



**SPY PHOTOS: '92 RMX200, KDX125, YZM250 & CRM250? PLUS — EXOTIC 4-STROKES!**

# DIRT BIKE

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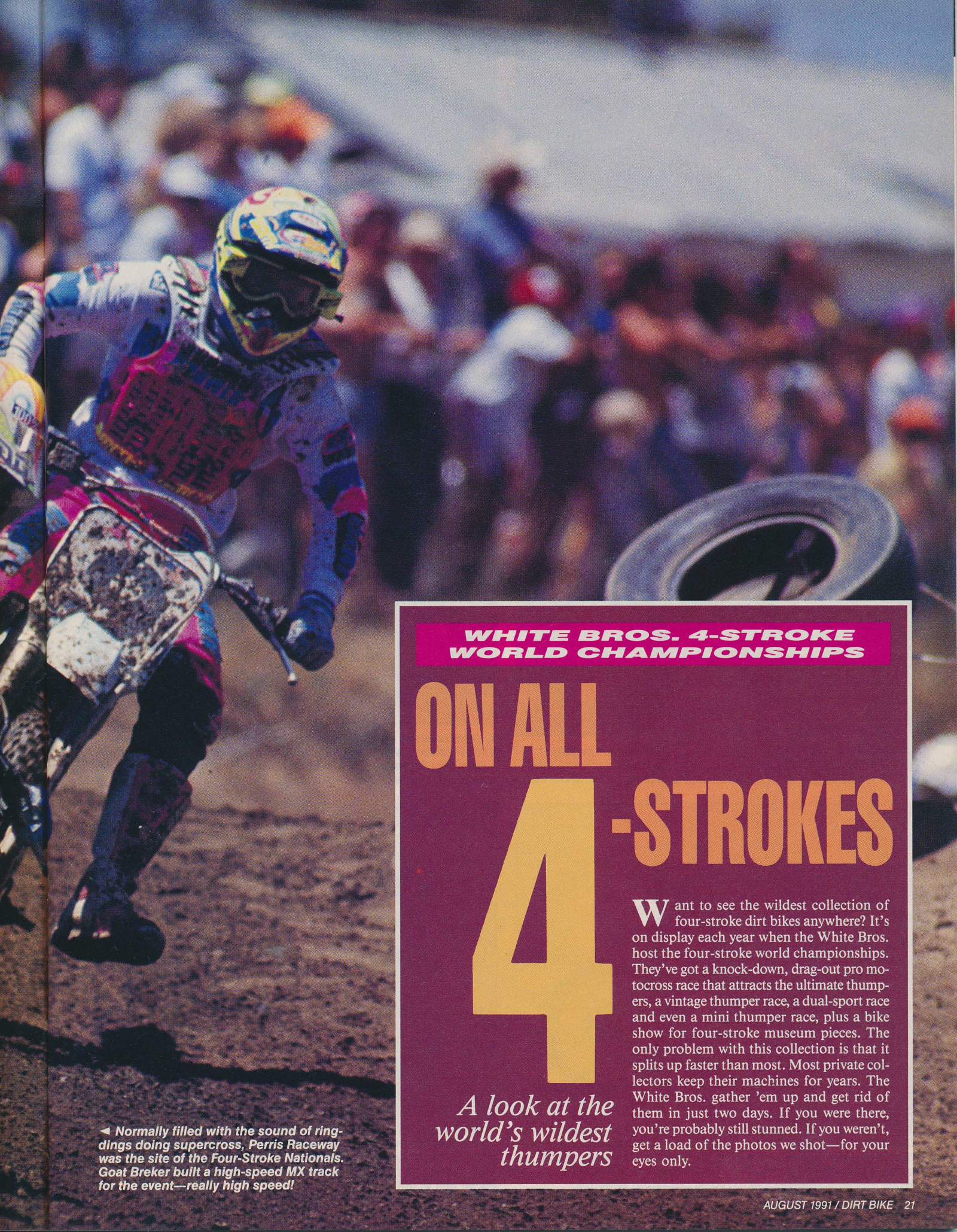
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ON THE COVER: Jimmy Lewis flirts with disaster for Joe Kosch and Situation Impossible. The modified 200s take to the air for JoPapa, and John Ker snapped the XR/CR hybrid photo. Tasteful cover design by DeWest, separations by Valley Film and anti-gravity machine by Super Hunky.





