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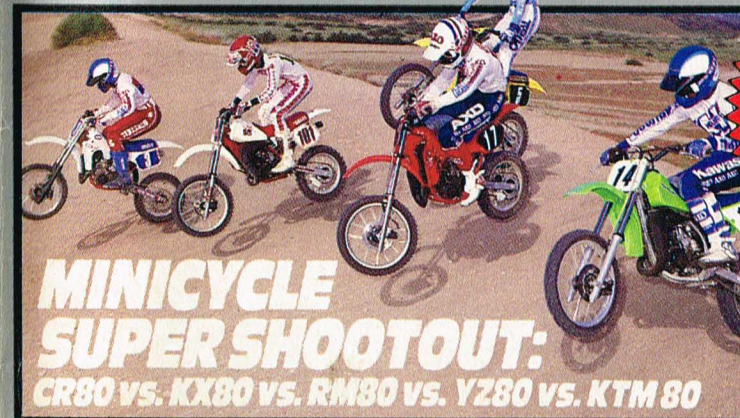
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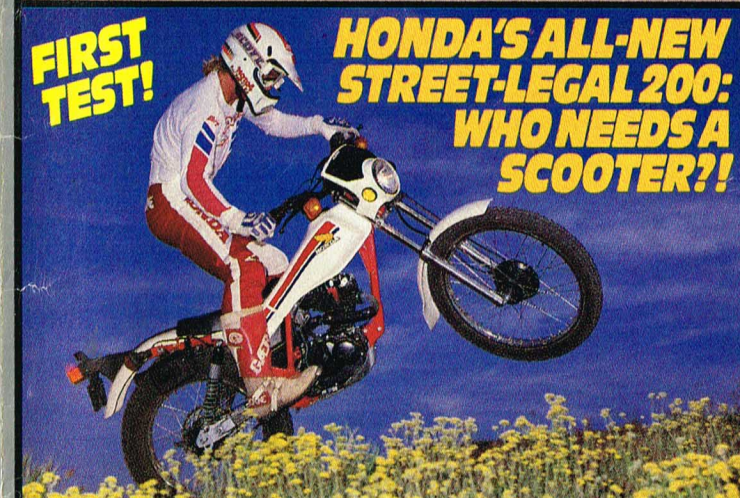
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AUGUST 1986



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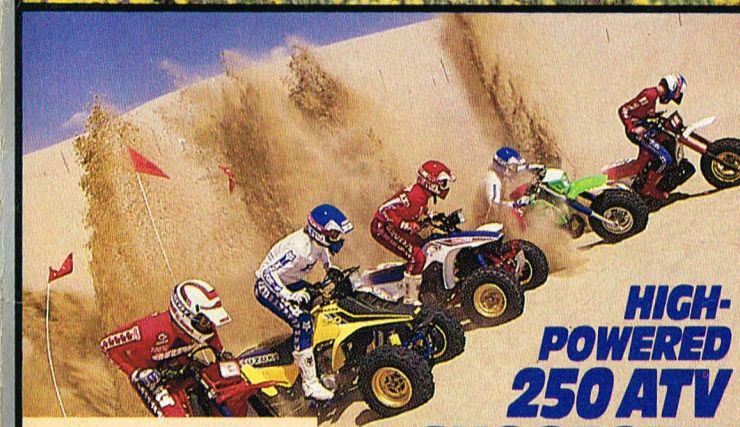
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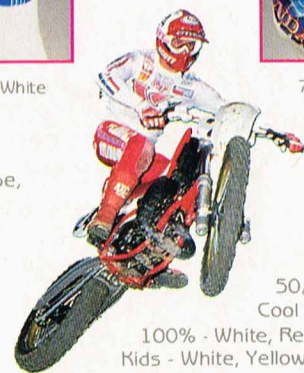
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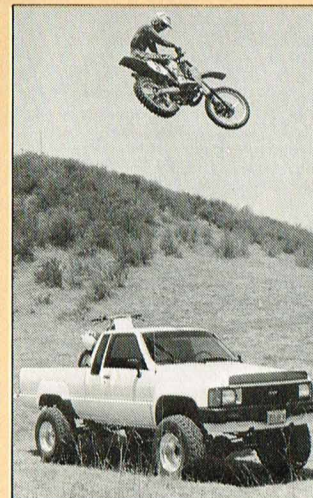
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## DIRT BIKE

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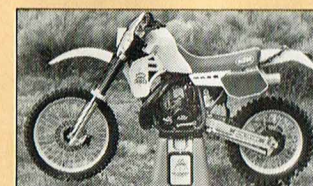
NATIONAL ENDURO



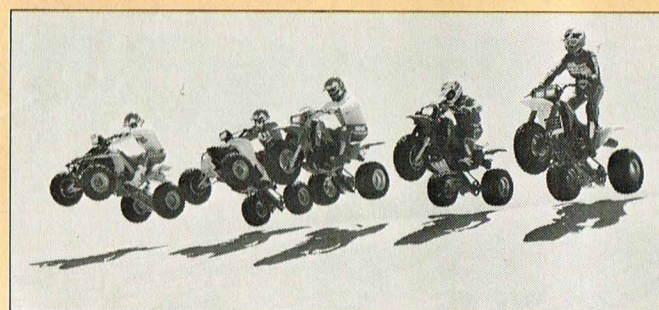
YAMAHA HOP-UP



HUSKY'S LIQUID-COOLED 4-STROKE PREVIEW



KTM 350MXC TEST



HI-PERFORMANCE ATV SHOOTOUT



80cc MINICYCLE SHOOTOUT

**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.

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Number 756 in a regular series of gonzo photos

**ON THE COVER:**—Steve Schmitz and Micky Dymond aviate for our first "Rad Gallery" feature; down below, the *Dirt Bike* Brat Packers launch a quintet of mini motocrossers. Tip Webb volunteered to spray wash the '86 Yamaha IT200, and the Athens Motorcycle Club volunteered to spray wash a few hundred riders at their annual National enduro. Our five-machine ATV shootout and Honda Reflex action wrap up things. Photos by Fran Kuhn; cover design by DeWest; and Valley Film did the color separations.

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In the last four years, only one compact truck has proven itself tough enough to win five major off-road championships.

The Ford Ranger.

No other compact truck can equal this record.

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And in 1985, Manny Esquerra's rugged Ford Ranger once again won the SCORE/HDRA Class 7 Championship. Giving both Manny and the Ford Ranger their fifth championship in just four years.

The engine that powers Manny Esquerra's Ford Ranger

to so many victories is a race-prepared version of the same tough Ford V6 that comes standard in the 1986 Ford Ranger STX.

Except that the V6 engine in your 1986 Ranger STX will be slightly larger (2.9 liters versus 2.8); and your Ranger STX

will come with Electronic Fuel Injection.

Both the larger displacement engine and the Electronic Fuel Injection system are improvements for 1986.

Like Manny, you also have the option of two-wheel drive or four-wheel drive.

But if you want the only compact truck to have won five off-road Championships in the last four years, then you only have one choice:

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# The Ford Ranger that won five off-road championships.

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## Athens Lip Twister

By Tom Webb

I could barely focus on the hand-scrawled mileage sign posted on the tree. It seemed to read 152.4 miles, but I wasn't quite sure. A constant river of sweat was running directly through the goggle foam and splattering the inside of the lens. The billows of choking dust along the course filtered into the goggles and mixed with the human salt-water. It was as though I were looking through a fish bowl filled with chili.

There were only 11 miles left in the Southern Ohio National Enduro, but I felt as though I had taken a trip to the moon . . . and back. It had been a killer enduro—one I'd remember for some time. Most of it had been a nightmare.

The day before the enduro, I had gotten several warnings from the AA riders.

Kevin Hines: "Remember, Tom, still water runs deep. Work the edges of all the streams. If you're not careful, you might drown."

Johnny Martin: "If it rains, you're dead. You picked the worst enduro in the United States to come to."

Terry Cunningham: "The weather report says there's a 40-percent chance of rain. You better pack sea rations and a medical kit in your fanny pack. We're gonna have some fun."

Mr. Brown: "Chances are, Webb, you'll get lucky and break your motorcycle. . . early in the race. If not, maybe your body. . . early in the race. If not, my condolences. . ."

In my sleep that night, ghostly newspaper headlines tormented my dreams. . . *Body of long-haired California editor found. . . or at least part of it!* Athens Motorcycle Club blames aliens!"

At 9:37 a.m., Johnny Martin and I left the line. People laughed when they saw us paired together—a five-foot four-inch Can-Am pilot and a six-foot three-inch KTM rider. Johnny said I looked like Paul Bunyon trying to ride a hamster. I tried to smack him, but he hid under some guy's helmet.

Over the course of the next six hours or so, the midget and the giant attacked the Athens' hillside. Actually, I attacked the first 35 miles, which was mostly road and occasional trail sections. At the first gas, Johnny mentioned that it might be a good idea to remove the valuable time-keeping computer and store it with the pit crew. . . I wouldn't be needing it.

At this point my memory fogs a bit, but here's a semi-coherent recollection of the run: Johnny and I entered the first special test. I followed, thinking how weird it looked to see a motorcycle ripping through the woods, the rider barely visible behind the crossbar, like a giant flagpole with a stamp-

sized banner blowing in the wind. Up ahead I saw danger markers and a tree that had fallen across the trail. Johnny drove right under the limb, never bothering to duck or even slow down. I didn't even give it a second thought, ducking slightly as I approached the fallen tree.

I woke up lying face first on the trail, my bike nowhere in sight. My full-face helmet had dug a six-inch furrow in the trail and had filled with slime. It took several minutes to find the KTM, which was idling nicely on its side, a good 50 yards from the impact zone.

The route then dropped us into a river. A brown, murky, rock-infested creek that had teeth. I personally witnessed two riders zig-zagging across the water, only to disappear. They surfaced bikeless and then groped in the sewage for their machines as though they'd lost their car keys in a vat of yogurt.

At one point, I was working second and third gear on the edges of the devil creek, when I heard the whine of a motorcycle approaching. It wasn't a regular bike noise. It was more like a jet sucking a cow into its turbines. I knew it was TC (Terry Cunningham) and his Automatic Husky. In one easy move I shifted over to the right side of the river, giving TC plenty of room. He's known for using Eastern saplings as toothpicks and gargling with the brown sludge in which we were riding. I never saw the fallen tree that lay submerged in the gravy at a ten-o'clock angle.

A panicked stab at the clutch got the front wheel over nicely. The driving rear meat slammed into the limb, and the bike shot sideways, following the tree across the river. I maintained control, even when the KTM high-sided and my body was flying through the air, executing a perfect swan dive.

Thankfully, the water was deep. I surfaced up the creek, uninjured and right in TC's line. Like a bullfighter, I dodged the Husky pilot, diving headfirst to my right. TC missed me, but my human flying-dart routine had me landing facefirst on a cabinet-sized, arrow-shaped rock.

By the time I got to the reset, the blood from the nasty gash had coagulated, and the bleeding stopped. Johnny Martin looked like he'd sent his riding gear out and had it dry-cleaned—there was hardly a dirty spot on him. I looked like I'd been dragged from Cleveland to Columbus, lips first and mouth wide open. Johnny and TC were talking about the course, and I overheard them complaining about the lengthy road section at the start. I hated them both.

Sometime during the second half of the enduro, the terrain changed. All of the normal tight woods, finger-breaking saplings, brown lava-flowing creeks complete with scraggly rocks. . . condensed. This is when the race got tough. The club had laid out



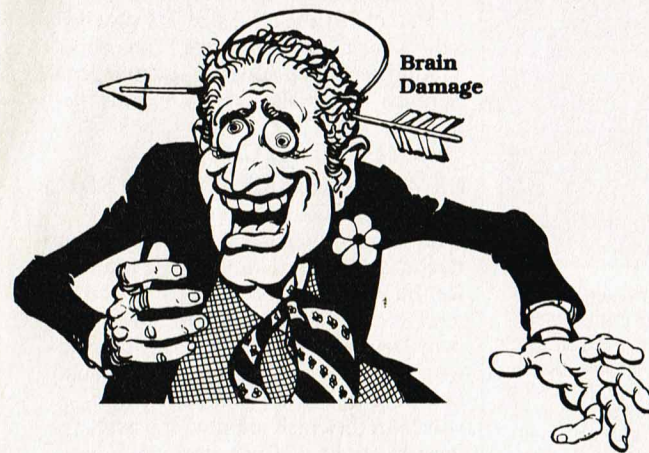
a loop in virgin terrain, using toenail clipper to cut it in. For hours I flogged onward, getting whipped, beaten and abused by the thick brush, hardened saplings, slippery roots and killer hills. I don't think I ever used third gear, and second gear only during the wide-open parts.

I kept going, praying for a miracle. The miracle I envisioned was crude and simplistic. The forks would fall off, the engine explode and all the spokes break—at the same time. A good mechanical failure would end the misery. But the KTM failed to oblige. Then I prayed for a small road section, all the way to the finish of the run. But the club failed to oblige.

I finished, and in the process lost 75 points. TC won, followed by Kevin Hines, dropping 27 and 28 points, respectively. I was quite positive they'd cheated, for they appeared rested and ready to jog back to California for a beer. They can't be human. My body hurt all the way down to the internal organs, and I kept saying to myself, "What if it had rained, and the trail had really gotten tough?" □

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▲ Larry Roeseler came out to the DIRT BIKE testing grounds and showed off the new lightweight manners of the water-cooled Husky four-stroke. The machine is razor thin, lighter, has much more power, and starts with no hassles. New fork damper assemblies are worlds better than the hack-and-smack 40mm units on the production '86s, and the shock has also been revalved for a much improved ride.

## WE RIDE HUSKY'S NEW WATER-COOLED FOUR-STROKE!

Before Larry Roeseler took his new water-cooled Husky four-stroke to second overall at the Virginia City Grand Prix, and runner-up position at the Michigan two-day qualifier, we had a chance to thrash the machine at our plush testing facility. Husky has completely updated the motor by using a lighter piston in a lightweight nikasil cylinder, an aluminum cam sprocket, a new cam, and lighter materials throughout. A redesigned pipe and carburetor make for extremely easy starting, and the TE (enduro version) we rode flat-out hauls buns!

The fact is, the water-cooled Husky will probably become a top seller, simply because it pumps out gobs of usable horsepower, is slimmer than past efforts and has been fit with all-new high-performance forks. With the redesigned telescopes, you can now relax your grip on the white beast, as it's plush on the small bumps, yet takes the spike hit without a flinch. The elimination of fork oil cavitation was a much-needed improvement—it will certainly help the Husky's handling. Combining the new motor with the needed chassis updates has resulted in a competitive four-stroke that handles like a top-of-the-line MXer. We'll be race-testing one at the Washington two-day qualifier, so stay tuned.

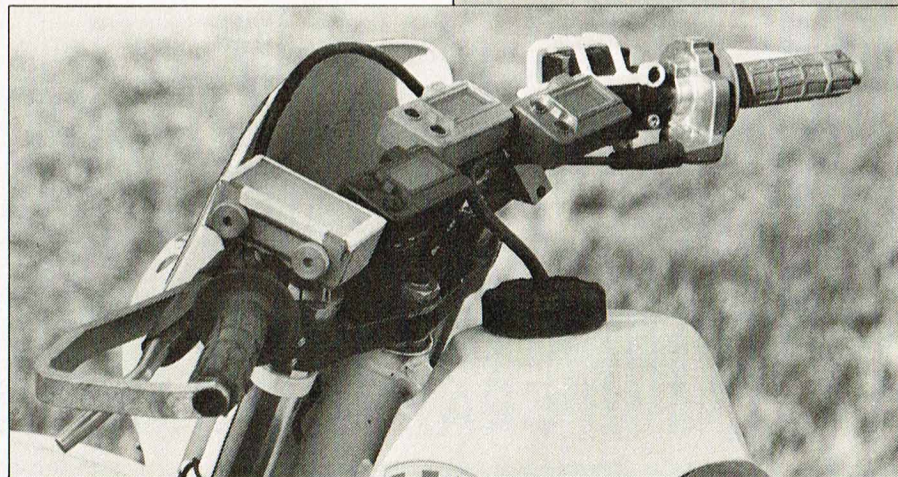
□ □ □



◀ Husky water-cooled the big 510 stroker, and seriously modified the four-stroke jug. It's using a lighter piston and lots of aluminum in place of steel, making for a harder-hitting powerband. The jetting has been cleaned up, and Roeseler actually started the 510TE wearing shower shoes!



◀ Husky has added an automatic cam-chain adjusting system along with the host of other mods. The tank holds a measly two gallons but will travel nearly 80 miles when full.



□ □ □



## KTM BRAKE MODS

Kevin Hines, KTM's National enduro warrior, showed us this little trick he performs on the brake pedal of his 350 KTM. He cuts out a piece of the pedal and rewelds it, taking about one-half to three-quarters of an inch off the total size. He says it helps prevent the rear brake from overheating because he doesn't ride the pedal as much, which also greatly extends the pad life.

□ □ □

## EX-WORLD CHAMP GRAHAM NOYCE INJURED AGAIN

British motocrosser Graham Noyce suffered a severe head injury while tuning up for the World Championships. Noyce, who received head injuries in a fall off a balcony last September, apparently tangled with another rider but remounted and appeared to be okay. The other rider involved in the crash required medical attention, so the race was stopped. It was on the starting line of the restart that Noyce collapsed and, according to sources, suffered a seizure and apparently swallowed his tongue. Doctors have advised Noyce not to continue racing until he has seen a specialist.

□ □ □

## A VERITABLE PLETHORA OF GADGETS

Here's a shot of Terry Cunningham's enduro dashboard. T.C. fits his winning Auto with a Countdown route chart holder, and a Performance Products clock, electronic odometer and computer. Terry also goes through 17 gallons of Visine during an enduro, just to keep his eyes from going whacko as a result of looking at all the instruments.



## FRENCH PHARMACIST, SURFER, AND GLOBAL TRAVELER

Meet Didier Veracini, a 25-year-old French pharmacist from Cannes, France. Didier is one man who knows how to take a vacation. The French globe-trotter started his two-year multi-continental trek in Montreal, Canada, entered the U.S. through Michigan, and crossed eight states before stopping at the Hi-Torque office here in California to give us a debriefing on his trip. From SoCal, Didier will travel south through Mexico, and across South America to Rio de Janeiro. In Rio he will hook up with a freighter to ferry his bike to Dakar, Africa. From Dakar, the French pathfinder will cross Africa, Portugal and Spain before returning to his homeland. Mr. Veracini figures it will take two years to complete the journey. His machine is an '84 Yamaha XT600 that gets 400 miles to a tank of gas. In the 15,000 miles it took to get to California, Didier changed one gas filter and two tires on his trusty XT. *Dirt Bike* personally wants to wish this man the best of luck on his incredible journey.

□ □ □



◀ Honda's '87 CR250 has basically the same mill as the '86 model. They've coaxed more juice out of the powerband with some minor porting changes and a redesigned pipe. You can now remove the clutch cover without unhooking the water pump, and there's a new frame, rear disc brake, Showa cartridge forks and a stronger, lighter swingarm with a works-like chain guide.



◀ Check out the stadium-style seat/tank combination on the CR500. The fuel is carried much lower on the chassis, and the seat flows all the way up on the tank. Honda fit a lighter, tapered swingarm on the 500, along with a piggyback Showa rear damper. The engine is said to be a long-rod model, pumping out far more low end and mid-range than the '86 500. A larger air-box completely surrounds the new aluminum damper, and it breathes through ventilated side panels.



◀ All of the '87 CR lineup will feature new seat logos, aluminum chain guides, rear disc brakes and cartridge-type Showa forks. The weights of the machines are nearly identical to the '86 CRs, but the weight bias is all new. With slinkier, low-hanging tanks, the bikes actually feel much lighter.

## 1987 HONDA SPY PHOTOS!

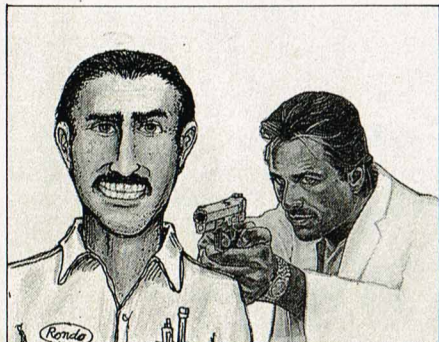
Here's the first look at Honda's potent '87 lineup of motocrossers. Our spy photographer shot these at a recent Honda test track, unbeknownst to the Red Brigade. He crawled under miles of barbed wire and snuck by troops of heavily

armed guards to shoot these photos. Our inside sources at Honda gave us a slight rundown on the changes and updates for 1987.

□ □ □

(continued on page 71)

# Mister Know-it-All



By Rondo Talbot

## CHILD IN CAR

Dear Mr. Know-It-All,

I own a 1976 Honda XR75—the fastest bike on the block. My friend Jimmy Arris just bought himself a new YZ Yamaha, and we made a bet during geography class regarding which one is faster. We'll have a drag race next month at The Flats, and all my friends will be there, so it's important that I beat him. I can't afford to lose, since I bet him my dad's Corvette that I could beat him. Anyway, here's my problem. I have an 82cc high-compression piston kit in the engine, and I have a high-performance cam that I got but never put in because my older brother Tommy says it takes more energy to turn the engine over with this kind of cam. He says the higher the lift of the cam, the more horsepower is wasted. Is he right, or should I go ahead and put it in?

Deckland Ricketts  
Englewood, NJ

Dear Mentally Deformed Mini Nerd,

Before I address this inane query, allow me to make an observation. Your XR75 was obviously handed down to you from your older brother, who seems to be suffering from an acute case of minicycle-induced mechanical dyslexia. Ah... now I feel better. Of course, it goes without saying. You are wrong in your assumption that you will lose power simply because your aftermarket camshaft has a greater lift than the stock item. Let me offer the following simplified analogy so that even you might better understand this elementary physical phenomenon: When a tennis ball is dropped from a height of three feet, it will impact the surface below it and then bounce back into the air. This is due to the "spring" effect of the compressed air within the carcass of the ball. If the same ball is then dropped from a height of six feet, it will impact and bounce to a proportionately higher height. It will take more energy to raise the ball to a height of six feet than three feet, but the ball will also bounce back with greater force. Likewise, when the

high-lift cam is installed, it will compress the valve springs to a greater extent. This takes more energy than the low-lift stock cam, but—after being stored momentarily in the valve spring—this extra energy will be fed right back to the cam when it passes its highest point. As a result, you won't suffer any additional power loss if the cam grind is indeed the correct one for your machine. Oh, yes... I certainly hope your father isn't emotionally attached to his Corvette.

## MIXOLOGY

Dear Mr. Know-It-All,

For years I've used 100-octane aviation fuel in all my two-strokes, along with Golden Spectro mixed at a ratio of 20-to-1. I've never had any problems with the bikes, but recently some friends told me that this type of fuel is harmful to my engine. Is it?

Ed Cole  
Wimauna, FL

Generally speaking, avgas is a poor choice for use at normal, ground-level altitudes, because it contains "light-ends"—additives that are used to accelerate the burn rate and to compensate for the combustion slowing that occurs at high altitudes. Tetrolead-ethyl is a common substance added to fuels to raise the lead level, and it's present in much higher quantities in avgas than in standard pump gasolines. Two practical drawbacks to using aviation gas are that its specific gravity is much lighter than pump gas, and as such, it won't hold oil in suspension as well (your premix will tend to separate more quickly). Secondly, the distillate rate isn't the same as for standard fuels, and this makes jetting the engine correctly a problem of major proportions: Plug readings will often show excessive richness when the engine is, in fact, running dangerously lean. Still, there are many hopelessly ignorant souls out there who ignore the facts and insist on running aircraft fuel, mentally equating the higher speed at which planes travel to increased performance from their motorcycles. Therefore, if you still insist on running avgas in your two-wheeler, please refrain from running it straight. Instead, mix 50-percent avgas with 45-percent leaded regular. Then add 5-percent toluene (an aromatic solvent that slows the fuel's burn rate). Intelligent individuals should avoid aviation fuel altogether and follow my personal fuel-mixing formula of 50-percent regular leaded and 50-percent premium unleaded. Adding leaded regular to the latter will raise the mixture's octane rating above the original rating of the unleaded premium. For example, a typical 50/50 mixture of 88-octane leaded regular and

91-octane unleaded premium will result in a mixture that's rated at 92 octane—sufficient for most high-performance engines that haven't had their standard compression ratios increased through hop-up modifications. You should have known.

## I'M A DOCTOR, NOT A METALLURGICAL ENGINEER!

Dear Sponge Brain,

Recently I came upon an article about building bicycle frames from titanium. What are the advantages and disadvantages of using this material in regard to motorcycle frames, swingarms, handlebars and the like?

Dr. William P. McCoy  
New Jobs, NV

Far be it from me to question your professional credentials, doctor, but it seems that any member of the intellectually elite should certainly know the pros and cons of using such a material. I have decided to honor your request for information strictly as a gesture of professional courtesy. Titanium is a metallic chemical element that is used primarily as a deoxidizing agent in the production of steel. Certain titanium alloys are commonly used in the production of aircraft and aerospace components because of their strong, lightweight characteristics. Solid or tubular titanium is both lighter and stiffer than either chrome-molybdenum steel or aluminum alloy, and it requires no special heat treatments or finishing procedures. Those are, in case you haven't guessed, the benefits. Disadvantages? They are many. Titanium alloys—especially the most commonly used 6-4 types—are notch-sensitive, meaning that scratches or "notches" on the surface of the material can quickly lead to cracking and complete failure of the component in question. Because the material is so hard, it is characteristically brittle, although the newer 3-2½ alloy has proven to be virtually unaffected by such "notching" and is much less prone to failure under such conditions. Manufacturing procedures are also difficult and expensive. Titanium welding systems must employ either inert gases, vacuum chambers or plasma welding—all very costly and labor-intensive. In order to produce titanium tubing, it must be drawn from common stock to the manufacturer's specifications, and the cost of the raw material is prohibitively expensive. Typically, a set of titanium handlebars, produced in enough numbers to ensure economy of scale, would still fall in the \$75 to \$100 dollar range—just about what a doctor charges for five minutes of office consultation.

