

**1995
YAMAHA 250 EXCLUSIVE,
YZWR500 & YZWR200 FIRST TESTS!**

WPS
34355

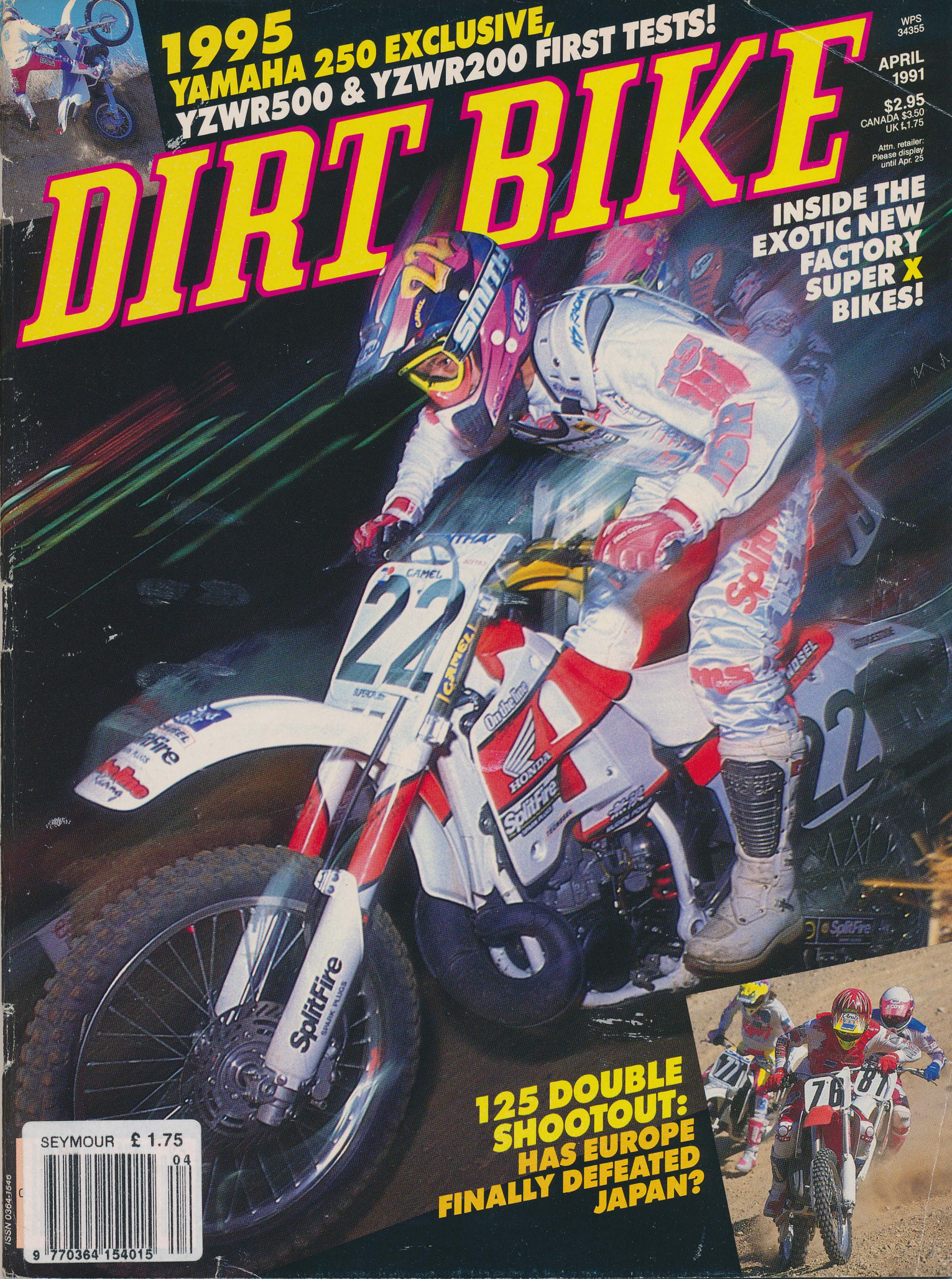
APRIL
1991

\$2.95
CANADA \$3.50
UK £1.75

Attn. retailer:
Please display
until Apr. 25

DIRT BIKE

**INSIDE THE
EXOTIC NEW
FACTORY
SUPER X
BIKES!**



**125 DOUBLE
SHOOTOUT:
HAS EUROPE
FINALLY DEFEATED
JAPAN?**

SEYMOUR £ 1.75



9 770364 154015



ISSN 0364-1646

125 SHOOTOUT SPECTACULAR

- 24 BEASTS OF THE EAST
Honda vs. Kawasaki vs.
Suzuki vs. Yamaha
- 32 BEST OF THE WEST
Husqvarna vs. KTM
- 40 THE FINAL CONFLICT
Europe vs. Japan

BIKES

- 70 YAMAHA WR500
Remember the 490? Yamaha did
- 76 YAMAHA WR200
Extension cord not included

COMPETITION

- 82 PARIS-DAKAR 1991
See Africa on \$20,000 a day
- 84 SUPERCROSS TIMES THREE
Orlando, Dallas and Anaheim

FEATURES

- 42 101 TECH TIPS
Service secrets
- 60 YOU CAN RACE!
Winning . . . well, that comes later
- 66 STARS OF TOMORROW
Future shockers
- 91 INSIDE THE WORKS 250s
Five ways to stadium stardom
- 98 WARD WINNERS
A gallery of green
- 100 FIRST TEST: 1995 YAMAHA 250
Coming to your dealer on April 1

DEPARTMENTS

- 10 FROM THE SADDLE
- 15 RIDERS WRITE
- 16 CHECKPOINT
- 18 NEW PRODUCTS
- 19 10 RIDES AFTER
- 20 BITS & PIECES
- 106 VIDEOCROSS
- 107 MR. KNOW-IT-ALL
- 111 CRASH & BURN

DIRT BIKE

APRIL 1991
VOLUME 21, NO. 4

