything but the Suzuki going in, then it lights up the rear tire and goes who-knows-where on exit. Over the long, slippery haul, the WR works you with too much power, too soon. Between the lack of power and heavy-feeling steering, the KDX feels the most boatish of all. You practically need a tugboat to get it to turn.

THAT'S THE BRAKES

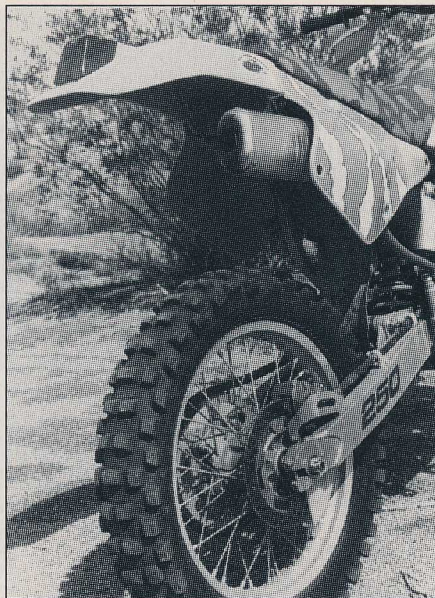
Both Yamaha brakes will easily overpower the Gritty ED tires. The WR has the strongest brakes in the field, followed by the Suzuki RMX. Suzuki's brakes are a bit less powerful, and the RMX weighs more, so it's harder to haul down the RMX than the WR. KTM's binders come in third in power, but some testers like the Katoom's feel at the lever best. Heft is the KDX's problem, too. You would think that the slowest bike in the group would have the best brakes, but it's weak at both ends. The WXE front brake is excellent, but the rear would only work when we really stomp on the pedal.

Brake effectiveness: WR, RMX, KTM, KDX, WXE.





About the only thing we can suggest here is to heat and mold the rear fender under the end of the subframe to provide a handle for lifting, and losing those hideous number plate covers.



Changes to the rear disc and pad material give more brake life in muddy going. The RMX's M58 loses its edge quickly.



You have to file the WR silencer's rib to fit a spark arrester, and the result is still too loud. Get an Answer Sneaker. The Yamaha rear brake is the strongest of the bunch, but we hate the tire.

BITS & PIECES

- KTM has the best tires of the bunch. The Metzeler Unicross meats work everywhere, while the KDX and WXE have soft-terrain Dunlop 752s that are grim on harder surfaces, and the RMX and WR have the knob-rolling Bridgestone ED-11 skatemaster.

- Yamaha has the widest footpegs and strongest side stand. KTM's sidestand tucks the farthest out of the way. We bent the Husky footpegs, which are long and not all that strong.

- Suzuki takes the thin midsection award. The KTM and Husky are a bit thicker, while the KDX and WR feel portly. The WR's tank is the largest, but it has the least knee-grip area and will actually bruise your knees if you don't wear knee protection.

- Kawasaki's seat foam is way too soft. KTM's is firm, and the seat has a square profile. The WXE has the lowest seat height, and the front is rounded for a lower-feeling ride. Both the RMX and WR have medium-density foam.

- Beginning riders should choose the docile KDX over the RMX, WXE and KTM. Steer clear of the explosive WR250 for C-class enduro work.

- Looking at the WXE makes you want to ride. The Italian machine bristles with trick details and hollowed-out 8mm hex bolts. All of the Japanese bikes have a mix of nice details and cost-cutting hardware. The KTM has a trick aluminum subframe and many nice features, but the Allen engine bolts should be replaced with hex-head bolts. If you have to work on the bike on the trail, first you have to dig the dirt out of the Allen heads.

- Yamaha has the largest fuel tank filler hole, just over the KTM. Husqvarana has the smallest. In between, we have the RMX and KDX. If you ride a KDX, keep a spare cap in your tool box, because the

KX/KDX cap cracks easily.