(continued on page 70)

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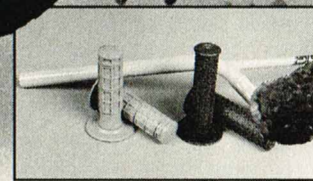
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## CRANSTON'S CORRUPTION

Dear *Dirt Bike*,

This election year is a chance for motorized recreationalists to have a real effect on our future. Some politicians have taken sides on a topic of concern to us, and we need to keep that in mind as we enter the voting booth. The California Wilderness Bill introduced by Alan Cranston is an example. As a trail biker, the Wilderness Bill is of considerable interest to me, because this designation absolutely prohibits motorcycles. We must hold our politicians responsible when they support indiscriminate wilderness additions without regard for the existing motorized users. Make public land an issue, and make sure you know your candidate's stand before you vote. If enough motorized recreationalists get involved, we can put the matter to rest permanently. The AMA-chartered Idaho Trail Machine Association has been defending riding areas in Idaho since 1964. For more info write to ITMA President, P.O. Box 1913, Boise, ID 83701. Riders in other states need to locate their trail-bike-oriented organization and support it.

Clark L. Collins  
Pocatello, ID

## CRANSTON'S CRAP

Dear *Dirt Bike*,

I just read Bill 52061 "Close The Desert." It makes me sick to my stomach. I have already talked to everyone I know, and I have about 60 people sending form letters to their Senators to oppose this outrage. However, this is not enough. Could you get word to the Phantom Duck and other interested organizations that passing out form letters at sign-ups across the land would save my sanity? I have ridden in the areas that are proposed to be closed since I was six years old.

Steve  
Granada Hills, CA

## CRANSTON'S CRUD, ROOS' RIP-OFF

Dear Wolfman,

I'm writing to say how much I enjoy your fine mag. The stories are great, and the bike tests informative. I do wish Rondo wasn't so sarcastic. I have a suggestion. You already know about Alan Cranston's Bill 52061. Do you also know about Assemblyman Mike Roos' A.B. 2710? If passed, it will close a number of off-road areas here in California. In each and every mag you should stress the importance of these two bills *not* passing. I want off-roading to continue for myself, my family and my friends. If we sit back and do nothing, I'm afraid this great sport of ours will simply vanish. Let's get together and keep these guys from doing further harm! I

have enclosed a letter I composed with the help of the AMA which you and your readers might want to use. A similar letter may be sent to Cranston.

Assemblyman Mike Roos  
State Capitol Building  
Sacramento, CA 95814  
Dear Sir,

I am writing this letter to voice my concern over your bill A.B. 2710. I strongly oppose this bill as it will close most of the off-road areas and destroy the existing funding structure that millions of dollars were spent on. This plan has only been in existence for six years. We must give it time to work. It must remain intact to provide an efficient, cost-effective means of providing ORV recreation on state and federally managed lands. This plan provides for balanced management, multiple-uses and protection of all resources. We must think of all the people concerned in this matter. Many families use these facilities for fun and relaxation. It is sad that a small group of people want to take this away from a large group of people simply because they don't understand or do not like what or how we use the land. These are supposed to be public lands for all to use as they like. It is not reasonable for some to dictate what others will or will not do for enjoyment. Why substitute the interests of a small group for the broad public-planning process which includes them as well as others? I want off-road areas in California to remain open, not only for myself and family, but for anyone else who would care to use the land. I know you will make the necessary move to withdraw your bill and keep the lands open for everyone to enjoy. I urge you to withdraw A.B. 2710 as soon as possible.

Please take the time to do something to stop these bills. We have to let people know about the urgency of this matter!

Dawn Pacho  
California

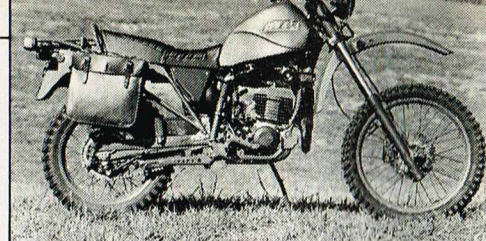
## MILITARY MANIA

Dear *Dirt Bike*,

Did you check out the cover of the May '86 *Soldier of Fortune* mag? It shows a military KTM motorcycle, featuring an O.D. plastic tank and fenders, single-shock rear, long-travel front, and disc brakes. It's a 250cc two-stroke, and it even has Bark Busters. What I'm getting at is for your mag to do something different. Because you guys have great connections with the bike companies, you should have a military bike shootout. I know KTM, Husky and Can-Am all make them. As for us in the U.S. Army (yes, I'm in the Army), we use '81 Kawasaki KL250s. In the late '70s we used Hodaka 250s. Anyway, give it some thought. What do you think?

CPL. Dane M. "Re-up?  
You're crazy!" Defio

*You're not gonna believe this, but we've*



*already started the test on the KTM 250KRAV. Our esteemed managing editor, Fran "who eats what he runs over" Kuhn, used the KTM Paramilitary machine as a camera steed to photograph the Athens, Ohio National Enduro. By the way, the rider on the cover of "Soldier of Fortune" Magazine is none other than crazy Allen Zitta, KTM dealer and arms runner for an unknown African nation. Mr. Zitta, a long-time racer and part-time mercenary, spends his weekends locked up in a well-padded bird cage, dressed in military whites—sleeveless, of course.*

## MAFIA MIX UP

Dear *Dirt Bike*,

You bone-heads! Donny Schmidt is from Minnesota, not Michigan! See page 67, May '86 issue of *Dirt Bike*.

C.W.  
Minnesota

## GIMME MORE

Dear *Dirt Bike*,

More enduro coverage! More product evaluations! More project bikes! For example: motocrossers into enduro bikes. A YZ490 would make a good project.

Anonymous

## JAP FLAP

Dear *Dirt Bike*,

I am writing this letter to give you a little constructive criticism. I feel that over 90 percent (occasional exceptions) of the bike tests in your mag are done by hardcore motocrossers and are slightly biased. All of them say the European machines would be better for a desert or enduro bike. While this may be true, you should let an enduro rider test a bike basically set up for motocross. I feel that this would help break the stereotype that Japanese bikes would be better for motocross and the European bikes would be better for enduro/desert riding. As the current owner of a European machine, I can tell you they are just as good, if not better, than the Japanese bikes. In conclusion, please try to stop all of the pro-Japanese-biased bike tests.

Nick Tatton  
Price, UT

*Not only are you in left field with your comments, but you're obviously sitting in the bleachers at a rained-out game. While some of the European manufacturers do offer competitive MXers, on the average the Japanese are more sophisticated, faster, lighter and handle better. This is mainly due to a humongous racing budget that*

*(continued on page 70)*

Buckle up— for life!



## THE \$6,159\* ISUZU P'UP. BECAUSE NOT EVERYONE FITS INTO A JAPANESE SUBCOMPACT.

At Isuzu, we don't think it's enough to build some of the world's most affordable, economical and comfortable automobiles. We also build an alternative.

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A vehicle that does everything the average Japanese subcompact car does. But without being average.

For starters, consider the price. At \$6159,\* it's not only one of the lowest priced Japanese trucks, it's also about \$3,000 lower than the average price of a Japanese economy car.\*\*

Or consider the economy. The EPA rates it at 25 MPG City and 31 Highway.\*\*\* A figure that a lot of economy cars have trouble matching.

Or consider the comfort. This Isuzu P'UP gives you more leg, head and shoulder room than the front seat of a luxurious subcompact like the Mercedes 190E.

Of course, if you pick our pickup, you will have to give up something. A back seat.

Instead there'll be room for the occasional refrigerator, dirt bike or antique dresser.

As well as room for something far more important. A chance to express your individuality.



\*Mfg's suggested retail price POE, excl. tax, license, transp. fee, and optional equip. Price subject to change. \*\*1986 Kelley New Car Price Manual, 3rd Ed. \*\*\*Use estimated EPA figures for comparison. Your mileage may vary. Actual hwy. mileage will probably be less. CA est. lower.

THE FIRST CAR BUILDERS OF JAPAN.

# ISUZU



# STAYING ALIVE WITH THE BLUE TOOL

Something borrowed, something new

By the Staff of DIRT BIKE



Once the oil level was raised and the shock adjusted, the Yamaha responded well to trail uglies. Here Tip Webb puts the IT through the fling test. The IT's landing manners improved immensely once the suspension was dialed in.



What's new on little blue? You're looking at it. The front disc brake is the big news for '86. The drilled disc and the master cylinder, both from the TT600, have been mated with the twin calipers from the YZ. The performance of the front stopper is light years better than the '85 standard drum brake, bringing the IT up to date with the KDX200.

In the updated world of motocross technology, each year is awaited in gleeful anticipation for new factory gizmos and the latest works innovations. Oddly enough, in the enduro lineups you're lucky to see a mere trickle of the motocross brainstorms. This slow evolution is something we've grown to expect from the Asian builders and, although the two-stroke enduro entries are distant cousins of their hyper-designed MX relatives, they're still a viable off-road/woods weapon. Enter the Yamaha IT200.

#### WHAT'S NEW ON OL' BLUE?

Since Kawasaki is Yamaha's only competition in the 200cc enduro classes, you'd think that the off-season would be spent testing and improving the older design, especially since Team Green has fit its machines with power-valved engines and more sophisticated suspension this year. But, this is not the case.

The engine remains an air-cooled, 195cc six-speed that uses YEIS (Yamaha's Energy Induction System). This induction system is simply a small canister mounted to the inlet passage that allows a space for the incoming fuel charge to expand while the inlet port is closed. It's designed to smooth out the intake flow for a slight increase in

the horsepower throughout the powerband. This all sounds well and fine, but is it enough?

Our machine came jetted spot-on and always started with a minimum of fuss. The heartthrob of the powerband lies in a sharp bolt of low-end boost that flows smoothly into a broad mid-range. This wide power delivery is welcome on the trail where the rider can torque the IT using the mid-range muscle power to negotiate obstacles. When additional thrust is needed, stab the clutch, and the Yamaha responds with a brisk surge into a decent but not overwhelming top-end hit.

Faster riders will keep the machine humming by working the upper part of the powerband. During long special tests, the air-cooled motor seemed to heat up and lose power. It never coughed or sputtered during the testing, though. In spite of the power being rideable and rather tame, we feel that the top guns in the enduro world will demand a few more ponies on top.

#### PACKAGE DEAL

You will be hard-pressed to find a cosmetic change on the '86 IT. Once again the familiar blue plastic and yellow number backgrounds mated with the yellow fork boots

graced the '85 machine. The same holds true with the dimensions of the new bike. Front and rear travel, wheelbase, ground clearance, weight and seat height are identical to last year's machine. The 43mm Kayaba forks offer 10.6 inches of usable travel that do a sane job of smoothing out the nasties.

For heavier riders or faster pilots we recommend going with a quality 10-weight oil, set at six inches from the top, with the tubes collapsed. The "old style" Monocross swingarm and shock are still with us. For the majority of riders, the stock settings will be fine. This unit is fitted with adjustable rebound damping, but has no adjustable compression damping. This will pose a problem for the bigger aggressive pilot. Yamaha does offer a stiffer spring. The bigger guy will need it to keep the rear end in line. For the average rider, set your rear sag at 100mm (four inches) and hit the trails.

With a low seat height, keeping both feet on the ground is no problem. The bike feels more comfortable when you're sitting down,



## 1986 YAMAHA IT200S



The Yamaha IT200 and the KDX200 are the main contestants in the 200cc enduro challenge. Yamaha responded to the KDX front disc brake with a unit of their own, but the KIPS-powered Kwacker motor remains a heartbeat ahead of the IT.



### 1986 YAMAHA IT200S

Engine type	Single-cylinder, air-cooled, 2-stroke	Ignition	CDI
Displacement	195cc	Recommended spark plug	NGK B8E6
Bore and stroke	66.0mm x 57mm	Silencer/spark arrester	Yes/yes
Carburetion	Mikuni VM34SS/1	Wheelbase	1440mm (56.7 in.)
Factory recommended jetting:		Ground clearance	345mm (13.6 in.)
Main jet	330	Seat height	925mm (36.4 in.)
Needle jet	P-6	Rake/trail	28°/115mm
Jet needle	6F21-4	Wet weight, no fuel	205 lbs.
Pilot jet	55	Tire size and type:	
Slide number	2.0	Front	90 x 90-21 IRC
Fuel tank capacity	11.0 L (2.9 gals.)	Rear	120 x 90-18 IRC
Lubrication	Pre-mix	Suspension, type and travel:	
Gearbox ratios:		Front	43mm Kayaba, 270mm (10.6 in.)
1	2.750:1	Rear	Monocross, 270mm (10.6 in.)
2	1.857:1	Intended use	Off Road/Enduro
3	1.500:1	Country of origin	Japan
4	1.250:1	Suggested retail price	\$1999
5	1.080:1	Distributor/Manufacturer:	
6	0.875:1	Yamaha Motor Corp.	
Gearing, front/rear	12/44	6555 Katella Ave.	
		Cypress, CA 90630	



The old-style Monocross rear suspension was called on, once again, to tackle the boinger chores out back. Adjustable rebound damping should keep the majority of riders running straight and true; however, the use of adjustable compression damping will benefit the larger rider as well. With minimal changes to the motor, the same responsive low-end and mid-range characteristics apply to the '86 bike.

compared to stand-up riding, but this is due to the awkward bend of the handlebars. With a 28-degree rake and almost 57 inches of wheelbase to work with, the Yamaha will take on the straightline uglies and remain comfortable with the tight corners.

#### BRAKE IT TO ME EASY

Whoa! We have something new on the '86 IT. A twin-piston caliper disc front brake. The old drum-style front brake has been replaced with the drilled disc from the Yamaha TT600 and has borrowed the twin caliper from the YZ lineup and topped it off with a master cylinder from the IT600. It works flawlessly and is a long-awaited update.

#### TRAIL TEST

Once we had the suspension set up to our standards, the first outing on the trail revealed some surprises. The overall handling of the IT is, in a word, good. On the tight, fast, twisty trails, the Yamaha shines and has little trouble keeping up with the bigger machines. In rock-infested streams the IT is a trail terror. The light-weight feel, combined with the broad power and correct frame geometry lets the IT pilot dance

through the rocks, while bigger bikes prove to be a handful. Climbing any menacing hill takes a skilled rider's input to conquer. By choosing the right gear, proper rider positioning and ample use of the clutch, ugly uphill can be tamed. Through the corners, the only complaint we had was concerning the wide seat/tank junction. You eventually become accustomed to it, but slimming down this critical area would benefit the rider.

#### THE BLUE TOOL

As stated, we have come to expect just a small amount of changes with the Japanese two-stroke enduro machines over the years. However, we must state that Yamaha has a proven design and, with extras thrown in (such as the plastic hand guards, rear-fender-mounted tool bag, resettable odometer, and quick detachable rear wheel), they have given the public a workable, competitively priced and reliable enduro bike. The front disc brake is a step in the right direction. Maybe next year they'll add water-cooling, rear suspension updates, and the IT200 will be both a rideable enduro machine, and a raceable enduro weapon. □



## MOTO/MULTI CROSS ALL PURPOSE

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- 1st Place  
Whiskey Pete's Hare & Hound
- 1st Place  
Parker 400
- 1st Place  
Las Vegas 400
- 1st Place  
Blackwater Enduro

Long before special purpose tires made their mark, METZELER all-purpose tires were the most used, highest praised and best selling offroad tires available. And while special purpose tires such as the METZELER Motocross Racing (MXR) and Hard and Soft Terrain METZELER Perfect Cross tires allow increased performance in special conditions, the best selling all-around offroad tire is still the METZELER Moto/Multi Cross.

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#1 WHERE IT COUNTS

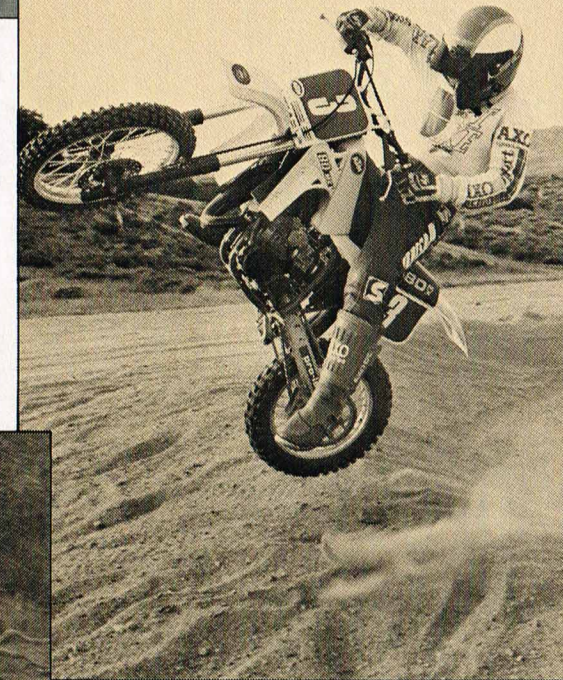
144 Railroad Avenue—Suite 215 Edmonds, WA 98020  
1-800-433-3960 or 1-206-774-1581

HONDA CR80 vs. KAWASAKI KX80 vs.  
KTM 80MX vs. SUZUKI RM80 vs. YAMAHA YZ80

# MINI SHOOTOUT

Which one of the mini quintet comes out on top?

By the DIRT BIKE Staff



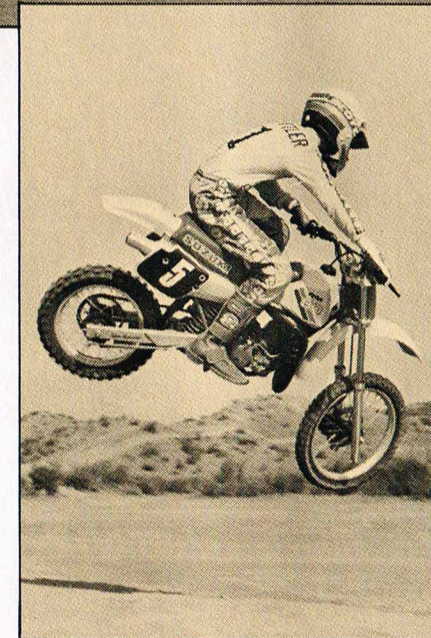
▲ Handling is the mini KTM's strong point. The bike flings and twists with ease and, with the right tires, will handle any corner the rider is willing to try. The front forks are hindered by marginal damping and spring rates.



Yamaha managed to come up with an ergonomic package that's best suited for smaller riders. The YZ's frame dimensions are virtually the same as last year's, although the tubing has been beefed up in critical areas.



► Once the KX hits stride, it's competitively fast. The big problem most riders have is getting the bike into the heart of the powerband, especially when fighting out of tight corners.



◀ Most improved: Suzuki's RM80 is the surprise of the year. The bike is designed to fit larger riders; however, even our smallest testers also thought it was comfortable.

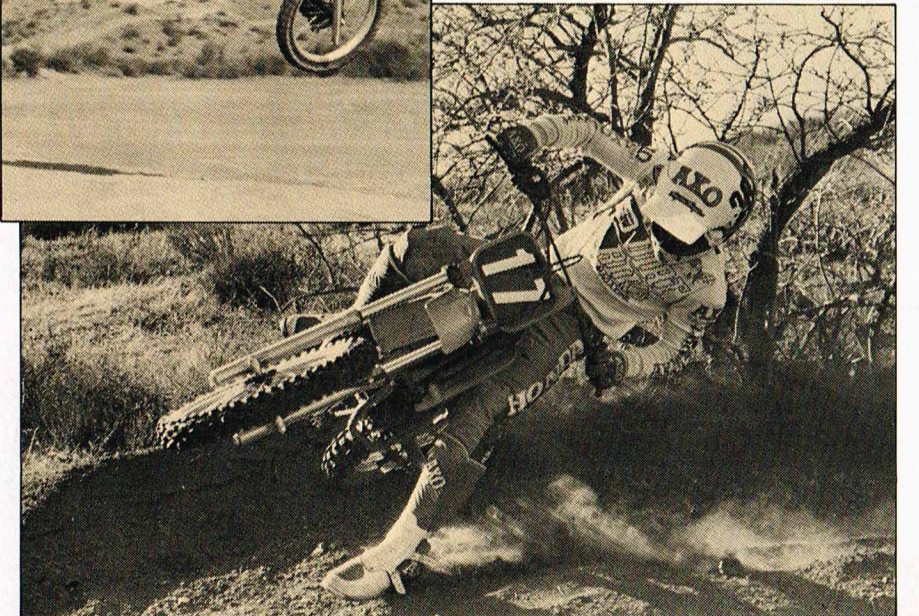
If nothing else, 1986 will go down in the record books as a year of choices for mini riders. In '85, only Kawasaki, Honda and Yamaha offered young pilots a serious motocross machine. Suzuki continued to serve up a rehashed 1983 model that was essentially uncompetitive at anything above the novice level. And, while Honda's CR80 and Yamaha's YZ80 were both improved over previous efforts, there was still little doubt that the bike to beat was Kawasaki's brilliant KX80. The green mini continued its domination on tracks everywhere and, quite honestly, was expected to do the same in '86.

## COMPETITION!

Surprisingly, Team Green now finds itself faced with several serious challengers for the Mini MX title—not only from the Honda-Suzuki-Yamaha triumvirate, but from KTM, as well. After many hours of riding, and many more spent soliciting opinions from our most reliable sources, we've decided to crown a new winner in the mini class for '86: Honda's outstanding CR80.

The red rocket gets the laurels for delivering a two-fisted combination of power and handling that manages to eclipse anything ever seen in the realm of production mini motocrossers. And though we think the CR is the best all-around package currently

Point it and shoot: Honda's CR gets the cornering job done with nary a snivel. Pick a line, go, and the bike will lead the way. ▼



# Supersweep.

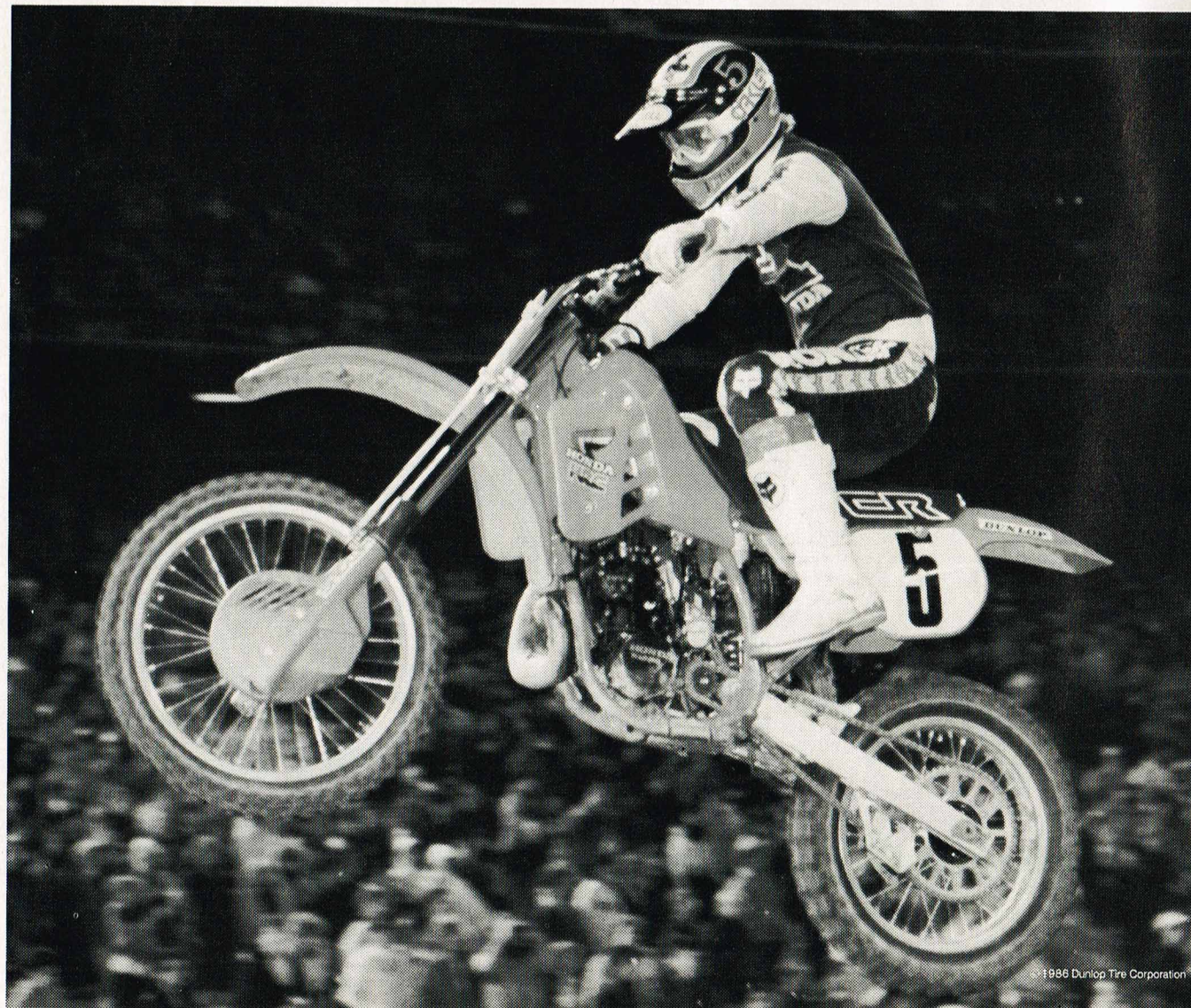
## Dunlop Wins Supercross Series; Johnson and Bailey Clinch First and Second Overall.

