

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

WPS
34355

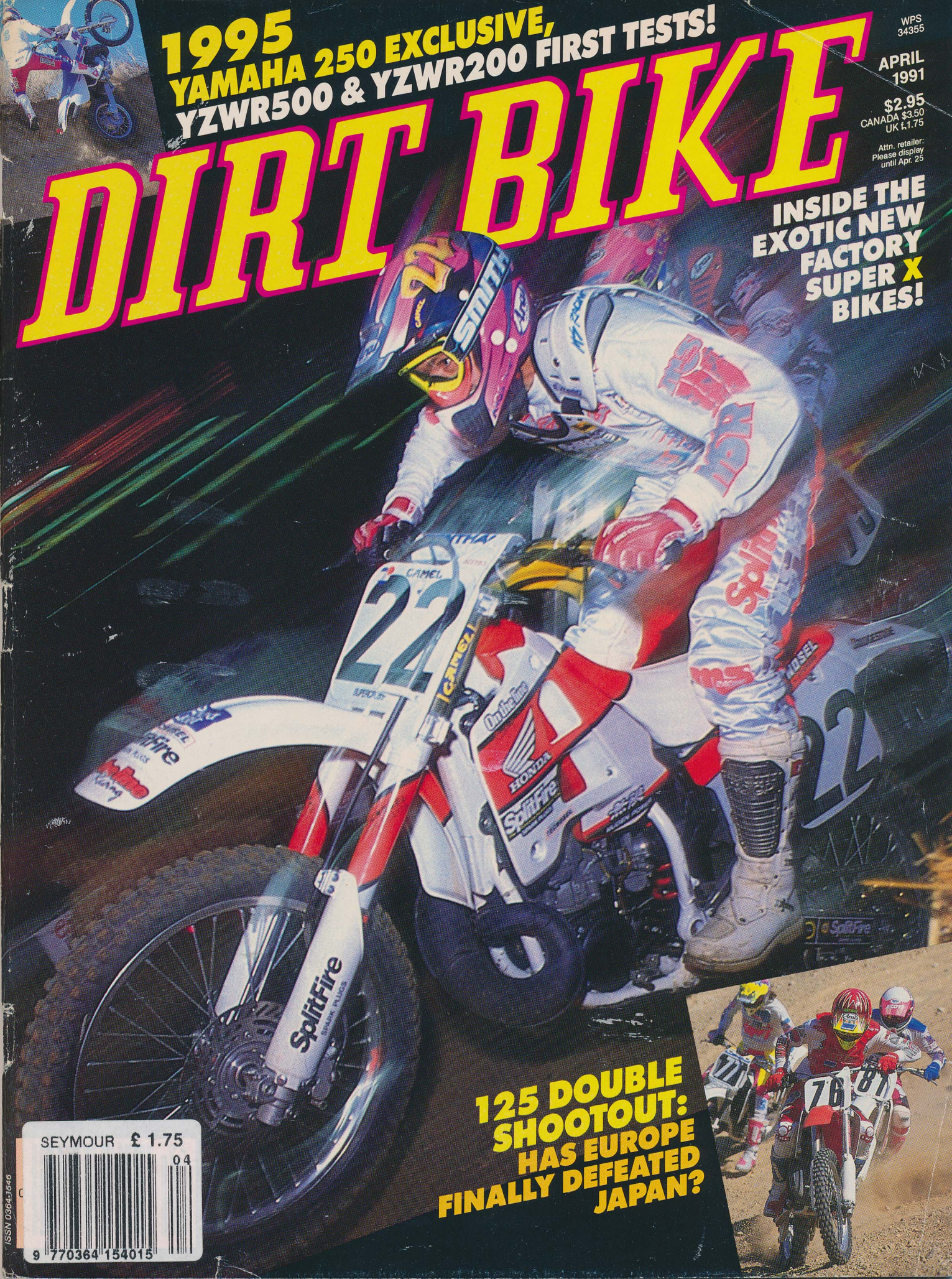
APRIL
1991

\$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

04



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.