ON THE COVER: "Zip" Ty Davis streaks on an On The Line CR while Jim Holley free-falls on a WR200. In the meantime, the 125 MXers line up to be fed to the *Dirt Bike* crusher. Photos, cover design and color separations were tag-teamed by Chris Hultner, Ron Lawson, Tim Tolleson, DeWest and Valley Film.

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 after-market accessories we use.

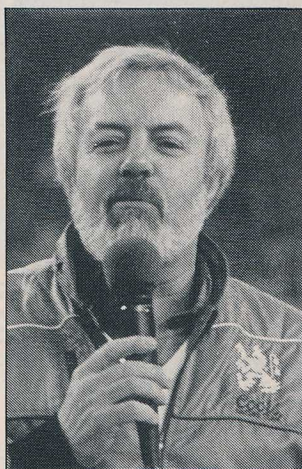


DIRT BIKE Magazine (ISSN 0364-1546), April '91, is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Blvd., Mission Hills, CA 91345. Subscriptions \$18.98 for 12 issues (one year). Canada add \$5 per year, and all other foreign add \$6 per year for additional postage. Copyright ©1991 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at San Fernando, CA 91340, and at additional mailing offices. POSTMASTER: Send address changes to *Dirt Bike* Magazine, P.O. Box 9501, Mission Hills, CA 91395-9501. Printed in USA.

Supercross



24-Hour
HOTLINE
1•900•HOT•4•SUPERCROSS
(1-900-468-4787)



Hear it from "The Voice of Supercross," Larry Maiers

- Race Results (2 hrs. after each race)
- "Throttle for the Gold" and "Spills, Chills & Thrills" Videos
- Discount Ticket Info
- Fan Club Information
- Supercross Schedule
- Amateur & Supercross Info
- **PLUS** • Hear what the hottest riders have to say about their techniques, and what it takes to win!

