

DIRT BIKE RIDER

80cc COMPARO!
CR v KX v
RM v YZ

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**Whatley's
Wiles**



TESTS

- Cagiva WRX 125
- Honda CR 250 & 500
- Yamaha IT 250 • Suzuki TS 125

GETTING STARTED: Advice For Beginners

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CR+KX+RM+YZ=



It would have been difficult to find a less hospitable place than Chippenham on the day the various parties gathered for *Team DBR's* second 1984 model comparo. This time our focus was on the four Japanese 80cc motocrossers.

The day was wind-swept and miserable, snow and frost from a couple of days previous had given way to a soft and soggy track. Only Chippenham's sandy base and Stuart Nunn's efforts with the bulldozer saved us from disappearing into the wind-swept Cambridgeshire oblivion.

But despite the conditions those present were eager to cooperate. Out of school for the day — on work experience perhaps? —

Justin Banks, Andy Bell, Anthony Skerry and Darren Malin needed little prompting.

Riders of ability and experience, they nevertheless had their own individual priorities when it came to evaluating each bike. And just as interesting, when the final points were tallied the end result was close.

We elected to use the same format for testing as that employed in our December issue when the 125s came under scrutiny; each rider to test the three rival makes and award marks out of ten on various

aspects of a bike's performance. Banks represented Honda Britain, Bell Rowan Motocross through Mitsui Yamaha, Skerry Suzuki GB, and Malin Team Green.

The bikes involved were as standard with representatives' mechanics on hand to ensure all ran smoothly. Suzuki, with the option of two 80cc bikes in '84, elected to run the big-wheeled 80.

4 '84 80s





Darren Malin aviates the Kawasaki.

... Anthony Skerry styles it on the Suzuki.



... Justin Banks launches the Honda.



... Andy Bell leaps the Yamaha.



HONDA CR80RE

THE big change to the '84 Honda comes in the engine with the addition of the Auto-controlled Torque Amplification Chamber or ATAC. By now well documented, the system smooths out the power and gives increased low and mid-range punch. Along with ATAC comes a larger – by 2mm – 28mm Keihin carburettor and a one horsepower boost to 21hp.

To go with the extra power, front forks are now larger – up from 31mm in diameter to 33mm – while travel has been increased 15mm to 240mm. At the rear the Pro-Link ratio has been altered with a resulting 45mm increase in travel. It's now a useful 255mm. Like its big brothers, the 80 features a bolt-on rear sub-frame. Also new is the swing arm.

A slight styling change, mainly around the radiator shrouds, completes the '84 look. Weight, at 62kg dry and colour, red, remain the same as last year.

While something had to be done to give

Brakes seemed to suit everyone, though the Honda lacked the power of the Kawasaki disc.

With a 1230mm wheelbase – the shortest of all but the KX – the Honda proved adaptable to changing conditions. Generally it was felt the bike was very forgiving. As Skerry noted: "It's about the right length to stay out of trouble."

In the averages the Honda emerged as a bike which did everything asked of it without being outstanding in one particular area. In short, a well balanced machine for a rider prepared to keep the engine on the boil.

KAWASAKI KX80E2

For the British market Kawasaki takes the spirit of the rules to the limit. At 82cc the engine is at the maximum tolerance allowed. At the same time, its extra three cubic centimetres over the opposition gives it the edge in the horsepower stakes. Revised porting this year means 22.5hp on tap at 12,000rpm.

Like its three rivals the Kawasaki has

merchant. Without exception all our riders gave the engine big marks. Banks and Bell said "ten," while Skerry was a little more conservative in awarding a nine.

Producing a maximum 1.29kg-m of torque at 10,000 compared with the high revving Honda's 1.26kg-m at 12,500rpm, the Kawasaki emerged as a popular choice in the varying conditions. With good power delivery all through the range, coupled with a sound gearbox, high marks were understandable.

