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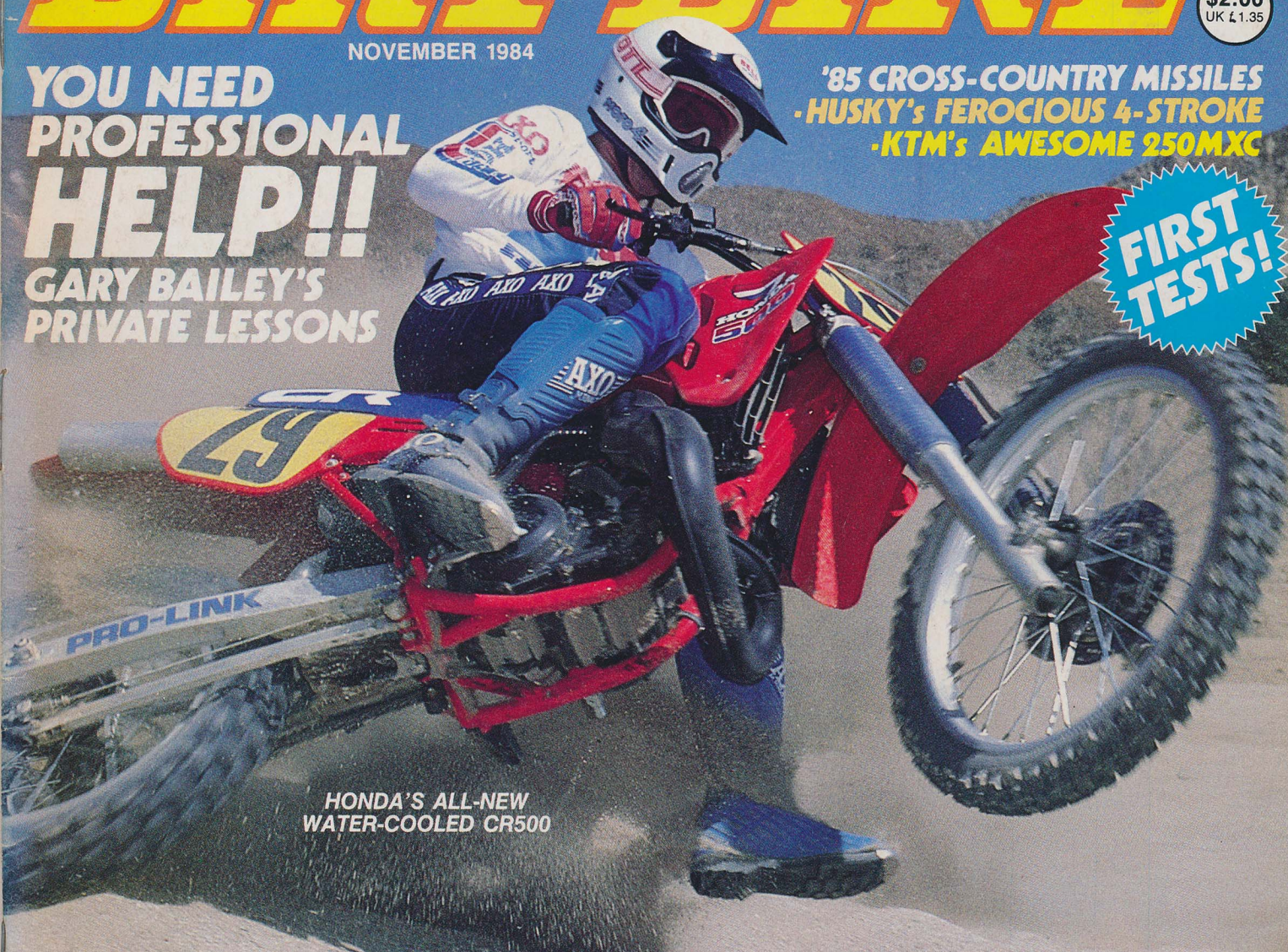
NOVEMBER 1984