- Kawasaki and Husqvarna have radiator shrouds completely enclosing the fuel cell, so it's less expensive to replace mud-scarred plastic for a better resale price.

- KTM has the best stock chain, a high-quality Regina O-ring unit.

- The KDX pegs are too far forward, making it hard to stand. Husqvarna's positioning is funky, too, with the pegs back and up, giving the bike a more pronounced stink-bug effect. The KTM, RMX and WR seat/bar/peg relationship fits a wide cross-section of riders.

- A Terminator clutch cable (by Motion Pro, [415] 368-6259) helps the WXE's clutch considerably, but there will be no mistaking the Husky for a WR or RMX.

- We like the grab holes on the WR and WXE, although the WXE units are a little small. It's a big improvement over last year's steel loops, though. The KDX has frame rails that stiffen the rear fender and allow you to lift the bike out of trouble without too much effort. Hand room is minimal on the RMX, and you can lift the KTM by its fender, but its sharp edge is hard on the hands.

- KTM and Husqvarna score comfort points with gription seat covers. The Katoom cover is textured to grip your pants, and the WXE has leather at the seat/tank juncture. Suzuki's seat also has a rough texture, and it has a psych-out factor, if your competitors hate wild colors and have weak stomachs.

- Kawasaki and Suzuki have well-thought-out odometer cable routing and guides. The Katoom has a stout cable and guides to keep it out of the front tire, but it's prone to trailside branches. The WXE cable seems way too flimsy, but we have yet to break it.

- You will need to buy a spark arrester for the WR or kitted RMX. The KTM comes with a Cobra SA, stock. Fast riders

will want to replace the KDX and WXE muffler/SAs with less restrictive units.

WESTERN WINNERS

Comparing the results to last year, we have some big shake-ups out west. KTM screams by Suzuki and Yamaha into first place, and the WR drops the RMX to third at the flag. Husqvarna blows by Kawasaki, dropping the KDX to last place. With a lot of input from Jeff Russell and Jimmy Lewis, KTM solved the suspension and motor problems in the EXC, making it the bike to beat in wide-open Western events. For some reason, the RMX got slower, while the WR250 got even more power and better suspension, two things you really need to be competitive in the desert or midwestern plains.

Cagiva's efforts with the WXE make it much faster and more competitive, but the Husqvarna is still a little too choked and unbalanced to crowd the KTM, Yamaha and Suzuki. Kawasaki bogged big time. The KDX got no changes, while all of the competition improved, so it drops to last, mostly due to horsepower, or the lack thereof. Such is life in the desert—the strong feed on the weak.

Western rankings: KTM, WR, RMX, WXE, KDX.

EASTERN EMMYS

In the land where trees grow straight up, looking for light rays under a forest canopy, and the soil is slicker than Ted Kennedy's lawyers, things are much different. A smooth powerband and compliant suspension are more important than whoop-gobbling capabilities or brute horsepower. The KTM doesn't have the most plush suspension of the group, but it's a package that's hard to beat. Of all of our test riders (including B2V protest rider Barry Van Dyke), nobody rated another bike above the KTM. It's unanimous—the KTM is the best Eastern off-road racer.

250 ENDURO SHOOTOUT

Second is a big upset as well. The WXE flew past the Kawasaki into a close race with the RMX, barely edging the Suzuki on points. Husqvarna did an incredible job on the motor and suspension, and the overall package is only marred by a lame clutch cable and flimsy radiator hoses (both easily fixable). Suzuki dropped to third mostly because of the weaker, peakier motor. It's harder to ride the RMX in slime and tight trees than the WXE, but the RMX has better brakes and a lighter clutch than the Husqvarna.

Fourth goes to the KDX. It's a bit heavy, making it hard to snake through the nasties, but the innocuous power output won't tire you out on that brutal third loop. Last goes to the explosive,

motocross-suspended WR250. It's a definite handful in tight, slippery stuff and will tire you out before the first gas.

Eastern ratings: KTM, WXE, RMX, KDX, WR.