From the producers of SUPERCROSS
SRO/PAGE, SUPERSPORTS, MTEG

\$2.00 first minute and \$1.00 each add'l. minute

STADIUM SCALPELS

How the race teams dial the 250s

By Tim Tolleson

How close is your bike to the machines that Jeff Stanton, Jeff Ward, Mike Fisher, Guy Cooper or Damon Bradshaw ride? Before the AMA production rule, the works bike didn't even have to be from the same planet as the machine that the masses bought. Now, since the motor cases and frame have to be stock, it's possible to duplicate what the factory riders get, to make your '91 as good as a works bike. You probably won't be able to get your hands on any works suspension components or hand-built magnesium pieces, but you can have your stock suspension modified for your particular needs, and there are weight-saving goodies available to the general public (see

"How to Lighten Your Bike," *DB*, Sept. 1990). Here's what each team has done to hone the production iron into a supercross scalpel. In some cases, you'd be amazed at how stock the works bikes really are!

(*Note:* None of the factories like to admit that their riders use heavier springs than what comes standard on production bikes,

for liability reasons. The production bikes come with springs and valving aimed at the average rider, while the top factory team members are far from average. They require stiffer spring rates and valving, but the factories won't admit that. We read Cooper's settings off of the components but weren't so lucky with the others.)

JEFF STANTON'S HRC CR250R

Mechanic	Dan Betley
Cylinder	Honda Racing Corp. (HRC), Japan
Pipe	HRC
Ignition	Computerized HRC
Clutch	Stock
Carburetor	Stock Keihin PJ 38mm
Jetting:	
Main	165
Needle	1368
Position	Middle
Slide	6.0
Pilot	52
Air screw	1-1/2
Race gas/oil	Daeco Pro Honda Oil @ 32:1
Filter	Twin Air
Reeds	Stock
Spark plug	NGK B7EGV resistor
Muffler	Stock
Gearing	13/50, Sunstar sprocket
Chain	D.I.D. TR
Front tire	Dunlop 80/100-21 K490 @ 10-12 psi
Rear tire	Dunlop 110/90-19 experimental 707 @ 10-12 psi
Front rim	D.I.D., stock spokes
Rear rim	D.I.D., 19" x 2.15", stock-strength spokes
Hubs	HRC works magnesium
Tubes	Dunlop Heavy Duty
Fork	Works Showa
Fork spring	N/A
Fork setting	N/A
Shock	Works Showa
Shock spring	N/A
Shock setting	N/A
Linkage	Stock ratio, magnesium HRC
Triple clamps	Aluminum HRC
Handlebars	Renthal #722
Axles	Chromoly HRC
Front brake	Stock calliper and pads, HRC magnesium carrier
Rear brake	Stock calliper and pads, HRC magnesium carrier
Other	HRC cast magnesium ignition and clutch covers, HRC plastic, HRC wider pegs, HRC shifter, HRC rear master cylinder guard, HRC aluminum skid plate