The first 11 events in the 12 race Supercross Series are now history... and so is the competition. Dunlop tires crossed the finish line first at every event (with only L.A. Coliseum remaining) thanks to the expert riding of series champion Rick Johnson, runner-up David Bailey and Jeff Ward.

With track conditions ranging from loose sand to hard clay, they needed an arsenal of high performance equipment that can handle the conditions and the competition. That's why they choose K490, K140 and K141... and some new secret weapons from Dunlop.

Congratulations to Rick and David... and all the riders of Team Legend who go for glory week after week on Dunlop tires.

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**Decisions, decisions:** 1986 offers the mini racer five competitive 80cc weapons from which to choose. Although each is a contender in the hands of the right pilot, the final choice is strictly a matter of the rider's power, handling and ergonomic preferences.

available, it's important that potential mini-cycle buyers consider the composite elements of each of these five machines before running out to buy one. The bike that's best for *you* depends on what *you* like. Do you want low-end grunt with a scaled-down frame? Or strato-power hooked to a warp-drive chassis? Dissect the information provided here, *then* decide. Here's a closer look at the five contenders.

### HONDA CR80R

The 1985 Honda CR80 was the best red mini machine ever produced, but it still came up short of Kawasaki's KX80 in the power department. This is no longer a problem: The 1986 CR80 has the best all-around powerband of any mini ever built. The little buzzbomb has an all-new nikasil cylinder and a revised porting scheme, changes that deliver a potent low-end jolt. The engine builds steam quickly, rocketing through an ultrasonic mid-range burst, and though the voltage subsides a bit once on top, the bike is still capable of revving if the rider so desires. Add a flawless clutch and tranny to the package and you'll begin to understand why this machine is winning so many races.

The CR's handling and suspension are first-rate, though not quite on a par with the stellar performance of the engine. Sus-

pension chores are handled at both ends by Showa componentry that rates above average, but not great. The forks deliver a smooth, predictable ride, along with rail-and-nail cornering accuracy; the rear Pro-Link is a shade on the soft side for the fast guys, though beginner through intermediate riders hardly ever complain. Overall ergonomics are the best money can buy—the bike fits like a coat of paint. It's comfortable for most normal-to-large-sized kids and keeps its taut, crisp feel for many months of hard riding. The overall package rates an "excellent."

### KAWASAKI KX80

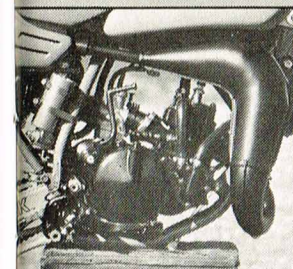
This is a confusing machine, even though it is no doubt a product of the same forward thinking that produced the incredibly strong KX efforts of the past few years. Basically, Kawasaki built the machine that top Team Green riders asked for. The '86 KX has an expert-only powerplant tucked into the best KX mini chassis ever. The result is predictable: Most Novice through Intermediate riders can't handle the razor-thin top-end powerband, which all but negates the '86's substantial gains in the handling and suspension department. The KX's moon-drive power output is competitive; it's getting and keeping the engine in the stratosphere that's

the biggest problem. For riders used to the tractors Kawasaki has built in the past, the transition to warp power hasn't been easy.

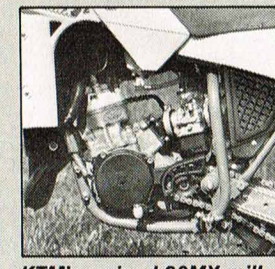
Fortunately, the bike is more than capable once it hits its stride—the new front and rear suspenders let riders (especially faster ones) make time through the rough stuff. The action of the beefed-up KYB forks (they're now 35mm models, up from last season's 33mm) is about on a par with the Honda and Yamaha entries, though still a shade soft; the firmed-up rear is fine for experts but a bit harsh for lighter or less-experienced kids. All things considered, the KX is a serious effort that's also very demanding of the rider; it's a competitive machine recommended only for those with frenzied throttle hands and spastic left feet.

### KTM 80MX SENIOR

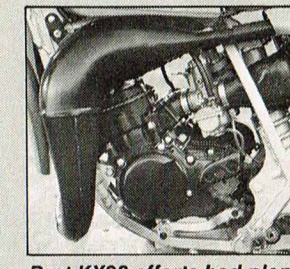
The first KTM 80 was a good example of a bike that was built on the dyno—proof that impressive horsepower charts are not enough when it comes to getting on-track results. When we first stole a glance at KTM's prototype/pre-production 80 at Unadilla last year, we had high hopes for the machine. The bike looked like a winner, offering the prospective owner a scaled-down set of White Power suspension components, a chassis sprinkled with a healthy



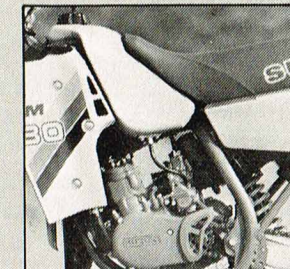
Here's the heart of the machine. The CR80's powerplant appeals to all riders—novices love its tractability, intermediates like the wide powerspread and experts enjoy the upper strato-hook.



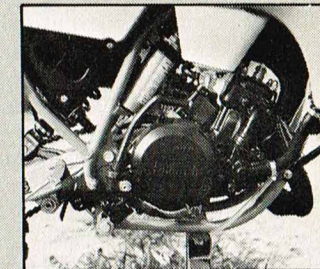
KTM's revised 80MX mill dishes out all of its power on top, where it's competitive with the rest of the brat-pack bikes. A wider powerband would help make the machine suitable for beginners and intermediates, and still help the experts deal more easily with slick track conditions.



Past KX80 efforts had plenty of low-end and mid-range boost, but the 1986 motor makes most of its power on top. Experts can deal with the new powerband, but less experienced riders usually go faster with a wider powerband. Kawasaki loses points here.



A strong low-end snap coupled with a high-voltage mid-to-upper hook gets the Suzuki out the gate in a hurry. The wide powerspread enables the RM's rider to clutch and sail out of the twisties.



With a bottom-to-mid-range powerband, the Yamaha rockets off berms with the greatest of ease. Altered ignition timing and a new long-rod design help keep the YZ competitive.

# MINI SHOOTOUT

dose of techno-trickery, and the aforementioned horsepower-heavy dyno graphics. What actually emerged from the blue-smoke-and-mirrors environment was a machine that fell painfully short of KTM's goal of Mini class domination. The bike had a number of problems, from poor carburetion to fragile wheels, and the Austrian firm made the only logical move. They went right back to the drawing board—this time with their hard-learned real-world lessons in mind—and totally revised the 80MX.

The machine we tested is the "Senior Mini," and the bike incorporates most of the changes KTM felt were needed to make the original a winner. The Senior Mini's engine is a full 83cc (up from the previous mini's 79cc), and, more importantly, it comes fitted with a 28mm carb in place of the overly optimistic 35mm pumper found on the first batch of White Screammers. Even so, the Katoom still spits out the majority of thrust up on top, and the power falls short of most of the machines in the class. On the plus side, the bike is an excellent handler through corners, though poor spring rates hinder performance through the whoops. All things considered, the KTM is a noble first effort and an indication of better things to come.

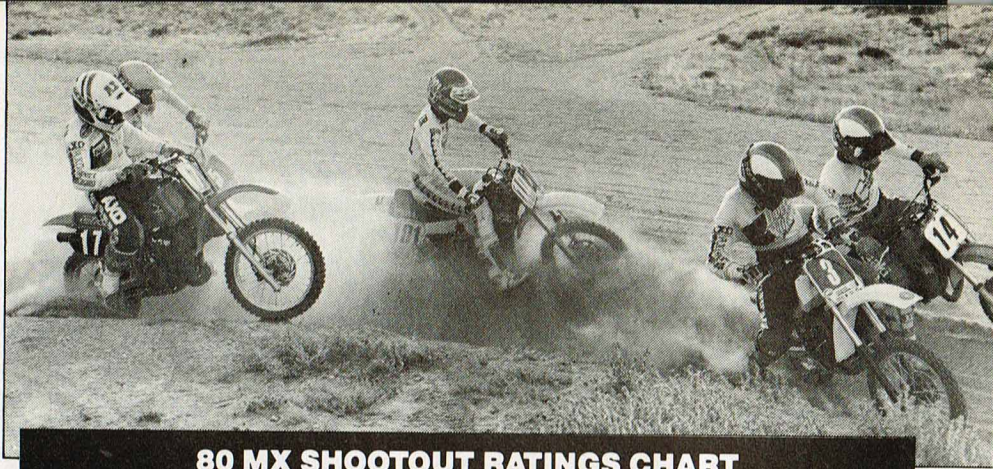
## SUZUKI RM80G

And now for something completely different...and we do mean *completely*. Suzuki totally scrapped the old 80cc design, starting from square one, to produce its first competitive mini in three years. The new Yellow Screamer is an outstanding effort. From its high-powered, blue-on-blue, liquid-cooled mill to the all-new framework, fork and Full Floater suspension system, the Suzook is ready to take a pilot right to the top.

One of the problems past RMs have suffered from was their relatively small size. The bikes simply didn't fit most large riders, and as a result, many older Experts were forced to move on to a competitor's model. For '86, Suzuki scaled the new 80 to fit larger riders and thus was rated highly in the ergonomics category by most of our testers. The new bike remains slim and maneuverable.

The machine also sports a new-wave, strutless Full Floater rear that favors faster or heavier riders. The stock damping is too restrictive for the lightest guys, though smaller Experts did little complaining. The 33mm Showa tubes are also slightly harsh, but this trait is easily corrected by experimentation with different oil and spring combos.

Rounding out the package is a totally competitive powerplant that hits hard from the mid-range on up. The total power spread is highly usable, with the upper two-thirds getting ground support from a medium-caliber low end that keeps corner-crawling clutch abuse to a minimum. An outstanding all-around package.



## 80 MX SHOOTOUT RATINGS CHART

RATING SCALE	EXCELLENT	GOOD	AVERAGE	POOR	
	HONDA CR80R	KTM 80MX	KAWASAKI KX80G1	SUZUKI RM80G1	YAMAHA YZ80S
OVERALL POWER					
LOW END					
MID-RANGE					
UPPER HOOK					
TRACTABILITY					
HANDLING					
CORNERING					
STABILITY					
ERGONOMICS					
FORKS					
SHOCK					
FRONT BRAKE					
REAR BRAKE					
TIRES					
SHIFTING					
CLUTCH					
RELIABILITY					
BEST MACHINE FOR NOVICE					
BEST MACHINE FOR INTERMEDIATE/EXPERT					
OVERALL RATING	96	86	87	93	89

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## IT KNOWS WHERE THE HOT SPOTS ARE

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And it's specially designed for lean ratio gasoline mixtures.

## THEY'RE GOING TO HOSE YOU AT THE PUMPS

Bad news. High octane leaded gas is disappearing fast. The last few sources of "good gas" have gone away — unless you want to spend \$3.50 a gallon for exotic racing fuel.



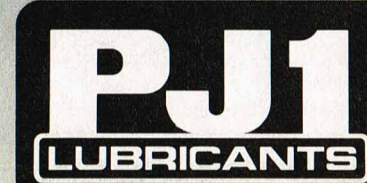
## BOOST YOUR HORSEPOWER

There's a better way. Give your bike a boost with PJ1 Octane Plus, a custom-blended additive that safely increases the octane rating of your fuel, while lowering engine temperatures. And if you use an oil with so-called "built-in" octane boosters you're years behind. The new gas laws make Octane Plus a must. For less than 50 cents a gallon, you can have potent racing fuel that greatly increases your bike's horsepower, lowers operating temps, and snaps-up throttle response.

PJ1 Octane Plus raises engine compression and stabilizes the gas to prevent varnish and gum build-up in the carb and fuel system. Your bike runs better — and cleaner.

## MAKE THE SWITCH IN '86

Join Kenny Roberts, Broc Glover and Scott Head. Use PJ1 Goldfire Pro two-stroke oil and PJ1 Octane Plus. We guarantee you'll love it — but you won't get stuck on it!



# MINI SHOOTOUT



	HONDA CR80R	KTM 80MX SENIOR	KAWASAKI KX80G1	SUZUKI RM80G1	YAMAHA YZ80S
Engine type	Single-cylinder, liquid-cooled, 2-stroke	Single-cylinder, liquid-cooled, 2-stroke	Single-cylinder, liquid-cooled, 2-stroke	Single-cylinder, liquid-cooled, 2-stroke	Single-cylinder, liquid-cooled, 2-stroke
Displacement	82.9cc	83cc	82cc	82cc	82.5cc
Bore and stroke	47mm x 48.8mm	47.8mm x 46mm	48mm x 45.8mm	47.5mm x 46.8mm	48.0mm x 45.6mm
Carburetion	28mm Keihin	27mm Dellorto	29mm Mikuni	28mm flat-slide Mikuni	26mm Mikuni
Factory recommended jetting:					
Main jet	128	150	200	180	270
Needle jet	F134 3H24 NACC	T-270	P2	PO	Q2
Jet needle	N/A	X24-2nd	6DK2-3rd	5DP39-3rd	SH22-3rd
Pilot jet	52	55	30	35	35
Slide number	N/A	4.0	2.0	4.0	3.0
Fuel tank capacity	5.0 L (1.3 gals.)	5.0 L (1.3 gals.)	4.1 L (1.1 gals.)	4.5 L (1.2 gals.)	5.0 L (1.3 gals.)
Lubrication	Pre-mix	Pre-mix	Pre-mix	Pre-mix	Pre-mix
Gearbox ratios:					
1	2.333:1	2.846:1	2.538:1	2.545:1	2.769:1
2	1.722:1	2.125:1	1.875:1	1.933:1	2.082:1
3	1.400:1	1.722:1	1.500:1	1.571:1	1.831:1
4	1.174:1	1.428:1	1.250:1	1.333:1	1.375:1
5	1.000:1	1.217:1	1.090:1	1.166:1	1.227:1
6	0.885:1	1.083:1	0.956:1	1.045:1	1.130:1
Gearing, front/rear	15/49	14/52	13/49	14/50	14/46
Ignition	CDI	CDI	CDI	PEI	CDI
Recommended spark plug	NGK BR10EG	Bosch W07CS	NGK B9EG or B9REG	NGK B9ES	Champion N84
Silencer/spark arrester	Yes/no	Yes/no	Yes/no	Yes/no	Yes/no
Wheelbase	1355mm (53.3 in.)	1245mm (49.0 in.)	1225mm (48.2 in.)	1240mm (48.8 in.)	1235mm (48.6 in.)
Ground clearance	305mm (12.0 in.)	345mm (13.6 in.)	335mm (13.2 in.)	310mm (12.2 in.)	290mm (11.4 in.)
Seat height	890mm (35.0 in.)	840mm (33.0 in.)	840mm (33.1 in.)	820mm (32.3 in.)	800mm (31.5 in.)
Rake/trail	26.5°/73mm	N/A/N/A	29°/90mm	26°/N/A	26°/80mm
Wet weight, no fuel	137 lbs.	133 lbs.	133 lbs.	137 lbs.	132 lbs.
Tire size and type:					
Front	IRC 70/100-17	Pirelli 2.75x17 Sandcross	Dunlop 70/100-17 K-490	IRC 70/100-17 40M	Bridgestone 70/100-17
Rear	IRC 90/100-14	Pirelli 4.10x14 Sandcross	Dunlop 90/100-14 K-490	IRC 90/100-14 49M	Bridgestone 90/100-14
Suspension, type and travel:					
Front	33mm Showa, 260mm (10.3 in.)	35mm Marzocchi, 280mm (11.0 in.)	35mm KYB, 275mm (10.8 in.)	33mm Showa, 262mm (10.4 in.)	33mm KYB, 255mm (10.0 in.)
Rear	Pro-Link, single Showa, adj. comp./reb., 260mm (10.3 in.)	Pro-Lever, single White Power, adj. comp./reb., 295mm (11.5 in.)	Uni-Trak, single KYB, adj. comp./reb., 275mm (10.8 in.)	Full Floater, single Showa, 262mm (10.4 in.)	Monocross, single KYB, adj. comp./reb., 260mm (10.2 in.)
Intended use	Motocross	Motocross	Motocross	Motocross	Motocross
Country of origin	Japan	Austria	Japan	Japan	Japan
Suggested retail price	\$1198	\$1449	\$1099	\$1149	\$1049
Distributor/Manufacturer	American Honda Motor Corp. 100 W. Alondra Blvd. Gardena, CA 90247	KTM America, Inc. 1906 Broadway Lorain, OH 44052	Kawasaki Motor Corp., USA P.O. Box 25252 Santa Ana, CA 92799-5252	U.S. Suzuki Motor Corp. 3251 E. Imperial Hwy. Brea, CA 92621	Yamaha Motor Corp. 6555 Katella Ave. Cypress, CA 90630

**YAMAHA YZ80S**  
This is the bike voted "Most likely to appeal to the masses." Yamaha took a conservative approach to improving the YZ80 for '86, and the strategy paid off handsomely. Its' newest mini is really a highly refined '85 model that offers something for all riders, from beginners to experts. So, what's new for '86?

Starting with the chassis, we found that the frame is essentially the same as last year's, but it's been strengthened in several critically stressed areas for greater reliability.

Likewise, the 33mm KYB forks are the same as those on the "S" model's predecessor. New spring and damping rates, however, offer a substantial improvement over the '85 silverware. The YZ's Monocross rear suspension is at the head of the mini class. It was good last year, but shock refinements in '86 have significantly improved the bike's handling and stability. Good stuff, regardless of the rider's ability.

The overall feel of the machine favors a smaller pilot, though our largest testers were able to adapt without much discomfort. The

seat/tank/footpeg and handlebar relationship is top-notch.

While the total power output of the Yamaha falls short of both the Suzuki and the Honda, it's one of the easiest to live with on the track. Sheer horsepower does, of course, have its advantages, but the YZ's kind of bow-to-mid-range power helps keep the rider's mistake factor to a minimum, cutting valuable seconds off lap times. As such, the YZ gets high marks for offering an exceptionally well-balanced package of usable power and good handling. □

# 4 STROKE PERFORMANCE

## White Brothers Has What It Takes



### SUPERTRAPP ALLOY RACING SYSTEMS

The lightest, best performing spark arrester/silencer system for dual-purpose and off-road bikes with either stock or highly modified motors. A 2" fiberglass packed core with a stackable disc design lets you tune the silencer for noise and back pressure. Available for Hon, Yam, Kaw, Suz, Can Am. Complete Alloy Systems including performance header pipe \$149.95. Alloy Silencer Kits \$104.95.



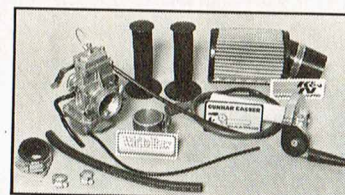
### WHITE BROTHERS ENGINE KITS

Let us tailor an engine performance kit to your racing or riding needs. You'll get a system that really performs while receiving a 5% discount over individually priced parts. Stage I Kit: any Exhaust Kit and Carb Kit together. Stage II Kit: Camshaft, Valve Spring Kit and Piston Kit together. Stage III Kit: Exhaust Kit, Carb Kit and Engine Kit together.

Hi-Comp. & Big Bore Piston Kits ..... from \$ 41.95  
White Bros. Horsepower Cams ..... from \$ 65.00  
Needle Bearing Cams ..... \$168.95  
Valve Spring Kits ..... from \$ 23.95  
Cylinder Head Porting ..... from \$130.00  
Gasket Sets ..... from \$ 7.50  
Heavy Duty Cylinder Studs and Nuts ..... from \$ 16.95  
Oil Cooler Kits ..... from \$ 89.95

### MEGALLOY EXHAUST SYSTEMS

Our ultimate 4-stroke exhaust system features a lightweight aluminum reverse cone megaphone with a straight-through flow design for maximum power. A 5" fiberglass packed core provides silencing on this closed course racing exhaust. Available for Hon, Yam, Kaw, Suz, Hus, KTM. Complete Megalloy Systems including performance header pipe \$149.95. Megalloy Silencer Kits \$94.95.



### PERFORMANCE CARB KITS & FILTERS

White Brothers Carb Kits provide up to a 5 HP increase over stock carbs on big-bore singles. Carb Kits include all components for installation including choice of carb size to match engine mods, clamps, manifolds, throttle, cable, and K&N Filter. Performance Carb Kits from \$119.95. Free-flowing K&N Filters used alone or with one of our Airbox Kits will substantially improve performance. All bikes from \$11.96.



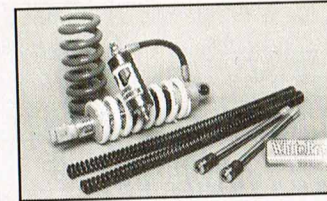
### SUPERTRAPP STANDARD SPARK ARRESTER SYSTEMS

The most popular exhaust system of all time with performance equal to SuperTrapp's Alloy Racing System, but in a more rugged steel design that is still significantly lighter than stock mufflers. Features the tuneable disc system and 1 3/4" fiberglass packed core. Mechanical baffled Super Quiet Trapp also available. Hon, Yam, Kaw, Suz, KTM. Complete SuperTrapp Standard Systems with performance header pipe from \$95.50. Standard Silencer Kits \$79.95. Super Quiet Trapp Silencer Kits \$84.95.



### WHITE BROS. CATALOG/RACE WEAR

There's a lot more where this came from. New 1985/86 80-page White Brothers Color Catalog offers a complete line of off-road dirt bike, motocross and ATV performance products. Free on request with order or send \$2 to cover postage and handling. Race Jersey with 4-color graphics \$17.95. Motocross Pants \$99.95.



### SUSPENSION COMPONENTS

Upgrade the handling performance of your stock 4-stroke trail bike for either play riding or serious off-road racing or motocross competition with the world's finest suspension components. Start with White Power Super Adjuster Shocks which provide fade-free performance in any racing application. 60-day set-up guarantee. All bikes \$395.

H.D. Stock Single Shock Springs ..... from \$ 54.95  
ATK Multi-Rate Fork Spring Kits ..... \$ 49.95  
White Power Upside Down Forks ..... \$695.00  
Terry Fork/Damping Kits ..... from \$ 68.40  
European Fork/Brake Guards ..... \$ 26.95  
Works Fork Wipers (replaces boots) ..... from \$ 10.95  
Aluminum Extended Swingarms ..... from \$225.00

**Call Now To Order!**  
MasterCard, VISA, or UPS COD (714) 895-1991  
**WHITE BROS**  
11750 SEABOARD CIRCLE, STANTON, CALIFORNIA 90680 USA  
In Canada: Cycle Works, 9918-71 Avenue, Edmonton, Alberta T6E 0W7, Phone: (403) 439-4991

# Suzuki. PARTS WAREHOUSE



**ORDER  
DIRECT  
& SAVE!!**

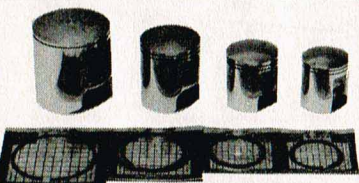
From Midwest Action Cycle's gigantic inventory of genuine SUZUKI factory parts "We've got them all" in stock ready to ship to you. No minimum purchases. We offer the lowest prices and the fastest service.



## CABLES

Replace your worn cables with GENUINE SUZUKI FACTORY cables. They fit each year and model exactly.

<b>THROTTLE</b>	
RM 80/100/125/250 (1975-80)	\$10.35
RM 80/125/250 (1981-86)	8.95
RM 370/400/465/500 (all yrs)	10.35
PE 175/250/400 (all yrs)	10.40
<b>CLUTCH</b>	
RM 80/100 (1977-85)	\$ 8.95
RM 80 (1986)	11.15
RM 125 (1975-85)	9.80
RM 125 (1986)	13.75
RM 250 (1976-83)	11.15
RM 250 (1984-86)	13.75
RM 370/400/465/500 (all yrs)	10.75
PE 175/250/400 (all yrs)	9.80
<b>FRONT BRAKE</b>	
RM 80/ 100/ 125 (all yrs)	\$ 9.85
RM 250/ 370/ 400/ 465/ 500 (all yrs)	10.20
PE 175/ 250/ 400 (all yrs)	10.20
<b>REAR BRAKE</b>	
Cable or rod Assy.	
RM 80/100/125/250 (1979-86)	\$ 7.95
RM 100/250/370/400 (1976-78)	13.95
RM 400/465/500 (1979-84)	8.95
PE 175/250/400 (all yrs)	9.75



## PISTONS RINGS

<b>GENUINE SUZUKI PISTONS</b>	
RM 80 (all yrs)	\$20.95
RM 100/125 (1975-80)	29.50
RM 125 (1981-86)	25.95
RM 250 (1976-81)	38.90
RM 250 (1982-86)	30.95
RM 370/400/465/500 (all yrs)	45.90
PE 175 (1978-80)	34.95
PE 175 (1981-84)	26.50
PE 250/400 (all yrs)	38.40
STD & OVERSIZE	PLEASE INDICATE
<b>GENUINE SUZUKI RINGS</b>	
RM 80/100 (1976-82)	\$17.25
RM 80 (1983-86)	14.75
RM 125 (1975-80)	18.75
RM 125 (1981-86)	15.75
RM 250/370 (1976-77)	26.58
RM 250 (1978-81)	19.25
RM 250 (1982-86)	9.60
RM 400/465/500 (all yrs)	14.30
PE 175 (all yrs)	16.95
PE 250/400 (all yrs)	20.95

## FORK SEALS

GENUINE SUZUKI, designed to fit each year and model exactly. IMPROVED DESIGN.

