



1993 HONDA • KAWASAKI • YAMAHA • ATK • SUZUKI • FIRST PHOTOS & FIRST RIDES!

DIRT BIKE

WPS 34355

# DIRT BIKE

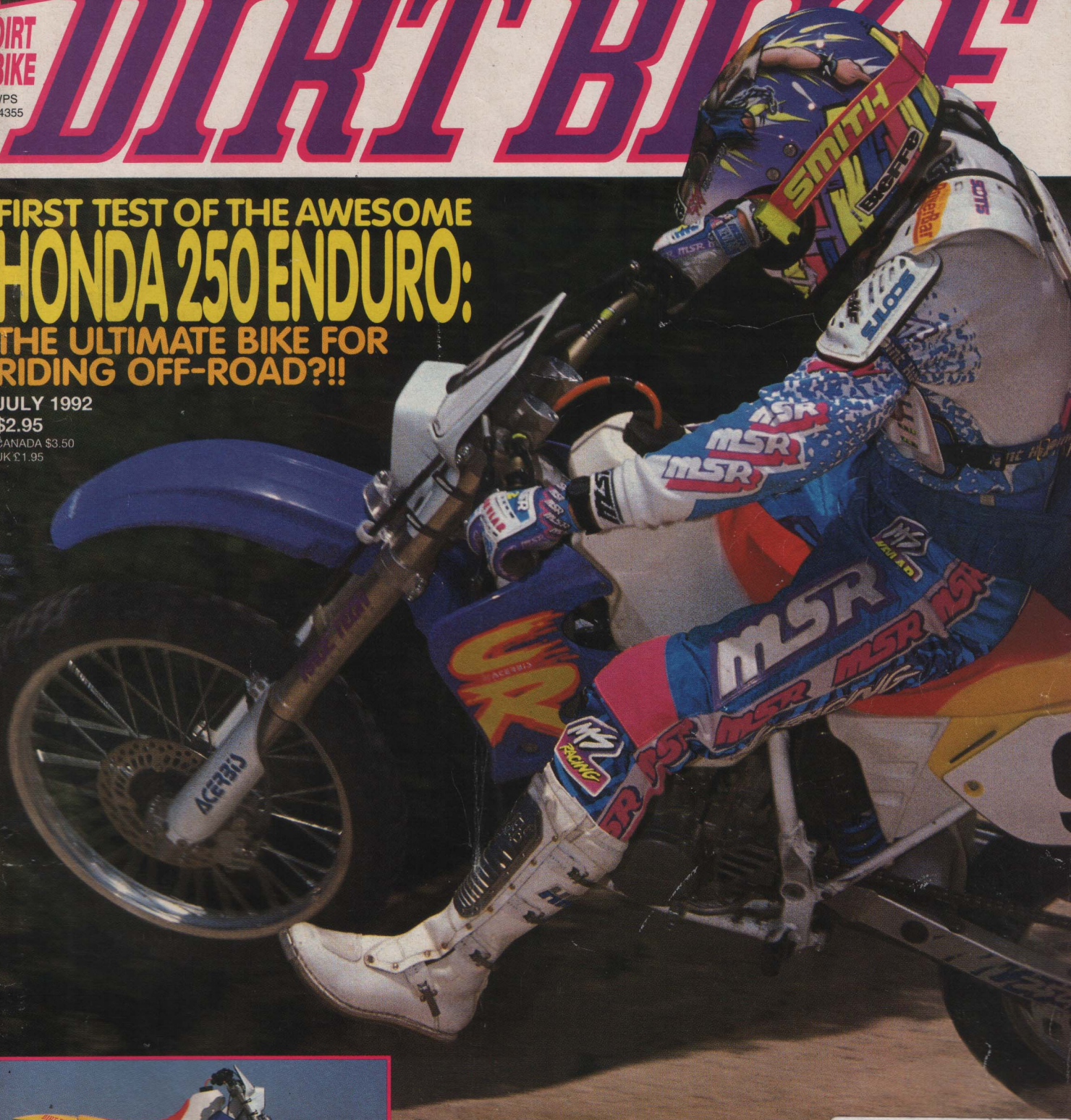
FIRST TEST OF THE AWESOME  
HONDA 250 ENDURO:  
THE ULTIMATE BIKE FOR  
RIDING OFF-ROAD?!!

JULY 1992

\$2.95

CANADA \$3.50

UK £1.95



DUAL-SPORT 250 SHOOTOUT  
WORLD'S WORST MECHANICS  
500 USGP SPECIAL REPORT!

SEYMOUR £1.95



9 770364 154022





ON THE COVER: The big picture is the bike that Honda won't build: the wide-ratio CR250. The little picture is the bike that Suzuki will build: the 1993 RM125. Riding by Jimmy Lewis, photos by Ron Lawson and Naoyuki Shibata, design by DeWest, color by D.I.S.C.

**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.

*DIRT BIKE* Magazine (ISSN 0364-1546; Canada GST #R125009266), July '92, is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Blvd., Mission Hills, CA 91345. Subscriptions \$18.98 for 12 issues (one year), Canada and foreign add \$6 additional postage for one year, \$12 for two years. Copyright ©1992 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at San Fernando, CA 91340, and at additional mailing offices. POSTMASTER: Send address changes to *Dirt Bike* Magazine, P.O. Box 9501, Mission Hills, CA 91395-9501. Printed in USA.