**WHITE BROS. 4-STROKE  
WORLD CHAMPIONSHIPS**

# ON ALL 4-STROKES

**W**ant to see the wildest collection of four-stroke dirt bikes anywhere? It's on display each year when the White Bros. host the four-stroke world championships. They've got a knock-down, drag-out pro motocross race that attracts the ultimate thumpers, a vintage thumper race, a dual-sport race and even a mini thumper race, plus a bike show for four-stroke museum pieces. The only problem with this collection is that it splits up faster than most. Most private collectors keep their machines for years. The White Bros. gather 'em up and get rid of them in just two days. If you were there, you're probably still stunned. If you weren't, get a load of the photos we shot—for your eyes only.

*A look at the  
world's wildest  
thumpers*

◀ Normally filled with the sound of ringdings doing supercross, Perris Raceway was the site of the Four-Stroke Nationals. Goat Breker built a high-speed MX track for the event—really high speed!



Doug Johns' CXR250 uses a heavily modified XR250 engine to propel an '89 CR125 chassis. This 228-lb. thing of beauty accelerates like an Open-class bike.



Defending Four-Stroke World Champion Greg Zitterkopf left ATK and put his #1 plate on a KTM. ATK's new recruits, Ty Davis and Erik Kehoe, along with a second-moto crash, conspired to squeeze The Zit out of the championship this year.



Joe Martin's XCR is the most modern CR/XR hybrid. The CR's ultra-thin tail with its jumbo airbox joins Martin's handmade tank with its flush filler cap for a smoother and slimmer-than-CR layout.



Ty Davis and the world's most effective used bike. ATK built two 450s for an assault on the 500 Nationals for their former factory rider, Greg Zitterkopf. Zit went to KTM and Zip Ty got a potent weapon for the world championship.



An '84 XL350. Doesn't look very much like an '84 XL, does it? George Smith, 100s rider, and White Bros., the source of most of the non-Honda items on the bike, obviously have more serious plans for the machine than Honda ever did. The White Bros. White Power suspension, at \$1700, is costly but effective.



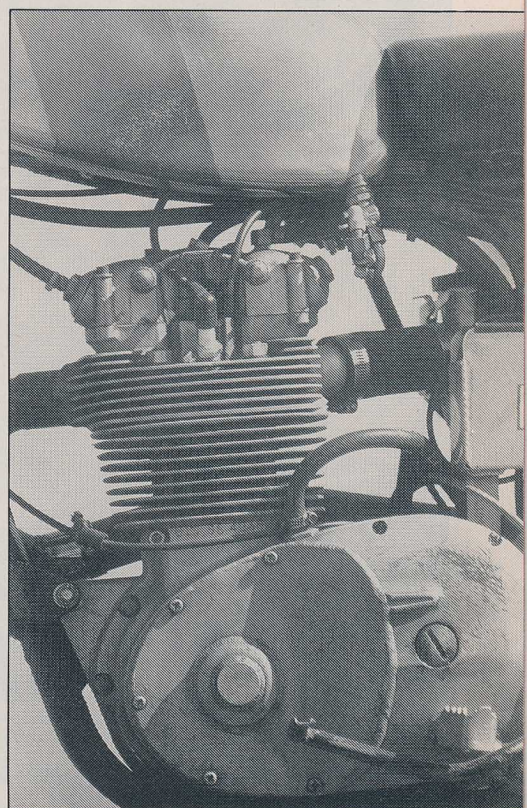
In love? DIRT BIKE's XR250L grew up, with help from XRs Only. The extended-fin 280 top end and revalved and resprung suspension might just make this 280 a better 350-class dual-sport than a certain other popular 350 dual-sport. Stay tuned for the tell-all test of both bikes.



**Street Fighter:** What has a full-house race engine and a license plate? White Bros.' DR441S. This registered, street-legal machine mixed it up with the fastest four-strokes in the world in the Open Pro motocross race. It could have raced the dual-sport event, too, but White Bros. knows it's bad for business to roost good customers.

