

australasian **DIRT BIKE**

ISSUE 84 1986 \$2.95 (\$3.75NZ)*

YAMAHA IT200

GOOD ENOUGH
TO PLAY IT
AGAIN,
SAM!



SUZUKI RM125

TRYING HARD TO REGAIN THEIR CROWN

HUSKY 125 ENDURO

PRO HANDLING, BUT IS IT PRO POWER?

WE RIDE A PARIS-DAKAR HONDA!

RALLY OF THE INCAS

JETSETTING IN THE ANDES MOUNTAINS

TEAM PINK

HOW THEY BECAME SPONSORED

BUMBAGS

WHAT THE EXPERTS CARRY

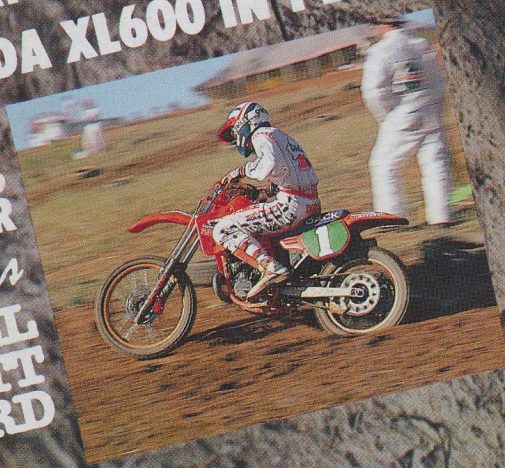
WE RACE A HONDA XL600 IN PERU!

Competition

MISTER MOTOCROSS
BRISBANE 12 HOUR

ADB's experts

GALL
LOVETT
BALLARD



INSIDE!



CONTENTS

ISSUE 84, 1986
VOL.14, NO.6



TESTS

YAMAHA IT200S — Run that past me one more time	16
HONDA'S XL600 IN PERU — The time ADB raced an XL600 and loved it!	22
SUZUKI RM125 — Suzuki finally lost the 125cc MX Crown, so this bike is their attempt at regaining it	26
HUSQVARNA 125 ENDURO — The little Swedish enduro bike that has finally reached maturity	58

COMPETITION

CASTROL'S MISTER MOTOCROSS — Stepping into the King's shoes - Craig Dack leads the way	30
TAMBOURINE 12 HOUR — You didn't need lights, you needed plenty of stamina	54
THE INCAS RALLY, PERU — ADB finds another motorcycle adventure	62
ORAN PARK MOTOCROSS — More action photos to keep you happy	70
NSW BLACK LIGHT RALLY — Right idea, wrong date	81

FEATURES

WE RIDE A WORKS HONDA — The bike that won the Incas Rally and ran 3rd outright in the '85 Paris-Dakar	68
IN THE PINK — How two unknowns became the best sponsored riders in the NSW enduro scene	72
ENDURO BUMBAGS — What the experts carry	74
PHIL LOVETT'S CHECK POINTERS — How to ride through bogholes	80
STEPHEN GALL'S RULES OF THE ROOST — Nutrition, Part 1	81
GEOFF BALLARD'S USA FILE — Team Oz leads the way in the USA!	82

AUSTRALIAN MINIRIDER MAGAZINE

SHORT SHIFTS — Billeting for interstate racers	37
MINI HELP	38
MARK KIRKMAN — Griffith Sportsman of the Year	39
CHRIS HILL'S NEW COLUMN — Australia's winningest mini racer writes for MINIRIDER	40
PINE RIVER MOTORCYCLE PARK — Just outside of Brisbane	49
1986 MINICYCLE BUYERS GUIDE — What's available and what they're used for	50
WHEN IS AN 82cc BARREL AN 80cc BARREL? — Picking on mini racers again	52

HUMOUR

DAVEY CROC	15
TEN GOOD USES FOR BUMBAGS	78

REGULAR FEATURES

REFLECTIONS — The Courtroom	5
FINE PITCH — Buying the ISDE	6
LETTERS	9
ROTO ROOTIN'	12
SMALL BORE	14
BUY PRODUCTS	32, 84
PHOTO FINISH — Darren Smith	86

