

KAWASAKI KDX200: ANYTHING ELSE IS A HANDICAP!!

DIRT BIKE

WPS 34355

DIRT BIKE

MAY 1985

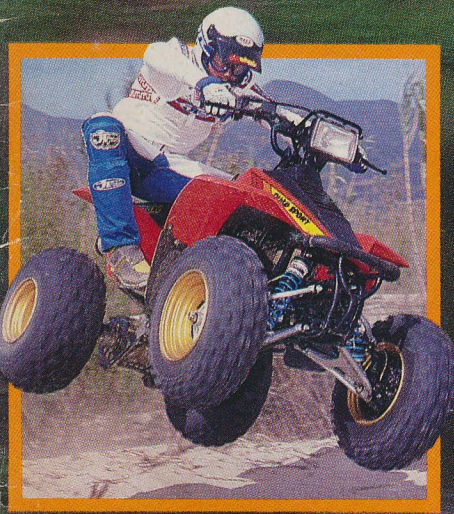
\$2.00
UK £1.60

DIVE!! HOW TO HANDLE DOOMSDAY DOWNHILLS!

**YZ125:
WHAT HAPPENED?**

**4-STROKE
FEVER SWEEPS
DESERT: ATK 560
RULES THE
WEST!**

**ALL-NEW
KX250:
WHICH
WORKS
REPLICA ARE YOU
REALLY GETTING?**



**QUADSPORT:
WILL THE 3-WHEELER
BECOME EXTINCT?**

HOW TO MAKE THE FASTEST 125 EVEN FASTER!



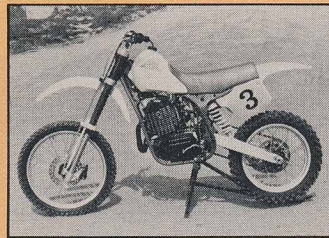
ISSN 0364-1546

DIRT BIKE

MAY 1985 • VOLUME 15, NO. 5



ANAHEIM



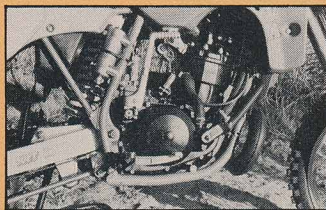
ATK560



YZ125



DOUBLECROSSED



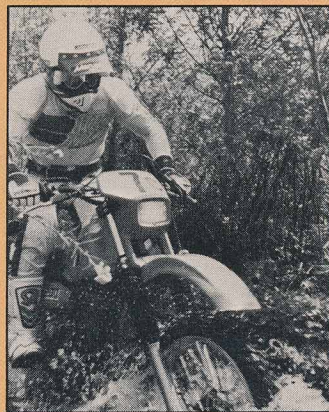
CAGIVA 500MX



KX250



QUADSPORT



KDX200

DIRT BIKE Magazine, ISSN 0364-1546 (May '85) 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 © 1985 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.

ON THE COVER:—Todd Peterson approaches apogee on the YZ125, styling for the camera of Fran Kuhn, one of Clipper's home boys from Philadelphia. Also, Kevin Sirois gets serious on the QuadSport, while the late lamented Tom Webb controls the shutter. Color separations by Valley Film.

TESTS

- 20 **KAWASAKI KX250**
More adjustments than you can name
- 44 **SUZUKI QUADSPORT**
Four-wheeled fun thumper
- 46 **YAMAHA YZ125**
"We will not have a slow 125 in 1985. . ."
- 58 **KAWASAKI KDX200**
A little different, a little better
- 66 **ATK 560**
No wonder it's a winner—it's awesome!
- 74 **CAGIVA 500MX**
Surprisingly mellow, admittedly fun

COMPETITION

- 26 **ANAHEIM SUPERCROSS**
We saw the races, but who won?
- 40 **PRO FILE: MARK BARNETT**
In this corner, wearing green trunks. . .
- 41 **PRO FILE: DANNY LaPORTE**
How competitive can the Huskys get?