## 1993 PREVIEW

### 56 1993 SPY PHOTOS

Secret info from Honda, Kawasaki, Suzuki & Yamaha

### 72 1993 ATK PATRIOT

Missile or scud?

### 80 1993 YAMAHA YZ80

Guaranteed not to shrink in hot water

## DUAL-SPORT ADVENTURE

### 36 DUAL-SPORT SHOWDOWN

Honda XR250L, Kawasaki KLR, Suzuki DR250S, Yamaha XT225

### 39 THE SUBURBAN WORLD CHAMPIONSHIP

Jimmy Lewis and the Serow vs. the world

### 40 WHICH WAY TO KELSO?

And more importantly, which way home?

### 42 JOURNEY UP MT. PAIN

Tim Tolleson and the unobserved observatory

## FEATURES

### 28 HONDA WIDE-RATIO CR

We build the bike that Honda wants

### 60 WORLD'S WORST MECHANICS

Big-hammer-and-small-brain department

### 76 OHIO, WHERE MEN ARE MEN

And racing is everywhere

### 84 WHEN TO REPLACE . . .

. . . and when to give up

## USGP SPECIAL

### 44 CATCH 22

The Frenchman from Redondo Beach is still on top

### 47 HOME TURF

Is the USGP track an All-American?

### 48 WHO WILL IT BE?

The men who would be champions

### 52 INTERVIEW: ROGER DeCOSTER

The man keeps GP racing alive in the U.S.

### 54 SPECTATOR TO A SPECTACLE

Reliving the first USGP

## DEPARTMENTS

### 6 FROM THE SADDLE

### 11 CHECKPOINT

### 14 BITS & PIECES

### 16 RIDERS WRITE

### 19 VIDEOCROSS

### 22 NEW PRODUCTS

### 27 MR. KNOW-IT-ALL

### 96 CRASH & BURN





# 1993 ATK PATRIOT

*Riding the great American hope*

By the DIRT BIKE staff

If races were won based on nothing other than effort, ATK would win everything in sight. Consider how hard the guys there must work. They are using a motor that was designed in the '70s and making it competitive with the latest computer-designed stuff from Japan. They constantly experiment with alternate designs and ground-breaking things like fuel injection. They always seem to come up with new ideas and designs just to be different—and they are doing all this in a tiny factory with a work force smaller than that of the average fast-food restaurant.

We got to sample the latest handiwork from the guys at ATK for a brief preview at Glen Helen Raceway. The new bike is called the Patriot, and it's a variation of the company's Rotax-powered 406 two-stroke. While the new model might not look that different, it represents some of the biggest changes that the bike has gone through since it was first designed. First of all, the frame is new. The differences are subtle, but noticeable. The steering head angle is steeper, going from about 27.5 degrees to 26.5. It seems that in the past, no one at the company really knew what the steering head angle was. In fact, it would

vary from bike to bike, so it was rare when any two ATKs handled exactly the same. New measures have been taken to ensure more consistent quality on the assembly line, and the new frame is designed to turn much easier.

The new chassis also has a slightly repositioned rear shock that is about a half-inch longer than that of the old bike. The most interesting new feature about the bike is that it now has three brakes. How do you put three brakes on a vehicle with only two wheels? You put two brakes on the rear. The controversial countershaft brake still is mounted outboard of the engine's front sprocket, but now it has been supplemented by a miniature rear-wheel disc brake. This might seem odd, but there are several good reasons for this approach. ATK spent a lot of time and money working bugs out of the original countershaft brake. Eventually the brake became good enough, but by that time the Japanese had progressed to a new level of braking and the performance of the countershaft rear brake was obsolete. With the addition of another caliper to the rear, performance was elevated to a modern level, and the ATK still has much less unsprung weight on the swingarm, because the additional caliper

*This is a classic case of Jimmy Lewis versus the ATK Patriot versus gravity. Gravity won. ▶*

and disc are so small. Also, the heat generated by each brake is cut in half, and the FIM, which had an odd rule against the countershaft rear brakes, now is happy, so the ATK can be raced in a GP legally.

Another interesting change on the ATK is the American-made set of wheels. In the past, ATK has purchased wheels, along with triple clamps, handlebars and seat bases, from KTM in Austria. With all the recent management changes in KTM, parts supply has been inconsistent, so ATK is in the process of becoming less dependent. The first step is a rear hub machined out of billet aluminum. The hub is laced with Buchanan spokes to a Sun rim. All that stuff is very expensive, but the finished product is beautiful and should be very strong.