RM'S AND PE'S (all yrs)	\$ 8.35 pr.
-------------------------	-------------

## CRANK REBUILD KIT



Consists of GENUINE SUZUKI FACTORY parts. Rod, lower rod bearing, crank pin and two thrust washers.

RM 80 (all yrs)	\$41.95
RM 100 (all yrs)	47.50
RM 125 (1977-80)	40.95
RM 125 (1981-86)	55.95
RM 250/370/400 (1976-81)	81.50
RM 250 (1982-86)	74.25
PE 175 (all yrs)	52.75
PE 250/400 (all yrs)	68.50

## TOP END GASKET KIT

### HEAD, BASE & REED GASKET.

RM 80/100 (all yrs)	\$ 6.25
RM 125/250 (1975-80)	7.30
RM 125 (1981-85)	8.35
RM 125 (1986)	9.80
RM 250 (1981-86)	10.25
RM 370/400 (all yrs)	7.85
RM 465/500 (all yrs)	10.25
PE 175/250/400 (all yrs)	8.35

## SUZUKI PARTS

Transmission, electrical, seals, bearings, etc. ANY PART ON YOUR SUZUKI MOTORCYCLE THAT YOU NEED... "WE'VE GOT IT"

## TECHNICAL RACING SERVICES

SUZUKI'S TECHNOLOGY HAS PRODUCED MORE CHAMPIONS IN MOTO X THAN ANY OTHER FACTORY TEAM... MIDWEST ACTION CYCLE DEPENDS ON THEIR RACING "KNOW-HOW" YOU MIGHT SAY WE GO "BY THE BOOK"

## SUZUKI'S BOOK!!

**FACTORY PORTING:** Same specs used by National & International racers. Each porting job is designed for the type of power you need. Whatever it takes to put YOU in the winners circle.

ALL RM'S (1982-86 MODELS)	\$120.00
ALL RM'S, PE'S (1975-81 MODELS)	75.00

**POWER BORING:** The most critical service performed by us is cylinder boring. We call our technique "POWER BORING" which is exactly what you get. MORE POWER included is:

- special factory clearances,
- all ports chamfered as SUZUKI recommends,
- Exhaust bridge relieved to prevent seizure,
- special micro honing for excellent ring seating.

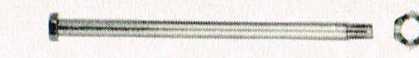
ALL RM'S AND PE'S	\$30.00 + PARTS
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**CRANK REBUILDING:** RACING factory specs are followed. We use special factory tolerances and only "GENUINE SUZUKI PARTS". There's more power here when done our way.

ALL RM'S AND PE'S	\$35.00 + PARTS
-------------------	-----------------

PACK UP YOUR CYLINDER OR CRANK AND SHIP TODAY FOR PORTING INCLUDE YOUR PISTON ANY QUESTIONS? CALL US

## SWING ARM PIVOT SHAFT AND NUT KIT.



Consists of FACTORY pivot shaft and castle nut.

RM 80/100 (all yrs)	\$ 8.35
RM 125/250/465/500 (all yrs)	12.55
RM 370/400 (all yrs)	14.30
PE 175/250/400 (all yrs)	12.55

## SWING ARM BEARING AND SPACER KIT

Consists of two GENUINE SUZUKI swing arm bearings and two spacers.

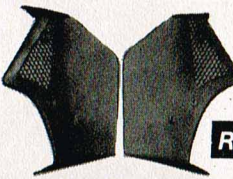
RM 80/100 (1976-85)	\$17.75
RM 80 (1986)	27.95
RM 125 (1975-80)	18.75
RM 125 (1981-86)	27.95
RM 250/370/400 (all yrs)	32.95
PE 175 (1978-81)	19.75
PE 175 (1982-84)	27.95
PE 250/400 (all yrs)	33.40

## THROTTLE GRIP



GENUINE SUZUKI. Inside plastic Assy and grip. Complete throttle grip Assy.

RM 80/100/125 (all yrs)	\$12.95
RM 250/370/400/465/500 (all yrs)	13.95
PE 175/250/400 (all yrs)	13.95



## RADIATOR COVERS

RM 80 (1983-86)	\$ 9.40
RM 125 (1981-86)	11.85
RM 250 (1982-83)	13.25
RM 250 (1984-86)	11.85

## OUR GRIPS

ORIGINAL in our opinion, the best grips made. Blue, black, yellow, red \$6.95 pr.

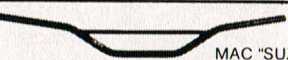


## COMPLETE PISTON SET, PISTON, RINGS & CIRCLIP'S.

RM 80 (all yrs)	\$36.95
RM 100/ 125 (all yrs)	44.95
RM 250 (all yrs)	52.95
RM 370/ 400/ 465/ 500 (all yrs)	56.95
PE 175/ 250/ 400 (all yrs)	49.95

## BOB HURRICANE HANNAH

"LIGHTNING BOLT" STICKERS These ORIGINAL "LIGHTNING BOLT" stickers have ridden to more NATIONAL "WINS" than any other stickers in the history of MOTO-X. Guaranteed to make you go faster \$3.95 pr.



**HANDLE BARS** MAC "SUZUKI WORKS" Same as FACTORY RIDERS use. 4130 chromoly. Gold, red, yellow, blue.

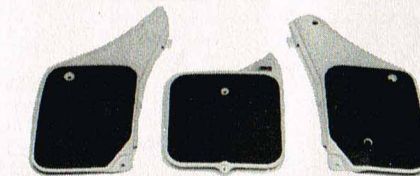
RM 80 to RM 500 (all yrs)	\$24.95
PE 175/ 250/ 400 (all yrs)	24.95

## SHIFT LEVERS

GENUINE SUZUKI replacement levers.

RM 80/100/125/250 (1975-81)	\$13.95
RM 80 (1982-86)	11.75
RM 125/250/500 (1982-86)	20.95
RM 370/400/465 (all yrs)	14.50
PE 175/250 (1976-79)	14.50
PE 175/250/400 (1980-84)	12.25

## NUMBER PLATES SIDE PANELS



ORIGINAL EQUIPMENT. Designed to fit each year and model. Bolts right on. GENUINE SUZUKI.

<b>FRONT NUMBER PLATE</b>	
RM 80 (1977-85)	\$12.25
RM 80 (1986)	10.35
RM 100/125 (1975-81)	12.80
RM 125/250 (1982-85)	11.35
RM 250/370/400 (1976-80)	12.80
RM 125/250 (1986)	12.30
PE 175/250/400 (all yrs)	10.85
<b>SIDE PANELS</b>	
RM 80 (all yrs)	\$17.75 ea.
RM 100/125/250/370/400 (1975-78)	18.75 ea.
RM 100/125/250/400 (1979-86)	20.70 ea.
RM 465/500 (all yrs)	20.70 ea.
PE 175/250/400 (all yrs)	20.95 ea.

Please indicate right or left panel.

## MAC'S PHASE III RACING FILTERS.



**NEW IMPROVED** dual stage foam air racing filters, specially designed for RM'S & PE'S.

• Hi air flow • Superior dirt stopping ability. • Proven effective in NATIONAL & INTERNATIONAL MOTO-CROSS RACING. **MORE FLOW = MORE POWER**

RM 80 (all yrs) (special cage)	\$14.95
RM 100/ 125/ 250/ 370/ 400 (1978-80)	12.95
RM 125/ 250/ 465/ 500 (1981-83)	10.95
RM 125/ 250 (1984-86)	14.95
PE 175/ 250/ 400 (all yrs)	12.95
BEL-RAY FOAM AIR FILTER OIL	2.95

## BOYSEN DUAL STAGE RACING REEDS.

<b>BOLT ON HORSEPOWER</b>	
RM 80 (all yrs)	\$10.95
RM 100/ 125 (1976-81)	12.95
RM 125 (1982-83)	25.95
RM 125 (1984-86)	12.95
RM 370/ 400 (all yrs)	13.95
RM 250/ 465/ 500 (1981-86)	29.95
PE 175/ 250/ 400 (all yrs)	13.95

## SEAT COVERS



## MAC. SEAT COVERS

MAC SEAT COVERS. Finest quality, fits your RM exactly. RM'S (all yrs) \$18.95

## MAC. SAFETY SEAT KIT

Consists of foam seat structure & seat cover. RM 125/ 250/ 465/ 500 (1981-86) \$39.95. Covers available in blue & black.

## MAC TANK COVERS,

protects your bike's good looks with a skin tight fit. RM 80/ 125/ 250/ 465/ 500 (1981-86) \$19.95

## CRANK MAIN BEARING AND SEAL KIT



GENUINE SUZUKI FACTORY PARTS. Consists of two Suzuki's NEW IMPROVED main bearings, two crank seals and "O" ring when indicated.

RM 80 (all yrs)	\$27.25
RM 100/125 (all yrs)	30.95
RM 250/370/400 (all yrs)	35.65
PE 175/250/400 (all yrs)	32.95

## CYLINDERS GENUINE SUZUKI

RM 80 (1977-83)	\$121.20
RM 80 (1984-86)	103.40
RM 100 (all yrs)	143.50
RM 125 (1975-80)	159.30
RM 125 (1981-83)	133.50
RM 125 (1984-86)	115.25
RM 250 (1976-81)	203.50
RM 250 (1982-86)	143.80
RM 370/400 (1976-80)	246.50
PE 175 (all yrs)	186.40
PE 250/400 (all yrs)	205.95

## GASKET SETS GENUINE SUZUKI

Complete set of FACTORY gaskets to rebuild your cycle.

RM 80 (1977-82)	\$ 9.75
RM 80 (1983-85)	15.30
RM 80 (1986)	12.80
RM 100/125 (1975-85)	16.50
RM 125/250 (1986)	19.95
RM 250/370/400 (1976-80)	17.75
RM 250 (1981-85)	15.30
PE 175/250/400 (all yrs)	17.75

## CLYMER SERVICE MANUALS

Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.

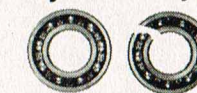
RM SERIES (1975-81) TWIN SHOCK	\$12.95
RM SERIES (1981-84) RM 125 thru RM 500 SINGLE SHOCK	12.95
PE 175/ 250/ 400 SINGLES (1977-80)	12.95

## KICK START LEVERS GENUINE SUZUKI

RM 80 (all yrs)	\$19.95
RM 100 (all yrs)	39.95
RM 125/250/370 (1976-78)	39.95
RM 125/250/400 (1979-86)	37.60
PE 175/250/400 (all yrs)	39.95

## WHEEL BEARING KIT

The best FACTORY bearings you can buy.



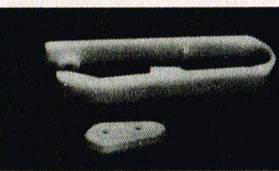
<b>FRONT</b>	
RM 80/100 (1977-83)	\$12.75 pr.
RM 80 (1984-86)	15.75 pr.
RM 125/250 (1975-83)	11.80 pr.
RM 125/250 (1984)	19.25 pr.
RM 125/250 (1985-86)	11.80 pr.
RM 370/400 (all yrs)	11.80 pr.
PE 175/250/400 (all yrs)	12.50 pr.
<b>REAR</b>	
RM 80/100 (all yrs)	\$12.95 pr.
RM 125/250/370/400 (1975-78)	13.80 pr.
RM 125 (1979-85)	11.85 pr.
RM 125 (1986)	14.80 pr.
RM 250/400 (1979-83)	11.80 pr.
RM 250 (1984-86)	15.25 pr.
PE 175/250/400 (all yrs)	14.25 pr.

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RM 80 (all yrs)	\$ 83.95
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PE 175/250/400 (1980-84)	76.95

## CHAIN BUFFER SET



Set consists of swing arm buffer and lower chain guide roller. The design may vary from the picture, depending on yr. and model.

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RM 100/125/250/370/400 (1976-79)	11.95
RM 100/125/250/400 (1980-83)	13.30
RM 125/250 (1984-85)	15.75
RM 125/250 (1986)	11.95
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RM 100/125/250/400 (1980-86)	34.95

# THE 70-PERCENT SOLUTION

*The ultimate dual-purpose bike?*

sibly switch to a better set of "real" trials tires for those slippery rock climbs.

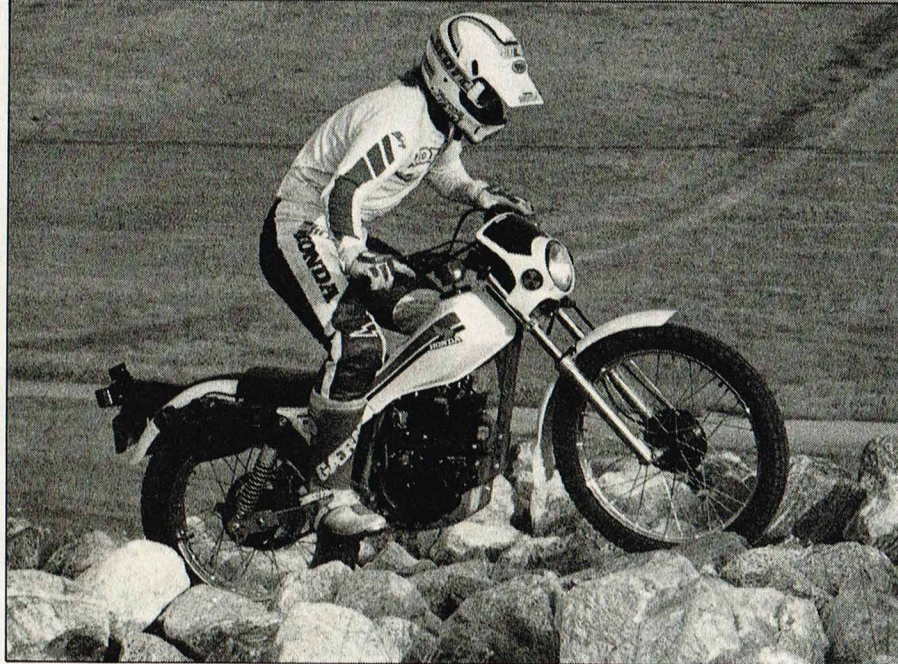
One area of concern is the Reflex's handlebar/footpeg relationship and seat design. This is only logical for those not especially familiar with trials-type machinery. The footpegs are placed high and to the rear, the seat is slim (with a minimum of padding), and the bars are flat and narrow. Is this a problem? Well, yes and no. Let's put it this way: The reason the Reflex is such a blast to ride is because you can get it to do so much more than other dual-purpose bikes, due to its unique off-road design slant. The gray zone starts when you have to cover some serious distance on the pave-

*Playing on the Reflex is a good way for new riders to learn the basics of balance and control, while the bike's unusual geometry allows more-experienced riders to perform impressive gymnastics in the tight stuff.*

ment. The pegs and seat are obviously not designed for touring, so you shouldn't plan on any week-long road trips. As for shorter jaunts (to riding areas or to and from school), there's really no problem.

### IN CLOSING...

We like the Reflex concept as much as we like the bike. The machine is a good choice for both new *and* experienced riders who want some good, dirty fun on a paperboy's income. The possibility that it will attract a few more riders to the realm of off-roading is enough to justify the bike's existence. What more could you ask for? □



By the DIRT BIKE Staff

If you've spent any time in front of a TV set during the past few months, you've probably viewed one of the commercials spotlighting Honda's new Reflex dual-purpose machine. When we first saw the bike, we weren't quite sure what to make of it. After all, an on/off-road machine based on a trials mount is, if nothing else, a radical departure from traditional dual-purpose thinking. What exactly did Honda have in mind when they built this machine? Were they trying to revive interest in the trials market, or were they simply trying to empty their warehouses of the old TLR200 off-road-only mounts?

### WHAT ARE THEY TRYING TO DO HERE?

Actually, Honda's intent was to offer a new kind of dual-purpose bike, one that would differ from the traditional formula of 70-percent street use versus 30-percent dirt. The Reflex is a dirt bike first—one that just happens to come with street-legal gear. This design opens up a whole world of possibilities for the rider who's more interested in exploring the backwoods than cruising to the local hamburger joint. It's also designed and built to keep the purchase price down and operating costs to a minimum, using an existing machine (the TLR200) and a proven engine design as a base.

There are a couple of things at work here that are beneficial to *any* rider interested in the welfare of off-road motorcycling. The Reflex's low cost and ease of operation will hopefully attract a number of new riders who wouldn't normally consider buying a bike—street or dirt. Once these new riders get aboard and spend a few hours on the machine, they're naturally going to become interested in spinning down a fire road or country trail. After all, the machine's dirt heritage arouses some curiosity. Why not find out what this dirt-riding stuff is all

◀For optimum slow-speed performance, it's best to gear the Reflex down. We recommend switching to an 11-tooth countershaft sprocket. Standard gearing allows the six-speeder to travel at about 50 mph tops.

weight production trailer. It uses the same 200cc four-stroke powerplant that has found its way into a large number of street and trail applications within the past decade. The engine cranks out enough power to push the little bike along at about 50 mph with stock gearing (which is not very fast), but it will get you where you want to go. Once the bike slips off the blacktop, things start to get interesting.

Although we weren't tempted to try any double jumps, we were able to climb and crawl our way through sections that would give a canyon cat nervous spasms. If you're like most riders, finding challenging sections becomes an obsession.

Acrobatic maneuvers are a lot easier on the Reflex than on any other regular dual-purpose bike. The 200 is credit-card thin and light enough to carry under one arm. The motor is just as good. Though the overall power output won't rip roosts, it's perfect for easing your way across a slick rock face or motoring quietly along a backwoods trail. One note: If you plan on doing a lot of off-road riding with the Reflex, you'll want to drop a tooth on the countershaft and pos-

about? Hopefully, more than a few of these casual trail riders will eventually be interested enough to work themselves into the ranks of hard-core off-roaders. We think this is great.

### WHAT'S IT ALL ABOUT?

The bike itself isn't anything revolutionary. It's a close cousin to Honda's light-

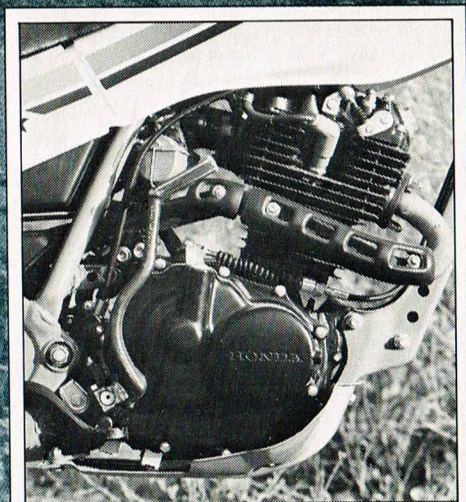


### 1986 HONDA TLR200 REFLEX

Engine type	Single-cylinder, air-cooled, SOHC 4-stroke	Wheelbase	1313mm (51.7 in.)
Displacement	195cc	Ground clearance	300mm (11.8 in.)
Bore and stroke	65.5mm x 57.8mm	Seat height	787mm (31 in.)
Carburetion	22mm Keihin	Rake/trail	25.5°/86mm
Fuel tank capacity	6.5 L (1.7 gals.)	Wet weight, no fuel	202 lbs.
Lubrication	Wet sump	Tire size and type:	
Gearbox ratios:		Front	2.75-21 Semi-Knobby Dunlop
1	3.333:1	Rear	4.00-18 Semi-Knobby Dunlop
2	2.769:1	Suspension, type and travel:	
3	2.062:1	Front	Leading-axle Showa telescopic, 160mm (6.3 in.)
4	1.130:1	Rear	Twin hydraulic shocks, 150mm (5.9 in.)
5	0.923:1	Intended use	Street/trail
6	0.785:1	Country of origin	Japan
Gearing, front/rear	13/44	Suggested retail price	\$1498
Ignition	CDI	Distributor/Manufacturer:	
Recommended spark plug	NGK DR8ES or ND X24ESR-U	American Honda Motor Corp.	100 W. Alondra Blvd.
Silencer/spark arrester	Yes/yes	Gardena, CA 92647	



*It's been a while since we've tested anything with two shocks. The rear wheel's 5.9 inches of movement is adequate for casual trail-riding and off-road boulder plonking. Footpegs are high and to the rear of the traditional placement. The small saddle gets uncomfortable on long trips, but is okay for short jaunts.*



*Reliability and economy are two key Reflex traits. The 195cc four-stroke powerplant sips petrol, and its time-proven design is virtually bulletproof. Kick starting is made easy by an automatic compression release.*



# ASSAULT ON THE EMPIRE

The woods war escalates  
By Tom Webb

Kevin was tapping out an offbeat staccato to music of the Rhythm Pigs and chewing on a prune-flavored fruit bar, thinking about the day's run. Second overall in Cunningham's stamping grounds wasn't too bad. His lead in the National Enduro points had been shaved down to a mere ten points, but Kevin Hines was a happy camper. A week earlier he had completely dominated the Pine Barrens, New Jersey, National, leaving the Team Husky riders dazed and confused. The first ten miles of that run was sand whoops, and his new 350 KTM, plus the training he'd done in Florida, paid off big-time. He blitzed the troops, grabbed the series' points lead, and then pointed the KTM van toward southern Ohio.

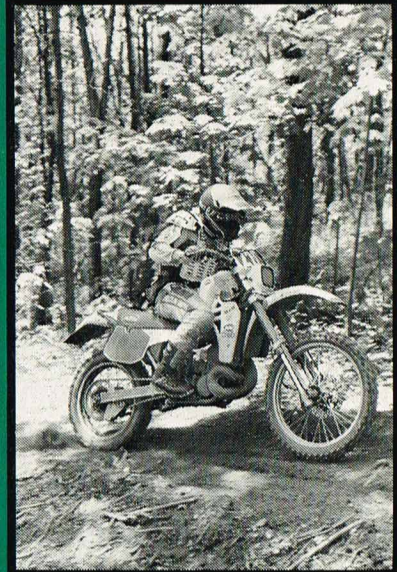
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Cunningham was fiddling with his Auto and looked noticeably edgy. Getting smoked was bad enough, but by a KTM! That was grounds for shock therapy. The New Jersey National had been a disaster. A spring had broken in the Auto's clutch, making the Swedish machine moan and stall. He was in his own backyard when in southern Ohio, and T.C. knew that he had better dominate in the tight woods of the slippery Ohio hillside. Being the local hero and winning the last 612 enduros held in Athens made him feel better, but the spanking he took in New Jersey still weighed heavily on his mind.

### WHAT'S HAPPENING?

The 1986 National Enduro wars are, for a change, exciting. Not since the time when Ted Worrell of Team Suzuki gave King Richard Burleson an ulcer, has Team Husqvarna seen any competition in the enduro battlefields. Now KTM has entered the fray with both barrels loaded, and their top gun, Kevin Hines, has his sights set on a National Championship. It's been eight years since the Swedish team has felt the prod of another manufacturer and, although they hold the edge in total manpower, the blond-haired kid from Massachusetts and his KTM are definitely a force to reckon with.

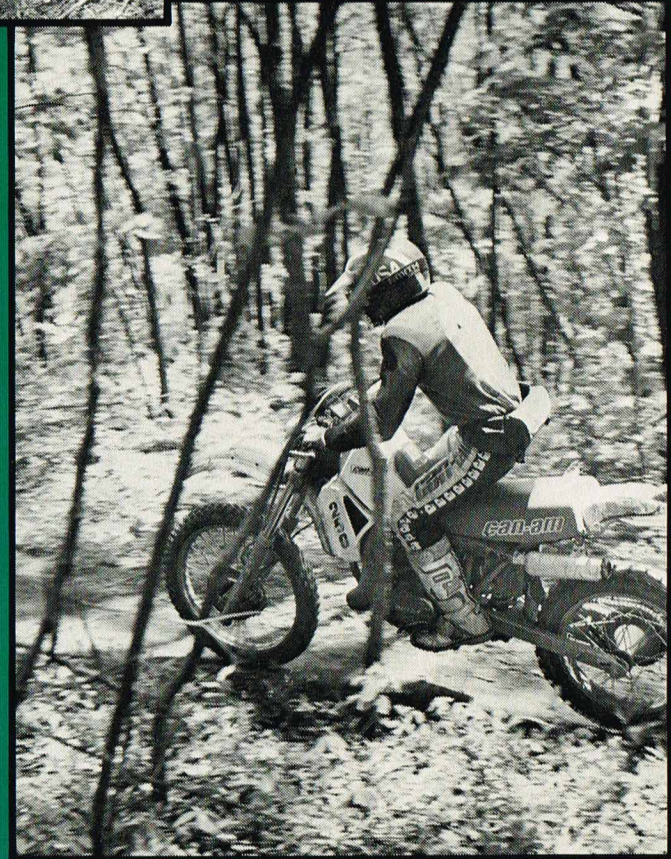
Husky, of course, came to southern Ohio packing a veritable arsenal of hot stars. Dave Bertram has matured into a solid top-three finisher and had already won the Polecat National, held in Northern California. Jeff Irwin, Mike Toole, Gary Johnston



▲ Kevin Hines bersekered his brand-new KTM 350 to a second overall, maintaining a slight points lead in the National enduro chase. Kevin feels that with the new bike and sponsor, his chances of a title fall between good and great.