TECHNICAL

- 37 **KX125 TUF HOP-UP**
There's no such thing as too much horsepower
- 54 **PROJECT RPM**
Part two of transforming an RM into a PE

FEATURES

- 32 **PRODUCT EVALUATION: SUPERTRAPP XR SILENCERS**
Curing the XR's low-end blues
- 38 **GARY BAILEY TEACHES TECHNIQUE**
How to master monster downhill
- 57 **PRODUCT EVALUATION: SIDEWINDER DOUBLECROSSER SPROCKETS**
A totally unique idea that works
- 72 **SIERRA CLUB SHOWDOWN**
The latest on the never-ending land battle

DEPARTMENTS

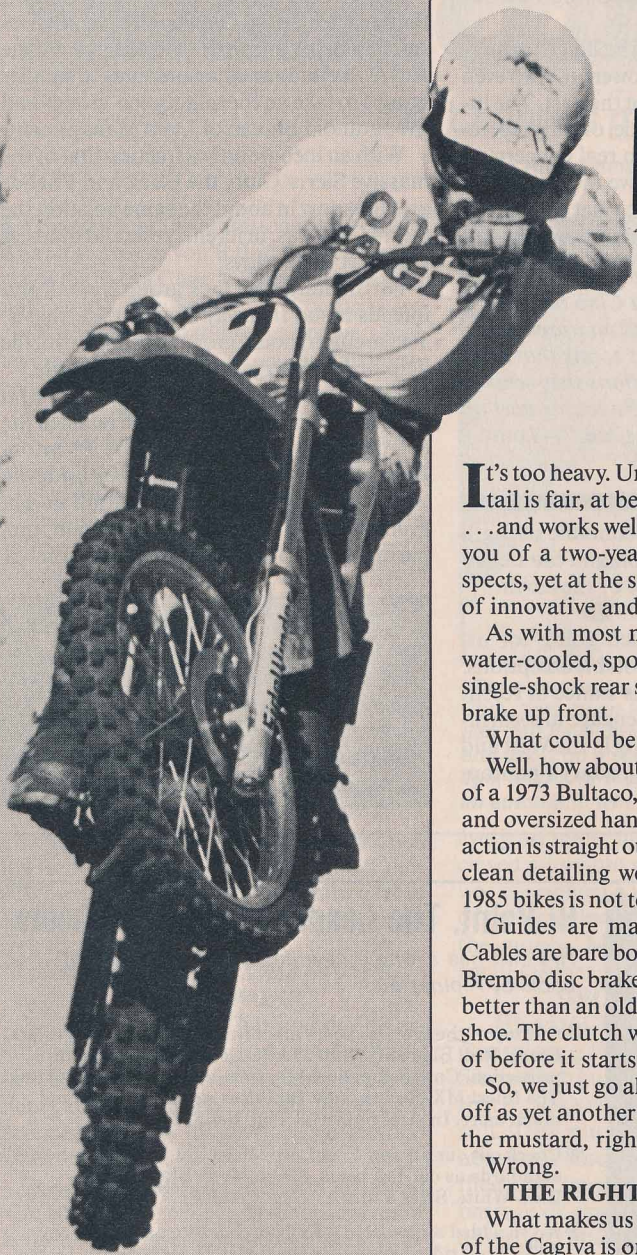
- 9 **FROM THE SADDLE**
The Laws of Nature and other weird things
- 10 **LAST OVER**
False economy
- 12 **BITS AND PIECES**
Word economy
- 14 **MISTER KNOW-IT-ALL**
You call this help?
- 16 **RIDERS WRITE**
Postcards from the Rexall
- 78 **NEW PRODUCTS**
Neat things to buy
- 82 **CRASH & BURN**
Not recommended

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.

CAGIVA WMX500 CROSS

SURPRISE PACKAGE!

Now THAT's Italian!
By the Staff of DIRT BIKE



In the air the Cagiva feels lighter than the scales report.

It's too heavy. Unfinished. Attention to detail is fair, at best. Yet, somehow it works . . . and works well. The 500 Cagiva reminds you of a two-year-old Maico in many respects, yet at the same time, it has a number of innovative and fresh ideas.

As with most modern motocrossers, it's water-cooled, sports the almost mandatory single-shock rear suspension, and has a disc brake up front.

What could be wrong? you ask.