HONDA STRAFES 3 STADIUMS

Sorties over Orlando, Houston & Anaheim

By the DIRT BIKE Staff



An aerial war of another kind is taking place on the home front—a supercross war. Only in this moto war, the whole world wants to strip Stanton of his kingdom and send him packing. Even his own teammate, Jean-Michel Bayle (pronounced Jzon Meshell Bail), wants the title so bad he can taste it. Bayle, being a Honda teamster, may not be at liberty to push Stanton off of the track, but he very much plans to outgun his nemesis.

Kawasaki, Suzuki, Yamaha and even KTM don't plan on using kid gloves, though. The factory pilots from the other teams had been training hard and leaping everything in sight in preparation for blowing Stanton out of the sky. Jeff Ward, Jeff Matiasevich, Mike Kiedrowski, Guy Cooper, Mike LaRocco, Larry Ward, Denny Stephenson, Damon Bradshaw, Doug Dubach and KTM's new hero Mike Fisher were all out for blood.

The 125 wars would be hot, too, with Team Peak/Pro Circuit/Honda's Jeromy Buehl (East), Brian Swink (E), Jeromy McGrath (West) and Steve Lamson (W) looking to steal the thunder of Team Suzuki's Tallon Vohland (E) and Buddy Antunez (W), Kawasaki's Ryan Hughes (E) and Tyson Vohland (W) and Team DGY's Doug Henry (E), Eric McClear (E), Jimmy Button (W) and Joel Albrecht (W). With Stephenson and Ty Davis booted up to the 250s, the East and West 125 championships would be within reach of these few, proud young men.

THE OPENING SALVO

The Citrus Bowl in Orlando, Florida, was the first aerial confrontation in the 18-race war. Stanton vowed to start the fighting with heretofore unseen aggression, and he did just that. He screamed around the track in practice, leaving the others to stand back and watch his lines. Stanton won his heat

over Jeff Ward, Kiedrowski, Bradshaw, Dubach and Fisher, but Matiasevich won his heat with a 2.5-second faster time. If Chicken could win the main after posting the fastest heat time, he'd win an extra \$1000 from Coors Light.

Alas, it was not to be. Kiedrowski holed up the main, only to tangle with Larry Ward and crash. Stanton started midpack and aggressively knifed through the pack for an easy win. Bayle also started midpack, but he rode conservatively and smoothly eased into second late in the race. "After I get some points, I can ride more aggressively, but tonight it was best just to be on the podium," said Bayle at the trophy presentation. Bradshaw, who started out red-hot in 1990 only to crash himself out, also rode for points rather than hang it out in Orlando. He got third.

Homeboy Ron Tichenor, eager to prove that Suzuki made a mistake when he was dropped from the team, made good with a fourth overall. Kiedrowski charged back from his first-turn fall to get fifth. Matiasevich, riding in pain with back problems, couldn't back up his heat win in the main. Wardy, running second, crashed heavily over a tabletop and cruised to ninth, just behind Chicken. Rick Johnson lost his chain on the last lap. Mike Fisher just missed finishing in the top ten, but KTM was jazzed.

The best battle of the night, though, was the 125 main. Brain Swink, coming back from breaking the same leg twice in one year, controlled most of the race. Jeromy Buehl and Tallon Vohland duelled over second for most of the main, whipping the 32,000-strong crowd into a frenzy. Buehl crashed back, then Ryan Hughes picked up the battle. Late in the race, Hughes broke away from Vohland and closed on Swink. "Rhino" Ryan had the hottest line through

Brian Swink (42) snatched victory from the jaws of Ryan Hughes at Orlando but dropped to fourth at Houston. Jeromy McGrath (125) leads the West with a second and a first.

Give me back my bullets: The young guns and old codgers got caught snoozing at the first three races of the season. Team Honda's gunmen have been hitting the bullseye so far, with Jeff Stanton (1) winning two mains. ▶

the whoops, and he passed Swink for the lead with two laps to go. Hughes ran into lappers, though, and Swink closed the gap. Several lappers slowed the leaders in the last turn, then Swink won the drag race to the checkers, handing the newly formed Peak/Pro Circuit/Honda team the win in its first race!

