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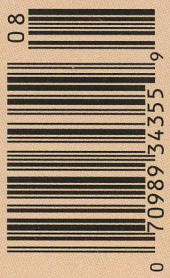
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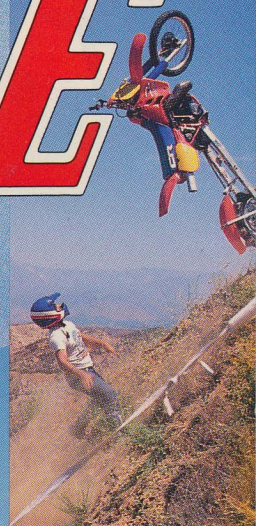
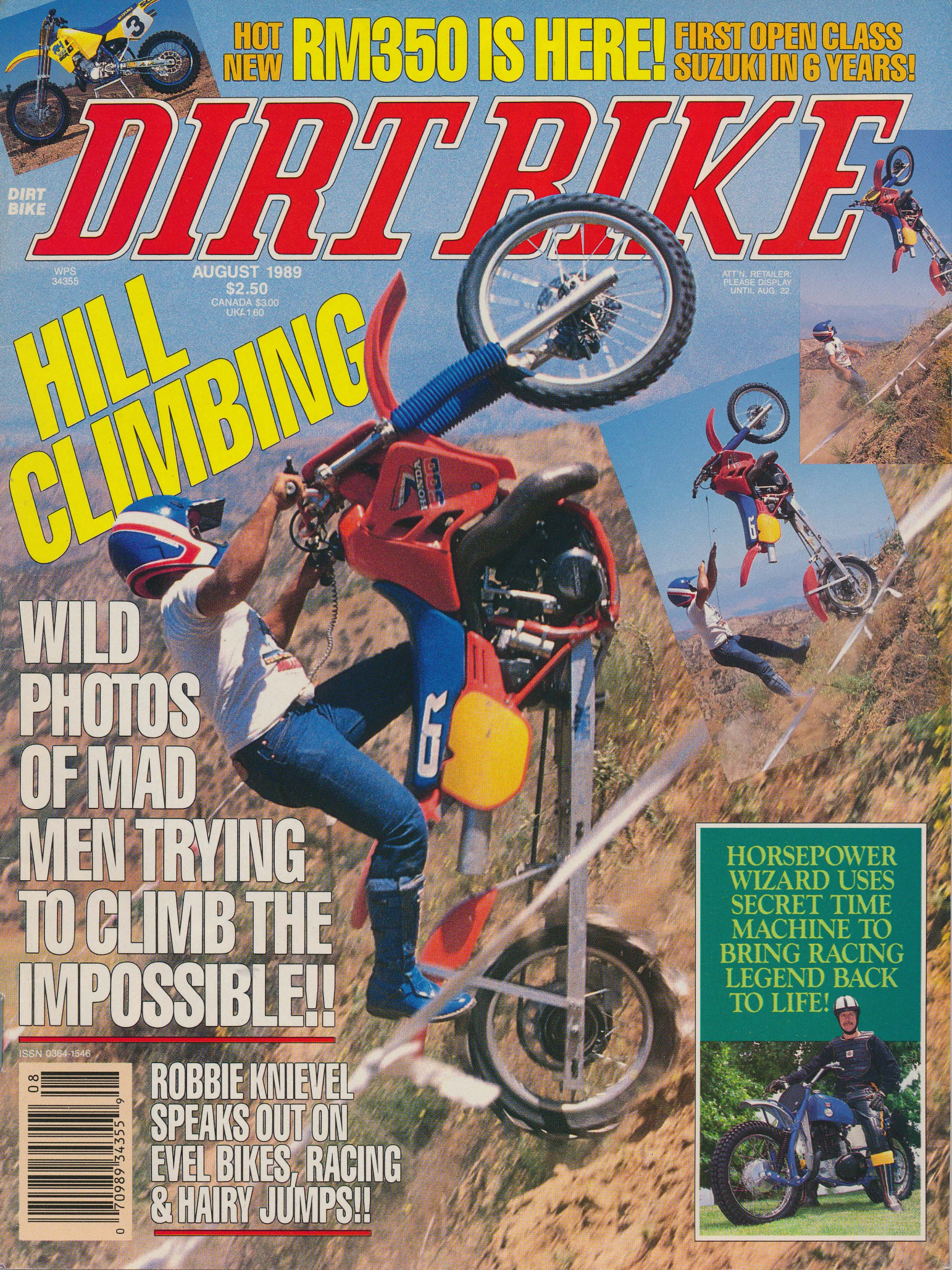
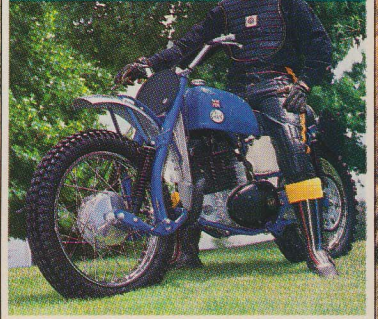
# WILD PHOTOS OF MAD MEN TRYING TO CLIMB THE IMPOSSIBLE!!

