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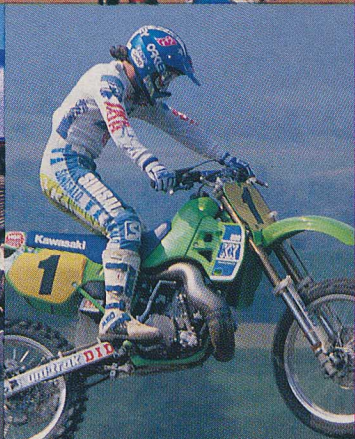
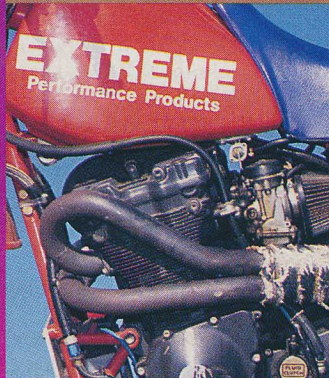
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KEVIN HINES, RANDY  
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& MORE!**



**ANOTHER DIRT BIKE FIRST:  
FROM BLACK & WHITE TO  
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ISSN 0894-1546



**ON THE COVER:**—Shane Trittler wheelies the 1990 XR200 across a Yuletide stream for the lens of Ed Arnet, and the 1991 Honda Cub 90 awaits its first Christmas. Tasteful cover design by De-West; separations by Valley Film.

**WARNING:** Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear. *Dirt Bike* does all of its testing and photography legally on public land, or private land with permission from the owner(s), and we abide by the local laws concerning vehicle registration and muffler/spark arrester requirements. We are not responsible for quality of aftermarket accessories we use.

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# NATIONAL ENDURO CHAMP RANDY HAWKINS TELLS:

*How to make  
time in the  
woods*

By Randy Hawkins

*Finding speed in dense woods means making straights from mazes of trees and fighting root fear.*

**F**or me, there are three important techniques that enable me to go fast through the woods: Dealing with roots, which I feel I can do better than most riders; avoiding other obstacles that might cause you to back off or lose speed; and taking the open places and "straights" at the highest possible speed. Here are the details of how I approach each feature.

## ROOT FOR ME

Roots horrify a lot of riders because they can easily deflect the bike off the trail into a bigger problem—the tree they're connected to. Sometimes they'll get slippery and greasy with mud and the bike will slide on them and hit the ground so fast you'll think you hit ice.