GOING FOR THE SOFT UNDERBELLY

The war front moved to Houston, Texas, for round two, and this was an East-vs.-West battle in the 125s. Easterner Mike Brown, the privateer from Tennessee, smoked Westerners Jeromy McGrath, Steve Lamson and Chris Young in the first heat. Tyson Vohland and Buddy Antunez crashed back. Heat two was also an all-East show, with Tallon Vohland, Buehl and Hughes scrapping the whole moto. Buehl won over Vohland and Hughes, while Swink finished ninth for the last transfer spot directly to the main. Buddy Antunez fought back for the West in the main, leading three laps, but he blew off of the track, eventually finishing 12th. Tallon grabbed the lead and held off brother Tyson for the next ten laps. McGrath and Swink charged through the pack in tandem and caught Tyson. McGrath squeaked by, but Tyson held off Swink while his bro took the win and the Eastern points lead.

Stanton looked strong in practice, until



Coors LIGHT

CHALLENGE

THE BEST OF SUPERCROSS



**DIRT BIKE
MOTOCROSS**
ACTION MAGAZINE

GAMEL SUPERCROSS

SERIES

24-hour HOTLINE
1-900-HOT•4•SUPERCROSS
\$2.00 1st minute
\$1.00 every minute thereafter

AMA-SANCTIONED SUPERCROSS SERIES EVENT!

ROUNDS 10 & 11
SILVERDOME

**APRIL 13 & 14
PONTIAC,
MICHIGAN**

FOR TICKET INFO:
(313) 456-6600
CHARGE BY PHONE:
(313) 645-6666

PRODUCED BY SRO/PACE PROMOTIONS

ROUND 12
MEMORIAL STADIUM

**APRIL 20
CHARLOTTE,
NORTH CAROLINA**

FOR TICKET INFO:
(813) 821-9911
PRODUCED BY SUPERSPORTS

ROUND 13
TEXAS STADIUM

**APRIL 27
DALLAS,
TEXAS**

FOR TICKET INFO:
(214) 878-2000 or
(214) 787-1500
PRODUCED BY SRO/PACE PROMOTIONS

UPCOMING EVENT SCHEDULE

February 23—Atlanta, Georgia

March 16—Phoenix, Arizona
April 6—St. Petersburg, Florida
April 13-14—Pontiac, Michigan
April 20—Charlotte, North Carolina
April 27—Dallas, Texas

May 4—Las Vegas, Nevada
May 18—E. Rutherford, New Jersey
June 8—Oklahoma City, Oklahoma
June 15—San Jose, California
June 22—Los Angeles, California

For Amateur Supercross Information Call (813) 822-8929



KTM scored a coup when they snagged Mike Fisher (14) from Kawasaki. Whether or not Yamaha scored a coup with Bradshaw's new mechanic remains to be seen.

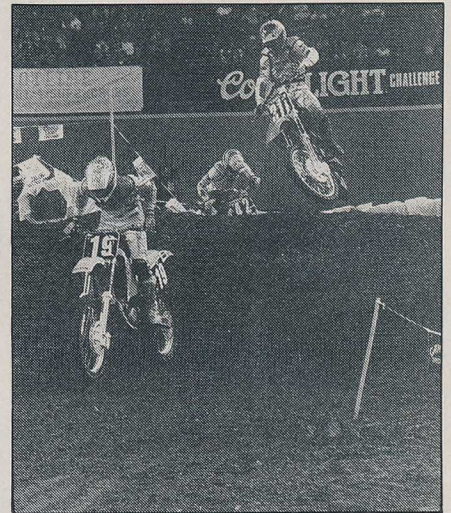


Mike LaRocco (6) got off to a good start with a sixth at Orlando and a fourth in Houston, but he didn't make the main in California. Jean-Michel Bayle wants the title more than Saddam Hussein wanted his bunker on January 16, 1991.

a rider ate it over the triples, and Stanton landed on his bike and did a huge endo. The gasps of bystanders caused a vacuum that threatened to collapse the domed stadium's roof. It was ugly, really ugly, but Stanton walked away from it. Would it detune him for the night? No—Jeff came out smoking in his heat, taking the win over Chicken, Rick Johnson, Keith Bowen and Kiedrowski. Cooper, just back from breaking a finger in Switzerland, ducked everything Bradshaw and Bayle could sling at him and won the other heat. Wardy cased it big-

time over the triples in that heat, tweaking both wrists and cutting his forehead. He sat out the main. Kiedrowski crashed while leading his semi but still transferred to the main.

