

Cycle

35 JULY 1984 ■

Honda V65 Sabre
It's A Cannon

Harley FXRDG
AKA Disc Glide

Honda VF500F

The Best Interceptor Yet?



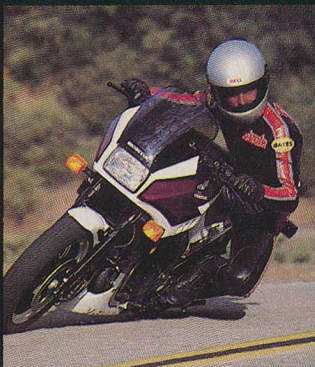
Pocket-Sized
V30 Magna

A Mini-Cruiser
With Jeweled
Movements





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This Month's Cover: Dave Hawkins catches the VF500F Interceptor at full hum, with TW Wolff at the controls. On the panel, five-four Scott Darough used his eight-four camera to make this V30 Magna image, which newboy Art Director, Mark Covault, reduced to usable proportions. The twin test begins on page 24.

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HUSQVARNA 250 CR

The folks at Husqvarna, having learned from the Artesians, now embrace that famous motocross maxim: *It is the water.*

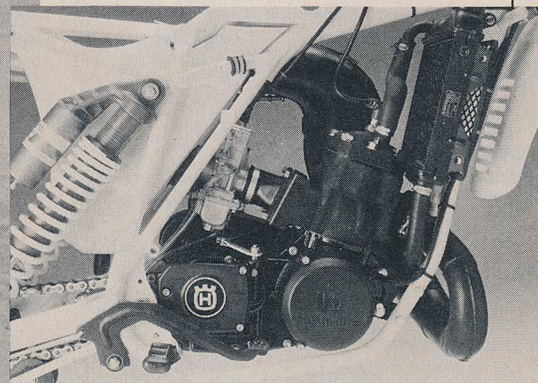
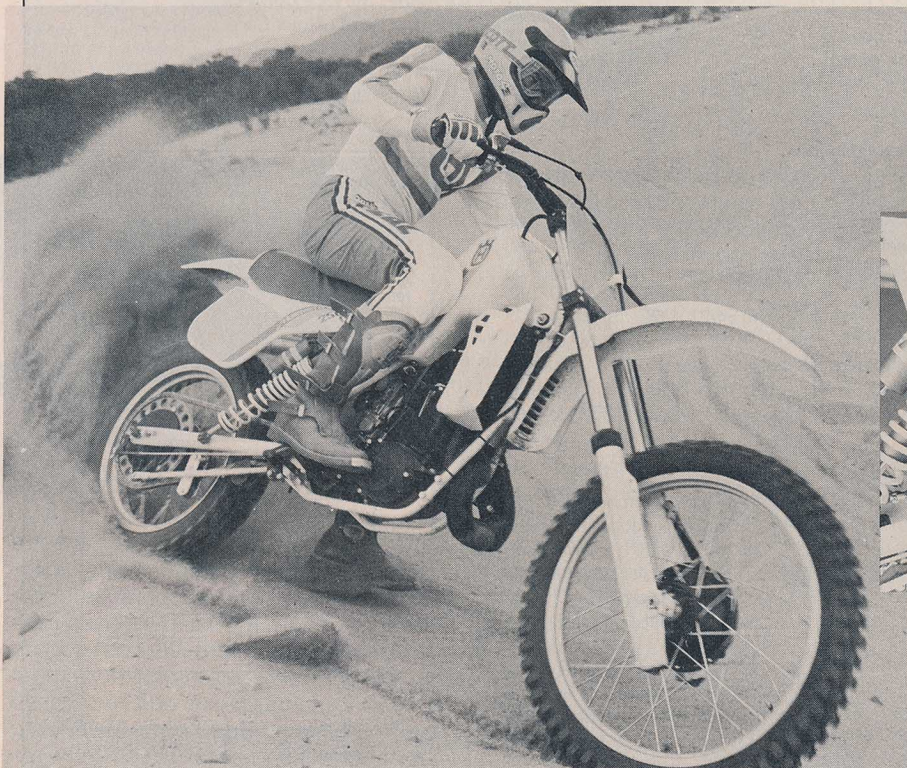


□ Look at the Husqvarna 250 CR and see a machine cut from cloth differing from its mostly Japanese competition. Most motocross tailors will tell you it doesn't matter whether they put cuffs on or leave them off, whether they cut a suit single- or double-breasted: they'll tell you what counts is the ability of a given machine and its rider to get around a track faster than the second-place finisher. And if a bike's lapels look a little wide, who cares so long as the combination continues to work. The flashy dressers don't look nearly as flashy when they're outside the winner's circle.