▲ Randy Hawkins is someone you'll be hearing more about in the future. He's firmly entrenched in the top ten and tallied a strong fifth at Athens. He is most assuredly a force to reckon with on the National enduro trail.



No, this isn't some crazed youngster plonking around the wilds of Ohio. It's none other than John Martin. John put in his strongest performance of the year with a fourth overall. John is running ninth in the standings and will surely move up the ladder by the end of the year. ▶





## NATIONAL ENDURO

and Randy Hawkins all ride Swedish steel, and Mike Melton is on the comeback trail from a serious leg injury. Johnny Martin and his Can-Am started the year slowly, but he, too, will always figure into the top five somewhere.

### BOILER IN OHIO

The Athens, Ohio, MC club laid out a brutal run. Much to the dismay of Terry Cunningham, it didn't rain. The challenge of long special tests, and trails as wide as an animal track, flogged the riders for 163 miles. T.C. did what everybody expected—he won. The shocker was Kevin Hines, who

◀ *This guy is tough. Rumor has it that Terry Cunningham eats birch bark and shaves with a meat cleaver. Mr. TC went to Southern Ohio behind in points and badly in need of an overall win. Although Kevin Hines made a gallant effort, TC came away the victor with a 27-point ride in the brutal Athens, Ohio, National.*



*On the road to recovery is smilin' Mike Melton. "The Snake" finished in the top ten, although down toward the bottom of the points list. Mike was thankful it didn't rain in Athens, even though he packed an umbrella and two jelly sandwiches for the ride.*



*Jeff Fredette lost his rear brakes, got a flat and bent a front disc rotor, but still managed to slip into a eleventh-place overall.*

## FOR THE RECORD

Talking with Cunningham, Melton, Bertram, Martin & Hines about life, liberty & the pursuit of a title



• **DB:** How was it today—easier or harder?

**Dave Bertram:** It was a lot harder than the last enduro (New Jersey) but about the same as the last National

they held here. There were a lot more sections here. In New Jersey they had one long section in the beginning, and that was basically the whole race. Here, they had two good long sections and probably three shorter sections that were good (tough).

**DB:** Was the course tight?

**Dave:** Yeah. There was a lot of new trail cut in—the kind of stuff that keeps whipping you in the face, tears up your jersey and thrashes your body. •

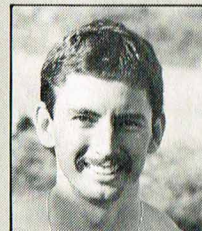


• **DB:** How did you do out there—what was your score?

**John Martin:** I dropped 32 points—fourth overall. Not bad for a little guy. Well, I'll tell you, it looked like something from *Laugh-In* on our row. We had the giant (Tom Webb) on a KTM and the midget (myself) on a Can-Am. I pulled a real number on Tom. We came under this little branch thing, and I didn't duck—I didn't have to. Then Tom came up and it cleaned him right off the bike. I guess he didn't think he'd have to duck, either.

**DB:** Any major problems you can think of?

**John:** The only problems I had were the three guys in front that beat me. •



• **Mike Melton:** I tried to go smooth today and finish. I wasn't out to set the woods on fire. I didn't do overly bad. I got hung up a couple of times, and it cost me a few

points, but I did the best I could.

**DB:** Do you wish it had been wet?

**Mike:** No! If it had been wet, I'd still be out there. There were a few places where it could have used a little rain to kill the dust, but if it had rained, there wouldn't have been too many finishers.

**DB:** They've had a National here the past couple of years. How did the course compare with past courses?

**Mike:** I'd say it was easier, because it rained here before and made it a lot slicker. All in all, I think they did a good job. There was actually a good bit of road riding. One part I do remember as being really tough was this real slick off-camber. They kind of turned you up it. That's the part where, if it had rained, I'd still be there. •



• **DB:** What happened coming into the third gas stop? Did you run into someone?

**Kevin Hines:** There was this fellow in my way. He stopped in front of me and I did a slow-speed fall. I didn't endo. He was down in a gully and I just crawled in (behind him). I was in an awkward position and ended up dropping two points where I should have zeroed or

only lost one. That was the difference between winning and losing right there.

**DB:** At that point how were you doing? Were you leading?

**Kevin:** No. Terry had me by a couple of points, but in the afternoon I beat him by two minutes at the last checkpoint, which was the tie breaker.

**DB:** How does this affect the standings?

**Kevin:** I still have a ten-point lead. Coming into this one I had approximately 15. I feel really confident because he (Cunningham) was expected to win because it's right in his backyard. I should have beat him, and I'm sorry I didn't. But, I'm looking at the rest of the year and I'm confident I can beat him.

**DB:** What about the next rounds?

**Kevin:** Louisiana will be the next one—it'll be sandy and it'll be a fair race. I love sand, that's my best. After that we go to Speedsville, New York—it's rocky and sort of technical. I do super in that stuff, too. I think I can beat him in both of those races—I'm confident. •



• **Terry Cunningham:** Near the end I had a few problems. I was getting hot and clipping trees with my shoulder. That comes from getting tired. It was a long day, and

the heat drains you, and you start to misjudge and miscalculate. If it had rained, it would have been a better race. The scores would have been slower in some spots—and faster in others because there would have been less dust.

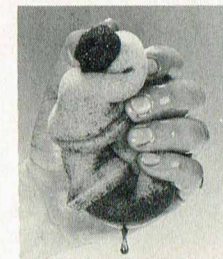
*(continued on page 71)*



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Husky support rider Gary Johnston whit-tled through the Ohio landscape, capturing seventh overall. He's running ninth in the chase for points.

piloted his KTM 350 to a second overall only one point off the winning pace.

In fact, Kevin tangled with a downed rider in one test section, lost an extra point to T.C., then beat him in a late-afternoon tie-breaking special test. Woulda's, coulda's and shoulda's. Dave Bertram put in an excellent ride, tallying third overall—only three points short of his teammate's winning score. He was followed by the midget mauler, Johnny Martin, who dropped 33 points and finished fourth overall. In the end, the riders said it best.

Terry Cunningham: "Lots of rain would have made this race fun and would have probably limited the finishers to an even dozen. Anybody can ride when there's traction."

Kevin Hines: "It's too bad they didn't add another 100 miles to the race. I was just starting to warm up."

This certainly is shaping up to be an interesting year in the quest for America's National Enduro Title. □

### RESULTS: AMA NATIONAL CHAMPIONSHIP ENDURO SERIES, ROUND FIVE BUCKEYE 150 Athens, Ohio

1. Terry Cunningham/Hus	27
2. Kevin Hines/KTM	28
3. Dave Bertram/Hus	30
4. John Martin/Can-Am	33
5. Randy Hawkins/Hus	35
6. Mike Toole/Hus	36
7. Gary Johnston/Hus	39
8. Jeff Russell/Hus	40
9. Mike Melton/Hus	41
10. Carl Altier/Hon	41
11. Jeff Fredette/Kaw	41

### OVERALL NATIONAL ENDURO STANDINGS (after five rounds)

1. Kevin Hines	KTM
2. Terry Cunningham	Hus
3. Jeff Russell	Hus
4. Mike Toole	Hus
5. Dave Bertram	Hus
6. Jeff Irwin	Hus
7. Gary Johnston	Hus
8. Randy Hawkins	Hus
9. John Martin	Can-Am
10. Jeff Fredette	Kaw

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# CORNERING

How to maximize traction & accuracy



From the back: Mike Healey squirms through a relatively flat turn, applying all the basics of good cornering tech. Elbow up, looking straight ahead, inside leg extended forward, outside leg weighting the footpeg.



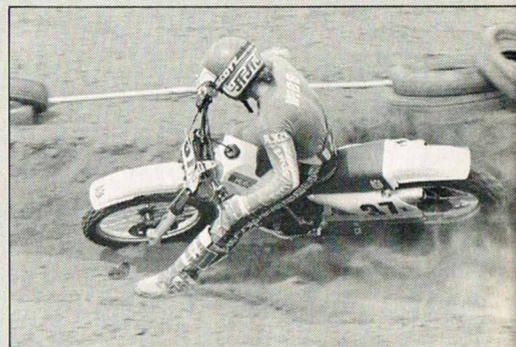
Classic style: Back in '74, Ake Jonsson was one of the world's premier motostylists. But, by today's standards, even his classic cornering form appears dated. Get that elbow up, Ake!

By Gary Bailey

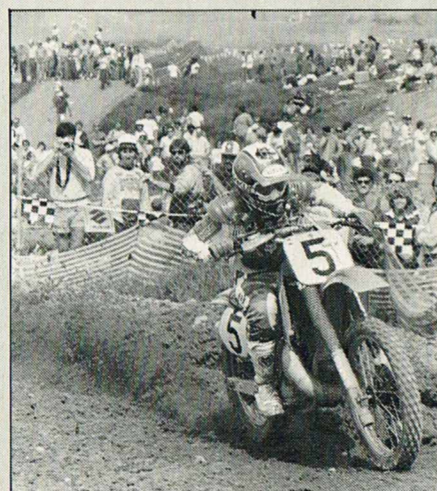
While almost any rider can manage to get a bike going fast in a straight line, it's not so easy to properly negotiate a corner. Since most races are won (or lost) in the corners, it's critical that you learn the proper technique. This will allow you to use the corners to your advantage during a race.

One of the most important tricks you'll

have to learn is how to make the front end of the machine stick—maximizing traction is the key to speed and control. This technique has evolved quite a bit in the recent past... if you look at photos of the best pro riders from even a few years ago, you'll see a startling difference in the way they position their arms and body while pushing their machines through the turns. Back then,



As you enter a berm, look ahead to the desired point you want to hit. Once in the turn, start to lay the bike over, keeping your head forward and eyes on the berm.



Once you're past the apex of the turn, get your inside foot on the peg, keeping your eyes focused on the exit point. Rick Johnson recommends looking farther ahead than you normally would. This helps improve accuracy while you're still in the turn.

most riders weren't concerned with keeping their outside arm high. They rode through the turns with their forearm almost parallel to the ground. The reason for keeping your outside elbow up is to help maximize traction. You're actually positioning yourself to help push the front tire down into the track's surface, which increases the bite of the front tire, which in turn increases steering accuracy.

## ON THE TRACK

Once you understand the importance of the "arm-up" technique, you'll have to learn to apply it to a variety of different cornering situations. Flat turns aren't handled the same as off-cambers, and you'll have to learn to adapt to each different type of turn



A view from the front: Team Kawasaki's Ron Lechien tackles this Hangtown off-camber with the latest technique. On this sit-down approach, Ron keeps the outside peg weighted, his right arm in the proper position, and his fingers on the clutch which helps slip in the power.



Eyes forward: Micky Dymond keeps his outside arm up and his right leg on the tank, directing the bike out of the corner. Once the turn is made, get upright as soon as possible for optimum acceleration.



If you can find some kind of rut or berm when negotiating an off-camber, use it! If you're sitting, keep your weight on the outside of the seat while in the berm.

on the track. The most important thing to remember on flat turns is to make that front end stick. When you enter the turn, make sure you're in the proper riding position—up on the tank with your elbows high. Be aggressive and forceful, working the bike toward the inside of the corner; keep your weight toward the outside footpeg and on the high side of the seat. Keep tucking the front end into the turn, and if it starts to slip, work it back and forth to help make it stick. Remember, keeping your outside arm up helps to weight the front wheel for better traction. While all of this is going on, keep your inside leg extended into the turn or balance and to add weight—and traction—to the front of the motorcycle. Your outside

leg should be held tightly to the tank, keeping the bike laid over for the corner. It's important that you keep your upper body as vertically straight as possible, even while the bike is laid over in the corner.

## OFF-CAMBER TECHNIQUE

Probably the biggest problem with off-cambers is trying to figure out how to position your body while you maneuver through them. Here's the formula: Your upper body should lean into the off-camber while you concentrate on keeping your outside arm up. Once again, keep working the front wheel to make it stick, and keep your lower body weight on the outside peg and on the outside of the seat (if you are sitting).

While all of this is happening, keep the

bike as upright as possible. If the bike is leaned too much, the wheels will slip right out from underneath you. Stay up over the front end to help keep the wheel from washing out!—maximizing traction is the key.

Once you have traction, work the bike toward the inside of the corner; the more you work the bike, the easier you'll find off-cambers. Stay loose on the bike and use the clutch to regulate power delivery—this technique applies to flat or bermed turns, as well.

## BERM BUSTING

As you approach a bermed turn you have to look at the exact point where you want the bike to go—not an inch higher or lower. Aim for this spot and, once you've hit it, start to lay the bike over while keeping your head forward and your eyes on the berm. After the bike is laid over, get your body weight over. The angle of your upper body depends on the angle of the berm, and you'll have to experiment a bit to find what works best for you. Generally, the farther you get around the berm, the more you'll lay the bike over. If you want to cut out of the berm early, just lay the bike down farther, and you'll bounce toward the inside.

Once you're off the berm, get the bike upright as quickly as possible. Put weight on the outside peg and slip the clutch to regulate a smooth flow of power. Stay loose on the bike and keep your weight forward.

Okay, folks, we did the hard part. Now get out there and practice, practice, practice! □

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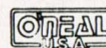


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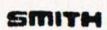
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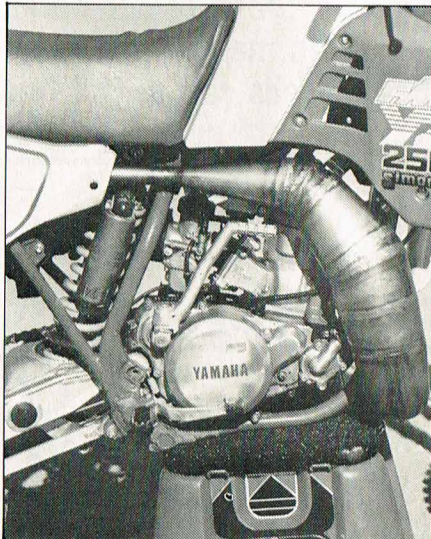
By the Staff of DIRT BIKE

This year's Yamaha YZ250 came close to being the best 250 of the year. It comes equipped with a good overall spread of usable horsepower but falls short with a weak low-end hit and an average mid-to-upper burst. Ergonomically, the YZ is sound and bristles with a well-thought-out layout, a point-and-go turning ability and excellent high-speed stability. This is offset by average suspension hardware that keeps the YZ from winning any silverware wars.

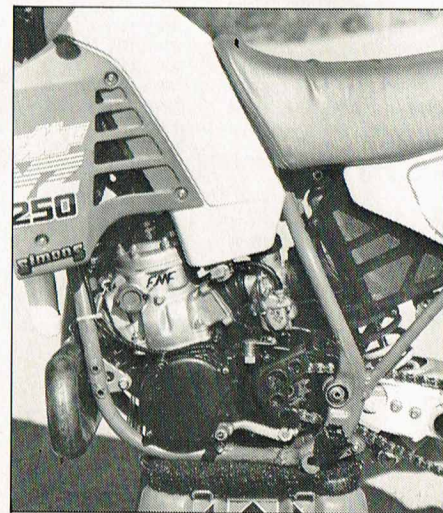
We've been living with the YZ and decided to attack its shortcomings head-on. We let Donnie Emler of FMF perform his magic on the power-valved engine. FMF offers a full-stage works kit for the Yamaha pilot that not only gives it much more boost, but smooths out the powerband by making it stronger right off the bottom surge, straight into the upper R's department. With the FMF mods the mild side of the YZ vanished and was replaced by a volatile hit that is both competitive and easy to control.



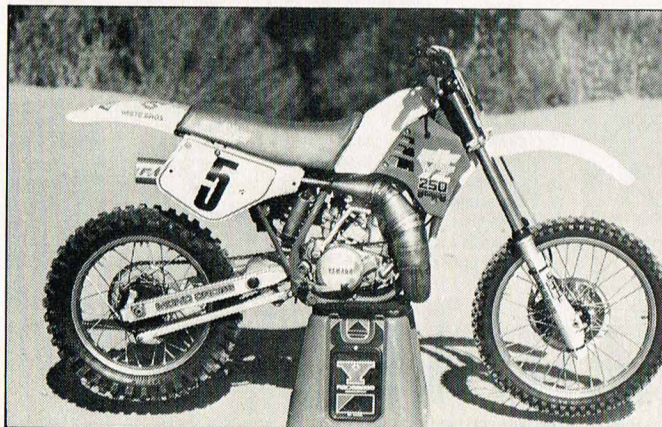
Simply put, the FMF engine mods boosted the entire powerband. It pulls much harder than stock off the bottom, and now has a grand-slam punch in the mid-range. Add an increase in the upper revs, and the FMF mods turn the YZ into a rideable rocket with enough low end for the junior, and plenty of pow for the pro.



The Ohlins shock is BASSless, and the computer-aided design of the FMF pipe may look monstrous, but it actually tucks in quite nicely.



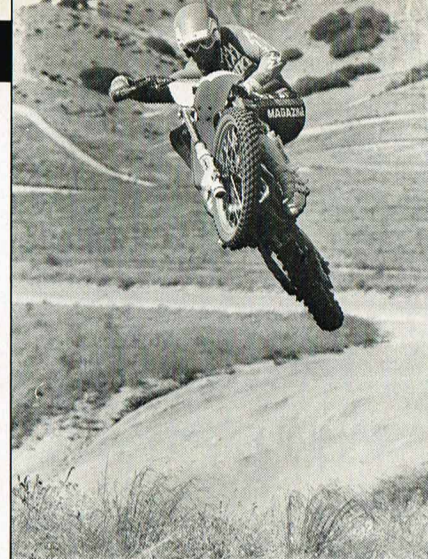
FMF modified our airbox for more breathability and rejet the carb from a standard 340 main to a 320, and a Q-4 needle jet to a Q-2, going one size up on the pilot jet, making it a 45.



With the help of FMF and Simons, our stock YZ250 was transformed into a broad, pulling monster craving the rigors of a brutal motocross course.



We fit the machine with an Ohlins shock and Simons Anti-Cav damper rods. Donnie Emler buffed the engine's ports, milled the head, slipped in an FMF reed booster and fit a C.A.D.-designed FMF pipe, along with his dual-action fiber reeds.



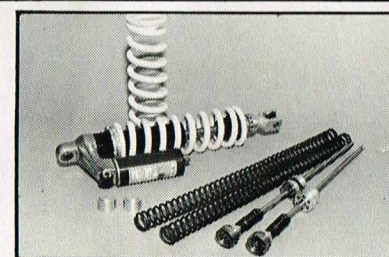
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### SIMONS PRICE LIST

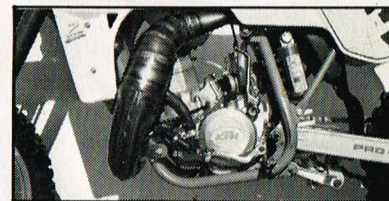
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◀With the Simons/Ohlins suspension updates, attacking any obstacles is executed smoother and with more confidence than when using stockers. Out back, the Ohlins may be costly, but it is used by every works Yamaha rider on the circuit. It is a must for the hungry rider who is looking to win money at racing motocross.

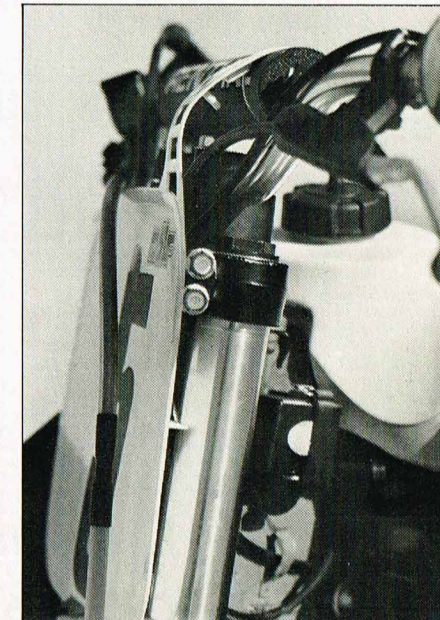
For the suspension surgery the folks at Simons were summoned for their expertise. Team Yamaha scraps the stock rear damper and replaces it with an Ohlins. Why? you might ask. It's not because they've an extra 400 clams they're trying to waste. The Ohlins damper simply outperforms the stock shock, hands down. Up front we opted for a Simons Anti-Cav fork kit, heavier Simons 21-pound fork springs, and the new Simons Anti-Pressure fork caps.

There are a number of little changes we've made—some performance-oriented, others just comfort-minded. Read on. In the end our YZ turned from nice to an extremely potent National-level racing machine. □

#### WHO TO CONTACT

For further info regarding FMF products contact FMF, 1430 W. 259th St., Harbor City, CA 90710; (213)539-6884.

For additional information on Simons/Ohlins products contact Simons, Inc., 2570 Leghorn St., Mountain View, CA 94043; (415)962-8899. □



The Simons Anti-Pressure air caps might seem a bit extravagant (considering you're spending 50 clams simply to keep the forks from building up pressure), but, every time the forks pump up, the action changes. With the Anti-Pressure units, a small bleed hole feeds through a reed valve, allowing pressure to escape when the forks are topped out. In the compressed position the bleed hole closes.

THE ULTIMATE COLLECTOR'S EDITION  
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AUGUST 1986  
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## MOTOCROSS ACTION

### SHOOTOUT SUPER SPECIAL

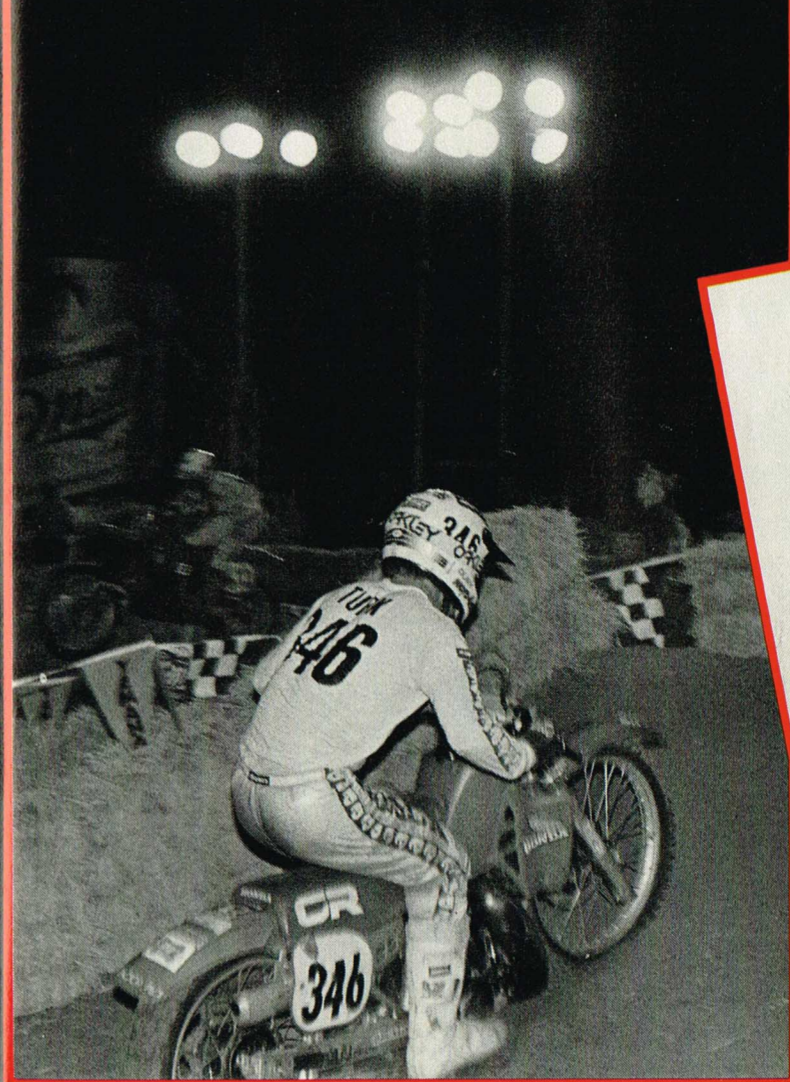
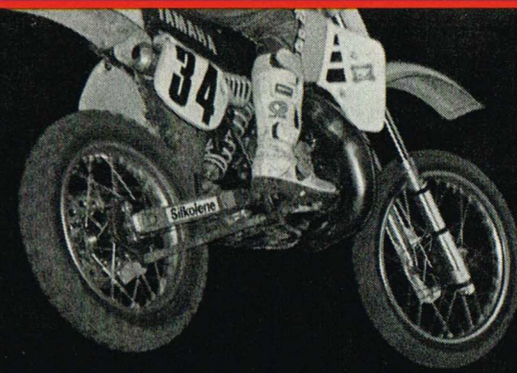
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Rodney Smith jumping Don Turk, Sacramento, CA 1985 By Dennis Cox

Johnny O'Mara, Hondaland, CA 1985 By Ed Arnet

Jim Holley Gorman, CA 1983 By Tom Webb

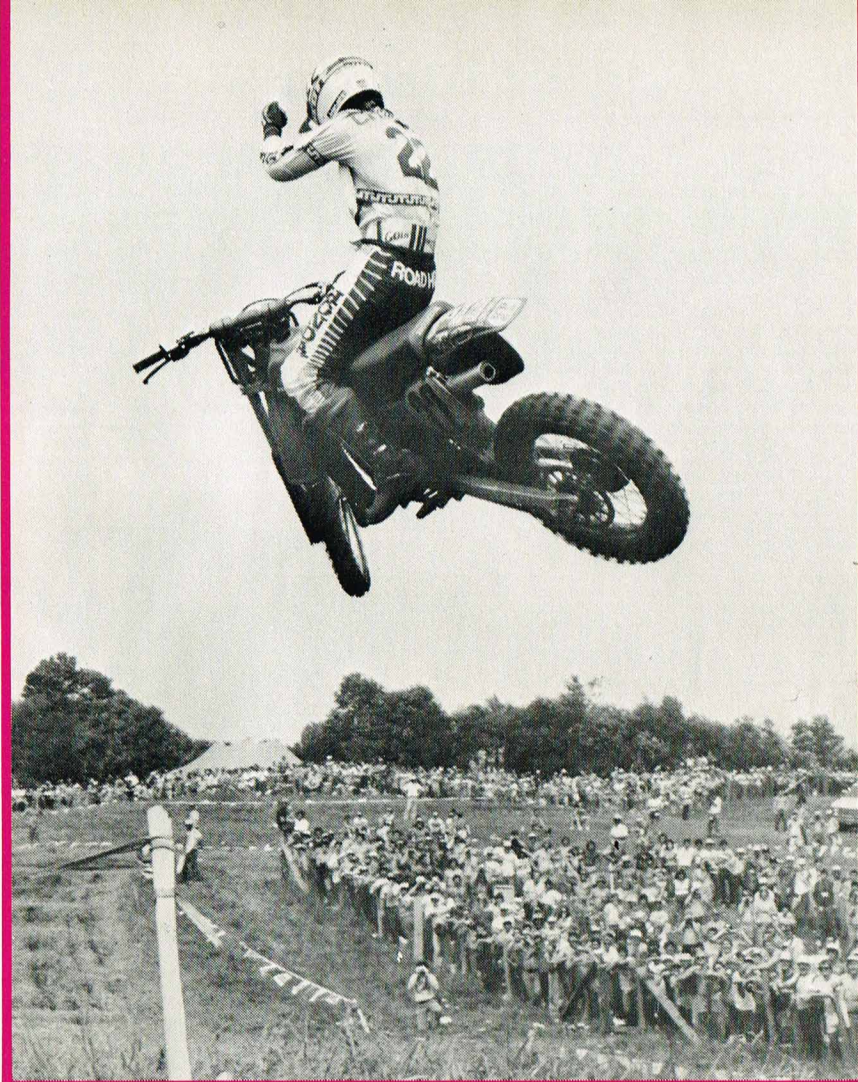
One thing visitors to the incredibly plush and exceptionally well-ventilated *Dirt Bike* offices invariably discover is our totally tasteful decor: The walls are, for the most part, crammed with radical test and race action photos that have found their way

into our hearts and the spaces between the Renoir and Tom's Buckaroo Banzai poster collection. Of course, since we're here and you're not, we thought it might be nice to share with you some of these great moments in photo and interior decorating history. We

have, therefore, produced the first in an occasional series of "Rad Gallery" photo collections. We hope you enjoy it, and please remember: These riders are experienced professionals—never attempt these maneuvers at home, school, work, or any state, county or municipal mental health facility.