Bayle, who had raced only for points in Houston, was never headed in the main. The guy is so fluid, like a Euro Ron Lechien, that he never even looked like he was working. Chicken tried to keep Bayle in sight but faded near the end. Stanton started back in the pack, crashed on the first lap, then could not get around Cooper for several laps, un-



Houston came down to a battle of brothers from different camps. Tallon Vohland (19) won for Suzuki and the East, while Tyson (31) got third for Kawasaki and the West.



"Flying" Mike Brown shocked the Houston crowd with a heat win over McGrath, Lamson, Jimmy Gaddis, Buddy Antunez, Tyson Vohland and Joel Albrecht.

til Airtime sailed off the track. Stanton battled with Johnson a while, then Jeff got by and R.J. faded. Meanwhile, Bradshaw was having a heck of a time with—of all people—Fisher! Bradshaw finally broke away, but by then Bayle and Chicken were long gone. LaRocco, Larry Ward and Kiedrowski finished behind Bradshaw, with Stanton seventh ahead of Dubach and Fisher.

Bayle left Houston with the points lead over Bradshaw, while first-round winner Stanton dropped to third. The Frenchman had sneaked past Chicken last year at Anaheim, so Matiasevich would have a score to settle there, and Bradshaw would be sure to let it all hang out to back up his 1990 win in California.

WAY OUT WEST

Bradshaw's mechanic, Brian Lunnis, had been coaching Damon to ride conservatively, but Damon announced that it was time for a win. Matiasevich also vowed to win, and Wardy was hungry for some points. Bayle looked scorchingly fast in practice.



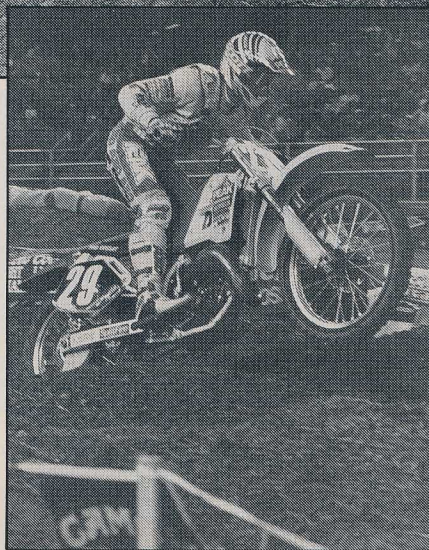
Air wars: Just two races into the 1991 supercross conflict, the competition was already reeling from a Team Honda blitz. A half-lap into Anaheim's main event, Stanton had already broken from the pack and disappeared.



Only "Chicken" Matiasevich could run with Baile in the Houston Astrodome. Chicken seemed henpecked in Orlando but sits in third after three rounds.

LaRocco, who's been nursing both wrists, was also due for a win. Then there were Ron Lechien and Micky Dymond, who both were trying to make a comeback to supercross.

Stanton came out smoking in the first heat, and won easily over Larry Ward,



Steve Lamson had his share of trouble in Houston, where he took seventh, but he came back with a strong second at Anaheim. He's third in West Coast points.



The man who would three-peat: Last year it took Jeff Stanton six rounds to win two mains; this year he won two out of the first three. The two-time Supercross champ is more serious than President Bush on making 1991 a victorious year.

Kiedrowski and Bradshaw. Cooper, Rick Johnson, Stephenson, Bowen and Tichenor would later qualify for the main from the first semi. Chicken bested teammate Wardy for the second-moto win, but his time was a half-second off Stanton's. Matiasevich would have to dig deeper for the main, as would Baile, who finished third, ahead of Dubach. Fisher topped Eric Kehoe (who's heading for Europe this year) in the second semi. Neither Dymond, who's racing Yamaha in the 250 GPs this year, nor Lechien

qualified for the main.