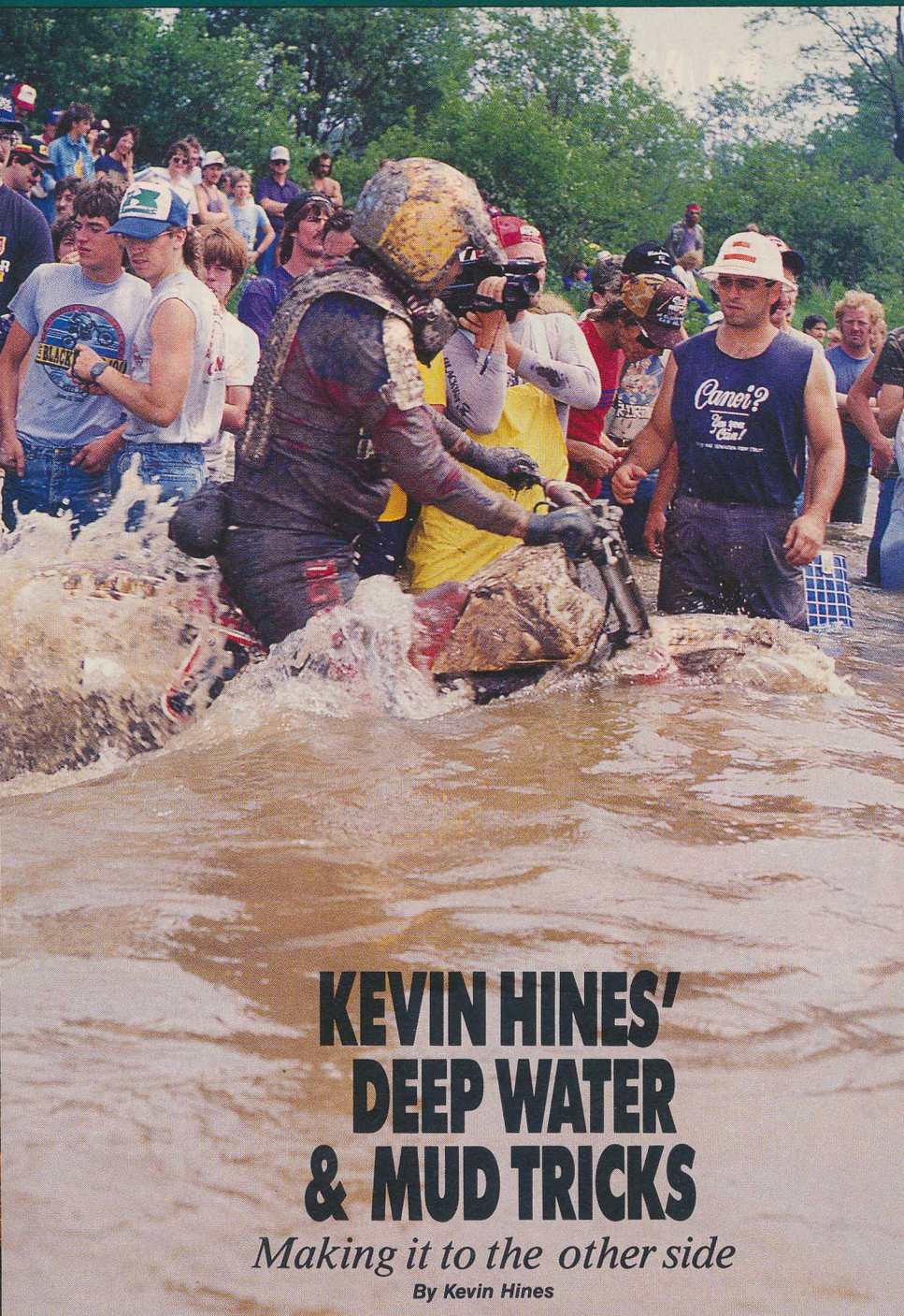
Looking well ahead on the trail is your best defense. In woods, it's easy to get caught up in what's just in front of your front tire. Suddenly you're on top of a major obstacle and you're not prepared. Look for large trees off to the side of a trail. You can bet there'll be a root or two crossing the trail at various angles. I run close to the tree where the roots are more flush with the base. When they're exposed I'll always try to hit them at a right angle to keep them from deflecting the bike. Roots offer pretty much the same traction as the surrounding soil, so note the soil conditions as you approach a rooty area. Turning on roots can be tough. Use the tree base as a berm and try to keep momentum.

## ROCK ON

Most other obstacles that cause riders to lose speed are easier to see from a distance and easier to deal with. Rocky sections are best negotiated with some speed; don't break your rhythm. Decide where you want to be, like the end of the rock section, and head for it. Other things like stumps, logs and puddles of unknown depth are best avoided. The faster guys aren't crazy—they don't go over *everything!*

## WIDE-OPEN SPACES

Riding dense woods takes lots of concentration and sometimes you'll want to take it easy when you hit a clear area or a straight with good visibility. Don't. You've got to take advantage of the areas where you can go fast. Look ahead. Keep your bike steady and ride at your limit but not over it. Get into a habit of always pushing and soon you will be going well even as the trail tightens. Thread your way through the trees, make up little straights with your line of sight and gas it! □



# KEVIN HINES' DEEP WATER & MUD TRICKS

*Making it to the other side*

By Kevin Hines

**M**ud and water crossings cost enduro riders more points than any other obstacles (with the possible exception of getting lost, but that's another story), and many of those penalty points can be avoided with proper tactics.

Tackling deep water crossings and mud bogs successfully is really easy—if you use your head before and during the event. Here's how I approach making it to the other side without losing points.

## SETTING IT UP TO SWIM

On my KTMs, I tape the side of the airbox and make sure the top is cut out for proper breathing. You want the inlet as high and protected as possible; I tape all around the inlet to form a dam against splashes. KTM

*It doesn't get any wetter than this! We're going to show you how to survive the depths.*

has a really good breather system to start with, so I don't have to do that much, compared to a CR or YZ. Some KTM guys run the solid side cover on their airboxes, but I just tape mine. Sometimes I run one-way filters on the carb vent and overflow hoses so the vacuum can't suck water up the hoses. Running longer hoses will also work. In addition, I run Scott Sticky Fingers on the levers and wire my grips. That's pretty much it, except for slipping on some mud tires and using sintered brake pads for longer life in abrasive mud. If it's raining, I'll wear Scott EFS goggles with the mud kit.

## DEALING WITH MUD CROSSINGS

When I come to a big mud crossing, I'll take a second to analyze the situation, whereas other guys just blast right into the thick of things and get stuck. I don't think jumping right in is a good practice. Take a peek at it. Look for things that will give you traction, like grass or anything solid. Never follow the ruts, unless you know they aren't deep. I try to cross ruts at a 45-degree or greater angle so the bike stays straight and maintains traction. If it's a really big bog, I'll skirt the sides. It may take longer but the chance of getting stuck is less. The time it takes to size up the situation and avoid the problem areas will pay off in the long run, because it takes less time than pulling your bike out of the muck.