ISSN 0864-1546



# ROBBIE KNEIVEL SPEAKS OUT ON EVEL BIKES, RACING & HAIRY JUMPS!!

**HORSEPOWER WIZARD USES SECRET TIME MACHINE TO BRING RACING LEGEND BACK TO LIFE!**



AUGUST 1989

# DIRT BIKE

VOLUME 19, NO. 8

**WARNING:** Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear. *Dirt Bike* does all of its testing and photography legally on public land, or private land with permission from the owner(s), and we abide by the local laws concerning vehicle registration and muffler/spark arrester requirements. We are not responsible for quality of aftermarket accessories we use.

**ON THE COVER:**—Dave Gestoso loops his exhibition CR500R into the stratosphere for the lens of Torquin' Tim, while Tom White travels through time with his '67 Greeves Challenger and the Suzuki Country Racing RM350 awaits the 500 Nationals. In the Table of Contents, Karl Ockert snapped the photo of Jeff Ward wailing at Southwick, MA. Tasteful cover design by DeWest; color separations by Valley Film.

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SUZUKI RM350



KAWASAKI

# WHEN BIG

*O'Mara's dream, Roeseler's*

*ISD*

Yamaha sent the motorcycle world reeling when it announced the Ohlins-made 360 kit for the YZ250. It's rumored that Yamaha actually put the big-bore kit

inside the crates of bikes headed for Europe. This was supposedly done so that available production units together with the YZ360 kit would meet the criteria for the AMA pro-

duction rule-governed National Open class. The rest is history. Yamaha will compete in the 500 Nationals on the 360cc YZs made legal by the AMA.



KI KX285



YAMAHA YZ360

Mary Partelow

# IS SMALL

## *ISDE winner & Dymond's dynasty*

Although the mid-sized Open classer is giving away some horsepower on power-sapping tracks, the disadvantage can usually be made up by maneuverability. There are fewer

power pulses being transmitted throughout the chassis which in turn tires out the rider. Remember, there is a bike weight limit of 224 pounds for FIM and AMA competition, so

lightness isn't necessarily a big advantage for Pro-level competition. For the rest of us who are not competing in events having no weight limit, there is a definite advantage.

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# KLEMM RESEARCH WORLD TROPHY KX285