PEOPLE

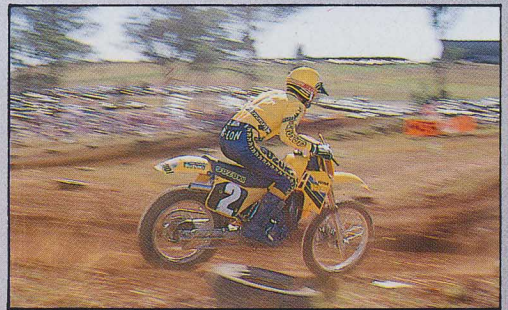
EDITOR: Geoff Eldridge
 ASSISTANT EDITOR: Malcolm Middleman
 MINIRIDER'S ASSISTANT EDITOR: Andrew Harrison
 GUEST EDITORS: Phil Lovett, Stephen Gall, Geoff Ballard, Chris Hill, Matt Wicks, Steven Cotterell, Murray Watt (NZ)
 WEST AUSTRALIAN EDITOR: Peter Kitchingman
 PHOTOGRAPHY: Vicki Huston, Andrew Harrison, Geoff Eldridge, Bjorn Renvall, Malcolm Brown, Col Dailey
 STUDIO PHOTOGRAPHY: Vicki Huston
 TYPESETTING: Young Jen
 ARTWORK: Karen Swinburn & Carl Van Der Smissen

ADVERTISING MANAGER: Phil Geillis. For information, contact (02)938 4155.

Telex: SY2372, 121822, FAX: 02 938 1284 ATTN: ADB
 Australasian DIRT BIKE Magazine is published by
DIRT BIKE PUBLISHING PTY. LTD. (Incorporated in NSW)
 POSTAL ADDRESS: PO BOX 696, BROOKVALE, NSW, 2100
 TELEPHONE: (02) 938 4155

Printed by Toppa Printing Company Pty. Ltd
 Distributed by Gordon & Gotch Ltd., Sydney and Melbourne

This magazine is copyrighted in its entirety. Material cannot be reprinted without the written permission of the Publisher. Some of the comments printed in ADB are so boring they must be Malcolm Middleman's. They are not those of the Publisher and definitely not Honest Muzza's, for that matter.



ABOVE

Something for the Indiana Jones in us all — the Incas Rally in Peru. A real motorcycle adventure and more than just a race. ADB was there. Of course.

COVER

Yamaha's Old Blue — the IT200 — proves that old dogs never die. We shouldn't really call it an old dog, because even though it's not much changed for '86 it's still a damn fine enduro mount.

INSET

Craig Dack scorched 'em at the Mister Motocross opener, filling Jeff Leisk's shoes admirably.

* Recommended and maximum retail price only. The only reason we're not jacking the price up this month is because we were cool enough to invest in German Deuschmarks and we made a killing (sic) when America bombed Libya and they floated the US dollar.



125

HUSQVARNA ENDURO

We're confused: we found this bike more fun than the 240 Enduro!

Husky's 240 Enduro has a stunning reputation among enduro riders. It has plenty of usable power, good trail manners and it's as reliable as an axe. Imagine our surprise when the 125 version of the same machine turned out to be a real hoot.

TECHNICAL

Essentially, the 125cc Husky is the 240 with a smaller motor. Everything else is identical.

What that means is that at last a Husky 125 Enduro buyer gets a disc front brake, among many other significant changes.

Next on the list is the engine, since it's a 125 after all. To a 125cc enduro rider, power is everything. You can't get enough and without it there's no way you'll get up hills, let alone scorch through the special tests.

Since the ACU woke up and allowed legally registered motocross bikes into enduros during 1985 the 125cc class has become studded with Kawasakis, Hondas and Yamahas, with the odd KTM125GS thrown in for good measure.

So the Husky faces some tough opposition when it comes to power.

This model has a totally revised barrel, which has not only been given an extra port like the 240 (known as an "inlet funnel"), but has seen some reworking of the existing exhaust port. Added to this is a new pipe and muffler (which isn't anywhere near as

long as the muffler on the 240). These changes were made to increase the bottom-end and mid-range power.

This new 125 uses the same big-end and SEM ignition as the previous WR125 ('85 model).

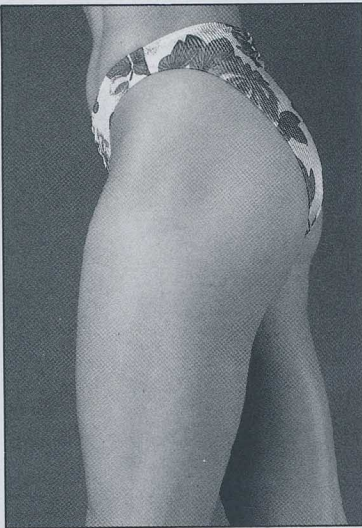
The bottom-end of the motor is identical to the 240: same gearbox, clutch, kickstarter and cases. That means it has a stronger clutch than last year thanks to seven plates and eight friction discs, instead of heavy clutch springs, so it's lighter to use into the bargain. The clutch arm on top of the cases has been lengthened too, to further lighten the action of the clutch lever.