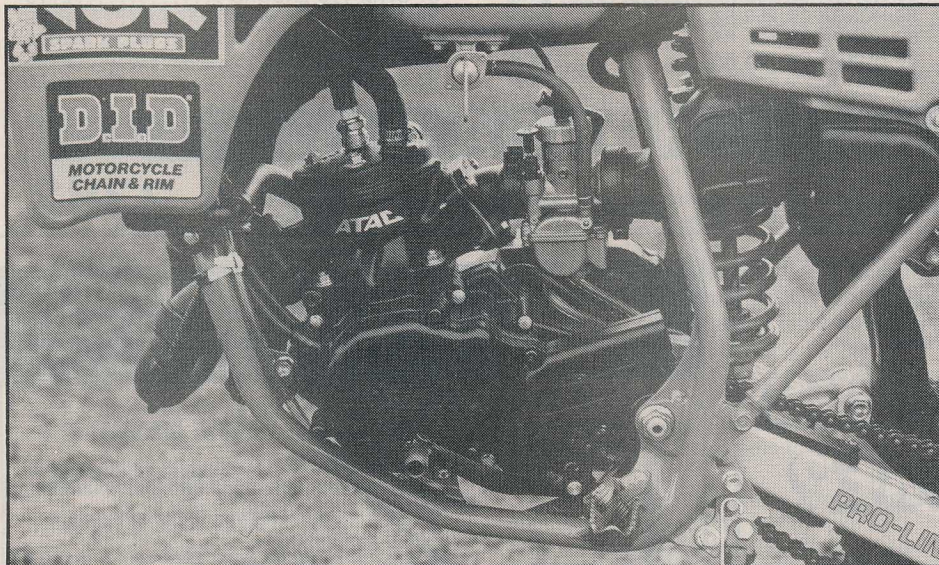
Overall handling and steering met general if not rapturous approval and its manners off jumps were above average. While lightweight Banks was impressed with the rear suspension, our heaviest tester, Bell, felt it was too soft. Nevertheless it ranked with Suzuki as the best on the day.

At the front it was a different story. No-one liked the front end. All said it was hard and chattered badly over stutter bumps while Bell had trouble with the front sliding away. In addition, all three claimed the front was too heavy in relation to the rest of the bike. It was this one area which cost Kawasaki dearly when the final averages were tallied.

In the braking department there were no complaints. Like the other three machines, the rear brake was pretty right. However the front was exceptional. Likewise, all found the seating position to their liking although Bell said the bars were too narrow.

All in all, a good all-round bike, superior in the power stakes but let down by an uncompromising front end, a fault accentuated by the fine Uni-Trak system at the rear.

The only disc among the four 1984 80s, the Kawasaki stopper ranked among the best. Fork action, however, cost the little Green Meanie dearly.



ABOVE: All our riders liked the way the Honda pumped out its power. However, less experienced riders might have difficulty keeping the engine on the boil.

the Honda a better power delivery down low, there is still some doubt whether ATAC's the answer. All our riders noted a lack of bottom-end power but attempted to overcome it by keeping the revs up and fanning the clutch. Adopting this style, said Andy Bell, meant the bike "is good into and out of corners."

Almost without exception the revised suspension got the nod of approval although all riders complained the back-end kicked up, suggesting rebound dampening needed attention. "It's good off jumps and through the mud," said Anthony Skerry, "but the back bounces."

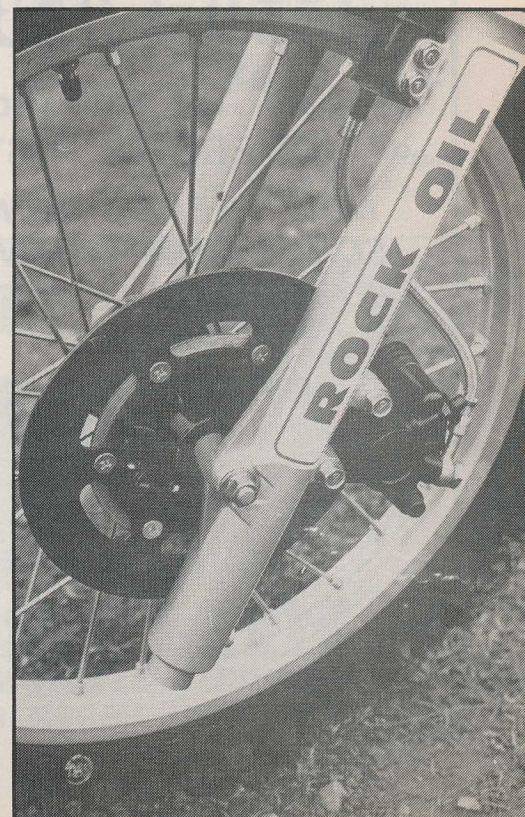
Lack of low down power aside, our riders liked the overall Honda package, in particular the positive gearbox. They found the bike tracked well through all course conditions from claggy straight line mud and sand to rutted turns. Only Skerry felt it did not hold corners as well as the Yamaha.