We run in the rain a lot, and I've noticed that the B and C riders also have trouble with the ruts. They look just past their front fenders and end up overcorrecting and fighting the bike. I look ahead on the trail and let the bike move around beneath me. This allows a faster pace for longer periods of time.

## DEEP WATER DONE RIGHT

Always look for and avoid still water—it's deep. Cross where there is visible current, where there are ripples on the surface. If I see a good ramp-like embankment, I'll try to jump the whole thing, but that's seldom. I usually ease into the river, stand up to get the bike's center of gravity low and pick my way across in second gear. If the water gets too deep, I'll get off and push it across, with my body downstream, so the current is pushing the bike against me. I'll run it as long as possible, then kill the motor before it sucks water and push the rest of the way across, if I have to. This saves time, compared to cleaning out the motor after drowning out.

I see a lot of guys who just barrel into the water, but I'd rather take it a bit slower and more carefully. I always take it slow in the water, unless it is shallow enough to wheelie across so I don't get splashed. In deeper water, I keep as much momentum as possible without chancing drowning out. At Blackwater's 93 Crossing, people get psyched out and end up looping out or falling in the river. It's not that hard, really; just keep it in second gear and clutch it over the top. Most guys who don't make it try it in first gear, so the wheel spins and then grabs traction and loops. Whether the base is rocky or muddy, you want to maintain as much momentum as possible.

Water is like mud: taking a little time to think things out and baby the bike through the section will pay off in the long run. We run in the rain and mud a lot, so it's just a matter of preparation. I set up the bike for deep water and mud, then think out each situation before diving into the depths. The seconds taken to analyze the section almost always save me minutes of grief, and riding across is a lot more fun than standing in waist-deep mud, next to a bike that only has its clock running. □



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*“I was goin’ as fast as I ever went in my whole life, then I fell off!” This line from the movie Little Fauss and Big Halsey probably applies to anyone who has ever ridden in the wide-open spaces out West, or back East, for that matter. To us mortals, high speeds and ugly endos go hand-in-hand. How do guys like Dan Smith hop on a 500 and go blasting across seemingly impossible terrain in top gear? Better yet, how do they run incredible speeds, all day long, day after day, and come back in one piece, usually with a good-sized trophy? Let’s get the King of the Desert, Dan Smith, to turn loose some of his secrets of high-speed success.*

**DAN SMITH TALKS SPEED**

Concentration is the single most important factor in going fast across unfamiliar terrain. You’re traveling at a high rate of speed and the terrain changes so much you can’t drop your concentration for even a second or you’ll end up on your head. You have to keep total concentration on what’s ahead, and how to react to it, in order to stay in one piece. If you start to get tired physically, or find yourself relaxing mentally, you have to make yourself concentrate that much harder. If I find myself lapsing, I talk to myself, tell myself to get with the program.

Being in the attack position is also very important. Even with total concentration, you might miss one rock. If you’re sitting down you’re in trouble, but if you’re standing in the attack position, with your head over the bars, elbows up and hugging the bike with your knees, you can save it. You’re prepared for the unexpected only when in the attack position. On a really smooth section, like a dry lake, I’ll sit and rest, but in rougher terrain I’m always standing.