**Jim Holley, Gorman, CA 1983** By Tom Webb



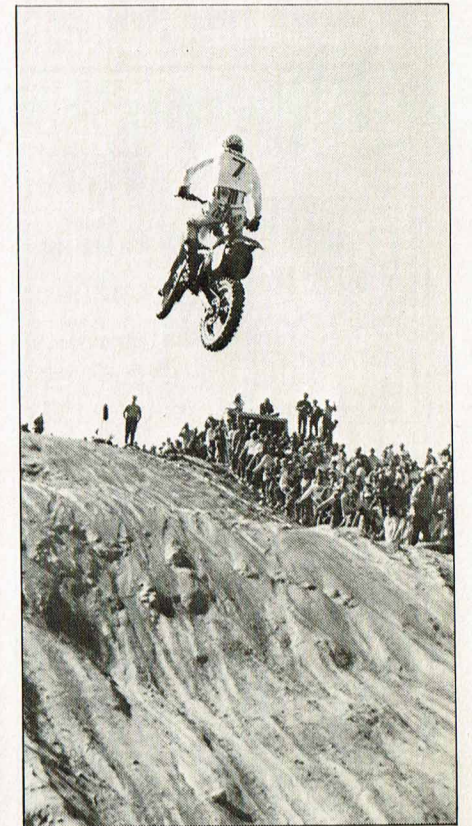
**Danny Chandler, Unadilla, NY 1983** By Fran Kuhn



**Ron Lechien, West Germany, 1985**  
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**Steve "Rolls 1" Schmitz, Pismo Beach, CA 1986** By Mike Webb



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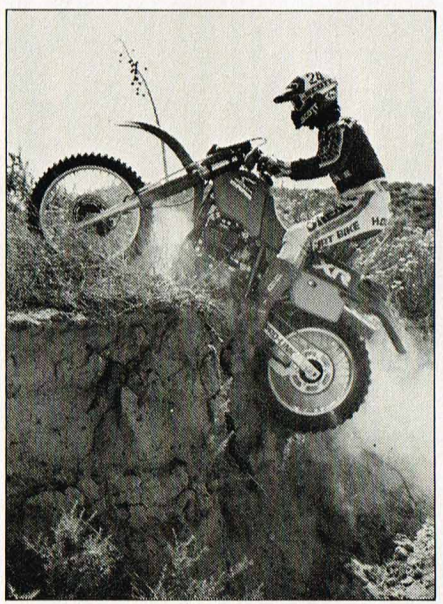
# RAD GALLERY



Johnny O'Mara, Hondaland, CA 1986  
By Vern Allery



Jim Holley, Indian Dunes, CA 1983  
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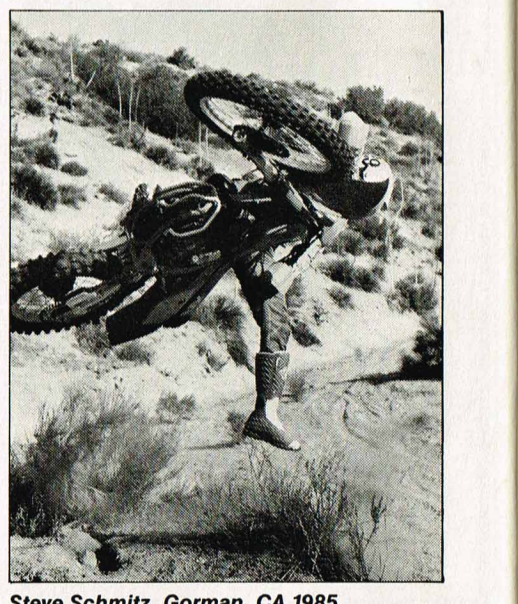
Jim Holley, Gorman, CA 1985  
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Steve Schmitz, Secret Rider Course, CA 1986  
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Mike "Rolls 2" Webb and Steve "Rolls 1" Schmitz, Pismo Beach, CA 1986  
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## GLOVES

# ATV SHOOTOUT!

Honda FourTrax vs. Kawasaki Tecate vs. Yamaha Tri-Z vs. Honda ATC250R vs. Suzuki Quadracer

By the Staff of DIRT BIKE

Life in the ATV fast lane has been evolving at an epidemic rate. Just a few short years ago, most ATVs had the sophistication of a wooden spoon. They were big-wheeled, bogus-handling blenders that featured very little suspension technology and used dated engine concepts dropped from the motocross lineup years earlier. Not any longer, Barklips!

Today's high-performance, sport-minded ATVs are, in a word, advanced. The two-stroke engines are specially made for the ATV pilot, designed with counterbalancers to limit vibration, and have wide-ratio gearboxes for overall usability. All of the powerplants can be made hostile with a little bit of aftermarket trickery, and in stock trim each chassis features rising-rate, adjustable rear suspension systems.

Dirt Bike has tested all of the top models on the market. The Honda ATC250R, the Kawasaki Tecate, the Yamaha Tri-Z, the Suzuki Quadracer and the Honda FourTrax 250R. What we have left is World War III—a giant shootout between the five contestants. Three three-wheelers and two four-wheelers, 17 wheels face to face. Let's meet the warriors.



Serious air is possible on both three- and four-wheeled machines. The Suzuki proved to be the more stable flier, but the Yamaha was quite capable of the long launch.

### HONDA FOURTRAX 250R

This is probably the most awaited and dreamed about ATV in history. It's a four-wheeled, 250cc tyrant that boasts nearly eight inches of front travel and nine inches out back. Up front, longish shocks are mated to tall front meats, and the system is designed not to bump-steer. The tail section is handled via a single-shock Pro-Link that is multi-adjustable in its damping. Power is supplied through Honda's proven R-series engine, which has been detuned from the ATC version to compensate for the added weight and drag of the extra wheel.

ATV dune shredding. In conditions like this, all the ATVs performed to perfection.

### KAWASAKI TECATE 250

Here's the power demon of the class with a KIPS power-valved engine and a usable spread of juice that ends somewhere near the stratosphere. This year Kawasaki thoroughly updated the Tecate with new, beefy forks, more travel, a longer chassis and lower-profile rear rubber. The rear Uni-Trak spits out just under ten inches of travel, and the machine is renowned for its incredible handling and cornering ability. Add the

snarling-fast, mid-range to top-end power, coupled to a five-speed tranny, and you've got a competitive racer wearing a farmer's overalls.

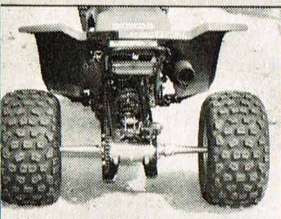
### YAMAHA TRI-Z250

Yamaha spent the off season performing

major surgery on its Tri-Z. Effectively, the powerband has been lengthened, giving it a shade more in the revs department. It's still the torquer of the group, and with a six-speed gearbox, it is definitely aimed at the all-around driver. The Tri-Z is unique among

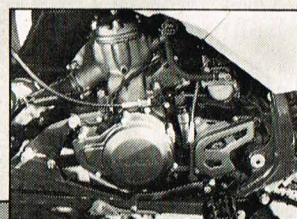
Side-by-side flight patterns with the Tecate, Suzuki and FourTrax. The fling-ability of the Tecate lends itself to rad aerials, even with the large frame of the Wolfman aboard. Sky jamming on the four-wheelers is a matter of "point it and peg it."

the entrants since it carries the fuel under the seat and has the airbox mounted high, where the tank normally rests. They've added some girth to the cheesy suspenders, making them more rigid, besides having a lot more travel.



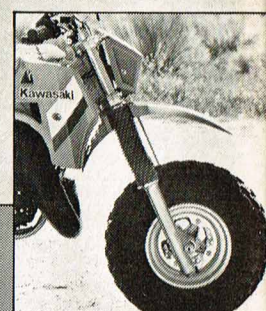
▲ Nearly ten inches of rear travel, a wide axle mated to low-profile tires, and the powerful rear disc brake make up the back end of the 250R.

The first ATV to come with competitive forks, the Honda punches out ten inches of travel up front. ▶

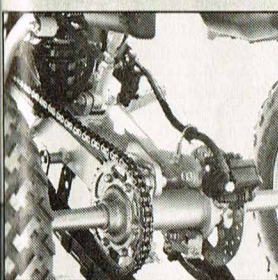


▲ The familiar Honda "R" series motor punches out the ponies in the new FourTrax. Although detuned to compensate for an additional wheel, the Honda still provides plenty of roost-ability.

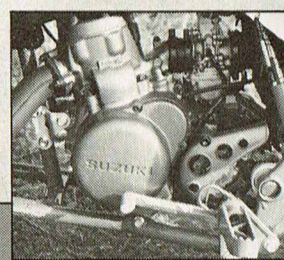
Eight inches of front-end travel allow the FourTrax to tackle the off-road world with a will. The engineers at the red factory designed this machine so it does not bump steer. In other words, when the FourTrax is pitched into a slide and the rider comes upon a bump or whoop in the middle of that slide, the Honda will absorb the bump rather than deflect as the Suzuki does.



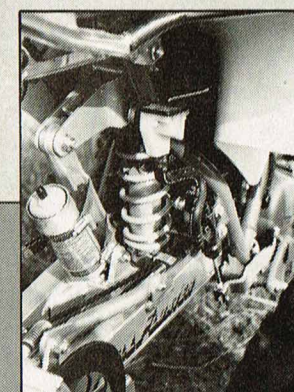
The boost in fork size is only one reason why the Tecate is such an excellent-handling machine. It's considered to be one of the finest-handling three-wheelers of the bunch and is also a fierce racer.



Nearly ten inches of travel via the Uni Trak rear suspension handles the backyard chores. The drilled rear disc does the stopping on the Green Machine, and the low-profile tires add to the overall handling prowess.



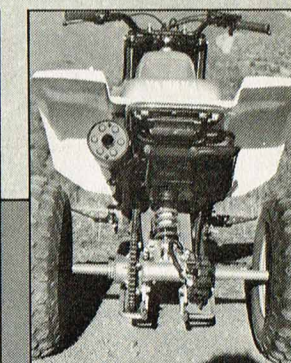
The heart of the Suzuki is a water-cooled two-stroke European dual-purpose engine. With a powerband that concentrates on mid-range grunt, the Suzuki has ample muscle where it's needed. The biggest drawbacks for the Yellow Screamer are notchy shifting and a lack of usable top end. Deliberate use of the clutch is required to keep things flowing.



Updates on the Quad suspension center on better damping characteristics. The Full Floater is still capable of handling off-road nasties, and the overall maneuverability of the Quad is excellent.



The wimpy forks of last year's Tri-Z have been brought up to competitive standards. The Yammie mill has also undergone a juice transfusion and can now run with the best of them.



A low center of gravity was achieved by locating the fuel tank under the seat. With the tallest rear tires of the group, sliding the Tri-Z required special attention.

ATV SHOOTOUT CHARTS

FAIR AVERAGE GOOD EXCELLENT

POWER	FAIR	AVERAGE	GOOD	EXCELLENT
ATC250R				
FOURTRAX 250R				
TECATE 250				
QUADRACER 250				
TRI-Z250				
HANDLING				
ATC250R				
FOURTRAX 250R				
TECATE 250				
QUADRACER 250				
TRI-Z250				
SUSPENSION				
ATC250R				
FOURTRAX 250R				
TECATE 250				
QUADRACER 250				
TRI-Z250				
QUALITY OF WORKMANSHIP				
ATC250R				
FOURTRAX 250R				
TECATE 250				
QUADRACER 250				
TRI-Z250				
EASE OF RIDING				
ATC250R				
FOURTRAX 250R				
TECATE 250				
QUADRACER 250				
TRI-Z250				
BEST ALL-AROUND MACHINE				
FOURTRAX 250R				
QUADRACER 250				
ATC250R				
TECATE 250				
TRI-Z250				

# SHOOTOUT!

## HONDA ATC250R

Without a doubt, the ATC250R has been the leader in both motor technology and advancements in ATV suspension. The Honda six-speed, R-series motor pumps out serious horsepower off of idle. It has an awe-inspiring mid-range wallop and, combined with the wide-ratio tranny, tops out at nearly 75 mph. It's the first three-wheeler to come with big, flex-free forks and almost pins the 10-inch mark on travel. By using low-profile Ohtsu rear meats and an adjustable axle width, the 250R has held top billing among the three-wheelers in the handling wars.

## SUZUKI QUADRACER 250

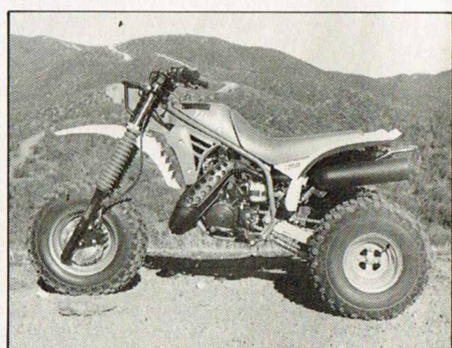
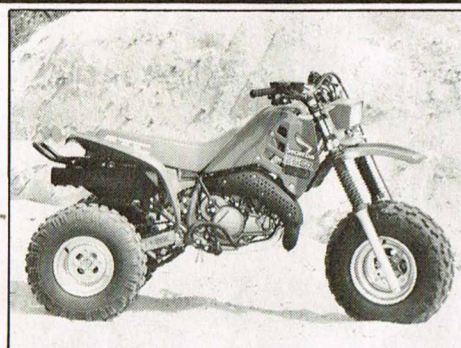
This is the machine that set the ATV on its fanny last year. The first high-performance four-wheeled ATV made its debut in '85. Via good overall suspension

mixed with a "grunter" engine and handling prowess that borders on perfect, it became the machine to beat this year. Suzuki merely updated the Quadracer for '86 with a healthier engine and better rear damping on its Full Floater. It has proven itself as the top ATV in '85 and, with the unveiling of Honda's FourTrax 250R, it finally sees some competition.

## WHOA, NOAH. WHO WINS AND WHO SHOWS?

While we have nothing against three-wheelers, we're going to put it on the line. Four-wheelers are the future of ATVs. They're easier to ride, more stable for the masses, and in the end, do everything a three-wheeler does, only easier. With that in mind, here's our final breakdown in the ATV shootout.

1. Honda FourTrax 250R
2. Suzuki Quadracer 250
3. Honda ATC250R
4. Kawasaki Tecate 250
5. Yamaha Tri-Z250 □

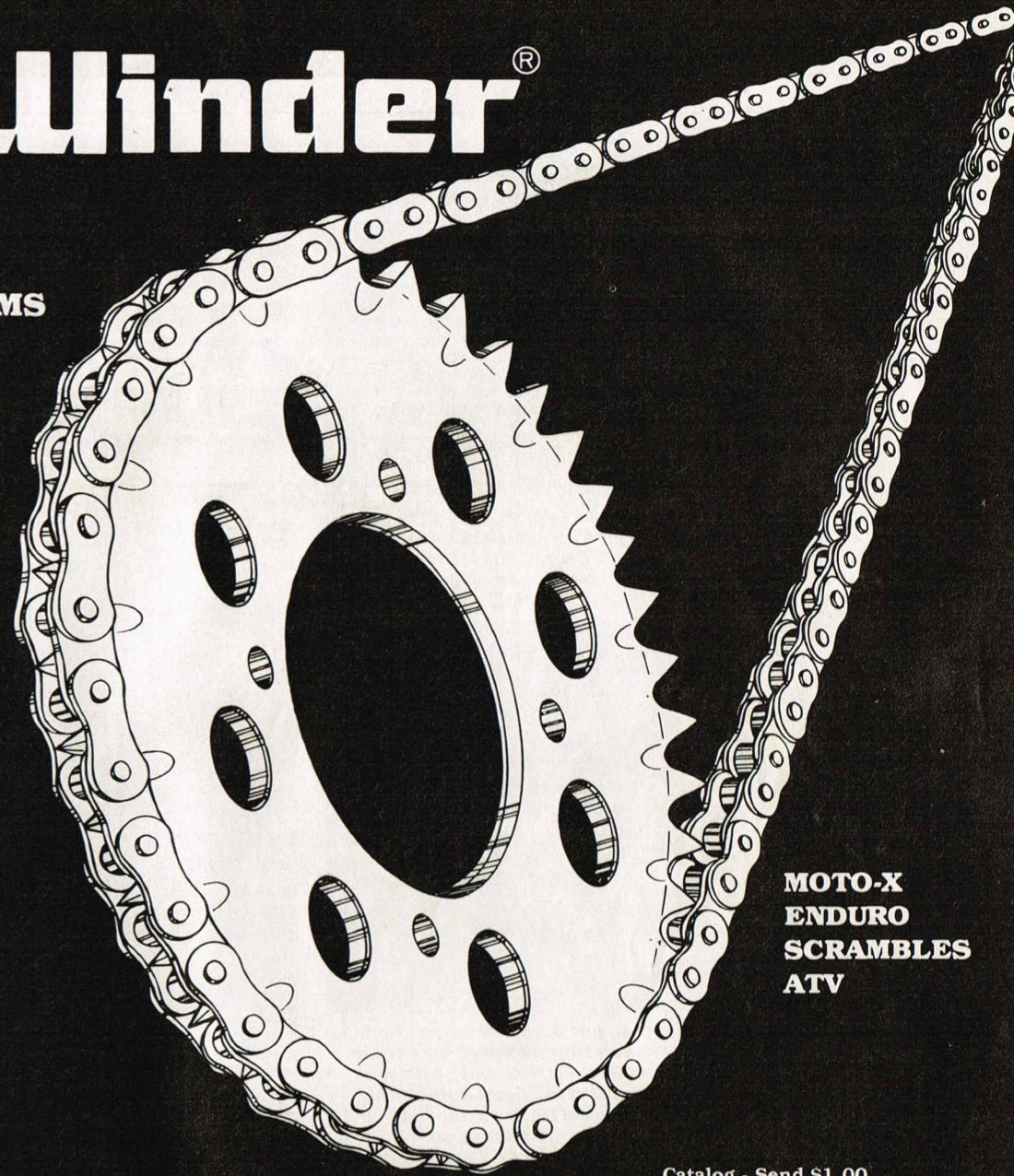


	HONDA ATC250R	HONDA FOURTRAX 250R	KAWASAKI TECATE KXT250B1	SUZUKI LT250RG QUADRACER	YAMAHA TRI-Z250
Engine type	Single-cylinder, liquid-cooled, 2-stroke	Single-cylinder, liquid-cooled, 2-stroke	Single-cylinder, liquid-cooled, 2-stroke	Single-cylinder, liquid-cooled, 2-stroke	Single-cylinder, liquid-cooled, 2-stroke
Displacement	246cc	246cc	249cc	249cc	246cc
Bore and stroke	66mm x 72mm	66mm x 72mm	70mm x 64.9mm	70mm x 64.8mm	68mm x 68mm
Carburetion	34mm Keihin	34mm Keihin	34mm Mikuni	32mm Mikuni	32mm Mikuni
Ignition	CDI	CDI	CDI	PEI	CDI
Transmission	6-speed	6-speed	5-speed	5-speed	6-speed
Fuel tank capacity	2.5 gals.	2.6 gals.	2.3 gals.	2.9 gals.	2.6 gals.
Wheelbase	51.5 in.	51.3 in.	50.4 in.	50.8 in.	52.4 in.
Seat height	30.5 in.	29.9 in.	29.5 in.	31.1 in.	29.7 in.
Weight claimed, dry	291 lbs.	328 lbs.	280 lbs.	293 lbs.	294 lbs.
Suspension:					
Front	39mm air adj. forks, 9.8 in. travel	Double A-arm, preload adj., 7.9 in. travel	44mm air adj. forks, 9.8 in. travel	Double A-arm, preload adj., 7.9 in. travel	39mm air adj. forks, 10.0 in. travel
Rear	Pro-Link, comp./reb. damp. adj., 9.8 in. travel	Pro-Link, comp./reb. damp. adj., 9.0 in. travel	Uni-Trak, comp./reb. damp. adj., 9.8 in. travel	Full Floater, reb. damp. adj., 7.9 in. travel	Monocross, comp./reb. damp. adj., 9.3 in. travel
Brakes:					
Front	Hydraulic disc	Hydraulic disc	Hydraulic disc	Hydraulic disc	Hydraulic disc
Rear	Hydraulic disc	Hydraulic disc	Hydraulic disc	Hydraulic disc	Hydraulic disc
Intended use	Recreation/racing	Recreation/racing	Recreation/racing	Recreation/racing	Recreation/racing
Country of origin	Japan	Japan	Japan	Japan	Japan
Suggested retail price	\$2348	\$2498	\$2349	\$2349	\$2299
Distributor/Manufacturer	American Honda Motor Corp. 100 W. Alondra Blvd. Gardena, CA 90247	American Honda Motor Corp. 100 W. Alondra Blvd. Gardena, CA 90247	Kawasaki Motor Corp., USA 2009 E. Edinger Santa Ana, CA 92705	U.S. Suzuki Motor Corp. 3251 E. Imperial Hwy. Brea, CA 92621	Yamaha Motor Corp. 6555 Katella Ave. Cypress, CA 90630

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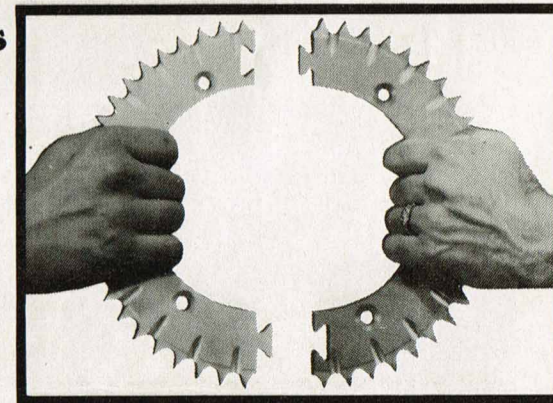
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# SURPRISE, SURPRISE, R.J. TAKES THE WHOLE ENCHILADA

Johnson wraps it up with one round remaining

Photos by Tim Tolleson & Steve Casper



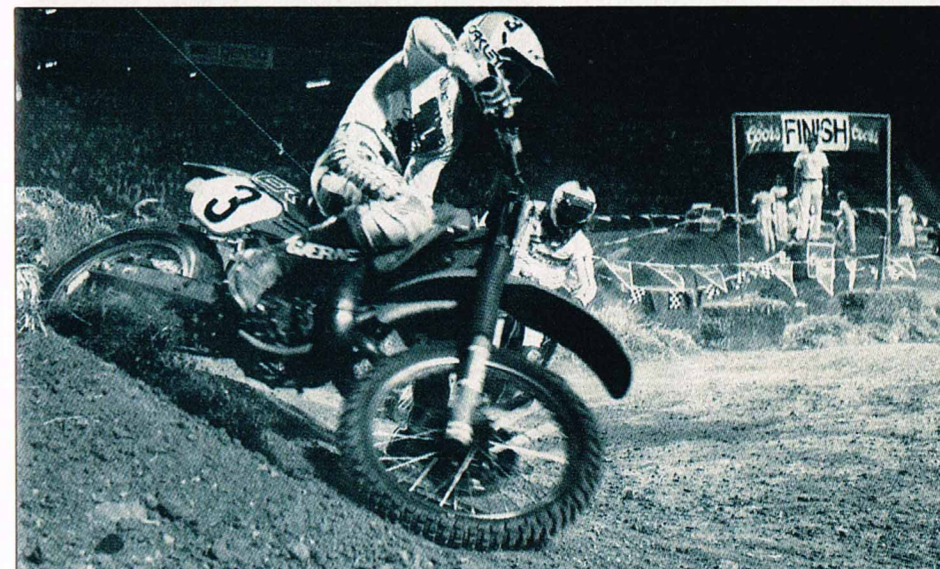
□ This scene is a repeated one at indoor events across the nation—Ricky Johnson with arms raised in victory celebration. R.J. decimated the indoor ranks and captured the Supercross title with a 27-point cushion over fellow Honda rider David Bailey. Ricky clinched the Phoenix round with his now-typical attack style.