undergone a number of changes for 1984. The most noticeable is the fitting of a hydraulic disc brake up front. In this area it has stolen a march on its class opponents. And the stopper does work.

Other features new for '84 include the fitting of straight pull spokes – but only in the front rim – and a new blue seat. While the colour may not make the bike any better, its design does. Seat height has been reduced 50mm to 820mm, bringing it more into line with the class standard of around 800mm.

Both front and rear suspension has been subjected to change. And not necessarily for the better. Travel back and front is increased from 225mm to 255mm but with it comes some criticism. The new look front end has a heavy feel though there were few complaints about the back which has been altered to the extent of a completely new shock.

For 1984 Big K is still a power



THE RIDERS



Justin Banks
Age: 13 years
Weight: 42kg
Experience: 5 years



Andy Bell
Age: 13 years
Weight: 54kg
Experience: 5 years



Darren Malin
Age: 14
Weight: 52kg
Experience: 9 years



Anthony Skerry
Age: 14 years
Weight: 50kg
Experience: 3 years

HOW THEY SCORED

Machine	Kawasaki
Motor	10
Transmission	9
Suspension (F)	7
Suspension (R)	10
Bodywork	6
Handling	7
Steering	8
AVERAGE	8.14

Machine	Suzuki
Motor	8
Transmission	9
Suspension (F)	9
Suspension (R)	8
Bodywork	7
Handling	7
Steering	9
AVERAGE	8.14

Machine	Yamaha
Motor	9
Transmission	9
Suspension (F)	8
Suspension (R)	8
Bodywork	9
Handling	9
Steering	8
AVERAGE	8.57

Machine preferred: Yamaha

Machine	Suzuki
Motor	7
Transmission	6
Suspension (F)	10
Suspension (R)	9
Bodywork	8
Handling	9
Steering	7
AVERAGE	8.00

Machine	Kawasaki
Motor	10
Transmission	7
Suspension (F)	5
Suspension (R)	6
Bodywork	8
Handling	5
Steering	6
AVERAGE	6.71

Machine	Honda
Motor	8
Transmission	9
Suspension (F)	7
Suspension (R)	6
Bodywork	9
Handling	7
Steering	7
AVERAGE	7.57

Machine preferred: Suzuki

Machine	Honda
Motor	8
Transmission	8
Suspension (F)	7
Suspension (R)	8
Bodywork	6
Handling	7
Steering	8
AVERAGE	7.42

Machine	Yamaha
Motor	6
Transmission	5
Suspension (F)	4
Suspension (R)	6
Bodywork	7
Handling	5
Steering	5
AVERAGE	5.42

Machine	Suzuki
Motor	5
Transmission	5
Suspension (F)	5
Suspension (R)	5
Bodywork	7
Handling	4
Steering	7
AVERAGE	5.42

Machine preferred: Honda

Machine	Yamaha
Motor	8
Transmission	7
Suspension (F)	7.5
Suspension (R)	7.5
Bodywork	8.5
Handling	8
Steering	9
AVERAGE	7.92