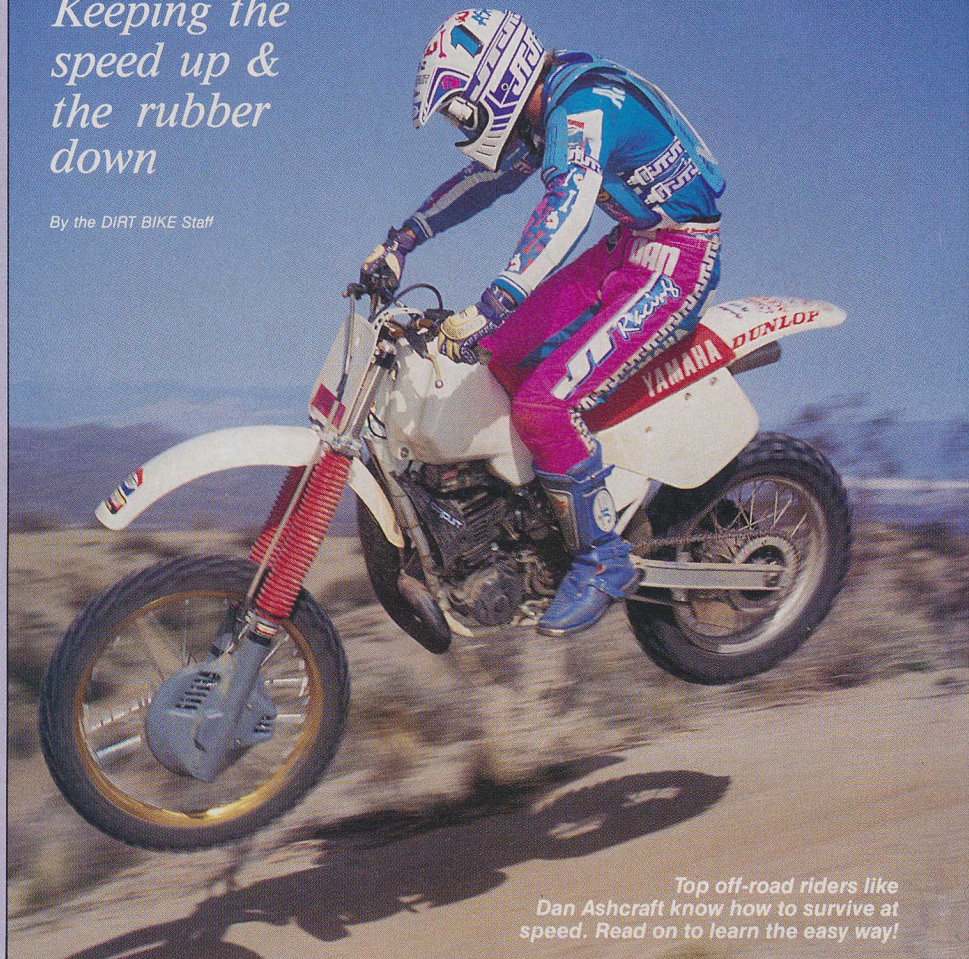
Keeping your body in good shape is also important, because when your body gets tired, your brain starts working in the wrong way, working against you. If you can keep yourself in good shape you can concentrate harder and be ready for anything coming up ahead. You can charge harder longer. That ties in directly with concentration. Plus, if you do fall, you stand less chance of injury when you are limber and in good physical condition.

Vision is very critical in going fast. You have to look ahead as far as possible and be aware of subtle variations that alert you to a change in terrain. Say the vegetation gets greener suddenly; this means water ahead, so look out for a sand wash. As the wash gets closer you may see a bump or bush or something that’ll give you the lift to clear the whole thing. A change in soil color or rocks can also alert you to a terrain change. Much of this comes with experience, so you’ll have to practice. I can’t stress enough how important it is to look ahead and plan accordingly. The sooner you see an obstacle, the more time you have to think and plan what you’re going to do about it. If you get a bad start, you’re going to have to deal with dust. I get on the upwind side and get out

# DAN SMITH’S HIGH-SPEED SURVIVAL TACTICS

*Keeping the speed up & the rubber down*

By the DIRT BIKE Staff



Top off-road riders like Dan Ashcraft know how to survive at speed. Read on to learn the easy way!

of the dust, even if I have to blaze a new trail. This may be more demanding, to ride quickly over rougher terrain, but it’s safer than riding in the dust. To maintain vision, I wear Scott EFS, Roll-Offs or plain Scott goggles with No-Fog to cut static. I also use baby oil on the foam to keep dust out.

Riding light is a key to high-speed survival. A lot of guys just go crashing into the rocks and get flats or worse. I “lightfoot” through the rocks, preloading to miss the bad ones and using the good ones. You have to place your bike in the rocks—hitting one to jump three—instead of just careening around at their mercy. I preload a lot in the rocks and work on being precise in bike placement. I sometimes use preloading in whoops, too. In straight sections I keep the speed up to clip the tops. If there’s a corner in the whooped-out wash, I get back coming out of the turn, to load the suspension, and really launch off of the next whoop to jump the next few and get back on top.

Knowing when to back off is very, very important. When I see a really rocky section coming up, say on a ridge, I get on the brakes. I’ve crashed a few times in nasty rocks, and it was dumb. I’ve also suffered flats. It’s better to back off a bit than to bite it. Instead of getting roasted by the guy ahead of you, back it off until you can get off to the side and make the pass. You can’t bag the guy if you can’t see, so get out of his dust, then make your move.