Husqvarna, in the 250, combines a twin-shock rear suspension (out of fashion with most makers) with the most assuredly chic benefits of water cooling, a first for the Swedish company. More important is the 250's power delivery. Rather than the explosive top-end kamikaze charge many competitors have come to take for granted in competition machinery, the Husky engine operates on a less frantic powerband, allowing a rider to get around the track without running the bike, his body or his reflexes at red-line. The wide, easy powerband requires less physical work, less spec-

tacular moves than a peakier machine does, and requires less concentrated thought for less than expert riders. And don't fool yourself—by expert we mean those few money-making pilots in the country who are capable of really *riding* the peaky bikes.

The big news for Husky fans this year is the introduction of liquid cooling. While nothing new in the ranks of lightweight and middleweight motocrossers, liquid cooling stabilizes an engine's running temperature and maintains horsepower despite the abuse of a 20- to 40-minute race. Complexity and weight are the two reasons cited most often for shunning a liquid-cooled format, but a point comes when, if one wishes to remain competitive, well, one does the competitive thing. Husqvarna has done much to simplify and lighten the cooling system on the 250. Instead of the dual radiators found on much of the

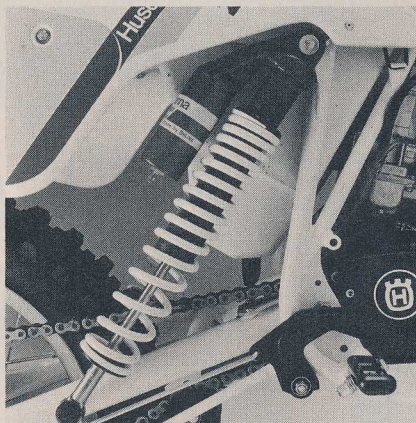


Swedes' competition, the CR uses a single large unit mounted centrally behind the front downtube. Mounting this single piece low in the frame acquired two desirable characteristics: simplified coolant plumbing and a

HUSQVARNA 250 CR

lower center of gravity for the machine as a whole.

The water pump derives its drive from the left end of the crank. Three hoses constitute all the exterior plumbing: one long hose leads from the cylinder head to the top of the radiator, a second snakes its way around from the bottom of the radiator to the water pump, and a final short hose leads from the pump to the bottom of the cylinder. Of note are the impeller shaft seals—one acting as a water seal and the other as an oil seal. Machined in the case between the two is a drain hole: should one of the seals fail, an inspection of the issuing fluid will tell at a glance which seal is at fault, while the other keeps the two



fluids from mixing. Nice to see a bit of engineering aimed directly at maintenance.

Inside the CR's water-jacketing Husqvarna builds its engine on bore and stroke dimensions of 69.5 x 64.5mm for an actual displacement of 245cc stock. Seize a piston? No problem—Husqvarna is happy to supply three oversize slugs for the 250. New this year is a center exhaust port, replacing last year's side-port configuration, and attendant is a new exhaust system. While the new pipe may yield a horsepower advantage, it certainly exacts a severe toll in terms of rider comfort: after a 30-minute moto one tester returned with blisters on his left calf from the heat. This condition is contingent, of course, on rider size and riding style, but forewarned is forearmed—this may be a problem for some.

Also new this year is the 250's 38mm Mikuni flat-slide carburetor. Even though it lacks an idle adjustment, it contributes to the machine's

responsive performance and, combined with the 250's long kickstart lever, is a key factor in the bike's easy-starting character. Two or three kicks fire up the Husky even on the coldest morning, and starting the bike in gear is no problem either.

Husqvarna strengthened the 250's clutch this year, using a deeper clutch basket to house two additional plates,

one aluminum and one fiber disc. In the field the Husqvarna had all the clutch any of our riders ever needed.

When it's time to ride, if you're short of inseam you'll run up against one of the Husky's primary characteristics—this is one *tall* machine, 39.2 inches at the seat by our reckoning, making it a good two or three inches taller than the average Japanese motocross bike. Something to think about if you're much under five-ten, or when you reach to dab on the down-slope side of a hill.

The Swedes narrowed both the tank and seat on the 250, making it easier for a rider to move forward and

(Continued on page 42)

Vital Statistics

Make and model Husqvarna 250 CR
Price \$2795

Engine

Type Two-stroke, reed-valve-inducted single-cylinder, liquid-cooled
Bore and stroke 69.5 x 64.5mm (2.74 x 2.54 in.)
Displacement 245cc (15.0 cu. in.)
Transmission Six-speed, constant-mesh, wet-clutch