AND THE WINNER IS . . .

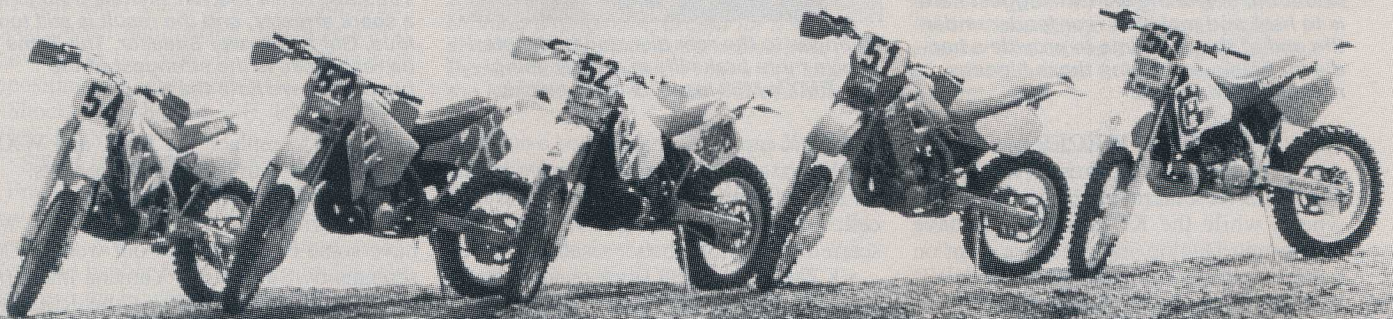
KTM's EXC is easily the best all-around off-road racer. It has the best powerband and makes *beaucoup* horsepower, has good, well-balanced suspension, good brakes, a decent clutch, excellent handling and great tires. It can be taken out of a box and raced on either coast, or anywhere in between, competitively. Overall, the RMX edges out the Eastern-aimed WXE for second. The Husqvarna needs fork work for Western terrain and speeds but is awesome back East. A better clutch and rear brake are needed to complete the package, too.

Fourth goes to the WR250, which is a

motocross bike in sheep's clothing. It will give the KTM fits in Western events but needs more flywheel, suspension revalving, lighting and an odometer to be a competent Eastern enduro bike. Kawasaki takes last with an unimproved KDX250. The suspension only works well in slow-speed, littered conditions. It's heavy and bulky in the midsection, and the perimeter frame limits steering lock. The KDX makes a good old man or beginner bike, though. If you are looking for a trail bike rather than a full-on racer, the KDX would be a great choice.

Going into this shootout, we would have bet against a Euro sweep, but the KTM and WXE really opened our eyes. European bikes are back, and they are going to give everyone fits.