It takes a lot of time on the bike to develop these tactics, so practice is all-important. You have to know the bike and what it’s going to do in any given situation and you have to know yourself. I want to stress again how important concentration, looking ahead and maintaining the attack position are to riding quickly and safely. You have to be physically and mentally on top of things to survive at speed and you have to ride light to save the bike, and even yourself, in order to derby to the finish line. □



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# OLD-TIMER RIDING SECRETS

*Tips & tricks for the elderly racers*

By Rick Sieman



**Fun is what it's all about. Crusty vets are never too busy or tired to cut up when a camera is pointed at them.**

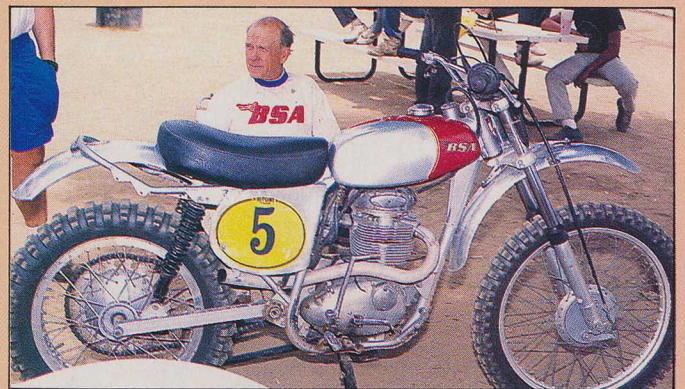
that you must spend money, spend it on getting the best suspension components possible. This doesn't mean that you should not properly jet and tune your bike, but you do not want to turn it into a wheel-ripping monster. A smooth, correct powerband is the best friend of the tired rider. And an old rider is often a tired rider.

- If another rider is hounding you and threatening to pass, try to ride on the edge of some loose stuff and roost as much crud as you can in his face. This can easily be done by screaming the engine and fanning the clutch quickly. Take care not to loop out when doing this dirty maneuver.

- Use slower riders that you're lapping to



**Wily veterans like Gary Jones and Roger DeCoster have assembled a bag of tricks that youngsters would kill to know.**



**Great racers, whether man or machine, age gracefully. Vintage racing magnate Dick Mann and his ultra-fast BSA C15 are perfect examples.**

**Y**ou are 41 years old and have a beer gut like Yogi Bear. Your conditioning is less than ideal. When you were a hot Intermediate, you weighed 160-pounds. You now weigh 203 and have a 38-inch waistline.

Congratulations, you are now a Vet. Or, even worse, an Old Timer. But cheer up. You get to ride only with people your own age. No snotty-nosed kids who cut you off, or ram you in the turns. Nope. Now you get cultured, dignified, mature people of your own age group cutting you off, ramming you in the turns and riding over your face.

## THE BENEFITS OF OLD AGE?

Quite frankly, I can't think of any. But on the way to getting old, you definitely do get smarter. Not too smart, however, or you still wouldn't be racing motorcycles.

I've been racing for well over 20 years and have accumulated some little tips I'd like to pass on to you. No, you won't find out how to do double jumps, or giant wheelies, but there are some valuable pieces of insight here:

- Don't race an Open-class bike. Always get a 250 instead. The reasoning is clear: big bikes will tire you quickly and you'll fade. I can't tell you how many Seniors races I've seen where ten 500cc bikes bolt to the lead, only to have a handful of 250 riders beat them to the checkered flag. Don't ride a 125. Even though you can go like stink on one of these little buzz bombs, you'll have to

pass everyone else on the track, as everything but the water truck will beat you to the first turn.

- Work real hard on getting a good start. In most Old Timer races that I've seen, everybody charges like madmen for the first three laps, then settles into a more or less regular pace.

- Pick smooth lines. Yes, indeed, in order to save energy and to maintain a good pace, take the very best lines you can find, even if it means going way outside and losing some time in the process. Try to ride as if you're nursing a small pain. When you do this technique just right, you may not have to stand up anywhere on the course except for the jumps.

- Eat bananas for breakfast instead of the usual stuff. Why? They won't bloat you and will give you good slow-burning energy for hours.

- Do not drink any alcoholic beverages the night before a race. Not even a beer. In fact, as much as I love beer, I will not touch a cold one from Wednesday onward (assuming it's a Sunday race), but after the race, the aluminum cans get crumpled. That's one nice thing about racing. If you do good, you drink some cold suds to celebrate, and if you do poorly, then you can console yourself with even more cold suds. Either way, it's a win/win situation.

- Do not modify your engine. If you feel

foul up a pursuing rider. If you're an Expert Old Timer and you're about to lap a Novice, you can easily make him move over into your pursuer's line, simply by riding very close to him and revving the engine loudly with the clutch held in.

- Always jump off the lowest edge of any jump. High jumps and hard landings are for young kids still suffering from acne and a primal determination to impress friends, both girl and others.