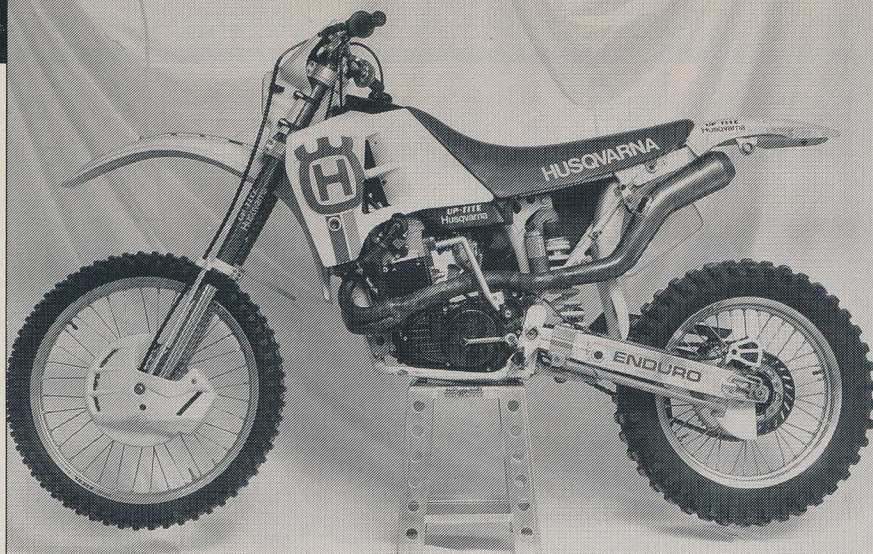


**How sano was it?** DC Fabrication's DRM500 was so sano it was scary. It's all Suzuki: '83 DR500 engine, '87 RM250 frame. If Suzuki started pumping these out tomorrow, we wouldn't complain.

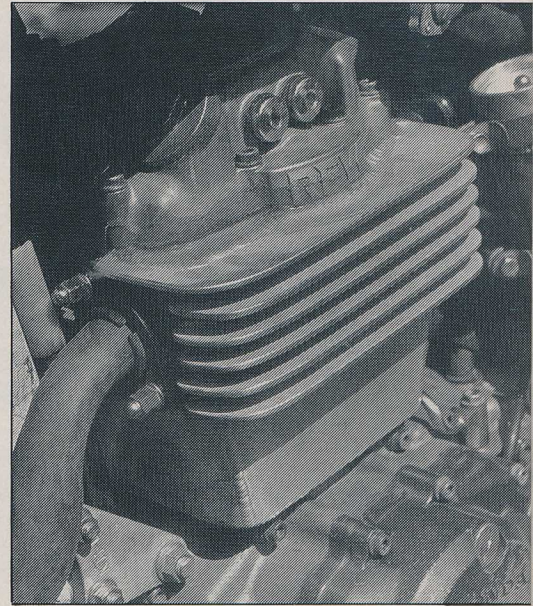


**White Bros. put on a four-stroke show** for all ages at this year's world championships. You could see everything from pushrods to pentroof heads in action.

## 4-STROKE



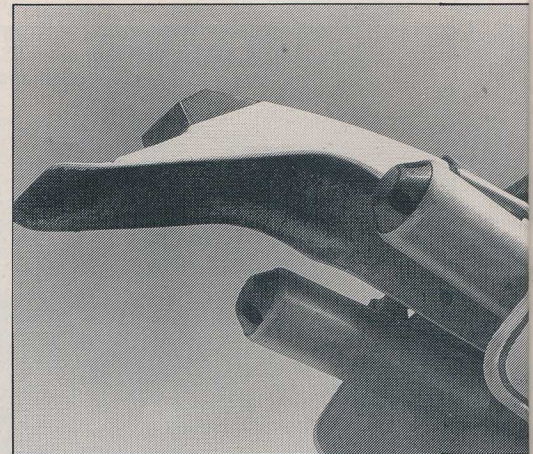
◀ Up-Tite Husqvarna's 350 was a quiet, friendly trail bike when we tested it. Up-Tite's cam, carb and pipe turn it into a snorting, roost-hurling beast for the track.



**LCCR:** Dave Bush's liquid-cooled thumpers were running compression ratios as high as 15:1. They had reliability problems, but while they ran they ripped!