Overall finish: KTM, RMX, WXE, WR, KDX. □



1992 ENDURO COMPARISON SPECIFICATIONS

	HUSQVARNA WXE250	KAWASAKI KDX250	KTM 250EXC	SUZUKI RMX250	YAMAHA WR250
Engine type	Reed-valve, variable exhaust, liquid-cooled 2-stroke	Reed valve, variable exhaust port, liquid-cooled 2-stroke	Case-reed, variable exhaust port, liquid-cooled 2-stroke	Case reed, variable exhaust port, liquid-cooled 2-stroke	Reed-valve, liquid-cooled 2-stroke
Displacement	250cc	249cc	248.6cc	249cc	249.8cc
Bore and stroke	67.0mmx70.8mm	67.4mmx70.0mm	67.5mmx69.5mm	67.0mmx70.8mm	68mmx68.8mm
Carburetion	38mm Mikuni TM	38mm Keihin PWK	38mm Keihin	38mm Mikuni NTM	38mm Mikuni VM
Fuel tank capacity	3.4 gal.	3.3 gal.	3.3 gal.	3.1 gal.	3.5 gal.
Gearing	14/48	14/48	14/50	13/50	14/49
Lighting coil	Yes	Yes	Yes	Yes	Yes
Spark arrester	Yes	Yes	Yes	Yes	Optional
EPA-legal in stock form	No	Yes	No	Yes	No
Claimed dry weight	223 lb.	235 lb.	224.8 lb.	238 lb.	214 lb.
Running weight with no fuel	244 lb.	248 lb.	245 lb.	248 lb.	234 lb.
Wheelbase	58.3 in. (1480mm)	58.1 in. (1475mm)	58.3 in. (1480mm)	58.5 in. (1485mm)	58.8 in. (1492mm)
Rake/trail	27°/NA	27.5°/4.5 in.	27.7°/4.8 in.	28.5°/4.4 in.	27.5°/4.8 in.
Ground clearance	14.8 in. (376mm)	13.4 in. (340mm)	15.2 in. (386mm)	14.2 in. (360mm)	13.4 in. (340mm)
Seat height	36.2 in. (920mm)	37.6 in. (955mm)	37.2 in. (945mm)	37.6 in. (955mm)	38.5 in. (978mm)
Tire size and type:					
Front	80/100-21 Dunlop 752F	80/100-21 Dunlop D752F	300x21 Metzeler Unicross	80/100-21 Bridgestone ED-11	80/100-21 Brdgt. ED11
Rear	110/100-18 Dunlop 752	100/100-18 Dunlop D752	110/100-18 Metzeler Unicross	110/100-18 Bridgestone M58	110/100-18 Brdgt. ED12
Suspension:					
Front	Showa inverted cartridge, adj. comp./reb., 12.0 in. (305mm) travel	KYB inverted cartridge, adj. comp./reb., 11.8 in. (300mm) travel	WP inverted cartridge, adj. comp./reb., 11.8 in. (300mm) travel	Showa inverted cartridge, adj. comp./reb., 12.2 in. (310mm) travel	KYB inverted cartridge, adj. comp./reb., 12.2 in. (310mm) travel
Rear	Showa aluminum piggy-back, adj. comp./reb., 12.5 in. (317mm) travel	KYB aluminum piggy-back, adj. comp./reb., 12.2 in. (310mm) travel	WP aluminum piggy-back, adj. comp./reb., 12.6 in. (320mm) travel	Showa aluminum piggy-back, adj. comp./reb., 12.8 in. (324mm) travel	KYB aluminum piggy-back, adj. comp./reb., 12.8 in. (325mm) travel
Country of origin	Italy	Japan	Austria	Japan	Japan
Suggested retail price	\$4340	\$3999	\$4475	\$4199	\$4299
Distributor/manufacturer	Cagiva North America 5 Washington Ave. Fairfield, NJ 07006 (201) 882-9141	Kawasaki Motor Corp. P.O. Box 25252 Santa Ana, CA 92799 (714) 770-0400	KTM America 1906 Broadway Lorain, OH 44052 (216) 244-2726	American Suzuki Motor Corp. P.O. Box 1100 Brea, CA 92622-1100 (714) 996-7040	Yamaha Motor Corp. 6555 Katella Blvd. Cypress, CA 90630 (714) 761-7300

REPLACEMENT PARTS COST

Piston	\$114.75*	\$52.80	\$161.80*	\$36.35	\$30.20
Ring(s)	14.99	19.92	60.83	9.77	30.20
Air filter	10.43	29.60	27.45	33.09	19.00
Clutch plate (drive)	11.69(7)	8.70(8)	13.79(8)	5.98(9)	4.00(6)
Clutch plate (driven)	6.22(6)	6.00(7)	7.72(9)	4.23(8)	7.00(7)
Front sprocket	17.45	17.68	23.80	10.91	12.95
Rear sprocket	32.15	28.60	63.53	33.77	25.00
Front brake pads	47.00	35.50	33.07	33.98	28.10
Rear brake shoes	35.94	38.10	25.25	23.80	41.30

*Includes wrist pin, rings, clips.