- Use the highest gear you can whenever possible. Lower gears will deliver a rude blast of power and will prematurely tire you. Slip the clutch if the engine tends to bog, but keep that machine in as tall a gear as you can.

- If you race an Open bike, run up at least one tooth on the countershaft sprocket. This will mellow out the power delivery and still allow you plenty of beans for a killer start.

- Wear comfortable riding gear. Chances are you've gained a few pounds and your leathers are too tight. Pop a few bucks for a new—and roomier—set of leathers.

- Do some kind of training during the week. It's not critical what you do, just keep that old body of yours in some sort of condition. I, personally, lift weights twice a week, and run a little bit, even though I detest running. This helps reduce injuries and

*(continued on page 88)*



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## FROM THE SADDLE

(continued from page 8)

Renoir!" It was a pretty view of a bright red phone booth surrounded by trees in a London park. "Here's Arlene setting her hair." By the look on her half-awakened face, she didn't look too pleased with having her picture taken first thing in the morning. Every slide had its own narration. From carousel to carousel, we joined Rick and Arlene in their adventures from Europe to Africa. Was that a snore emitted from Tim? After each carousel was completed, Eddie announced, "Show's over, we've got to go!" "No, I want to see some more," I insisted. I was actually getting interested. The tables had turned. With midnight approaching, it was now Eddie who wanted to leave.

"This is a golf course in Africa. We called this a putting brown, because nothing there was green," Rick explained. Then suddenly, the screen was filled with a shot of a dead animal in somebody's shower! "Oh, look at this," Rick said with a laugh. "That's the pig we had at a barbecue one night. The blood had to be drained in the shower for two days." Tim was in the kitchen throwing his can away, so the disgusting sight remained on the screen until he returned. More and more slides flashed before our eyes. Rick and friend golfing. Arlene dancing. Naked African women. Rick with beer in hand and smiling. Aerial view of Sahara Desert. Half of Rick's face and a bare, blinding white screen. If it wasn't for the projector malfunctioning, I think we would still be there today. "Great, now the show really is over," said Eddie while already making his way to the door. Even the walk from Rick's living room to our car took a good half-hour, but that's just the way it is with Rick. To enjoy the pleasure of his company is truly an honor. A non-stop storyteller, Rick can relate a happening of the past with great detail or tell a joke with a poker face. There's never a dull moment with this master of dirt bike history.

So now I know firsthand how a brief encounter with Rick Siemen can become an extended but pleasurable experience. Next time Eddie says, "I have to stop by Rick's house," I'll just smile and say, "Have a great time." I know he will. □

## OLD-TIMERS RIDING SECRETS

(continued from page 58)

keeps you in one piece longer. This doesn't mean that you have to give up all of your bad habits, but if you insist on participating in a tough sport, at least keep your muscles and connections strong.

- Ride well forward on the bike and keep your arms loose. Lower bars will help you do this; higher bars will make your arms and hands work much harder.

- Use the smallest grips you can find that are still comfortable. The smaller the diameter of the grips, the easier it is to hold on, and this will reduce arm cramping and pump-up.

- Do not bloat your stomach with energy liquids between motos. If you like to use an energy drink, cut it heavily with water and sip sparingly. If you must eat during a long day, ingest something easy to digest, like fruit. Do not eat anything at least two hours before you race. When your body has to digest food, it uses a great deal of energy to do so. You'll need all of your energy for racing.

- Take lines like a road racer. Instead of darting around wildly and slamming off of berms, take smooth, graceful arcs and try to keep the speed up. While not as fast or as spectacular, this smooth approach does not eat up energy.

- Ride where no one else is riding when there's heavy traffic. Most tracks get beat into a one-line groove and the riders tend to ignore the edges or the outside simply because it was not beaten down. In practice, when the track is wet and mushy, the outside will more often than not slow you down. But as the day wears on, it will firm up and offer some surprisingly good lines.

- Do not smoke cigars during a race. During trail riding, sure, that's okay, but cigar smoking could obscure your vision and might be a fire hazard.

- Well, after you read and digest these tips, your riding in the Old Coots Class should dramatically improve. But, you ask, Rick, surely there must be other tips and tricks?

Of course there are. But I still race every now and then; do you think I'm going to give away *all* of my secrets? □

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# RICK JOHNSON MAKES THE DIRT BIKE STAFF FASTER

*His tips will improve your lap times, too!*

By the Staff of DIRT BIKE

**R**ick Johnson has won more major motocross races than any rider in the history of the sport. There's no terrain, weather condition, track obstacle or rider that can consistently keep him from winning. We, like many of you, are amazed and mystified by Rick. We asked him if he thought he could make some of his riding magic rub off on us and he said jokingly, "I've seen you guys

ride. I know I can make you go faster. I don't know if I can make you go really fast. Racing is what I do, not miracles." He said he'd give us a one-day riding school, just for fun. We were shocked at the difference Rick's help made and how useful his instruction could be for everyone. Read on and please feel free to copy our notes from class.