Chassis

Type Single-downtube, full-cradle frame; oval-section chrome-moly swing arm
Suspension, front Leading-axle, air-adjustable fork with 40mm tubes and 11.8 in. (300mm) of travel
rear (2) gas-charged, piggyback-reservoir shock absorbers, adjustable for spring preload, producing 13.5 in. (345mm) of rear-wheel travel
Brake, front Cable-actuated, double-leading-shoe drum
rear Rod-actuated, single-leading-shoe drum
Tire, front 3.00 x 21 Trelleborg Deep Grip 544 Motocross
rear 4.25 x 18 Pirelli Sandcross MT 32
Fuel capacity 2.9 gals. (11.0 l)
Weight (w/one gal. gas) 232.0 lbs. (105.2 kg)

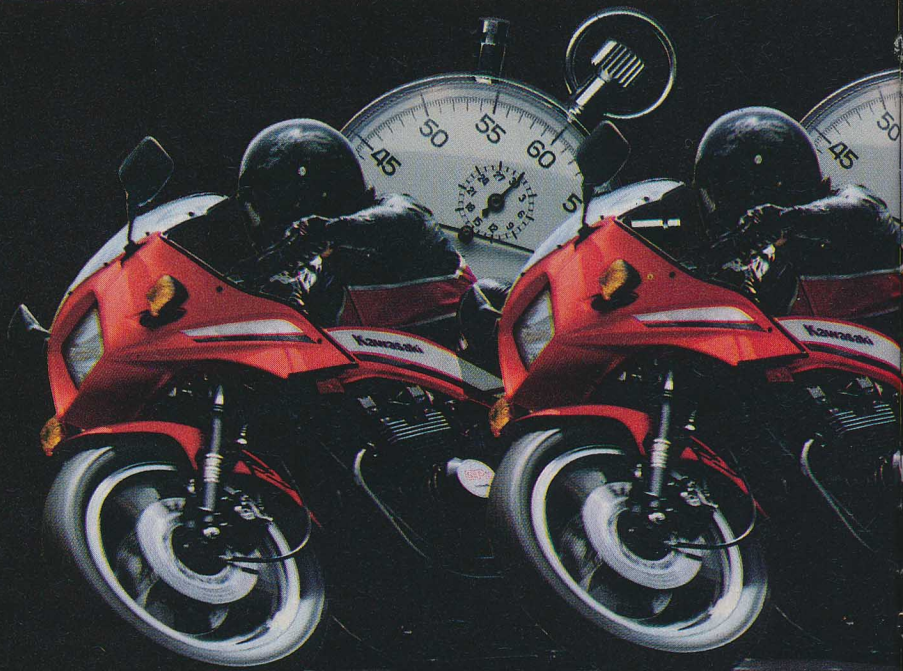
HUSQVARNA 250 CR*Continued from page 36*

backward. Despite its weight and low center of gravity, riding the Husky in the turns was a breeze. (At 232 pounds with one gallon of gas the CR is a dozen pounds heavier than the lightest Asian MXer.) Steering response was good, much like the best Japanese machinery, yielding good high-speed stability through whoops and sand, and we were never afraid to come into a turn hot. While the bike itself tracks well in smooth, flat-track-type turns, the front tire insisted on breaking loose; better front rubber is in order. Steering angle is a degree steeper this year at 28.5 degrees, and the handlebar clamps, rather than set back, are mounted straight over the upper triple clamp allowing a rider to shift even more of his weight up front. The fork works well in sand and soft terrain, but we noticed some fork flex in the hard-packed bumps leading into a turn. While yielding 11.8 inches of travel, the fork uses 40mm tubes compared with the competition's stout

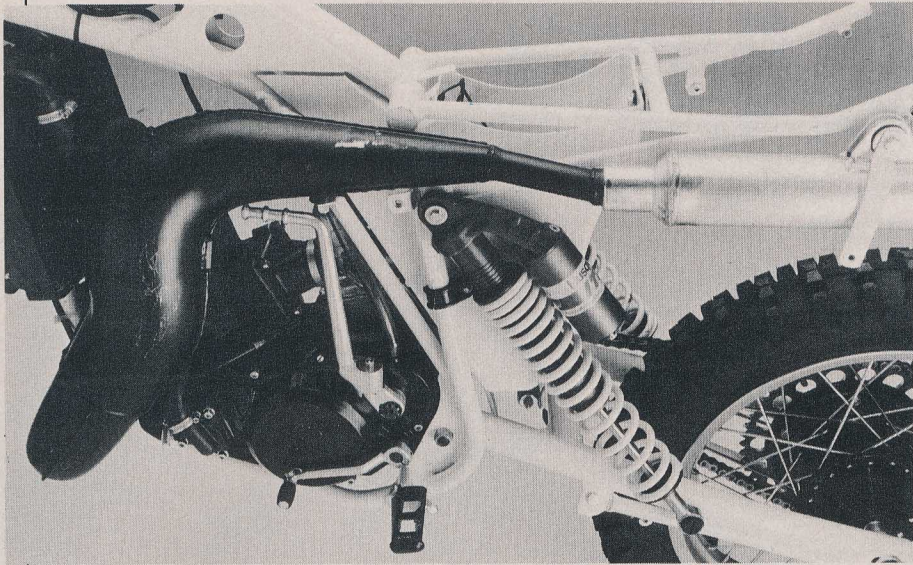
43mm pieces. It's easy to see where the flex originates.