Kehoe holeshot the main, but Stanton squirted by and hid from the pack. Wardy and Matiasevich battled over second, while Damon worked up to third briefly, then slid backwards. Kiedrowski worked his way into fourth and latched onto Chicken's rear fender. Late in the main, Baile dropped Bradshaw to sixth. Stanton took his second main event of the season handily and collected \$10,000 plus \$3000 from Coors Light for having the fastest heat time and then

SUPERCROSS

winning the main. He took back the points lead and served notice that he would be a force to be reckoned with for the whole season, rather than kicking back and coming on strong late in the year.

In the 125s, McGrath topped Phil Lawrence and Steve Lamson in the first heat, but Michael Craig turned in a faster time on his way to the second-moto win over Tyson Vohland. The main was a Kawasaki and Honda affair, with McGrath and Lamson knifing through Craig, Vohland and Lawrence on the way to first and second. The newly formed Peak team is red-hot and looks to be the team to beat in both East and West 125 Supercross.

SHOOTING FOR AIR SUPREMACY

With the battle just underway, Honda is dug in deep and plans to keep the 250 and 125 West Coast championships, plus capture the 125 East title. Kawasaki is in the best position to keep that from happening, if Wardy can keep healthy and Chicken can stay consistent. Suzuki is off to a slow start, due mostly to injuries hampering Cooper and LaRocco. Yamaha is keeping Bradshaw in check for the moment, trying to keep him healthy and in the points race. Will it pay off with the 250 Championship? Maybe. Stanton won the title that way last year, but this is a new year and a new war. Yamaha needs to unleash Damon now, before the two Honda missiles have complete control of the sky. □

RESULTS: ROUND 1: Orlando, FL

250		125 EAST	
1. Jeff Stanton Hon	1. Brian Swink Hon		
2. J.-M. Bayle Yam	2. Ryan Hughes Kaw		
3. D. Bradshaw Hon	3. Tallon Vohland Suz		
4. Ron Tichenor Suz	4. Doug Henry Yam		
5. Mike Kiedrowski Kaw	5. Jeremy Buehl Hon		
6. Mike LaRocco Suz	6. Barry Carsten Suz		
7. Larry Ward Suz	7. Eric McClear Yam		
8. Jeff Matiasevich Kaw	8. Mike Brown Hon		
9. Jeff Ward Kaw	9. Anthony Paggio Kaw		
10. Doug Dubach Yam	10. Steven Herman Yam		

ROUND 2: Houston, TX

250		125 EAST/WEST	
1. J.-M. Bayle Hon	1. Tallon Vohland (E) Suz		
2. Jeff Matiasevich Kaw	2. J. McGrath (W) Hon		
3. D. Bradshaw Yam	3. Tyson Vohland (W) Kaw		
4. Mike LaRocco Suz	4. Brian Swink (E) Hon		
5. Larry Ward Suz	5. Ryan Hughes (E) Kaw		
6. Mike Kiedrowski Kaw	6. J. Buehl (E) Hon		
7. Jeff Stanton Hon	7. S. Lamson (W) Hon		
8. Doug Dubach Yam	8. J. Gaddis (W) Suz		
9. Mike Fisher KTM	9. Doug Henry (E) Yam		
10. Rick Johnson Hon	10. Mike Brown (E) Hon		

ROUND 3 Anaheim, CA

250		125 WEST	
1. Jeff Stanton Hon	1. Jeremy McGrath Hon		
2. Jeff Ward Kaw	2. Steve Lamson Hon		
3. Jeff Matiasevich Kaw	3. Michael Craig Kaw		
4. Mike Kiedrowski Kaw	4. Tyson Vohland Kaw		
5. Jean-M. Bayle Hon	5. Phil Lawrence Kaw		
6. D. Bradshaw Yam	6. Kyle Lewis Kaw		
7. Doug Dubach Yam	7. Jimmy Gaddis Suz		
8. Guy Cooper Suz	8. Lance Small Suz		
9. Ron Tichenor Suz	9. Dana Wiggins Yam		
10. Rick Johnson Hon	10. Ray Crunb Kaw		

