

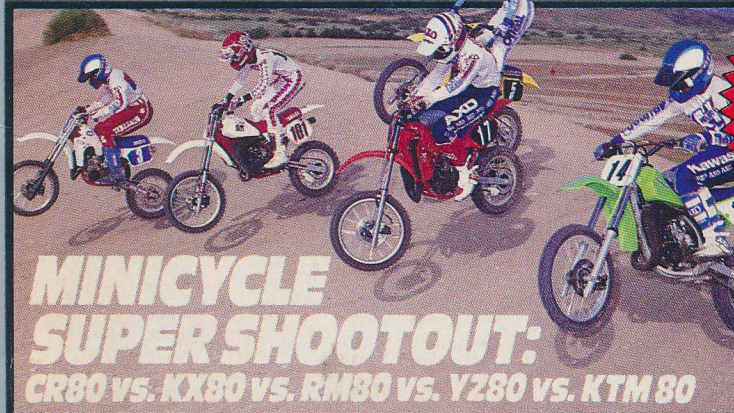
**RADICAL DIRT BIKE FREESTYLE SHOOTOUT:
THE 20 WILDEST PHOTOS EVER PUBLISHED!**

FIRST TEST! KAWASAKI'S '87 MOJAVE 250!

DIRT BIKE

WPS
34355

\$2.00
UK £1.60



**MINICYCLE
SUPER SHOOTOUT:**
CR80 vs. KX80 vs. RM80 vs. YZ80 vs. KTM 80

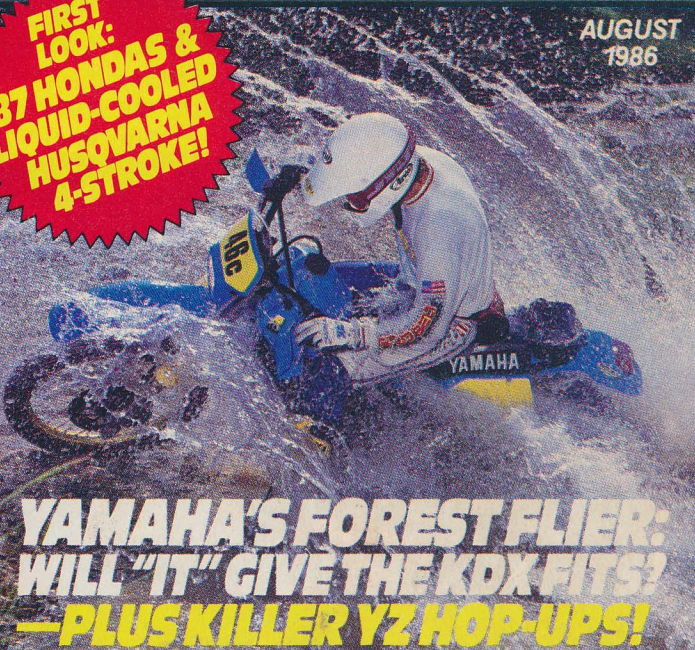
**FIRST
TEST!**

**HONDA'S ALL-NEW
STREET-LEGAL 200:
WHO NEEDS A
SCOOTER?!**



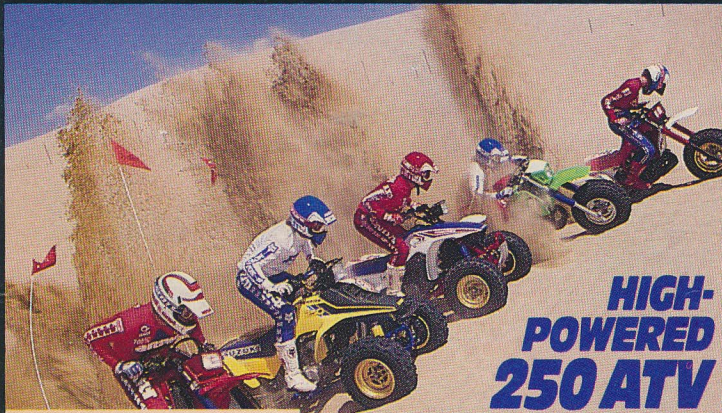
**FIRST
LOOK:
'87 HONDAS &
LIQUID-COOLED
HUSQVARNA
4-STROKE!**

AUGUST
1986



**YAMAHA'S FOREST FLIER:
WILL "IT" GIVE THE KDX FITS?
—PLUS KILLER YZ HOP-UPS!**

**NATIONAL ENDURO STARS
FIGHT IT OUT IN OHIO'S
MUD WRESTLING ARENA!**



**HIGH-
POWERED
250 ATV
SHOOTOUT:**
ATC250R vs. TRI-Z250 vs.
4-TRAX 250 vs. KXT250
vs. QUADRACER!!



**HOW TO SHAVE SECONDS
FROM YOUR LAP TIMES: BAILEY'S
BERM-DESTRUCTION GUIDE!**

ISSN 0364-1546



DIRT BIKE

AUGUST 1986 • VOLUME 16, NO. 8



CRAZY PHOTOS



NATIONAL ENDURO



YAMAHA HOP-UP



HUSKY'S LIQUID-COOLED 4-STROKE PREVIEW



KTM 350MX 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.