Well, how about a shifting feel reminiscent of a 1973 Bultaco, and cobby-looking cases, and oversized hand and foot controls? Fork action is straight out of the late 1970s, and the clean detailing we've come to expect from 1985 bikes is not to be found on the Cagiva.

Guides are makeshift. Bolts hang out. Cables are bare bones minimum quality. The Brembo disc brake up front stops the bike no better than an old-fashioned single-leading shoe. The clutch will take no abuse to speak of before it starts to fade.

So, we just go ahead and write the Cagiva off as yet another Italian bike that can't cut the mustard, right?

Wrong.

THE RIGHT KIND OF POWER

What makes us overlook the mirror faults of the Cagiva is one of the sweetest engines ever to grace a racing bike. It delivers power over a broad range, and more importantly, it does it without vibration of any kind.

Most Open class bikes beat your arms to death, with pulsing, slamming vibrations that numb the forearms and turn the rider into a state of full retreat after a few hard-charging laps.

The Cagiva is mellow and does not exhibit any of the forearm-cramping, throbbing vibration that makes cowards of us all. Even though the bike comes with a Dellorto carb, it starts relatively easily, except when cold. Once warmed up, one clean kick will get things stirred up.

Your first few trips through the gears will have the Cagiva blubbering and puking until it cleans itself up. Then, the power delivery will be clean and smooth, with no hitches anywhere. Quite impressive, actually.

It pulls cleanly from idle, but not with the jolting power of, say, a YZ490. Then the mid-range steps in over a wide band and is followed by a fairly high top end. At no point in the power delivery is there any weird step or hitch—just a lot of smooth, usable power that won't get the rider into trouble.

At any given time, there's enough power to break the rear wheel loose, but not enough to send it wildly off to one side.

AS DELIVERED . . .

. . . the Cagiva is geared for a zillion stock. You could drop at least one tooth on the countershaft sprocket for normal motocross and possibly add a few teeth to the rear for most tracks. Yet, we rode the bike under a variety of conditions and felt it worked fine.

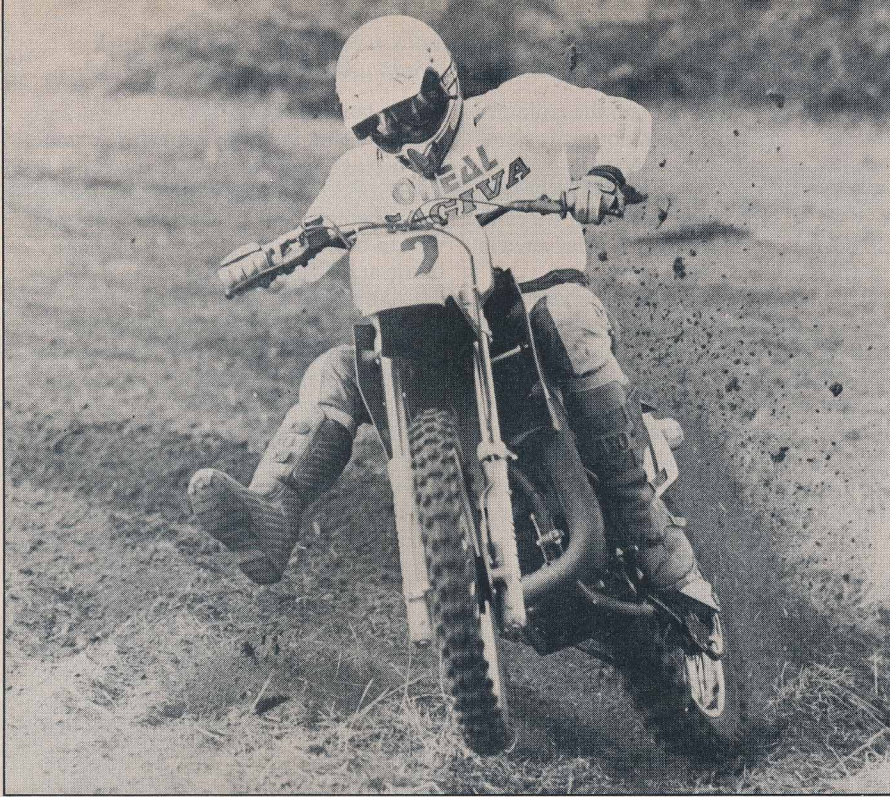
You could race the Cagiva in desert, cross-country or a Grand Prix with the stock gearing and the nicely spaced gearbox, and you'd never feel out of place. The only time we felt that low gear was too tall was when we took the bike trailriding and were forced to slip the clutch a lot. Here the clutch protested and made a quick trip back to the grip. Boo. However, when the clutch was left unabused for a few minutes, it cooled down and got back to normal. We'd still have to rate the clutch as "wimpy."