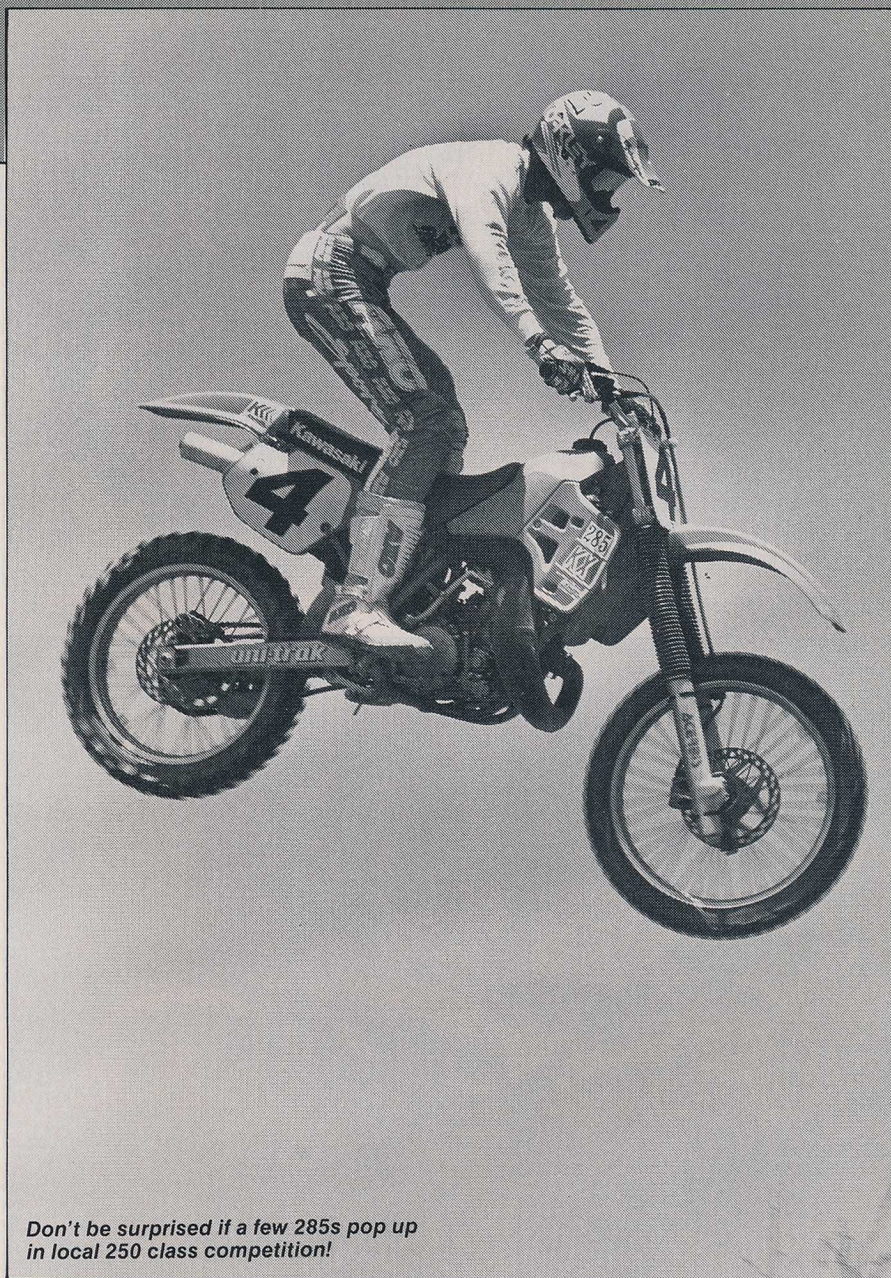
• This is the motor kit that helped Larry Roeseler win the Tulsa, Oklahoma, ISDE Qualifier. ISDE rules maintain that Open bikes must displace 251cc or larger. This prompted owner Bill Keefe, who had always wondered what it would take for America to win the Six Days, to build a big-bore KX250 that would give the Americans a competitive edge that was at least equal to what the top Europeans had. Bill sleeved a KX250 cylinder so it would accept a larger piston and then performed head and port work to match the larger displacement.

## LICENSED TRACTOR

Now we know why Roeseler had so much fun at Tulsa! This is a fabulous trail motor that doesn't take anything away from the standard KX250's motocross abilities or starting. The larger displacement is very noticeable off the bottom and into the mid-range. Top-end isn't hindered and can actually be considered lengthened because the 15-ounce flywheel weight that was on our test unit will allow the revs to carry further into the powerband.

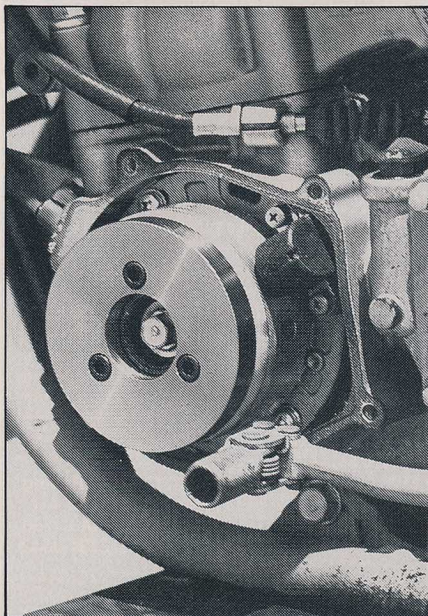
Now let's talk more about the flywheel weight. You cannot overlook the positive features of the added mass. All power hitches or surges at low rpm are nullified. Over snotty, technical nasties, the KX285 can be operated in a tall gear with absolutely no clutch work, allowing the motor to operate in its magnificent midrange. This bike had a 45-tooth rear sprocket, down two from the stock 47. Running the lower-g geared 47 would be a waste with this motor. Tricky downhill that almost always seem to guarantee a stalled engine unless you pull the clutch in while braking can now be negotiated like you're on a thumper with the clutch out. As a matter of fact, the weighted engine is so good we would even recommend it for motocross use.