The frame is pretty much the same as last year, with the excellent Husky single shock system, but there's a whole new airbox that's much larger than before and with a lid that bolts shut rather than clips shut. The old clip lids were prone to come open as you rode.

The shock is still an Ohlins but it now has both compression and rebound damping adjustment. The damping valving is new to match the heavier spring rate, an improvement over the too-soft suspension last year. There are

Continued over





TAKE ADVANTAGE OF ADB.

To advertise this size could cost you as little as \$120.* That's about as little as I'm wearing.

It could hardly be less and remain decent.

ADB. More for less.

* 12 times rate. ADB audited circulation: 19,200 (Audit Bureau of Circulation) Pass on readership 4.6 people per copy, or just on 90,000 people per month.

CAPE YORK SAFARIS WITH FAR NORTH QUEENSLAND TRAIL TOURS

COME WITH US ON THE TRAIL BIKE ADVENTURE OF A LIFETIME!

USE YOUR OWN BIKE, OR ONE OF OUR CAIRNS YAMAHA HIRE BIKES FOR TWO WEEKS OF UNFORGETTABLE ADVENTURE-TRAVELLING FROM CAIRNS TO CAPE YORK AND BACK. WE VISIT THE PALMER RIVER GOLDFIELDS, CHILLAGOE CAVES, COOKTOWN, WEIPA AND A DOZEN OTHER BEAUTIFUL AREAS THAT MOST PEOPLE WILL NEVER SEE.

FOR A FREE BROCHURE, WRITE TO:

FAR NORTH QUEENSLAND TRAIL TOURS

9 PURBECK PLACE, CAIRNS, QLD, 4870
OR PHONE (070)51 8022



HUSQVARNA 125 ENDURO

Continued

grease nipples on the linkage system, and bigger roller bearings to carry the loads better. Otherwise the linkage ratios are the same as they were for the last model.

The forks have new teflon bushes to produce less friction for smoother travel, new seals and heavier springs to match the rear end. The front axle now screws out without having to loosen all the clamp bolts.

And of course there's the new disc front brake, using a Brembo caliper and Magura master cylinder with a Husky designed floating disc.

The swingarm is now alloy for lighter weight—the overall weight of the '86 model is a kilo lighter than before despite the extra weight you get from having a disc front brake. There's a new alloy rear brake lever riding on a roller bearing for civility, a new side-stand mount on the still-too-long stand, new chain adjusting bolts, a slot-tongue rear brake stay instead of a torque arm (faster tyre changes).

POWER: SPECIAL DELIVERY

We're not going out on a limb to say the 125 Husky enduro has the most power in the 125cc enduro class. We don't think it has, even though they've upgraded it since last year. In 1985 it was known as a nice performer and a good bike when it came to tricky uphills, but it was down on sheer horsepower, that was for sure.

This year it's still down compared to the others, especially those wild new Japanese motocrossers, but it is better. Trouble is, they're better too so the performance gap is still there.

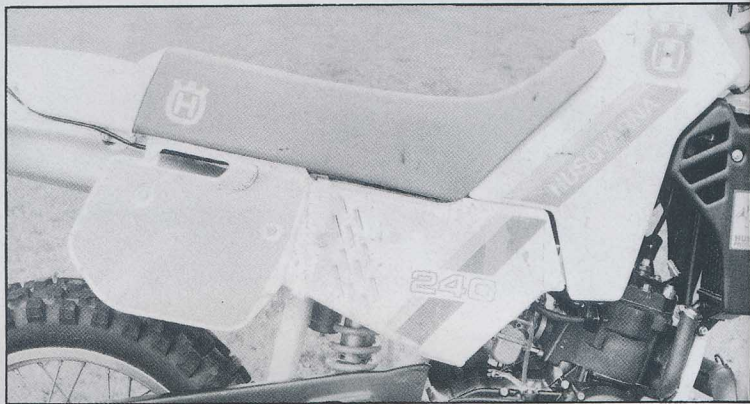
But we figure that it's not so much of a worry this year. What the Husky does give you is useful power. Power you can get to the ground. Power that lets you crawl up a rocky hill without fanning the fire like a cannibal at a christening.