The year of 1986 has been one of adaptation for El Cajon's Ronnie Lechien. The ex-Honda hauler has steadily improved his performance on his new Kawasaki ride. At Phoenix, Ron put on his race face and did some serious stuffing. Just ask Scott Burnworth! After giving Burnworth a close-up look at his forks, the AMA officials fined Lechien for dangerous riding. Dangerous or not, Lechien kept it pegged and his second-place finish at Phoenix has been his highest placing of the year.



Honda's Guy Cooper should have little trouble retaining his support status with the Big Red Machine. Oklahoma-bred Cooper has been electrifying crowds with his wild aerial antics. His qualifier at Phoenix featured a knock-down drag-out fight between him and Suzuki rider A.J. Whiting.



Mr. Consistency, Johnny O'Mara, garnered a third at Sun Devil Stadium and sits in third place with one event to go. Johnny's season might not be as spectacular as he would like, but the Honda chiefs can't be too upset with three red machines in the top three positions.



RESULTS: SUN DEVIL STADIUM  
TEMPE, ARIZONA

1. Rick Johnson	.....	Hon
2. Ron Lechien	.....	Kaw
3. Johnny O'Mara	.....	Hon
4. Jeff Ward	.....	Kaw
5. Jeff Leisk	.....	Hon
6. Keith Bowen	.....	Yam
7. Jim Holley	.....	Yam
8. Larry Brooks	.....	Hon
9. David Bailey	.....	Hon
10. Scott Burnworth	.....	Yam



DIRT BIKE tester and works Yamaha rider, Jimmy Holley, kept up with the consistency program by garnering a seventh at Phoenix. Jimbo has continually gassed his way to top-ten finishes, sitting in seventh place with the L.A. event remaining.

◀ Track conditions at Phoenix left a bit to be desired (as far as the motocrossers were concerned), because the layout catered to the buggies. During one of the early practice sessions, a stadium whoop section was removed for the buggies, but then had to be reinstated when Supercrossers raised their voices in protest.



This sequence of events captures the end of David Bailey's bid to reel in teammate Johnson's points lead. Going into the Sun Devil round, David was a scant 14 points behind R.J. At the end of the Phoenix event, the point spread was up to 27—out of reach. This sand pit claimed Bailey twice: first in this scene with factory Suzuki rider Erik Kehoe, and the second time with yet another Suzuki pilot, George Holland. □



# 1987 KAWASAKI MOJAVE

Shredding the Dunes on the first of the '87s

By the DIRT BIKE Staff

Kawasaki's Mojave four-wheeler is a first on several counts: The machine is the first of the 1987 models to be released for testing; it's Kawasaki's first serious effort at building a four-wheeler for the sport/recreation market, and it marks the first attempt by any manufacturer at liquid-cooling a four-stroke, four-wheeled sport machine. It's apparent even to casual observers that a lot of careful planning has gone into the development of this machine. And the result of this extra effort is a machine that offers surprisingly good performance and exceptional versatility. The white quad hits the performance mark squarely, and while it's not in the same high-powered league as the top two-stroke guns, it will be an effective weapon against the likes of the potent Yamaha 350 Warrior and Suzuki's

proven winner, the QuadSport 230.

## ON THE BEACH

We spent a day on the dunes at Pismo Beach with the folks from Kawasaki's PR department. There we had a chance to evaluate the Mojave's performance potential. The new machine is powered by a liquid-cooled dual-overhead-cam thumper—the same engine found in Kawasaki's dual-purpose KL250 motorcycle. The main difference between the two is the transmissions: The KL250 has a regular six-speed box, while the quad features a five-speed with reverse. Final drive is handled by a chain, and the brakes (two in front, one in the rear) are discs.

Suspension chores are handled by a double-wishbone arrangement up front, and the rear is a Uni-Trak-type single-shock-

arm that delivers 8.5 inches of movement. The front-wheel travel is just under seven inches.

## GETTING ON TOP OF IT

Basically, Kawasaki has a good wagon. It's a lot like a four-wheel version of Honda's XR250—not as blazingly fast or lightweight as a comparably displaced two-stroke, but still capable of delivering a surprisingly high level of performance. The Mojave's engine is a spinner. Getting good power out of a four-stroke means building an engine that likes turning revs. And that's exactly what the water-cooler does. The motor won't rip stumps like a diesel; there isn't huge gobs of thump on the bottom-end, but once the mill starts singing, the roosting begins. There's a healthy amount of juice on tap through the middle of the range—enough to keep the Mojave fighting competitively with any of the other manufacturer's sport machines. It doesn't have the lightning burst of a QuadRacer or FourTrax 250R, but there's enough voltage to keep the excitement level in the lower reaches of the stratosphere. The mill will rev out, but the meaty mid-range thrust is still the pilot's most effective weapon.

## FIT AND FEEL

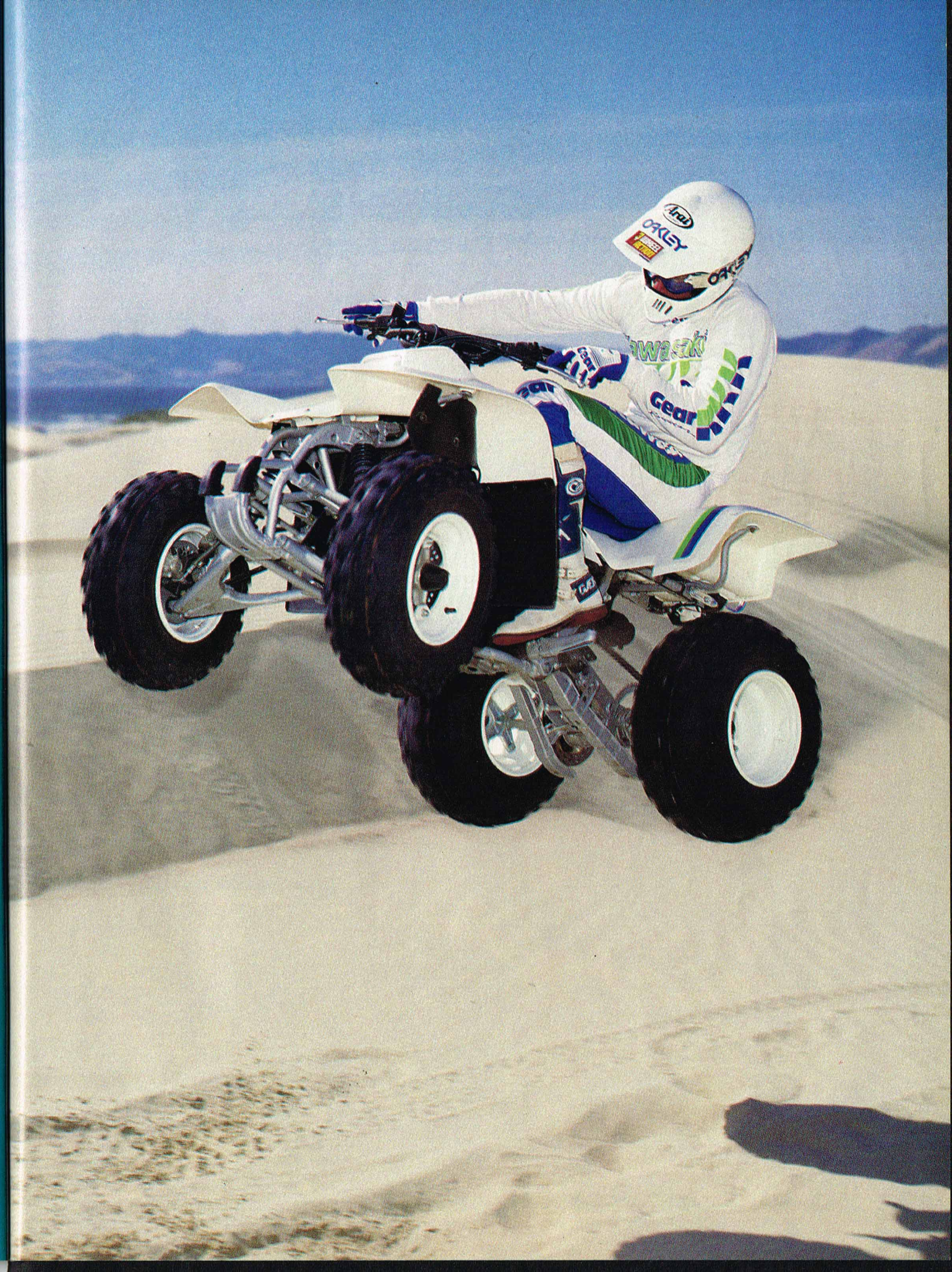
For average-sized riders the Kawasaki's ergonomics rate a "good." For larger pilots the machine feels a bit cramped, especially when hanging out during controlled power slides. The rear fender is too high, forcing the rider to shoehorn himself between the plastic and the edge of the seat. The seat/bar/peg relationship is still quite good, even though the overall feel of the quad is short.

How does the suspension rate? Better  
*(continued on page 70)*

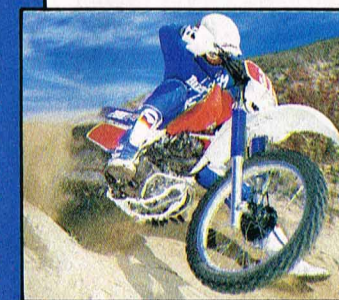
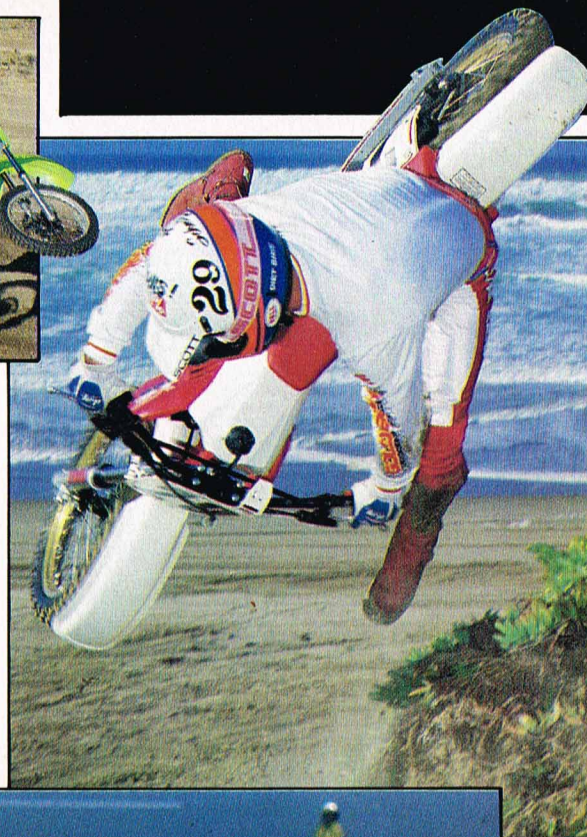
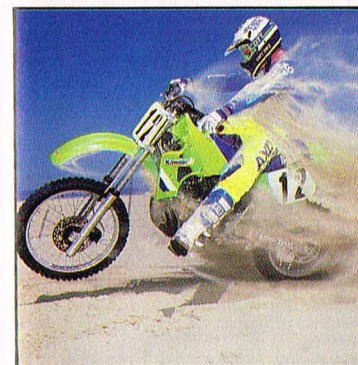


## 1987 KAWASAKI KSF250-A1 MOJAVE

Engine type	Single-cylinder, liquid-cooled, DOHC 4-stroke
Displacement	249cc
Bore and stroke	74mm x 58mm
Transmission	5-speed
Reverse	Yes
Starter	Manual
Fuel tank capacity	8.3 L (2.2 gals.)
Wheelbase	44.3 in.
Overall length	68.3 in.
Ground clearance	8.5 in.
Weight claimed, dry	363.8 lbs.
<b>Suspension:</b>	
Front	Double wishbone, 6.9 in. travel
Rear	Swingarm, single shock, 8.5 in. travel
<b>Brakes:</b>	
Front	Disc (left and right)
Rear	Single disc
Intended use	Off-road/recreation
Country of origin	Japan
Suggested retail price	\$2599
<b>Distributor/Manufacturer:</b>	
Kawasaki Motor Corp. USA 9950 Geronimo Rd. Irvine, CA 92718	



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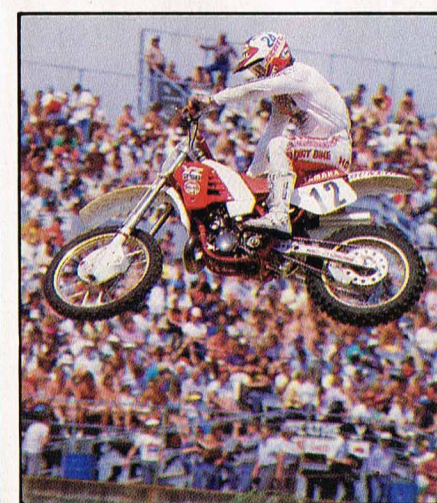
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# ALL-NEW KTM 350MXC

A full-sized 350 with an appetite for Swedish cuisine

By the Staff of DIRT BIKE



We decided to race-test our machine at a notorious Southern Ohio National Enduro in lieu of the usual evaluation. Wolfman Webb felt that the KTM's perfect manners and powerful motor were all that brought him to the finish.

◀Both suspension ends are plush, yet firm-up perfectly on the killer hits. All you have to do is dial in the right amount of sag (3-3/4 inches) and bleed the forks before every ride. Although the shifting is typical KTM-notchy, the easy clutch pull makes life more bearable—even though it crawls forward when you're stopped in gear.

Team Dirt Bike was airborne again. The American Airlines DC-10 hummed at 35,000 feet while thoughts of the nasty enduro we'd ridden the previous day in Southern Ohio drowned out the dialogue of "Murphy's Romance." The stewardess brought food, but the nuclear mush in the shape of fish parts got mashed around the plate, and our thoughts shifted back to the race test.

Two weeks earlier we'd picked up a brand-new KTM 350MXC. This thought wasn't too thrilling, since the bored-out 350, or 278cc enduro wagon, we'd already tested couldn't wear the same shoes as the new 250 DCIMXC. But this new 350 Katoom was different—it had a big jug (344cc) shoe-horned onto a 500 lower end. Yes, a full 350! Our interest perked up a bit.

At the end of the day's ride, we knew KTM had created a monster. The new 350 sits low, starts easy and has enough power on tap to burn a trail up the face of Mount Whitney. In a nervous fit, a call was placed

to KTM Ohio, and a bike was prepared for the Athens Ohio Motorcycle Club's National Enduro that was to run the next weekend. For the first time in many moons, there was a threat to the Husqvarna-dominated class of Open bike enduro hardware. Although we loved the machine in California, we knew a real Eastern enduro race test was in order.

#### TALK TO ME, BROTHER

While the chassis appears identical to that of the 250MXC, there have been a number of subtle changes. First of all, it sits low. Real low. The KTM engineers lowered the whole motorcycle by bringing the steering back 15mm and up 15mm. In essence, the steering head has been raised while the rest of the frame stays the same. The removable tail section has been pushed down and both suspension ends are shorter than a standard-issue MXC.

The White Power shock is the same length as the MX damper but is fitted with a three-and-a-half-millimeter spacer inside to shorten the travel. It features all new valving and

strokes out 310mm of travel. Up front the White Power forks run a 20mm shorter damper rod, heavier springs and virtually no preload. They have 280mm of travel. The result is a low-riding, long-travel machine, that a five-foot eight-inch rider can easily sit on... flat footed. Amazing!

But, and this is a big one, the chassis updates definitely play second fiddle to the new engine. For the last few years Husky has dominated the Open enduro market with its 430cc air-cooled and 400cc water-cooled machines. KTM offered its 350, a 250 bored out to a 278, and though this machine proved to be competitive, it lacked the torque of the Swede machine, and real Open class pilots snickered at the Austrian buzzbomb. Of course, there was always the KTM 500MXC, but once again, enduro riders complained that riding a 60-horsepower monster in the woods was about as much fun as shaving a polar bear. So, enter the 350MXC.

The engine is basically a 500 lower end



# KTM 350MXC



The KTM 350 has a very low seat height, making it a true woods carver. For the National Enduro we replaced the stock Regina chain with a D.I.D. O-ring chain and added a set of Fredette Handsaver hand guards. This machine is the best enduro effort ever to come out of Austria, and quite possibly new king of the Open hill.

with a 344.6cc top end strapped to it. It's a five-speed and identical to the 500, with the exception of third gear, which is a shade lower on the 350. A 38mm Type 55 Bing car-

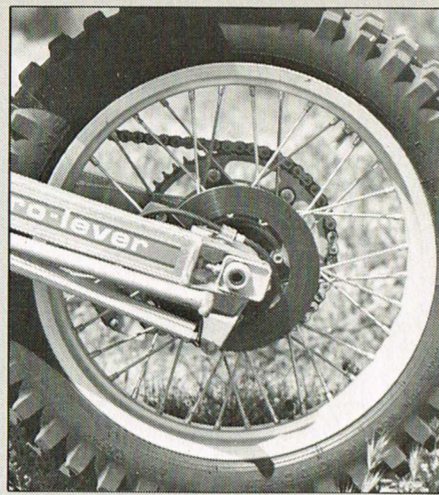
buretor regulates gas, and it has a normal Motoplat ignition. For all intents and purposes, KTM has created the perfect Open "enduro" engine.

## STUCK IN ATHENS WITH THE MALIBU BLUES... AGAIN

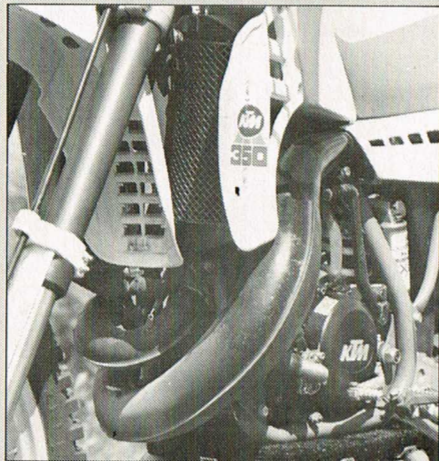
During our initial testing in Southern California, the KTM 350 proved to be a mind-blower. It was the first Austrian machine we'd ridden this year that didn't require any modifications to either suspension end. The front comes sprung perfectly, is plush, and firms up to swallow any jolt in its path. Out back, the White Power Pro-Lever system is valved to sponge up the little bumps, and it too laughs at mongo hits. The result is a confidence-inspiring ride, no shakes or quivers at speed and, with 90mm to 95mm of rear sag dialed in, the bike turns like a rabbit.

The bottom line on the engine? It's unbelievable! It starts easily by tickling the Bing until fuel shoots onto the shock linkage and then pulling back on the bogus handlebar-mounted richening lever. There is almost no vibration and, snapping the throttle, you'll hear a pronounced bark. Off the bottom it rips to attention immediately and will nearly tear the bars out of your hands. It definitely is all Open bike.

The meaty growl off the bottom flows smoothly into the mid-range and upper hit. There's gobs of tractor-ripping torque at idle, and an explosive wallop is always on tap to surface with a simple stab at the clutch. This bike is *not* docile, though it



Yahoo! A solid rear disc does not heat up like the old slotted numbers, and the new pads will normally last for at least 150 miles. Remember: Always keep a spare set of pads nearby.



This has to be one of the wildest production pipes yet. The design makes for excellent ground clearance—the header section is looped around the side of the frame rails.



KTM has finally dialed in the White Power forks on their 350. They're 20mm shorter, run a stiffer spring than in the past and have NO preload. The front Metzeler rubber is excellent. The disc is a little mushy but gets the job done.

can be ridden fearlessly by short-shifting and lugging the engine through miserable trail conditions. Aggressive riders who demand instant adrenaline will find that the 350 likes to rev, and the brutal mid-range and upper hook of the powerband responds like a full 500.

Here's what we learned about the bike during the Athens National Enduro:

- The engine is brutally efficient and flat does not vibrate, compared to, let's say, a Husky 400. There's a noticeable gap between first and second gear that can be tightened up by adding two teeth to the rear sprocket.
- Water does not affect performance. We actually had the triple clamps under water several times, and the bike never whimpered. Here's where the double disc brakes really shine. You never lose braking efficiency due to moisture.

- Top marks go to the White Power suspension. They kept the 350 in line over the ugliest terrain, including slick, rocky creeks, snotty roots, mud, and G-outs into creek beds. It doesn't bottom out, yet it is plush enough to absorb obstacles in first gear or flat-out in fifth.

- The large gas tank carries enough fuel (14 liters) for a killer 60- to 65-mile loop. When the tank is full, you notice the weight because much of it is carried up higher than the seat.

- By the end of the 163-mile National enduro, the lugging ability of the 350 engine brought a beaten rider to the finish. Much of the race required aggressive riding tactics, and our tester was flogged to the point of exhaustion, relying on the tractor-lugging side of the KTM to get him through miles of woods littered with slippery roots and off-camber uphill where many riders had to push.

### BITS AND PIECES

The 350MXC comes stock with the new solid rear disc. This, in conjunction with new brake pads, ends the dilemma of brake heat-up and pedal loss during race conditions. The action is strong, and the pads will easily last through an entire enduro. In our California testing, we got nearly 150 miles of use out of the rear pads. Still, you should always carry a spare pair of pads with you, as they will wear out, especially when abused. They sell for \$16 and, with practice, can be changed in minutes. Maybe next year KTM will get with the program and offer a rear brake system designed with the enduro rider in mind. For now, you'll have to put up with them and always keep a pair of pads nearby.

Enduro riders will have to purchase an accessory speedo kit and spark arrester from their KTM dealer. The little speedo head mounts directly to the headlight, and the legal spark arrester is an Answer Products model.

Excellent Metzeler rubber worked flawlessly in both Western and Eastern testing. No complaints here.

Do not Loctite the rear axle nuts. Torque them to 65 foot-pounds, and they will not loosen.



During the enduro, the riders had to negotiate miles of waist-deep rivers and creeks. The 350 proved to be a water moccasin (never burping or blubbing), and the double disc arrangement meant the brakes never faded.

We rejacketed our machine slightly and noticed an immediate improvement. Change the standard 70 pilot jet for a 65, the 2.84 needle jet for a 2.82, and drop down to a 195 main jet.

Long-time KTM owners will love the clutch action. The bigger 500 clutch has an easy pull and never slips. It does, however, drag with the bike stopped and in gear. We didn't like this quirk, but we got used to it.

### THE RIGHT WHITE

Here's the skinny: The KTM 350MXC is more than a thorn in the side of Husqvar-

na's quest for the ultimate Open class enduro weapon. It's a spike the size of a redwood tree. This machine has a low-slung chassis, adept suspension, hits like a hurricane off the bottom, and will rev to Saturn. It's fast, torquey, smooth and vibrationless, all at the same time. While it craves the tight woods of Ohio, it flourishes in the high-speed world of the California desert. Whether your goal is to win enduros, or just finish them, the KTM 350MXC is quite possibly the best machine made for the job. Bottom line. □



### 1986 KTM 350MXC

Engine type	Single-cylinder, liquid-cooled, 2-stroke	Silencer/spark arrester	Yes/no
Displacement	344.6cc	Wheelbase	1460mm (57.5 in.)
Bore and stroke	75mm x 78mm	Ground clearance	330mm (13.0 in.)
Carburetion	38mm Type 55 Bing	Seat height	920mm (36.5 in.)
Factory recommended jetting:		Rake	28°
Main jet	200	Wet weight, no fuel	231 lbs.
Needle jet	2.84	Tire size and type:	
Jet needle	6L6-2	Front	3.00x21 Metzeler
Pilot jet	70	Rear	4.60x18 Metzeler
Slide number	160	Suspension, type and travel:	
Fuel tank capacity	14 L (3.7 gals.)	Front	White Power type 4054, adj. comp./ reb., 280mm (11.0 in.)
Lubrication	Pre-mix	Rear	White Power Pro-Lever, adj. comp./ reb., 310mm (12.2 in.)
Gearbox ratios:		Intended use	Off-road/enduro
1	2.500:1	Country of origin	Austria
2	1.600:1	Suggested retail price	\$3149
3	1.160:1	Distributor/Manufacturer:	
4	0.950:1	KTM America	
5	0.740:1	1906 Broadway	
Gearing, front/rear	14/50	Lorain, OH 44052	
Ignition	Motoplat		
Recommended spark plug	Bosch W310 (S2S)		

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# ATK BIKE SHOE

ATK, prime suspect in tie-down disappearance

Ah, you crazy Americans. You're never happy with the way things are. You have so much trouble with the status quo that the phrase "Here's the hot ticket" is just the slogan for you. Consider the evolution of the motorcycle tie-down. A decade ago, every trip to the desert was hindered by the ritual of trying to secure three motorcycles into the back of a pickup truck with 30 or 40 feet of rope. At the end of one hour, the task would be completed, and the bikes would remain secured, until you left the driveway and turned the first corner. Once that turn was made, every trick knot immediately untied, and, well, you can picture what happened to the bikes.