Photo by Brian Hellweg



Photo by Brian Hellweg

GUY COOPER'S TEAM SUZUKI RM250M

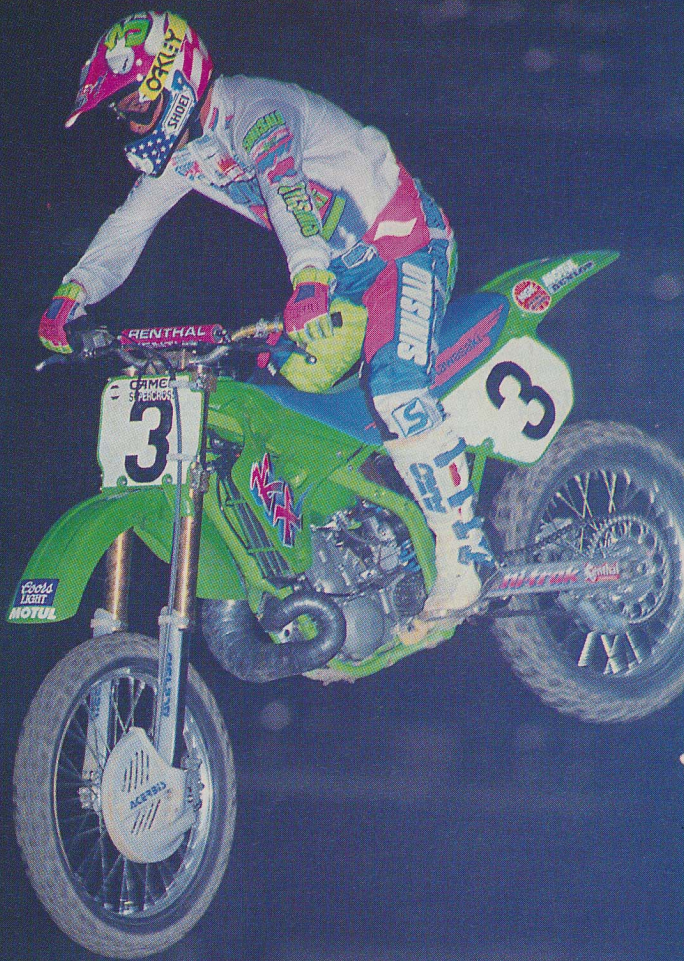
Mechanic	Marshall Plumb
Cylinder	Works Suzuki
Pipe	Works Suzuki
Ignition	Stock
Clutch	Stock
Carburetor	Works magnesium 38mm Mikuni
Jetting:	
Main	350
Needle	6AEJ01-63
Position	Middle
Slide	3.5
Pilot	.45
Air screw	1-1/2
Race gas/oil	Daeco Bel-Ray H1R @ 40:1
Filter	Uni, extra holes cut in airbox and covered with filter foam
Reeds	Stock, intake cut 2mm for carb clearance
Spark plug	NGK B8EV
Muffler	Stock, shortened 60mm
Gearing	13/50, Renthal
Chain	D.I.D. works
Front tire	Dunlop 80/100-21 K490 @ 11 psi
Rear tire	Dunlop 110/90-19 K695 @ 11 psi
Front rim	Excel, works spokes
Rear rim	Excel, works spokes
Hubs	Polished stock
Tubes	Dunlop Heavy Duty
Fork	Works 45mm Showa
Fork spring	0.4 kg
Fork setting	9/9
Shock	Works Showa
Shock spring	Stock
Shock setting	12/12
Linkage	Stock, titanium bolts
Triple clamps	Stock bottom, works aluminum top
Handlebars	Answer DuraLite
Axles	Stock, titanium nuts
Front brake	Works Nissin dual-piston caliper, stock pads
Rear brake	Stock caliper/carrier, stock pads
Other	Works footpegs, Acerbis front number plate and disc cover, magnesium works clutch cover, Moto Tile on stinger and radiator hoses, works skid plate

DAMON BRADSHAW'S YMC YZ250-B1

Mechanic	Brian Lunnis
Cylinder	Yamaha Motors U.S. (YMUS)
Pipe	Pro Circuit or Bill's
Ignition	Stock
Clutch	Stock
Carburetor	Stock Mikuni TMX 38mm
Jetting:	
Main	330-350
Needle	6DJ8-60
Position	Middle
Slide	4.5
Pilot	.40
Air screw	1-1/2 to 2
Race gas/oil	VP C12/Yamalube R @ 32:1
Filter	Uni
Reeds	Stock
Spark plug	NGK B8EGV
Muffler	Stock, shortened 60mm
Gearing	14/49-51, AFAM sprockets
Chain	D.I.D. ERT
Front tire	Dunlop 80/100-21 K490 @ 11 psi
Rear tire	Dunlop 110/90-19 K695 @ 11 psi
Front rim	Excel Red Label, Yamaha Motor Corp. (YMC) spokes
Rear rim	Excel Red Label, YMC spokes
Hubs	YMC magnesium
Tubes	Dunlop Lightweight (if rocky, H.D.)
Fork	Works Kayaba
Fork spring	N/A
Fork setting	N/A
Shock	Works Kayaba
Shock spring	N/A
Shock setting	N/A
Linkage	Stock, titanium bolts
Triple clamps	YMC aluminum
Handlebars	Answer DuraLite
Axles	YMUS titanium
Front brake	Stock caliper and pads, YMC disc
Rear brake	Stock caliper and pads, YMC disc
Other	Yamaha accessories orange seat cover/sticker kit, YMUS aluminum skid plate, assorted titanium nuts and bolts, YMUS pegs, Scott grips and Sticky Fingers, taller brake pedal