Our Race Tech suspension (Roeseler races Pro Circuit suspension) was set up on the firm side. It had been valved for an aggressive 165 pounds. Front-back balance was excellent, as was damping performance. •



*Don't be surprised if a few 285s pop up in local 250 class competition!*

KX285 VITAL STATS	
Kit cost	\$565
KX125-500 12-, 15- or 20-ounce flywheel weight	\$74.95
Race Tech valved forks (stock springs)	\$120.00
Race Tech valved shock (stock spring)	\$175.00
Total displacement	284.8cc
Bore	72mm, 72.5mm and 73mm overbores
Stock bore	67.4mm
Liner weight	1.25 lbs.
Overall bike weight	223.5 lbs.
Contact:	
<b>Klemm Research</b> 139 N. Maple, Unit G Corona, CA 91720 (714) 872-8480.	<b>Race Tech</b> 3227 Producer #127 Pomona, CA 91768 (714) 594-7755



The standard piston is on the left.

◀ The rotor weight creates a dramatic and positive change in power characteristics.

# RM350



The SCR RM350 is a looker.



Exploding a sandy berm reveals that yes, it is an Open bike. You better be pointed in the right direction!

• Suzuki Country Racing (SCR) only needs to build 100 kits to receive AMA legalization. Suzuki has ordered 20 kits. Johnny O'Mara will race one in the Open Class at Mammoth and is rumored to possibly compete in the 500 Nationals. *Dirt Bike* had a chance to poke, prod and ride the first prototype.

An RM250 is sleeved to accept a big piston and stroked. Porting, head work, a special Ki-Bore D-shape carb, a more accurate power-valve system, valved suspension and other chassis bolt-ons cap off the SCR racer.

### REALIZING THE DREAM

If you don't think that a 350cc Open bike is big enough to get the job done, you better think again. Better yet, throw a leg over the RM350. Lug the engine in a high gear like third or fourth. Crack the throttle open and if there is ample traction you'll get spit over backwards. Replacing the standard RM250's snap and hyperthrust is a more appreciable tourquey climb onto the lower curve of the bottom-end and a peaceful but very powerful pull through the revs. The SCR RM350 doesn't vibrate or deliver the Open class tingle at the bars. It's almost like having two engines in one. The low- through midrange punch of Open bikes and the top-end thrust of a potent 250. Starting is still criminally easy.

Suspension action was angled toward more aggressive riders with this particular Enzo valving. Enzo custom-tailors suspension valving per individual requirements. Both ends are set up to attack track obstacles, which they accomplish quite pleasantly. The sturdier clamps eliminate front-end shakes with no harm to turning ability.

### SCR NOTES

• Look for carbon fiber disc guards, case out plates, aluminum fuel tanks and blue plastic from SCR.

• '88 RM125 pegs are 7mm lower and will fit on the '89 RMs.

• The top linkage bushing at the swing-arm pivot isn't held in with a C-clip. Keep an eye out because if the bushing slides over, the pivot will bind and destroy action.

• SCR will build 19-inch wheels for RM owners.

• Riders who want a stronger rear wheel on their RM125 can use an '89 RM250 three-bearing hub and shouldered spokes.

• Keep an eye on the head stay bolt that attaches the plates to the head. It's chintzy and comes loose.

• Head gaskets can only go on one way or you'll possibly destroy the engine. Deuce-and-a-half gaskets have the smaller coolant holes on the right (facing forward) and the 125 should have the big hole towards the back. •