Tim Tolleson, *Dirt Bike* Managing Editor

and a fairly smooth Intermediate rider, represented those people in the above-average speed/riding ability category. Joe Kosch, a long-time trail rider who races as a Beginner, represented the average riders. The before and after cut in Tim's lap times? Five seconds. Rick's help enabled Joe to drop nearly 12 seconds from his lap times! By way of comparison, Eddie Arnet did a one-day riding school with Super Hunky. His lap times didn't change at all but now he actually likes cigars and can make killer smoke rings.

## SCHOOL IS FUN

We were a bit apprehensive at the thought of being taught by Rick. He knew the goal of our informal class was to make us faster. We knew he'd find a way to get results. But how? Would he be able to relate to riders at our level? What sort of chances would we have to take to go faster than we normally go? Rick began by laying out a track and giving us plenty of time to ride it at our own pace to familiarize ourselves with it. Then he had us take a short break after which we did three timed "before" laps prior to his giving us any instruction.

He watched and evaluated our riding, giving us tips on how we could improve it, and we tried to apply what he said to another group of laps. We talked with him about what we were experiencing when we applied his instructions to different parts of the course. Finally, Rick explained why we were getting the results we did, gave us some fine-tuning instructions and sent us out for the post-instruction, timed "after" laps.

## YOU'LL NEED A #2 PENCIL, FULL RIDING GEAR & A DIRT BIKE

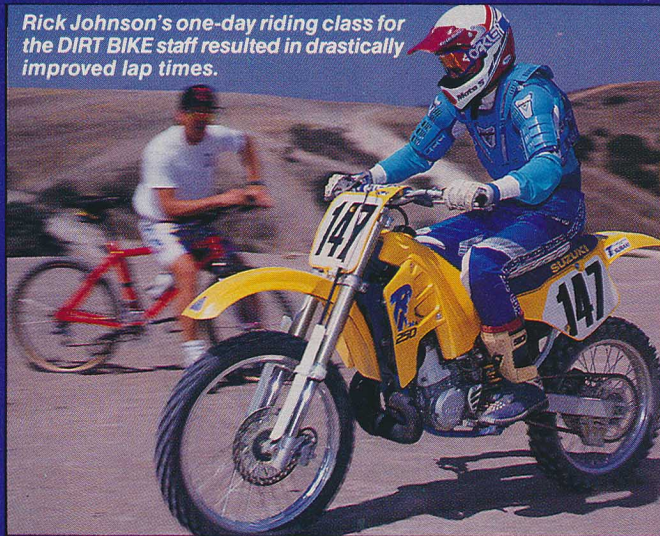
Before Rick got into his evaluation of our riding, he told us how and why he rides and how his philosophy could apply to us or anyone. "Fun is the main reason I'm out there. For me the most fun lies out at the edge of my ability so I like being there when I ride. I think most riders, regardless of their skill level, could have more fun riding if they pushed their own limits more—and they'd be riding faster, too. Everyone's riding style is a personal thing, so you have to be honest with yourself to find out why you aren't willing to go as fast as you want, or if you really do want to go faster. Sometimes that can be hard to do because you can't always get a clear picture of the way you ride. Having a good rider watch and honestly evaluate you is a great help."

## THE WHOLE TRUTH

Joe pulled off the track and looked at Rick, who was sitting on his mountain bike, staring back at him. Rick had plenty to say but he wasn't smiling. "Joe, before we get into details—you look tense out there. Relax. If you're horrified by the thought of crashing it's going to be hard to increase your speed. The bike can't do anything you don't make it do. It can't jump out of the truck and do fast laps itself. You and the bike have to work together. The most important thing I do to stay in control of the bike is gripping it with my legs; you should feel yourself squeezing the side panels. I'm also always trying to prevent the bike and my own



Rick passes on his formula for speed. He stresses the importance of attitude, an energy-conserving riding style and a proper riding position.



Rick Johnson's one-day riding class for the DIRT BIKE staff resulted in drastically improved lap times.

weight from using up my strength. Lean back when you're braking hard to avoid tiring your arms. Lean forward under acceleration to keep from wasting strength pulling yourself back into your normal riding position. Leaning slightly forward with your elbows up puts you in an energy-saving position that lets you absorb impacts without losing control."