Inside the barrel the extra port and the revised exhaust port work just like the factory engineers predicted it would, while the new pipe matches this porting configuration to give even stronger, fatter mid-range power delivery, and that's what makes it work so well.

We took the bike to our well worn but familiar testing ground where there are hills, rocks and ledges galore. The Husky tackled them all with ease, more so than a 125cc YZ we took along. The YZ had the power but the Husky got the job done easier and didn't carry on like an schizoid epileptic while you were doing it.

In fact it was surprising how little you needed to resort to using the clutch.

The bike was also entered in a club enduro, and in the brief time before it stopped running (broken ring land) it showed that the engine also worked well if you kept it on the boil and made more use of the



ABOVE

The seat/tank design feels slim and there's no bulge to injure yourself on. The airbox is bigger with a bolt fastened lid. Radiators are well tucked in.

BELOW

A good disc front brake is mated to improved forks — stiffer springs, less sticky bushes and better seals. These forks work just fine after they bed in properly, but you need to give them that time.

clutch.

There's none of the same explosive midrange of the motocrossers — the Husky needs more time for the power to wind on — but that new midrange is definitely more useful.

Part of its unstoppableness comes from the heavy ignition, which is something the converted motocross bikes don't have to contend with. Their small internal rotor ignitions operate the powerband like a lightswitch, where the Husky rolls on more predictably. It's as helpful in tricky spots as it can be frustrating in motocross special tests.

Everything else about the motor was typical Husky. It selected gears properly, had good gear ratios, fired up easily although the kickstart lever is awkward, and generally lived up to its reputation.

HANDLING

Somehow the 125 danced around a lot less than the 240 with its extra power. Breaking traction at the rear wasn't common and it seemed to have a very good match between the engine and chassis.

We'd rate the steering as good but not great. It goes accurately where you point it most of the time, but at other times it suddenly gets vague and confused. Negotiating trails was no problem but occa-



market but it's plenty powerful and you won't accidentally lock it up. At the rear the brake is excellent.

HEY, WE LIKE IT!

We figure that this Husky may not dominate the power stakes and it may not turn on a penny like an XR, but what it does do is absorb less of your energy while riding, which is a big bonus for long events. It does everything well except turn in sand and as a result it is really a good choice even in the power mad 125cc enduro class.

There's not a lot we'd consider doing to it (see the Husky 240 Enduro test, last issue, for the short list of setting up requirements) and we think it would do you well in the class.

It's not as cheap as a Japanese motocrosser but you don't need to add anything to it or travel to Canberra to get it registered, and it retails for less than a 125cc KTM.

Last year we tried to be polite about the 125WR (April issue) because it was too far behind in the power department, but this time we don't need to be polite.

We think this bike is a whole new ballgame for competition riders and like we said, we had a ball.

HUSQVARNA 125 ENDURO

Test bike: Husky Imports, 453 Coreen Ave, Penrith, NSW, 2750.

Retail price: \$3,799.00

ENGINE

Type Single cylinder liquid-cooled reed valve two-stroke
 Bore x stroke 55 x 52mm
 Capacity 124cc
 Carburettor 36mm Mikuni
 Compression ratio 15.8:1
 Ignition SEM 140 watt

GEARBOX

Clutch Wet multi-plate
 Primary drive Gear, 30:79
 Secondary drive 520 O-ring, 13/52 sprockets

Gearbox Six speed

FRAME & SUSPENSION

Frame Chrome moly single backbone

Suspension:
 Front Telescopic hydraulic 40mm forks with 285mm wheel travel

Rear Husqvarna single shock system with Ohlins shock, two-way damping and 330mm wheel travel