In order to get an idea of how fast the Cagiva is, we drag-raced it many times against a fresh 1985 YZ490 on a variety of surfaces. Whenever we could get a clean start with the Cagiva, it would run right alongside the biggest YZ, but a clean start was not so easy to come by.

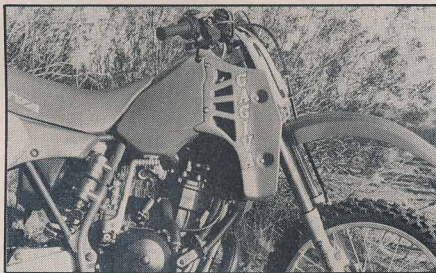
We kept missing the shifts from first to second and from second to third. The shifts in the last two gears were no problem. To get clean and positive shifts we were forced to back off the throttle and to use the clutch. Rushing things and trying to power shift resulted in a false neutral and a *briinnngg-gaaaaahhh!* scream that sent shivers through our hearts.

SUSPENSION INSPECTION

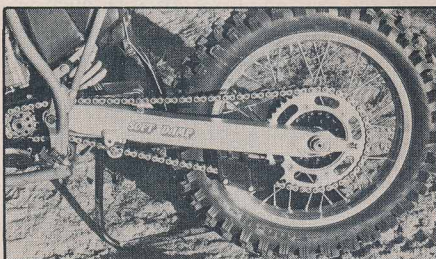
Up front you'll find a pair of Marzocchi forks that redefine that term "painfully average." They'll take a big hit quite well but are next to hopeless in the small stutter bumps



There's plenty of the right kind of Open class power on tap.



The well-built, water-cooled 500cc engine has a bulging side cover that bothers the braking action at times. Big shrouds directed the air to good-sized radiators. Our bike never gave any hint of running hot.



Despite an older-style Ohlins shock, we found the action of the rear end to be superior to the YZ, CR and KX.

and don't like to deal with square-edged bumps at all. At best you could call them adequate but harsh.

These forks are beefy looking, though, and do not flex. No seal weeping was noticed. We did not have the time or inclination to mess around with fork oils or levels, as past experience has shown us that Marzocchi tend to defy normal tuning experiments.

At the rear we found a decent Ohlins shock that required a bit of fiddling to get right. We ended up with about 100mm of sag, and kept cranking up the rebound until we got the rear

end tamed down. The end result was a rear end that worked far better than we had originally expected. The action is superior to a big Honda or a YZ in all respects, save that of compression damping adjustment. To adjust the compression damping on this Ohlins, you'll have to take it apart and replace shims.

LAYOUT AND FEEL

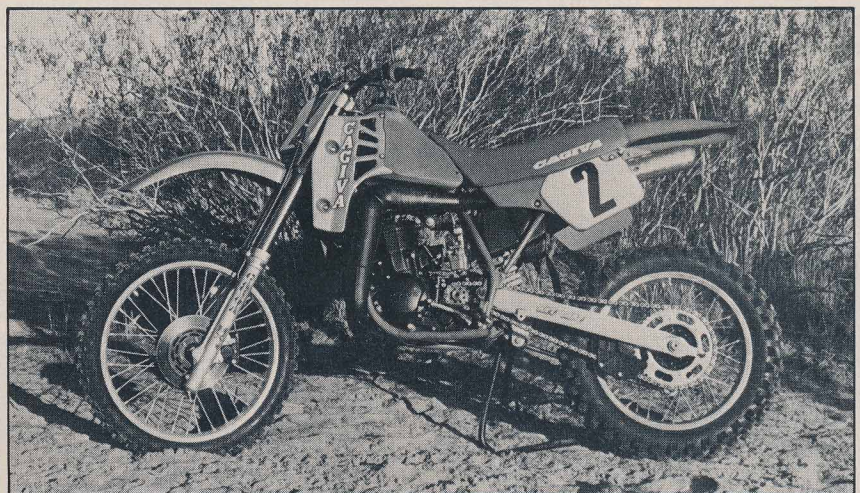
The Cagiva is a slim bike with a narrow midsection. Only a bulge on the right case cover interferes with the rider's foot during braking. The pipe is well tucked in, and no wide spots intrude on the rider's movements. Up front, shorter riders will want to take an inch or so off the safety saddle, or perhaps round it off to fit the thighs in a more natural manner. Taller riders never mentioned it.