Tim pulled off the track after his timed "before" laps to a somewhat more encouraging review from R.J. but there was still plenty of room for improvement. Tim was braking too early for turns, which broke up his drive out of them. "Tim, you're gassing it harder in some spots than you need to and you're not applying the throttle as evenly as you could. I see you backing off to correct and it's costing you time. You have the extra measure of aggressiveness in your riding that Joe could use, but you have to resist the temptation to just gas it without planning. Applying the power inefficiently will also tire you out quickly."

#### POINT BY POINT

Rick continued with pointers, discussing our performance on each obstacle on the fast, rough, burned-out track he had laid out.

**Turns (for Joe):** "Use the berms more. There's not much traction to be had below the berm here so keep your speed up. You should be forced to brake hard as you approach these turns. If you find you're not braking, you're not charging in hard enough. I get the feeling you're not sure how fast you can stop the motorcycle on this surface so we'll do some braking drills to get you comfortable with using lots of front brake. All you need to do is accelerate as hard as you can to a known braking point and apply as much front brake as possible. It doesn't hurt to get a feel for locking the front wheel. If you should fall you'll be going pretty slow when the bike slides out, anyway."

**Turns (for Tim):** "Your erratic use of the throttle and brakes is slowing you down a lot in these turns. You are at the skill level where you should be getting on the gas and staying on it as you leave the turns. Be as ag-

gressive in the corners as you are elsewhere on the track."

**Rough sections (for Joe):** "Get your weight back, especially on the whooped-out downhill. Look farther down the straight; you're too preoccupied with what the front wheel is heading for to prepare for what's ahead."

**Rough sections (for Tim):** "The bike is moving around too much beneath you. Grip the machine with your legs to keep it stable. Correcting the bike as it deflects is using up more energy than necessary."

**Jumps (for Joe):** "These are small, outdoor track-type jumps that you should be hitting as fast as possible. I see you backing off in an effort to land in a smoother spot when you should be trying to jump out to a smoother spot."

**Jumps (for Tim):** "You're hitting the jumps with good speed but you could use the jump to greater advantage by choosing a better line over it that would give you less air. You'd be back on the ground accelerating sooner."

**Hills (for Joe):** "Think of the hills as straights, which they are. Lean forward a bit on the uphill and hang your weight back on the downhills. Try to avoid the brakes and use as tall a gear as you can for both so as not to get the bike out of shape."

**Hills (for Tim):** "Tim, you're riding the hills well but you could choose better lines. Look well ahead to set yourself up properly for the turn at the bottom of the first hill, the turn at the top of the second and the jump at the top of the third hill."

**Training advice (for Joe):** "You could ride much faster and longer if you were sure of your own limits and the bike's. I don't think you need any extra training to race and have fun. Just ride more and concentrate on going fast every time you ride."

**Training advice (for Tim):** "You said you'd like to lose some weight, so I'd say try cleaning up your diet before you get into serious exercise. When you start exercising, do something you enjoy; vary your schedule to prevent getting bored with training. Settle at the weight you feel comfortable at and just have fun. If you plan any serious dieting or train-

ing see a doctor. Never diet and train; you'll feel lousy."

**Attitude (for Joe):** "You'll have to adjust to riding faster and pushing your limits more. Regularly pushing your limits will give you the confidence to go faster. You can't let a fear of crashing keep you from the wealth of fun that's available in riding. You might try falling on purpose now and then in sand where you're not going to get hurt too much, just to prove to yourself that it's not that scary." *(A special note from Rick Johnson: "I want to make it very clear that my suggestion to Joe to crash on purpose was personal advice for Joe, not a riding tip for Dirt Bike's readers.")* *A special note from Joe Kosch: "I think Rick would have been delighted to see me crash, mainly for proof that I was serious about pushing myself and partly to break up the boredom of seeing me lap his 'easy outdoor track' with all the speed of the goo in a lava lamp."*

**Attitude (for Tim):** "You could go quite a bit faster if you turned up the aggression in your riding. You have the skill to ride faster and still be safe."

#### SCHOOL'S OUT

The biggest benefit we received from working with Rick was his pointing out simple things we could do that resulted in a noticeable speed increase. We also got the feeling of being able to ride well, or at least closer to our skill limit, at will, simply by not fighting ourselves. Now we can consistently ride as well as we used to only on "good days," when fate seemed to control our riding skills. Rick's formula for fast, consistent rides really does lie in "letting" yourself go faster. The key lies in having someone tell you what that means for you. Rick's riding still amazes us, but at least it's less mysterious now.

Before	LAP TIMES	After
	Tim	
1:32	.....	1:28
1:34	.....	1:30
1:33	.....	1:28
	Joe	
2:05	.....	1:53
2:04	.....	1:52
2:04	.....	1:53 □