Rake 27 degrees
 Trail 120mm

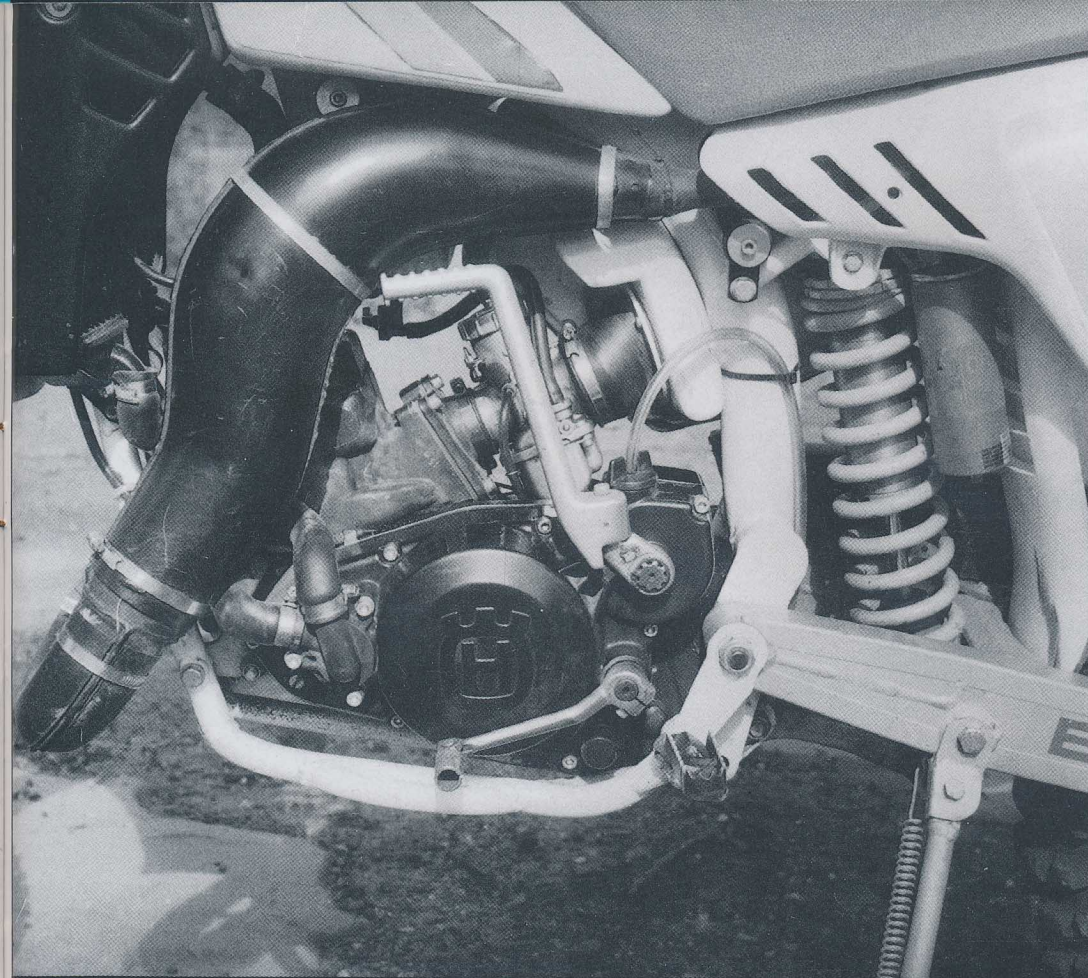
Lighting SEM 140 watt
 Tyres Trelleborg Deep Grip front,

Ten Masters rear

Noise level OK
 Waterproofing Excellent
 Compliance Yes

DIMENSIONS

Wheelbase 1490mm
 Seat height 960mm
 Ground clearance 365mm
 Fuel capacity 10 litres
 Dry weight 97 kg



BELOW

Husky's single shock system now has grease nipples, bigger roller bearings, better seals and a new Ohlins shock with two way

damping adjustment. The linkage ratios are the same as in '85.

ABOVE

All that makes the 125 Enduro different to the 240 is the barrel, piston, big-end and pipe/muffler combination. Inside this new barrel is another port and modified exhaust port height for greater midrange. The pipe is new too. At all adds up to an engine which works, despite less peak power than the motocrossers that are showing up in enduros these days. **ABOVE**

sionally when you rode over niggly rocks the front would let you know about it.

We also found the front end wanted to plough and tuck under whenever you tried to turn in sand, but mostly that's the tyre. The Trelleborgs are, as always, better in damp conditions.

Both front and rear suspension soaked up the gnarlies without a murmur, having had a lot of riding time put in on them. We found the same thing with the 240—the more you rode it the better the suspension became as it settled in.

The riding position is excellent. These new Huskies are far slimmer than the twin shock versions of two seasons ago, and the new safety seat is flushed neatly into the fuel tank, which in turn is narrow and out of the way. The radiator scoops don't catch on anything and the whole bike is set up well for Aussie-sized riders.

The brakes are superb for enduro conditions where panic applications are the norm. The front may not be the strongest on the