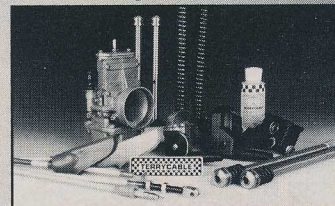
POINT STANDINGS

250 (3 Rounds)		125 E (2 Rounds)		125 W (2 Rounds)	
1. J. Stanton 64	1. Ta. Vohland 45	1. J. McGrath 47			
2. J.-M. Bayle 63	2. B. Swink 43	2. Ty. Vohland 38			
3. Matiasevich 55	3. R. Hughes 38	3. S. Lamson 36			
4. D. Bradshaw 45	4. J. Buehl 31	4. J. Gaddis 27			
5. Kiedrowski 49	5. D. Henry 30	5. M. Craig 20			

GET A GRIP ON CONTROL

WITH TERRYCABLE QUALITY PRODUCTS

PRO CABLES are the world famous performance cables from Terrycable that are teflon lined for easy pull and are available in FACTORY COLORS to match your dirt bike or ATV. PRO CABLES are available for stock replacement along with special throttle cable applications for ATV twist throttles and big carburetor conversions.



PRO CABLES are \$12.50 each. Whirlpull and Magura twist throttle kits from \$11.00 to \$24.95. Also Mikuni carburetor kits, Magura hydraulic brake reservoirs, and Terry Front Fork Kits for improved damping and increased travel. CALL NOW TO ORDER or see your local dealer. Send \$2 for the latest Terrycable Catalog.



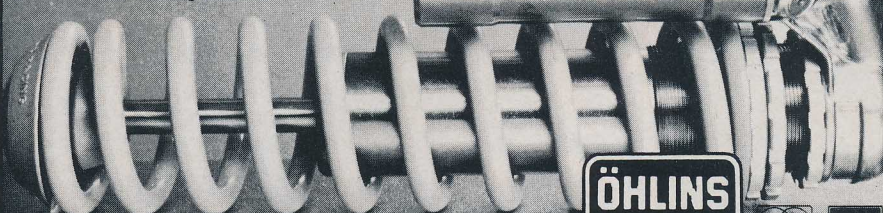
Terrycable

17376 Eucalyptus Street
Hesperia, CA 92345
TOLL FREE (800) 854-4691
in CA (619) 244-9351

NOLEEN RACING

SUSPENSION EXPERTS AND MUCH, MUCH, MORE!

Need help? Call us for: Fork Re-valve-\$85.00, Shock Re-valve-\$95.00, Oil change & service: Shocks-\$65.00, Forks-\$65.00. Also, we have Pipes, Porting, "01" fork oil, Rental sprockets, 360 Big Bore Kit, and lots more! Send \$3.00 for our new catalog & stickers.



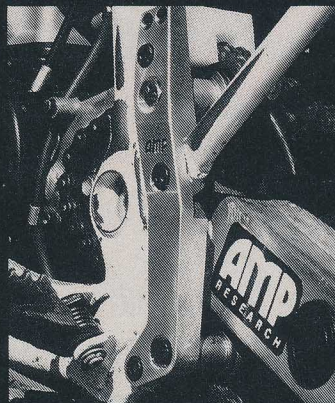
Authorized Official Yamaha Suspension Service Center
Exclusive Importer of Ohlins Products

241 E. Philadelphia #1 Ontario, CA 91768-7742 (714) 947-5773



FAX (714) 947-5533

BE FAST FASTER



The AMP LINK - The hottest new product on the race circuit. Tested by Team Honda, Cycle World Magazine, Dirt Bike and Motocross Action. Easy 10 min. bolt-on device with no other modifications. Available for Honda CR 125, 250, 500; Kawasaki KX 125, 250, 500 and KDX 200.

New 7075 AMP Link
\$129.95

Works Spring Kit
with Preload Adjuster
\$69.95

for all USD & 43mm forks.

"It's much easier to ride
so you can go faster."
-Dirt Bike



or COD

1855 Laguna Canyon Rd. • Laguna Beach, CA 92651 • Tel: 714/497-7525 • Fax: 714/497-0284