The two-fifty's water-cooled cylinder may have tricked you into thinking Husqvarna has forsaken all the old technology and gone trendy. Perish the thought—just look at the CR's rear end, still graced with twin Ohlins

shocks. If you've been following Husqvarna's suspension developments, you've no doubt heard of their ITC (Immediate Track Control) system which, through the use of these twin Ohlins shocks, works just as well as many single-shock setups. In addition to the usual speed-sensitive damping,

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You are what you ride...and known by the company you keep. So make it the best. Kawasaki. GPz750. The street-legal version of the Superbike that just captured Kawasaki's third consecutive Superbike Championship. GPz1100. Tied (co-winner) with Kawasaki's 750 Turbo in Cycle Guide's "fastest production motorcycle" showdown. This is the high in high-performance. GPz550. King of American amateur road racing. This is a hard bike to



the shocks contain a position-sensitive damping system which comes into play toward the end of the shock stroke. By incorporating this secondary system, the Ohlins produce progressive damping.

This holds as true in practice as it

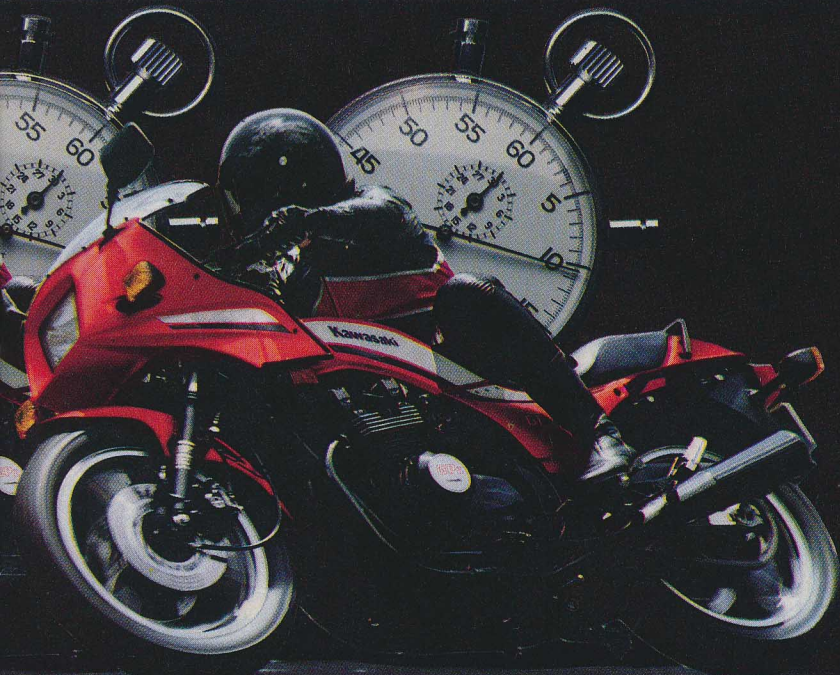
does in theory. Riding the 250 over rough terrain provides a plush ride, yet in very rough sections or drop-aways, the shocks stiffen near bottoming, providing an impressive 13.5 inches of rear-wheel travel.

Husqvarna's controls work well,

but, like the seat, they may be a far reach if you're short. Even our tall riders with large hands and long fingers found themselves slipping a nylon cable tie between the levers and their brackets in order to shorten the reach a bit.

The Husqvarna lives in a land between the Japanese battle-iron and a weekender's playbike. A rider without a campaign-hardened personality and battle-tested reactions may find the CR a perfect complement for his riding style. A rider who lives on the edge of competition, though, may be more fully able to produce better lap times from the latest stuff from the Japanese arsenals.

Here's a test: look in your closet. Is it full of current fashion? And when disco was in, did you look like John Travolta's twin? If so, the Husky is probably not your machine. But if your lines in fashion follow classic, timeless, proven designs, as tasteful (and functional) now as they have been in the past, then set yourself in front of a mirror and try a 250 CR on for size. It might just fit perfectly. ■



O A FAST REPUTATION.

pass up...and even harder to pass. GPz305. Cycle World selected this agile, belt-driven six-speed as one of this year's Top Ten bikes. If you want to be seen in fast company, see your Kawasaki dealer. He can soon have your adrenalin pumping to the rhythm of a record-holding, superbike-bred GPz. From the legendary 1100 to the cat-quick **Kawasaki** 305, every GPz is pure Kawasaki. And every one is a winner. Let the good times roll.