### RM350 VITAL STATS

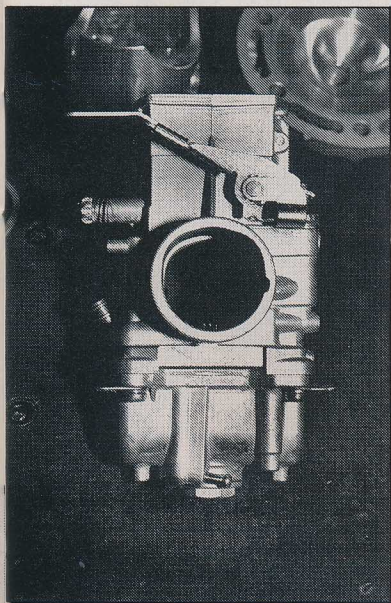
Kit cost	\$1000-\$1100	Blue Takasago Excel rims	(ea.) \$95.00
Ki-Bore 39/41mm carb mod	\$69.95	Grade II bolt for head stay	\$8.00
SCR jetting kit	\$24.95	Cal Fab case out plate	\$55.00
TDR reeds	\$24.95	Devol rear caliper/disc guard	\$39.95
SCR pipe with adjustable head		Devol front caliper/disc guard	\$39.95
pipe length	\$149.00	Devol rear master cylinder/frame	
Pro Circuit muffler	\$64.95	guard	\$19.95
Modified clutch hub for increased		SCR pre-cut plate backings	\$15.95
oil flow and longevity	\$8.50	SCR RH shroud graphics	\$19.95
5mm longer clutch arm for		Total displacement	349cc
easier actuation	\$11.95	Bore	75mm
PBI 6061 T6 aluminum 47		Stock bore	68mm
sprocket (49 stock)	\$51.00	Stroke	75mm
EK chain	\$74.00	Stock stroke	70.8mm
Enzo valved forks	\$149.00	Liner weight	1 lb.
.39 kg (.37kg stock) fork springs	\$49.95	Total bike weight	221.5 lbs.
Enzo valved shock	\$149.00	Contact	<b>Suzuki Country Racing</b>
Frank's shallower 22.5-degree			2057 N. Hamner Ave.
(22-degree stock) 6061 T6 alu-			Norco, CA 91760
minium triple clamps	\$495.00		(714) 734-0642
Lightweight Products bolt/washer			
kit with self-locking axle nut	\$60.00		

NOLEEN YAMAHA

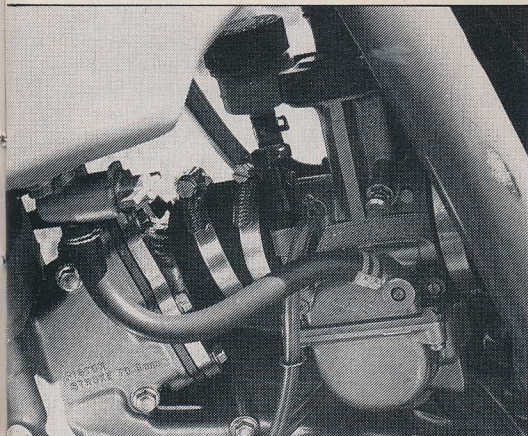
# YZ360



Top view of the 350 and 335 top ends. The stock components are on the right. Port windows are cut into the liner once it is installed.



◀ A modified venturi creates high velocity at small slide openings and volume at large openings.



This super-secret experimental intake manifold may be released to the public if all goes well.

• The YZ360 was featured in the April and May '89 issues. Although starting can be considered more challenging, acceleration was on a par with or faster than a Kawasaki KX500 on short drags. The KX would romp the YZ on long stretches. We found the YZ held an advantage on most motocross courses due to its light weight (ten pounds lighter than the KX's 233.25 pounds) and controllable engine response. Riders did complain of a high level of vibration, which is not surprising since the standard YZ250 vibrates. Suspension action was improved at both ends, especially up front. Small bumps are handled with more quality action up front. •

### YZ360 VITAL STATS

Kit cost .....	\$1206
Ohlins piggyback shock .....	\$495
Valved fork .....	\$85
.41kg (.38kg stock) fork springs .....	\$49.95
Total displacement .....	360cc
Bore .....	85mm
Stock bore .....	68mm
Total bike weight .....	223.25 lbs.
Contact .....	<b>Noleen Racing</b> 2141 Philadelphia, Unit T Ontario, CA 91761 (714) 947-5773



▲ Stock and kit pistons.



◀ A rotating slotted dowel opens a boost port above the exhaust port to advance port timing as revs climb.