Both hand controls are too far from the grips, and one is tempted to write them off; however, if you simply bend the malleable aluminum levers back until they fit your grip, you can live with them nicely.

One side note: These levers bend and do not snap off like so many of the controls on the Japanese bikes.

HANDLING AND TURNING

With the right amount of sag in the shock dialed in, the Cagiva turns quite well. Straight-line stability reminds one of the Maico. In fact, the entire layout, feel, and



CAGIVA WMX500 CROSS

Engine type	Liquid-cooled, single 2-stroke	Wet weight, no fuel	234.5 lbs.
Bore and stroke	87mm x 82mm	Tire size and type:	
Displacement	487.5cc	Front	3.00x21 Pirelli Hard Cross
Carburetion	38mm Dellorto	Rear	5.00x18 Pirelli Hard Cross
Factory recommended jetting:		Suspension, type and travel:	
Main jet	190	Front	44mm Marzocchi, air-oil, 300mm (11.8 in.)
Needle jet	260 AB	Rear	Ohlins single shock, Soft Damp, adj. int. comp./reb., 324mm (12.6 in.)
Jet needle	K9	Intended use	Motocross
Pilot jet	65	Country of origin	Italy
Slide number	30	Retail price, approx.	\$2553
Fuel tank capacity	10.5 L (2.77 gals.)	Distributor/Manufacturer:	
Lubrication	Pre-mix, oil in gas	Cagiva North America, Inc.	
Gearbox ratios:		20030 S. Normandie Ave.	
1	1.647:1	Torrance, CA 90502	
2	1.277:1	Overall rating of bike, keeping intended use in mind:	
3	1.062:1	Handling	Very good
4	0.909:1	Front suspension	Fair
5	0.615:1	Rear suspension	Very good
Gearing, front/rear	14/48 or 14/50	Power	Excellent
Ignition	Motoplant, electronic	Cost	Good
Recommended spark plug	Champion N84G	Attention to detail	Fair
Silencer/spark arrester	Aluminum silencer only, fairly quiet	Effectiveness, stone stock	Very good
Wheelbase	1495mm (58.8 in.)	This rating is included to aid in comparison of bikes in the same displacement and intended-use categories. Comparing the ratings of two dissimilar machines is a meaningless exercise in futility.	
Ground clearance	15.5mm (395.0 in.)		
Seat height	940mm (37.0 in.)		
Rake/trail	28°/118mm (4.64 in.)		

CAGIVA WMX500

handling manners tend to make one feel that he is on a Maico. Turning manners are neutral, and the bike will not do anything stupid in the turns. It simply goes where you point it with no washout or tucking.

For straight-line charging the Cagiva is excellent, and it does not hop around at speed over the nasty uglies. It makes a good desert bike, as is. In fact, with a stock 2.77-gallon gas tank you should have no trouble with 50-mile loops. This is a nice bonus.

BITS AND PIECES

We found the plastic to be of excellent quality, and guess what! you can see through the plastic of the gas tank to tell how much gas is left. We wish more bikes had this feature.

Wheels and spokes gave us no trouble, and the 500 came with sand tires. Good for some, bad for others.

At 234.5 pounds the Cagiva is too heavy and *could* and *should* be trimmed down, but you don't seem to feel the weight when riding.

A neat stand comes with the bike and lets you work on either end without any other aids.