TESTS

- 16 YAMAHA IT200**
Can 1984 technology still win?
- 20 MINI MOTOCROSS SHOOTOUT**
When "freedom of choice" is more than a slogan
- 30 HONDA TLR200 REFLEX**
A new way of looking at a not-so-new bike
- 50 DIRT BIKE'S ATV SHOOTOUT**
We take on the best of the fat-tired fliers
- 56 1987 KAWASAKI MOJAVE**
The newest option for the ATV sportsman
- 60 KTM 350MX-C**
Race-testing a National enduro winner at a National enduro

COMPETITION

- 32 OHIO NATIONAL ENDURO**
Team KTM gets too close for comfort
- 54 PHOENIX SUPERCROSS**
Johnson clinches the indoor title

FEATURES

- 38 HOW TO RIDE**
Getting a grip on the corners
- 44 RAD GALLERY**
First in an irregular series of gonzo photos
- 64 PRODUCT EVALUATION: ATK BIKE SHOE**
If the shoe fits—buy it!

TECHNICAL

- 42 YAMAHA YZ250 HOP-UP**
Getting twisted on mondo horsepower

DEPARTMENTS

- 8 FROM THE SADDLE**
The Athens lip twister
- 10 BITS AND PIECES**
Spy photos of the '87 Honda CRs
- 12 MR. KNOW-IT-ALL**
More things you should have known
- 14 RIDERS WRITE**
"Dear Senator Cranston . . ."
- 58 MORE TIME FOR TRAILRIDES**
Save hours each month by subscribing
- 66 NEW PRODUCTS**
Roost me with cash!
- 74 CRASH & BURN**
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.

DIRT BIKE Magazine, ISSN 0364-1546 (Aug. '86) is published by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$14.98 for 12 issues (one year). Canada add \$4 per year, and all other foreign add \$5 per year for additional postage. Copyright © 1986 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to *DIRT BIKE* Magazine, P.O. Box 9502, Mission Hills, California 91345-9502.

ATV SHOOTOUT!

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

By the Staff of DIRT BIKE



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

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.

KAWASAKI TECATE 250

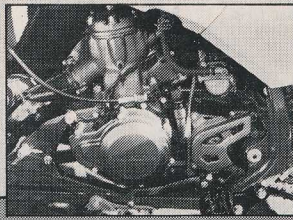
Here's the power demon of the class with a KIPS power-valved engine and a usable spread of juice that ends somewhere near the stratosphere. This year Kawasaki thoroughly updated the Tecate with new, beefy forks, more travel, a longer chassis and lower-profile rear rubber. The rear Uni-Trak spits out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



▲ 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.



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."

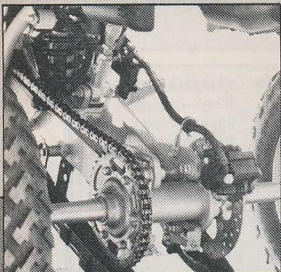
snarling-fast, mid-range to top-end power, coupled to a five-speed tranny, and you've got a competitive racer wearing a farmer's overalls.

YAMAHA TRI-Z250

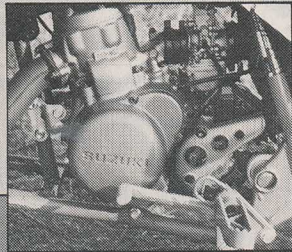
Yamaha spent the off season performing

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

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 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.



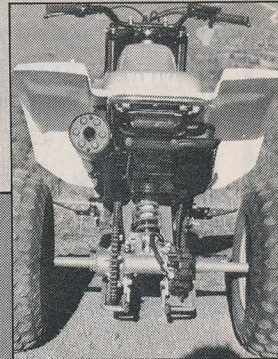
The heart of the Suzuki is a water-cooled two-stroke European dual-purpose engine. With a powerband that concentrates on mid-range grunt, the Suzuki has ample muscle where it's needed. The biggest drawbacks for the Yellow Screamer are notchy shifting and a lack of usable top end. Deliberate use of the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

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