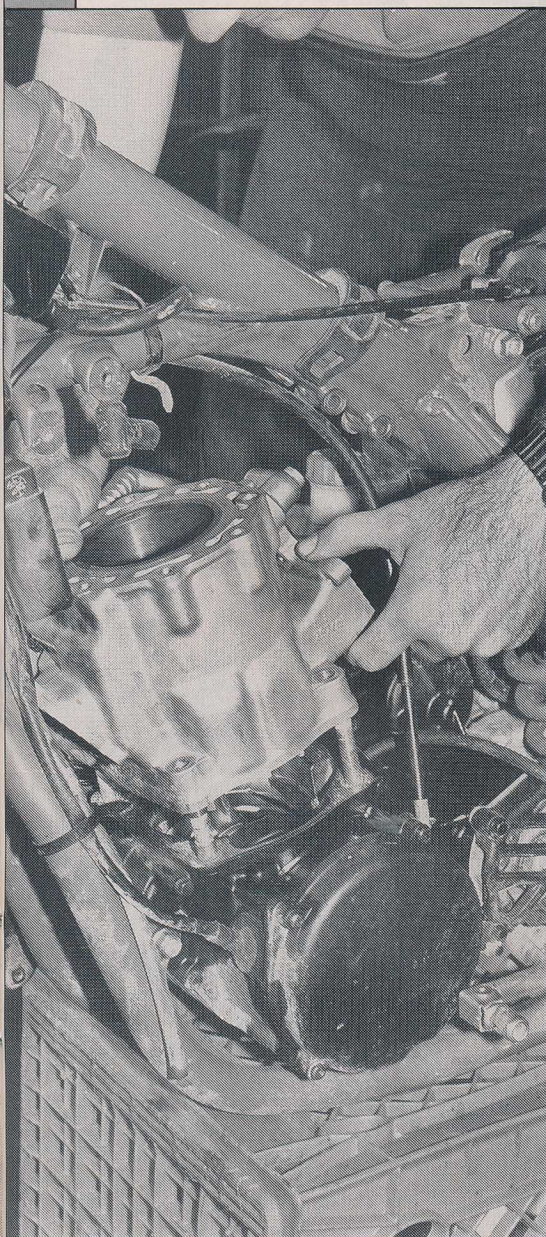
Tight twisty tracks are definitely the YZ360's forte. ▼





# HONDA CR400

• We overheard a conversation at the Tulsa Qualifier about a Honda two-stroke enduro bike. It was mentioned that Honda employee Bruce Ogilvie had slipped a Honda Pilot top end onto a set of CR500 cases to show the Japanese they already had what it takes to build the ultimate trail weapon. You see, the Pilot has a great tractable power delivery that would make the perfect enduro spread. As soon as *Dirt Bike* got back home, it became our number-one priority to build such a machine. Our hopes soon turned to dismay when we found that the 397cc Pilot top end would not fit on the CR500 cases without extensive machine work. It certainly was fun to think about . . . •

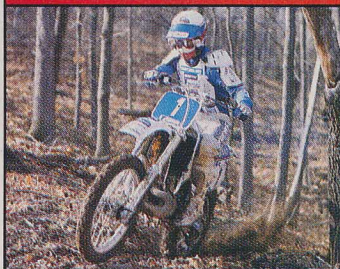


If only close was enough . . . □

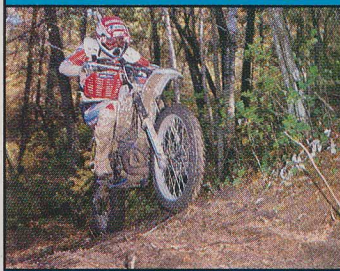
## TSUBAKI CHAIN... CHOICE OF CHAMPIONS



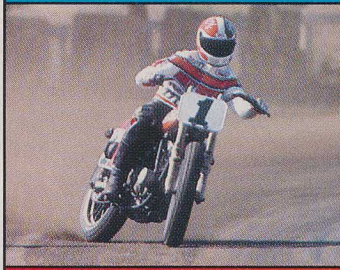
DAN SMITH/KTM  
AMA National Hare & Hound Champion



ED LOJAK/Yamaha  
AMA National Cross Country Champion



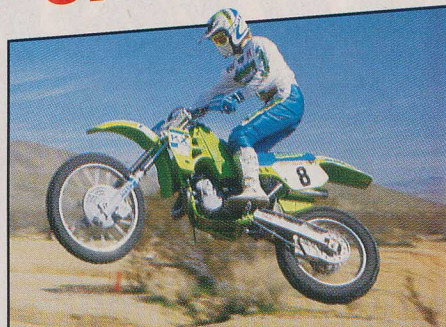
TONY HENDON/Yamaha  
AMA National Hare Scrambles Champion



SCOTTY PARKER/Team Harley Davidson  
AMA Grand National Champion



CHRIS CARR/Team Harley Davidson  
AMA 600 National Champion

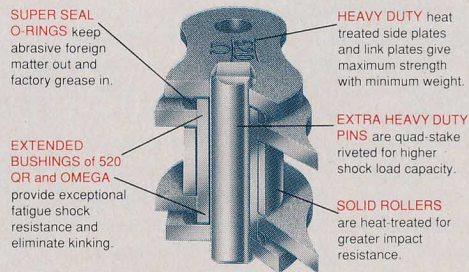


LARRY ROESELER/Team Green  
8 ISDE Gold & 16 Time SCORE Winner

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