Enter the tie-down. This little invention changed the course of life. Getting ready to go to the dez could be accomplished in under ten minutes! Imagine, just ten minutes of minimal effort, and you can be on the road again. You should be ecstatically happy.

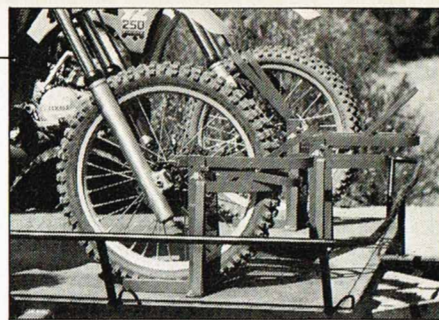
But NOOOOooooo. You're still not satisfied. Well, how about this hot idea? The

ATK Bike Shoe. Produced by ATK mastermind Horst Leitner, this is the most advanced system for securing bikes to date. Designed to clamp directly to any 21-inch wheel, it holds your bike securely, even with a flat front tire. The trick aspect of it is that the bike won't move, because the suspension is allowed to work.

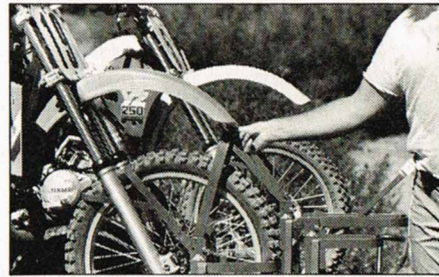
You can mount the Bike Shoe to your truck, trailer or van. And if you don't want to permanently secure it, you can install it on a piece of three-quarter-inch plywood. We recommend the use of large, flat washers in all forms of installation.

Imagine, securing your bike in a matter of seconds. Will wonders never cease? With a retail price of \$89, the ATK Bike Shoe is not cheap. But, if you take into consideration the fact that this sano lever system is made in America using the finest materials, and that you can padlock your machines to the Bike Shoe, it becomes a bargain.

For further info contact ATK, 723 Laguna Canyon Rd., Laguna Beach, CA 92651; (714)497-7525. □



The ATK Bike Shoe can easily be adapted to either your truck bed or trailer. We recommend using large, flat washers underneath the mounting surface when fastening the Bike Shoe. It keeps things sturdy. If you carry more than one bike on your trailer, place the Bike Shoes in a staggered pattern.



With the bike in place, pull the top lever snugly around the front wheel until it secures, then pull it as far toward the rear as possible. The next step is securing the second lever. This is done in the same manner as the first lever. Once the second lever is applied, the wheel will be drawn downward, locking the bike in position.

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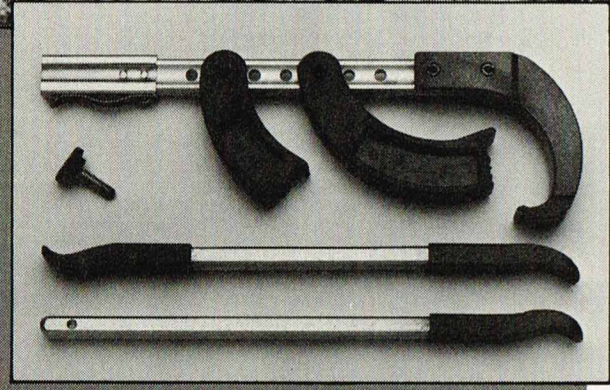
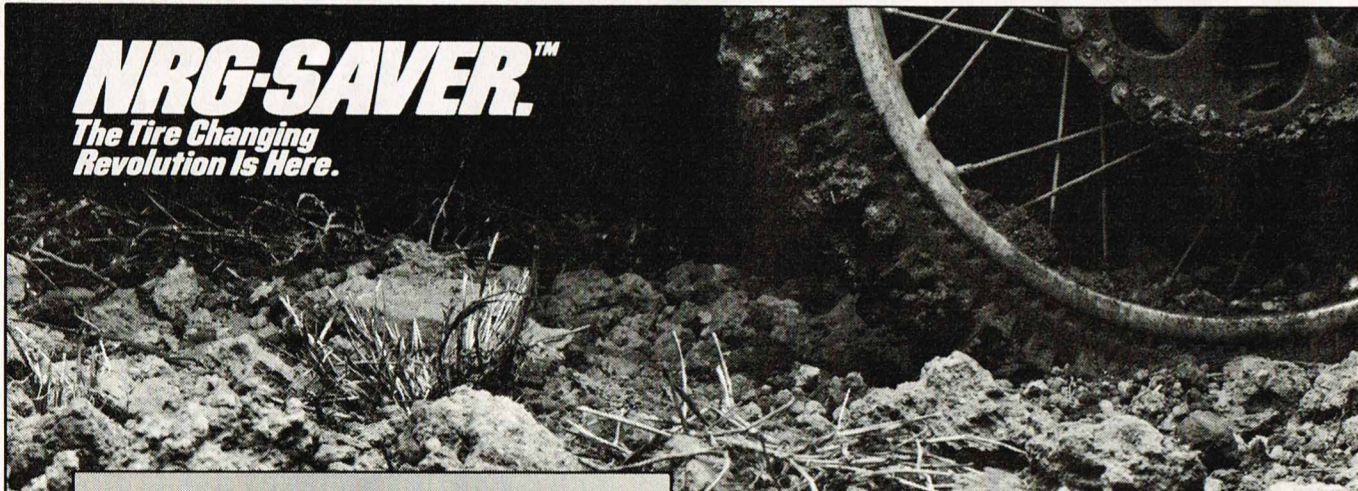
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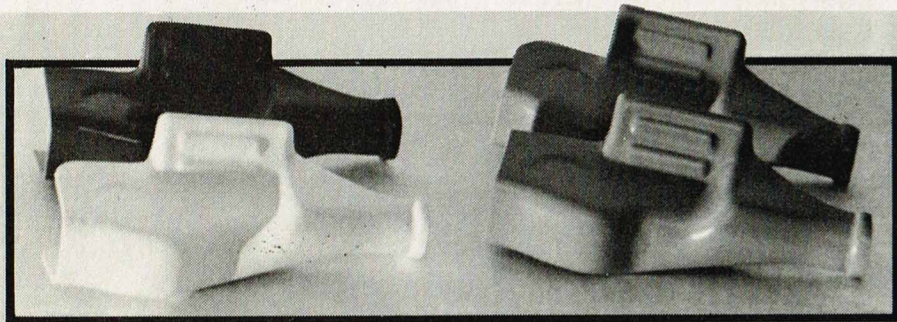


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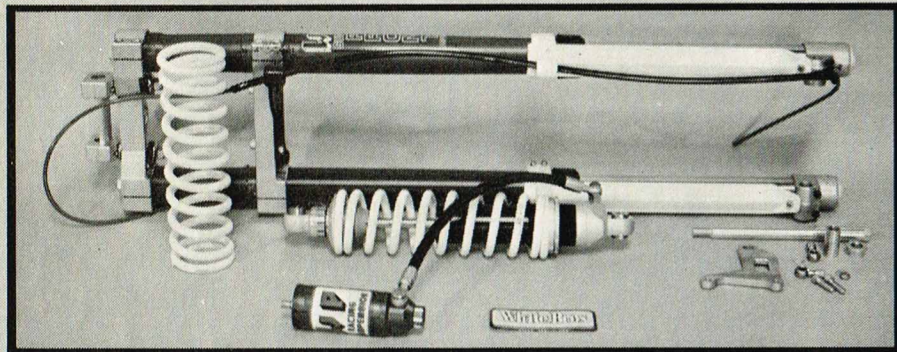
# New Products



## PROTECTION FOR YOUR MASTER CYLINDER

The latest craze among the factory elite is the use of disc brake master cylinder protectors. If you don't believe us, just check the retail replacement price of your master cylinder. Maier Manufacturing's works-style plastic cyl-

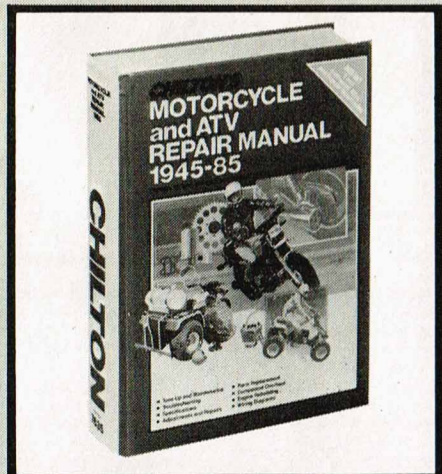
inder guards protect the cylinder from roosts and come in a rainbow of colors. Available for \$6, just get hold of the folks at Maier Mfg., 13393 Grass Valley Ave., Grass Valley, CA 95945; (916)272-9036.



## THE RIGHT WHITE

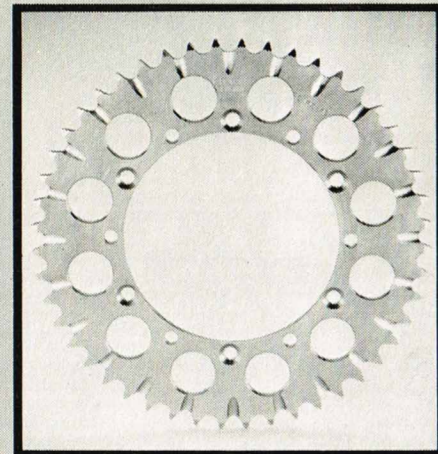
Those crazy White Bros. are the American connection for the Swedish suspension specialist, White Power. The famed White Power 4054 upside-down fork and the Super Adjuster shock are considered by many to be some of the finest suspension units on the market today. The White Power units are tested and tuned

by the White Bros. and are then backed with a 60-day setup guarantee. These trick units are available for all late-model motocross and trail bikes. For pricing on the White Power suspension units, send \$2.00 to White Bros. Catalog, 11750 Seaboard Circle, Stanton, CA 90680; (714)895-1991.



## DOING IT BY THE BOOK

Now available from Chilton is the *Manual for Motorcycles and ATV Do-it-Yourselfers*. There is a general information section on maintenance and day-to-day care. With over 3000 illustrations, as well as charts and exploded views, this is one book the well-stocked garage shouldn't be without. This nifty manual goes for \$27.95 from the Chilton Book Co., Advertising and Promotion Dept., Radnor, PA 19089; (800)345-1214.



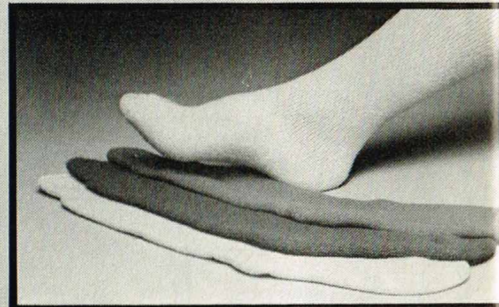
## EUROPEAN MUD DEFLECTOR

Here is something from Pro Select. The new Kit Cross Sprockets imported from Belgium. These are said to be super-tough yet lightweight sprockets constructed of 7075T6 aluminum. The other trick feature of this European import is the hard-anodized alloy "self-cleaning grooves" that keep it up to date with the latest in sprocket technology. They retail for \$32.95 from Pro Select, 35-1955 Cedar Village Cres., N. Vancouver, B.C. V7J 3M6; (604)980-7997.



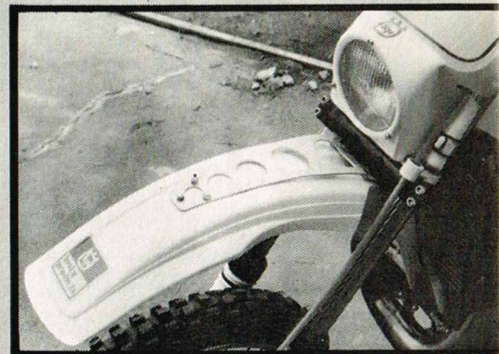
## WHO YA GONNA CALL? MUDBUSTERS!

From the mud and yuck of Europe comes the new anti-fog tear-off system by Answer Products. According to the folks at Answer, these new tear-offs will easily adapt to Scott, Oakley or Smith goggles. So, if clear vision is what you're after, try the new Mudbusters. Retail price is \$4.95. For more info contact Answer Products, 27967 Beale Court, Valencia, CA 91355; (800)423-0273.



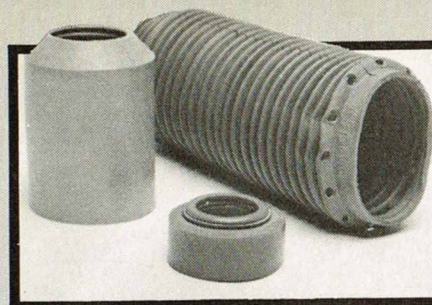
## ULTIMATE IN COMFORT

This is one little item that we here at *Dirt Bike* have personally tested and highly approve. Malcolm Smith Socks. In researching the design of these socks, they learned that the majority of people want a sock that will hold up for more than one ride, without losing comfort and support. Malcolm got together with a mill specialist, and they designed what is claimed to be the ultimate sock. The Malcolm Smith Socks come in Medium (6-9) and Large (9 1/2-13), as well as three bright color combos. Though they may be priced a little higher than the competition, you must remember: "a little more money, a lot more sock." Priced at \$6.49 from Malcolm Smith, 7563 Indiana Ave., Riverside, CA 92504; (714)687-1300.



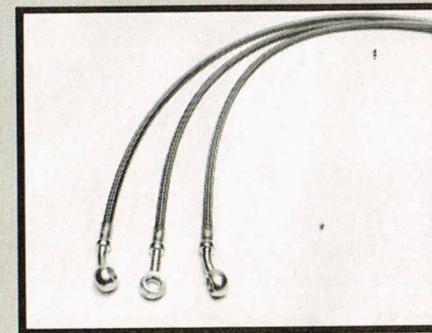
## MAJOR SUPPORT

From Husky Products comes this nifty front fender bracket. If you've ever ridden in the mud for long periods of time, you know what the increased weight can do to your fender. We're talking maximum wobble! Constructed of aluminum, including mounting hardware, these units have been tested by King Richard Burleson and present National Champ, T. Cunningham. They're a steal at \$13.95 and available from Husqvarna Motorcycle Co., 4925 Mercury St., San Diego, CA 92111; (619)565-1414.



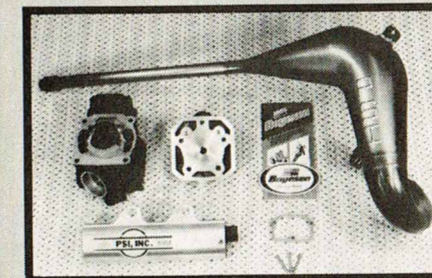
## BOOT THE FORKS AND SAVE THE SEALS

It seems that every time you buy a bike, the factory guys who ride the same machine will invariably shed the fork boots that come on the showroom models, or, if your stocker arrives without fork boots, the factory boys have them on their bikes. Well, Barnett Tool & Engineering has complete lines of Gator fork boots and Fork Swipers. The boots are molded from long-lasting vinyl compound and are available for 42mm and 43mm tubes. The Swipers run the gamut from 30mm to 43mm. Retail fork boots are \$19.95, and Fork Swipers go for from \$9.95 to \$14.95 at Barnett Tool & Engineering, P.O. Box 2826, Santa Fe Springs, CA 90670; (213) 941-1284.



## STRENGTH IN NUMBERS

With all the hoopla surrounding the use of disc front brakes on the new crop of motocross and enduro machines, we here at *Dirt Bike* were bummed over the number of machines that arrived with those cheesy rubber front brake lines. The people at Barnett Tool & Engineering have solved this problem with stainless steel lines for today's bikes. The "Cycleflex" braided cables are designed and fitted for simple bolt-on installation. They retail for \$28.46 from Barnett Tool & Engineering, P.O. Box 2826, Santa Fe Springs, CA 90670; (213) 941-1284.



## NORTHWEST MUSCLE

PSI, those power mongers from the state of Wisconsin, have come up with some healthy mods for you '86 KX125 pilots. After countless hours of testing, they feel that their engine and go-fast tricks will be the winning ticket for owners of the green machines. The following is a list of the KX tricks: pipe (\$129), porting (\$145), head mods (\$30), reeds (\$24.95), KIPS spacers (\$23) and silencers (\$49 to \$56). Contact PSI, Inc., Rt. 2 Box 309, Wildrose, WI 54984; (414)787-2430. □

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MR. KNOW-IT-ALL  
(continued from page 12)

### TRY IT AND FIND OUT

Dear Mr. Know-It-All,

What is the difference between raising and lowering the fork tubes in the triple clamps, and what effect will lengthening or shortening the dog-bone strut have on a Kawasaki KX?

Mike Zobrest  
Warren, PA

There are a number of important changes that take place when you alter the position of the fork tubes in the triple clamps. Raising the tubes (increasing the amount of the tube projecting above the top triple clamp) will result in quicker handling and steering but less stability at higher speeds. It will also alter the overall weight bias, making the front of the machine "heavier"—proper adjustment can prevent the bike from "understeering," or washing-out in the turns. The opposite occurs when the tubes are lowered—the steering slows, but high-speed stability increases. Lengthening the strut on Kawasaki's Uni-Trak-equipped machines will also affect steering and stability of the machine. I recommend that you adjust the strut to the standard eye-to-eye measurement listed in your owner's manual—about 201mm. Any other setting will most likely prove unsatisfactory, unless you have the intelligence and riding ability of a filing cabinet. Have a nice day. □

RIDERS WRITE  
(continued from page 14)

carries over into a well-staffed R&D program. But, with Cagiva and KTM winning MX World Championships, hopefully the tide will start to even out.

### MOSQUITO MIX UP

Dear *Dirt Bike*,

First of all, Mr. Rondo Talbot was wrong about the mosquito being New Jersey's state bird. The mosquito is Minnesota's state bird, and we're awfully proud of it. Could you guys cover this year's Grand National 125/500cc Pro Motocross race here in Minnesota? All the factory teams will be at the race and so should you. I hear that leaded gasoline will soon be outlawed. What are we supposed to put in bikes that require leaded gas? Thank you for all the help.

Bob Wentink  
Minnesota

Bob, we're sorry about the mistake concerning your state warbler. We always thought Minnesota's prize fowl was a feathered, double-beaked yak. As for covering the National, we try to make as many National events as possible—whenever our schedule and budget permit. Concerning the leaded-gas situation, the use of leaded gas is not required in today's bikes. Neither two-stroke nor four-stroke motors have problems with unleaded, as long as the octane level is above 90. □

KAWASAKI MOJAVE  
(continued from page 56)

than expected. In fact, the Mojave has the best all-around thumper sport machine boingers we've ridden to date. Both ends are plush enough for all-day trail rides, and they firm up nicely when tackling the biggest hits and heaviest landings. We spent the better part of the morning double-jumping the machine, and both quad and rider emerged from the session without a complaint. Kawasaki gets an "A" in this category.

The Mojave's input devices are likewise first-rate—the clutch is a two-finger puller that engages over a broad and predictable range. We absolutely roasted the thing, running the machine unmercifully through the worm turns for 30 minutes, slipping the clutch the whole time. It simply wouldn't fade or falter. Remarkably, the engine endured the abuse without a whimper or hint of overheating... it looks to be fairly bullet-proof, though only long-term testing will bear this out. The Kawa's thumb throttle is the best we've ever found on an ATV—it has a light feel, and the lever is perfectly positioned, allowing the rider to use it without thinking twice.

### THE VERDICT

Kawasaki is guilty on all counts. The Mojave is, without a doubt, an incorrigible high-performance addict. Our next goal is to do a long-term evaluation of the machine and then thrust it into the ring with Yamaha's Warrior and Suzuki's QuadSport. Stay tuned. □

OHIO NATIONAL  
(continued from page 35)

**DB:** How did you feel coming into this race? You're not usually behind in the points.

**Terry:** Well, I thought about that the other night, and it really isn't unusual for me to be behind. Two years ago, Kevin Hines won the first few races. I think that was in '84. He won the first three races of the year, but I won the title. Usually, the first couple of races are held in California or in South Carolina. I don't do very well in California and get second or third in South Carolina. I usually don't start worrying about the title until after about six or seven races, or half of the season.

**DB:** How do you feel about the new KTM effort? Is there any extra pressure on you because of it?

**Terry:** No, it's really a good thing. It would be nice if Yamaha, Honda and Suzuki would all come back, too. Then we'd be competing against other teams rather than certain individuals.

**DB:** What are your feelings about Kevin Hines? Are there any hard feelings?

**Terry:** Well, Kevin used to ride for us, but now he's out for Husqvarna with a vengeance. I don't know if there are any hard feelings, but there are always competitive feelings. I just like to beat the competition—no matter what team they're on. •

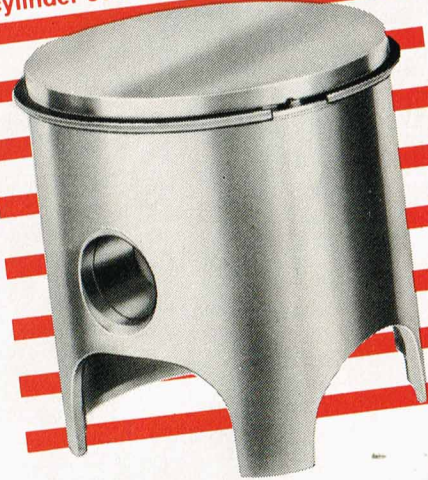
BITS & PIECES  
(continued from page 11)



### ATK SWEEPS FOUR-STROKE CHAMPIONSHIP

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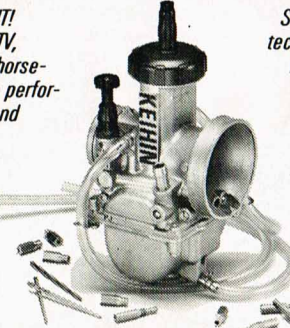
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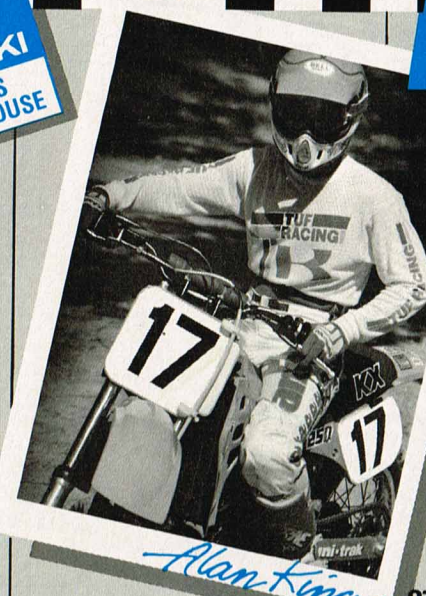
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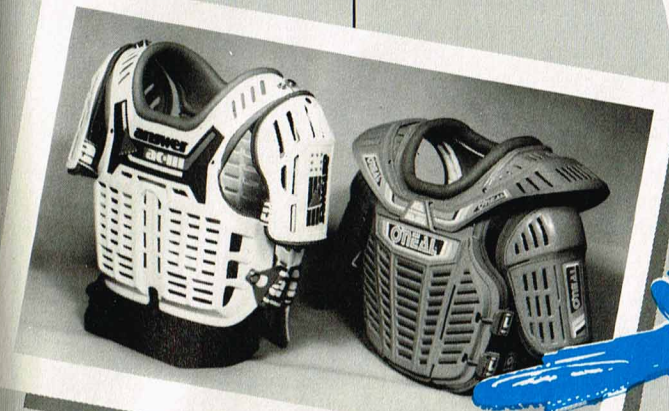
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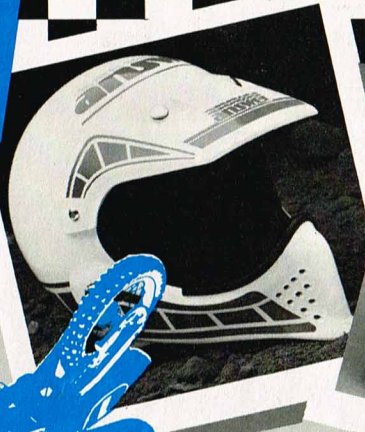
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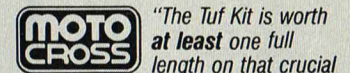
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