**YOU NEED
PROFESSIONAL
HELP!!**

**GARY BAILEY'S
PRIVATE LESSONS**

**'85 CROSS-COUNTRY MISSILES
-HUSKY'S FEROCIOUS 4-STROKE
-KTM'S AWESOME 250MXC**

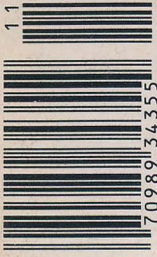
**FIRST
TESTS!**



HONDA'S ALL-NEW
WATER-COOLED CR500

**NATIONAL MX
CHAMPIONSHIP
CONTROVERSY:**

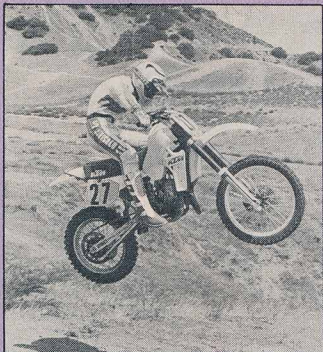
**THE RACING
IS OVER
BUT THE
FIGHTING
GOES ON!**



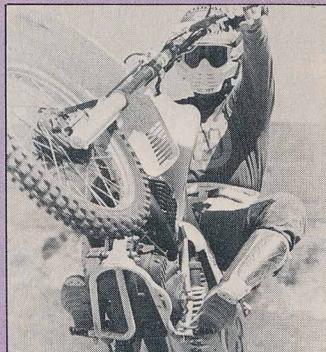
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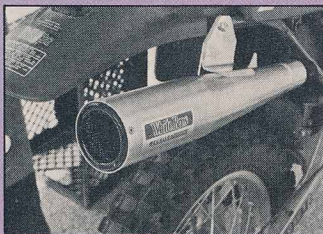
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1985 KTM 250MXC



1985 HUSKY 4-STROKE



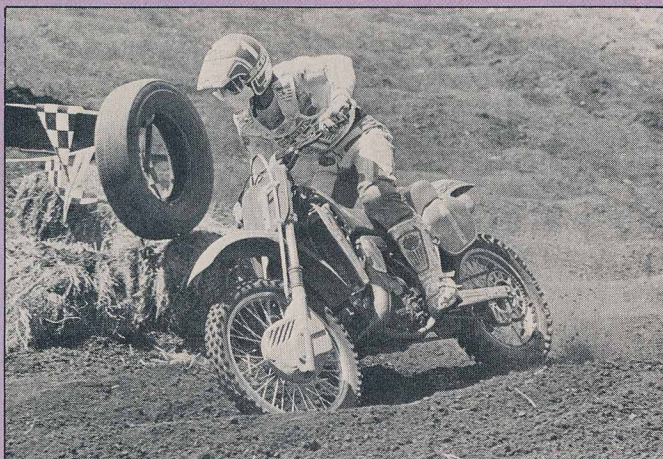
XR PIPE SHOOTOUT



1985 KAWASAKI



1985 HONDAS



THE NEW CHAMPS

ON THE COVER:—Steve Schmitz gets twisted on the brand-new Honda CR500, while David and Broc and the rest of the 500 class get down to business at the Colorado National. Honda shot by Paul Clipper, race shot by Tom Webb, color separation by Valley Film.

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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.

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CROSS-COUNTRY CRUISER

Six speeds, four strokes & two shocks



Steve Schmitz tickles the clutch and torques the big 510 out of a sandy turn.

We still have our 1984 Husky four-stroke. It's a 500cc four-speed model with about 2700 miles on it. It's been raced in a half-dozen MXs, seven four-stroke events, five GPs, one Barstow to Vegas, and trail ridden to death. In that period of time, we replaced the clutch once (slipping) and broke the chain-side axle adjuster. At 1700 miles we put in fresh rings and valve guides.

The bike is not stock. It runs a White Brothers 2 into 1 pipe and a Mikuni flat-slide carb, set up by the same folks. An aluminum swingarm supports Pro Circuit revalved shocks with the heavy yellow springs. Air comes in through a K&N filter.

Why are we telling you all this? Mostly because we just received our 1985 Husky four-stroke test bike, and we are making the classic mistake of comparing our faithful old tricked-out scooter to a squeaky fresh, tight new stocker.

FLAWS IN THE '84

Most of the problems with the 1984 Husky four-strokes were centered around hard starting at the odd time, like when the bike was hot and dropped—admittedly not the best of conditions. Here, the Dell'orto pumper carb proved troublesome. Sometimes the bike would light right off; other times it took 20 kicks and lots of swearing. Some ignition failures were reported, but ours never died.

At midyear, Husky recalled the bikes and replaced the pumper carbs with normal ones and installed K&N filters as stock. An updated ignition (one with a hotter spark at low speeds) was also given to the owners, free of charge. Many owners never took advantage of the exchange, being satisfied with their bikes, while others jumped at the chance to help their reluctant-starting machines.