JEFF WARD'S KMC KX250-H2

Mechanic	Tom Morgan
Cylinder	Kawasaki Japan/ Kawasaki Motor Corp. (KMC)
Pipe	Stock or Pro Circuit
Ignition	Stock
Clutch	Stock
Carburetor	Stock Keihin PWK 38mm
Jetting:	
Main	160
Needle	N85C
Position	Middle
Slide	5.0
Pilot	58
Air screw	1-1/2 to 3
Race gas/oil	VP C12/Motul @ 32:1
Filter	Stock or Uni
Reeds	Stock
Spark plug	NGK stock or side electrode, 8 indoors and 9 outdoors
Muffler	Acerbis 035 plastic
Gearing	14/48-50, Renthal
Chain	D.I.D.
Front tire	Dunlop 80/100-21 K490 @ 9-12 psi
Rear tire	Dunlop 110/90-19 707 @ 11-15 psi
Front rim	Stock, stock spokes
Rear rim	Stock, stock spokes
Hubs	Stock
Tubes	Dunlop
Fork	Works Kayaba
Fork spring	N/A
Fork setting	N/A
Shock	Stock with works KYB valving
Shock spring	N/A
Shock setting	N/A
Linkage	Stock, KMC magnesium upper shock mounts, titanium bolts
Triple clamps	Magnesium KMC
Handlebars	Renthal #722
Axles	Stock front, titanium rear
Front brake	Stock caliper and pads, KMC floating disc
Rear brake	Stock caliper and pads, KMC magnesium carrier, sometimes use softer pads
Other	KMC aluminum bolt-on skid plate, Acerbis fork and disc guards, KMC wider pegs, KMC magnesium clutch cover, titanium triple clamp bolts and assorted fasteners



MIKE FISHER'S TEAM KTM 250MX

Mechanic	Tony Werner
Cylinder	Jim Lewis/Team KTM
Pipe	Pro Circuit
Ignition	Stock
Clutch	Stock
Carburetor	Kawasaki Keihin PWK 38mm
Jetting:	
Main	170
Needle	N85C
Position	Second
Slide	6.0
Pilot	45
Air screw	1-1/2
Race gas/oil	VP C12/Maxima 927 @ 32:1
Filter	Uni, slit cut in airbox
Reeds	Stock
Spark plug	B9EGV
Muffler	Stock
Gearing	14/51, Renthal
Chain	Regina
Front tire	Dunlop 80/100-21 K490 @ 12 psi
Rear tire	Dunlop 110/90-19 K695 @ 12 psi
Front rim	Excel, stock spokes
Rear rim	Excel, stock spokes
Hubs	Stock
Tubes	Dunlop Lightweight
Fork	Works ('92 preproduction) White Power
Fork spring	Stock
Fork setting	N/A
Shock	4mm longer works WP (355mm wheel travel)
Shock spring	5.4 kg
Shock setting	N/A
Linkage	Aluminum billet, stock ratio
Triple clamps	Works aluminum
Handlebars	Renthal #693
Axles	Stock
Front brake	Stock caliper, EBC pads
Rear brake	Stock caliper/carrier, EBC pads
Other	Wider pegs, seat cut one inch at back, removed front fender brace, PEC skid plate <input type="checkbox"/>