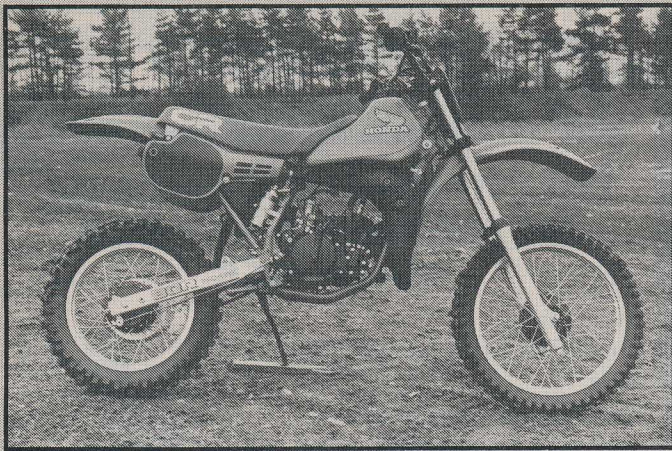
Machine	Honda
Motor	7.5
Transmission	8
Suspension (F)	8
Suspension (R)	7
Bodywork	7.5
Handling	7
Steering	8
AVERAGE	7.57

Machine	Kawasaki
Motor	9
Transmission	7
Suspension (F)	7
Suspension (R)	6
Bodywork	7.5
Handling	7
Steering	8.5
AVERAGE	7.42

Machine preferred: Yamaha

THE FINAL ANALYSIS

	Honda	Kawasaki	Yamaha	Suzuki
Motor	7.83	9.66	7.66	6.66
Transmission	8.33	8.33	7.00	6.66
Suspension (F)	7.33	6.33	6.50	8.00
Suspension (R)	7.00	7.33	7.16	7.33
Bodywork	7.50	7.16	8.16	7.33
Handling	7.00	6.33	7.33	6.66
Steering	7.66	7.16	7.00	7.18
AVERAGE	7.52	7.47	7.25	7.18



HONDA CR80

Price, incl VAT	£795	Suspension	
Engine	Single cyl 2-str liquid-cooled ATAC	Front	33mm air-assisted 240mm travel
Bore x stroke	49.5 x 41.4mm	Rear	Pro-Link 255mm travel
Capacity	79cc	Weight (dry)	62kg
Carburation	28mm Keihin	Wheelbase	1230mm
Ignition	CDI	Seat height	805mm
Max power	21.6hp @ 13,000rpm	Fuel capacity	5 litres
Max torque	1.26 kg-m @ 12,500rpm	Spare parts excl. VAT	
Gears	six	Air filter	£6.00
Tyres		Piston kit	£10.27
Front	80/90 x 17	Rings only	£7.06
Rear	110/80 x 14	Head Gasket	£2.14
Brakes		Rear sprocket	£4.37
Front	TLS drum	Exhaust pipe (complete)	£38.33
Rear	TLS drum	Rear mudguard	£7.43
		Radiator	£80.14

KAWASAKI KX80

Price, incl VAT	£799	Suspension	
Engine	Single cyl 2-str liquid-cooled	Front	Air-assisted 255mm travel
Bore x stroke	48.0 x 45.8mm	Rear	Uni-Trak 255mm travel
Capacity	82cc	Weight (dry)	61kg
Carburation	29mm Mikuni	Wheelbase	1225mm
Ignition	CDI	Seat height	820mm
Max power	22.5hp @ 12,000rpm	Fuel capacity	4.7 litres
Max torque	1.29 kg-m @ 10,000rpm	Spare parts excl VAT	
Gears	six	Air filter	£5.07
Tyres		Piston kit	£15.91
Front	2.75 x 17	Rings only	£4.55
Rear	4.10 x 14	Head gasket	£2.67
Brakes		Rear sprocket	£7.23
Front	Disc	Exhaust pipe (complete)	£65.43
Rear	Drum	Rear mudguard	£7.43
		Radiator	£98.80