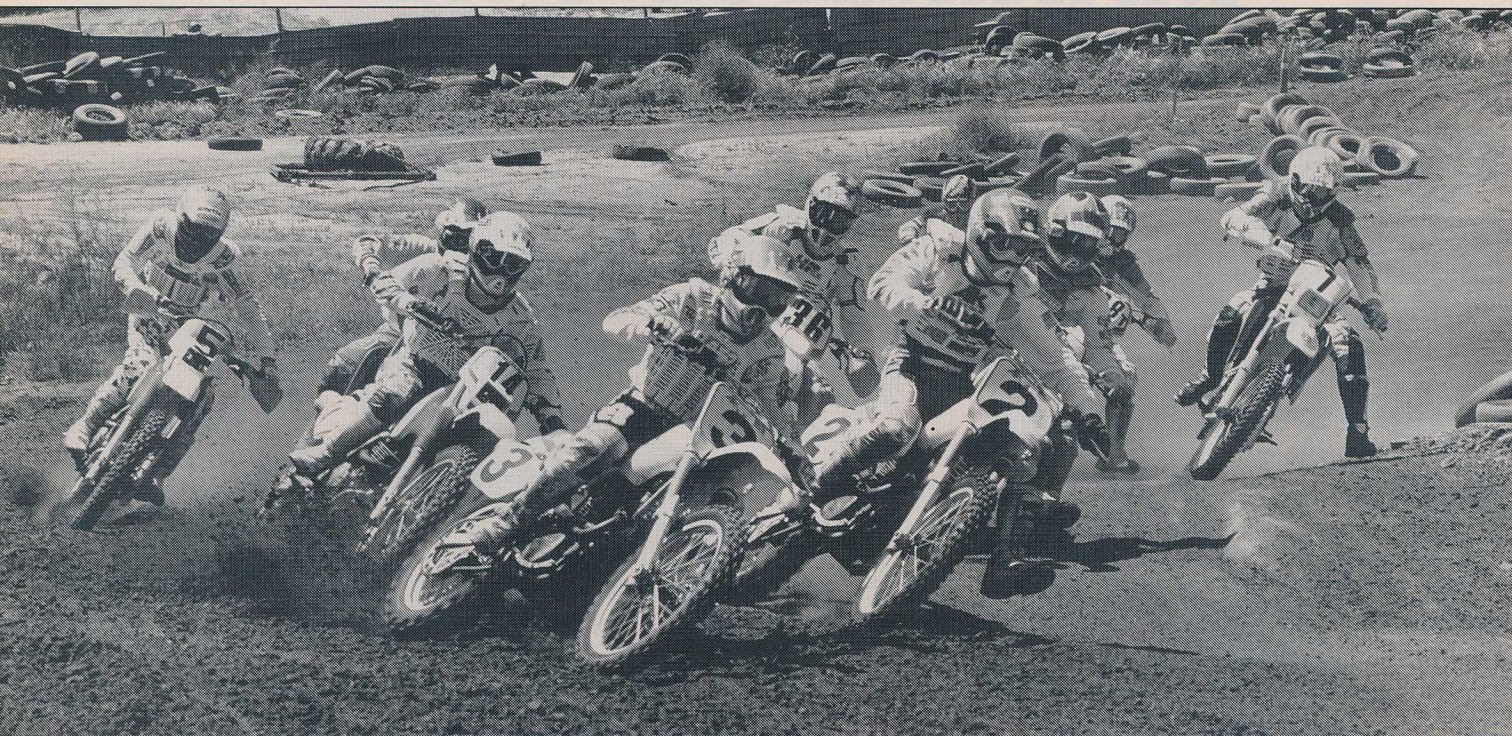
◀ Mini class winner Ray "Spike" Groom engineered an '87 RM-like frame tunnel into his Honda 121cc XR100-engined, KX bigwheel 80-framed mini to solve the intake plumbing problems. Race Tech solved the 200-lb. adult-rider-on-a-mini suspension problems. "These bikes are fun in the worst conditions; they just make you feel great. It's like listening to a Neil Sedaka album," Groom said.



**Double barrel:** Answer's experimental four-stroke silencers contain an ATK's kaboom but not its rear wheel firepower.

◀ Chris Haines' DR435 is a rolling showcase for Baja Products, Haines' new Suzuki DR performance modification company. Baja Products' DR engine and frame bristle with clever new ideas, like the 40mm CV carb from the DR650S, a tapered head pipe exhaust, frame braces at critical flex points and more. Suzuki could learn from these guys.

# WHITE BROS. 4-STROKE WORLD CHAMPIONSHIPS



Ty Davis and Eric Kehoe were jumping huge distances from a takeoff point that was a rolling hill to lesser riders. At the speeds the leaders were going, it's odd they just didn't take off on the flat straight.

ATK's soil-shredding 500s claw their way around Perris Raceway's first turn in the first 500 Pro moto. Eric Kehoe (3) made it to the hairpin first, but Ty Davis (2) used the inside line to exit with the lead. Kehoe went down later in the moto after battling with Davis, who took the moto victory and the overall win.



DIRT BIKE's own Robert Rex grabbed a ride on Honda's experimental 200cc automatic transmission thumper. Rex disguised himself as a typical MOTOCROSS ACTION reader to sneak into the Honda pit. Rex earned a DIRT BIKE jersey for his effort. □