We started to bend the aluminum kick-starter early in the game. You will probably have to replace it every now and then.

You can count on the chain buffers on the aluminum swingarm to wear soon. KTM

stuff will fit when replacement time comes, and they'll last longer.

Our bike never ran hot, and the radiators seem well tucked in and did not suffer damage when we spilled the machine.

The pipe is one of the smallest we've seen lately on an Open class bike, and we can't help but think that the Cagiva is delivered in a relatively mild state of tune.

We had no problems with the bike during the time we ran it, and the engine stayed good and tight. Reliability will remain a question until several months of riding are put on the machine, as with any new bike.

One thing bothers us: a lack of information from the distributor about the tuning and setup. Very little information is available, and no one seems able to offer suggestions as to optimum setup.

THE BOTTOM LINE

One thing stands out: The Cagiva is surprisingly easy to ride and does not tire out the rider. There is no vibration to speak of for a big bike, and the Cagiva does what you ask of it.

Quite frankly, it's a lot better machine than we thought and must be rated much higher than we had originally expected. It's not perfect, but it is fun to ride, very versatile, and, so far, has not given us much in the way of hassles.

If you want a big-bore bike that'll do more than just motocross, we feel you could do a whole lot worse. Not a bad bike. In fact, we'd have to call it a good bike.

BITS & PIECES

(continued from page 11)

The land has been taken from us, and we don't even know it! Amazingly, some are calling this a victory. All the Navy has to do is put on a slow squeeze over the years, calling Zone C too dangerous, and we can be out without having fought a battle at all.

California motorcycle lobbyist Bob Ham was quoted as saying, "The bottom line is that if off-road user organizations organize and write their elected officials, we can shape public policy and not get shut out."

It's clear that Bob Ham can't recognize a swindle when he sees one. The fact is, the Navy still has control of the 315,000 acres, with the cooperation of the B.L.M.



If the TFNJ gets its way, events like the Curly Fern enduro will no longer be legal in South Jersey.

SAVE THE JERSEY PINES

It has come to our attention that a group calling itself "Trails for New Jersey, Inc." plans to do what they can to close off 66,000 acres of the Jersey Pines to motorized vehicle use. The area in question is in the neighborhood of Chatsworth and Warren Grove, an area much prized by members of the East Coast Enduro Association and the scene of many prestigious National enduros, including the Curly Fern and Sandy Lane enduros.

New Jersey, Pennsylvania, and Delaware riders cannot afford to lose this area. If you have ever ridden in that part of the Pines, we would strongly urge that you write a letter to the New Jersey Pinelands Commission and let them know how you feel. The address is P.O. Box 7, New Lisbon, NJ 08064.

KEEP US INFORMED

You may say that what happens in New Jersey is no concern of yours, especially if you live in Missouri, but believe us, it is. Closing land areas is not a matter deserving an apathetic response. If land-grabbing problems start moving into your neighborhood, *do something about it!* Write letters, let people know you exist, and tell them you feel that they are wrong. Above all, let us know about it, and we'll spread the word and do what we can from here.

DEFINITELY THE MOST SPECTACULARLY GRUESOME EVER



ARE YOU IN THIS ISSUE OF CRASH & BURN MAGAZINE?

Our dedicated staff of bizarre photo specialists worked *hundreds* of hours, covered *thousands* of miles and spent *millions* of pennies searching for the *wildest* crash and burn shots in the solar system.

Have you crashed lately? If so, you can easily relate to the incredibly awesome pain suffered by the poor unfortunates pictured in this magazine. Could it really hurt as bad as it looks? Decide for yourself (after you stop laughing!).

Learn to crash the right way. Pick up punishment pointers from this parody of a periodical. Get your copy of CRASH & BURN right now!



MAKE MY DAY, please send me _____ copies of the all-new January 1985 CRASH & BURN.

DB5-5

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Make check or money order payable to: CRASH & BURN, January 1985, P.O. Box 9502, Mission Hills, CA 91345-9502.

Please enclose \$2.50 plus 75 cents postage

and handling for each copy ordered. Canada add \$1.50, all other foreign add \$2.50 postage and handling for each copy ordered. All items will be shipped surface mail. U.S. funds, please.