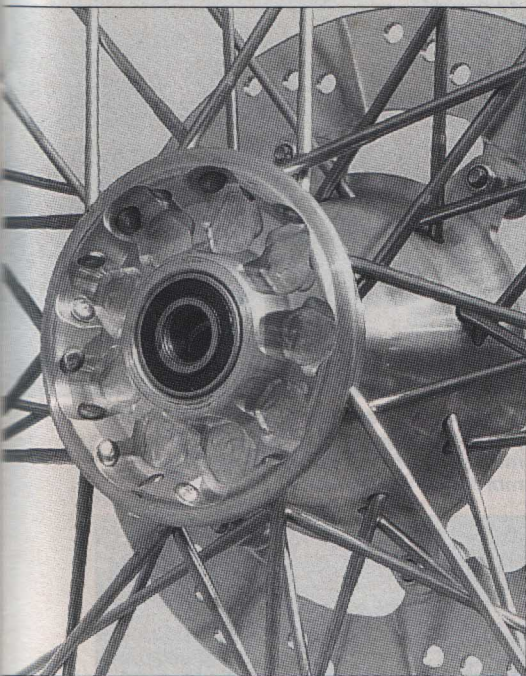
As for the rest of the bike, it's very much like the '92 ATK. It still has its air filter mounted up by the left side of the gas tank. Last year the snorkel leading to the filter got larger, as did the filter itself—and every year the White Power suspension gets revalved.





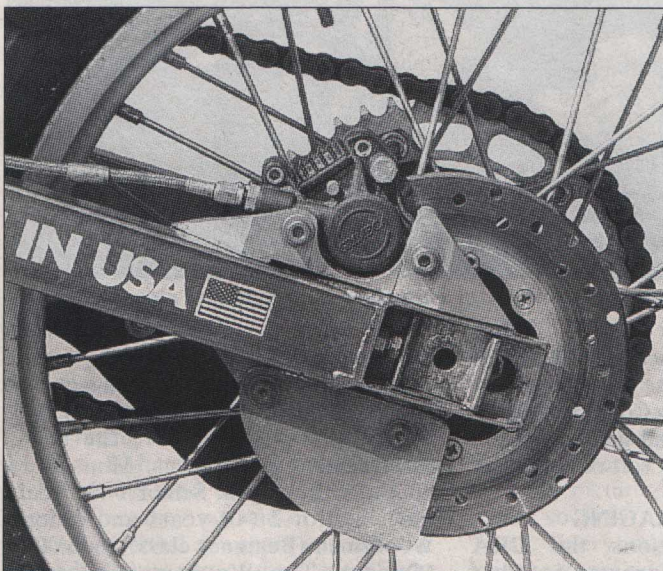


# 1993 ATK



*In an effort to get even more of the bike manufactured in the U.S., ATK has begun to make its own hubs and laced them up to Sun rims.*

*Jimmy Lewis gets loose and weird. Well, he already was kind of weird. ►*

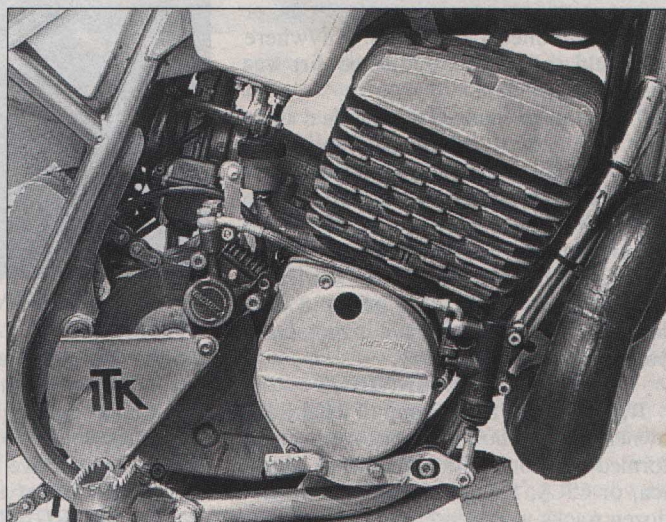


*How do you get three brakes on a vehicle with only two wheels? Leave it to ATK.*

The prototype bike that we rode didn't yet have the final expansion chamber. Instead, it had a rough modification of a '92 pipe that didn't work well at all. With the steeper steering head angle, the front wheel would hit the old pipe when the suspension bottomed, so a new one still has to be made at this point. In our time on the machine, though, we did note that it was very agile-feeling. In the past we have complained that the bikes only turned well in attack mode—when the rider was being

completely aggressive and the throttle was open. The new machine is more forgiving of less-than-superhuman levels of riding and the new brake is, in fact, as strong as anything from Japan. Unfortunately, the front brake is still behind the times.

As with every ATK we have ever ridden, we were happy with the suspension. It seems that no one else has quite figured out how to make the White Power stuff work so well. The bike we rode actually was set up for desert racing, but worked well on Glen



*The ATK motor once again gets through another year with no real changes. Since the Americans at ATK are at the mercy of the engine builders at Rotax in Austria, they have little to say about updating the 406 powerplant. Maybe next year.*

Helen's square-edged holes and bumps.

It's a shame that the bike wasn't entirely finished when we rode it. We're anxious to try it once the proper pipe is in place. The engine has always been the weakest part of ATK's package, at least on the two-stroke. If the finished product has at least as much power as a '92 ATK 406, though, the overall package will be a good, lightweight Open-class alternative. ATK is a company that prides itself on being different. Its bikes are for people who feel the same way. □