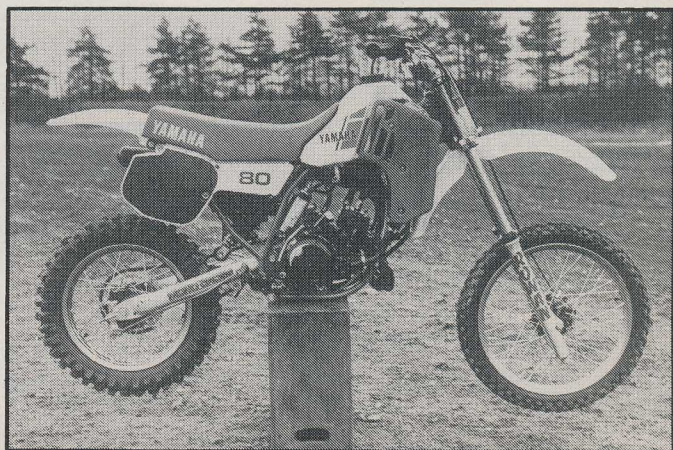


SUZUKI RM80

Price, incl VAT	£899.30	Front	Air-assisted 250mm travel
Engine	Single cyl 2-str liquid-cooled	Rear	Full-Floater 250mm travel
Bore x stroke	48 x 44mm	Weight (dry)	71 kg
Capacity	79cc	Wheelbase	1370mm
Carburation	26mm Mikuni	Seat height	900 mm
Ignition	PEI	Fuel capacity	5 litres
Max power	N/A	Spare parts excl. VAT	
Max torque	N/A	Air filter	£4.70
Gears	six	Piston kit	£33.59
Tyres		Rings only	£9.26
Front	2.75 x 21	Head gasket	£2.13
Rear	3.50 x 18	Rear sprocket	£26.60
Brakes		Exhaust pipe (complete)	£73.34
Front	Drum	Rear mudguard	£9.26
Rear	Drum	Radiator	£113.09
Suspension			

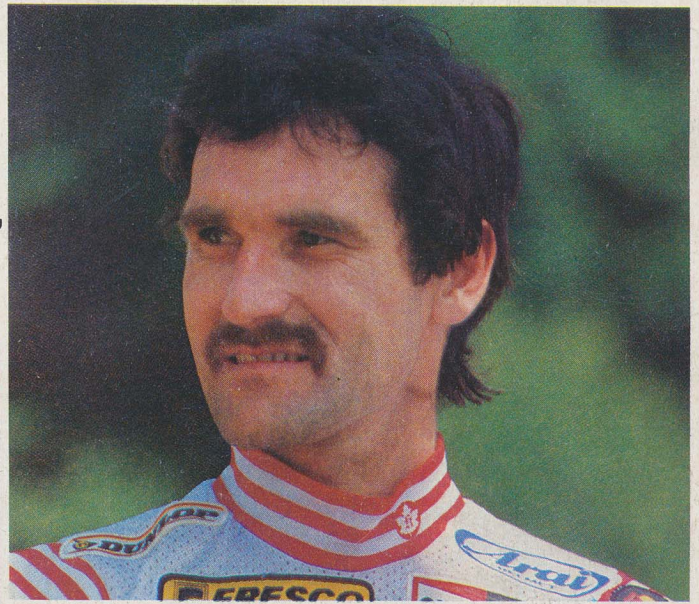
YAMAHA YZ80

Price, incl VAT	£825	Rear	Drum
Engine	Single cyl 2-str liquid-cooled YE1S	Suspension	
Bore x stroke	47 x 45.6mm	Front	Telescopic 255mm travel
Capacity	79cc	Rear	Monocross 260mm travel
Carburation	26mm Mikuni	Weight (dry)	60kg
Ignition	CDI	Wheelbase	1235mm
Max power	21.9hp @ 12,250rpm	Seat height	800mm
Max torque	1.3 kg-m @ 12,000rpm	Fuel capacity	5 litres
Gears	six	Spare parts excl VAT	
Tyres		Air filter	£16.49
Front	80/80 x 17	Piston kit	£21.65
Rear	110/80 x 14	Rings only	£4.76
Brakes		Head gasket	£4.42
Front	Drum	Rear sprocket	£38.20
		Exhaust pipe (complete)	£125.41
		Rear mudguard	£9.64
		Radiator	£169.27



'The only difference between my Arai MX 80 helmet and yours is—mine goes faster.'

Says Roger Harvey, 125cc National Champion, 'I have worn Arai helmets for several years, they really are the best around. Certainly in competitions, the MX-80 gives me the confidence to get out in front and stay there.'



Roger Harvey. 125cc National Motocross Champion.



The Arai MX-80 is made for the serious dirt-bike rider and has all the features you need. It has a fully adjustable mouth and face guard, a five snap visor and you can wash it in a bucket of water and the lining won't lose shape. Try one today and be another Arai Champion.

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