It mostly seemed to boil down to rider savvy: If the Husky owner was an experienced four-stroke rider, he had no real problems starting the bike. If he was a new four-stroke owner, it was hassle.

One thing stood out, though. All of the riders liked the idea of 25 to 30 pounds less weight to haul around than any other big four-stroke on the market. At right around 250 pounds dry, the Husky was a feather compared with the XRs and TTs, which tipped the scales at 275-plus dry, and over 300 loaded with gas. Another plus was the fact that the Husky came stock with excellent suspension parts that could easily be dialed to suit most any rider or requirement. No need to pop \$400 for the rear and another deuce for a fork kit and springs.

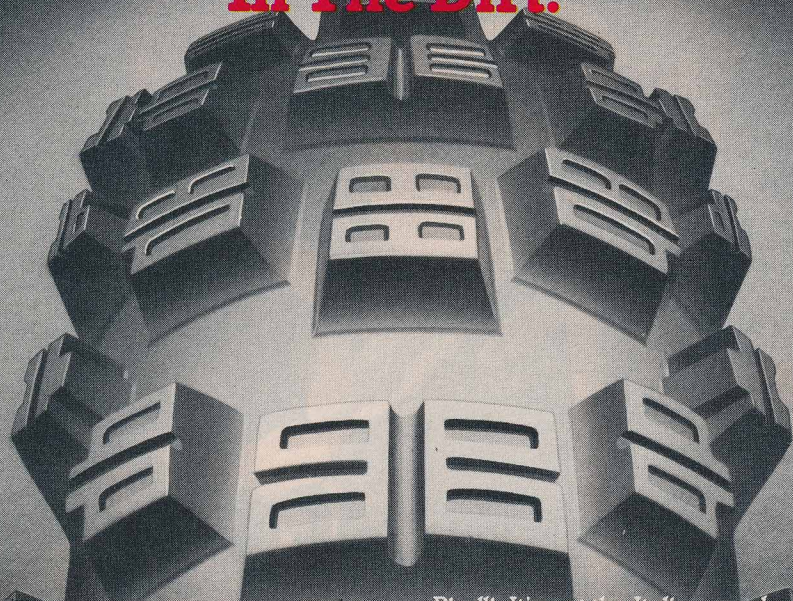
CHARTING THE CHANGES FROM '84 TO '85

Visual changes are limited to a new-gener-



PIRELLI MOTOCROSS:

**What Grownups Wear
When They Play
In The Dirt.**



Pirelli. It's not the Italian word for "eat my dust." But it ought to be.

Pirelli's Sandcross and new Hardcross tires have combined to win World Motocross Championships four years running! Which may explain why Pirelli dirt tires are Europe's best selling. Bigger than Metzeler, Dunlop. Or anybody.

Now, with our totally new American distribution system, American riders can get all the Pirelli tires they want.

See your nearest dealer for a fact sheet on the full line of Pirelli dirt tires.

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Light weight is the single biggest plus with the Husky. It feels more like a real bike than the typical four-stroke tank.

ation plastic tank shaped like the MXers', and a new blue saddle to replace the yellow butt-rest of old. The not-so-visible changes are much more important. A huge 40mm non-pumper Dell'orto carb replaces the 36mm slobber pot of 1984. The new ignition produces a much fatter spark at cranking speeds and is really bizarre in design. The stator is attached to the mag cover, and the rotor spins inside of it. The last time we saw this was on the Italian-made Harley MXers of the mid-'70s.

Fork bushings have been beefed up to reduce flex and increase bushing life. A K&N fabric filter is now standard. Details in the automatic compression release and kick-starter will only be evident to a previous owner.

A backup axle adjuster on the drive side corrects a minor flaw, and the tail section of the front fender is shorter. Tank decals seem to be of better quality than the el slippos of last year.

LEFTOVER STUPIDITY

While the product is clearly improved, it's plain that they simply ran out of time to get rid of all the glitches. The rear brake pedal will still bottom out on the peg when the brakes are abused. We used an Uptite Husky pedal for better feel and improved action. It fits just about all of the various Huskys, by the way.

While the four-speed bike has straight mufflers (two), the six-speed bikes come with strangling silencer/spark arresters. Just about any accessory bolt-on muffler is a notable improvement. Answer Products has some tidy aluminum units that work well.

Brakes on the big Hooska are average at best and fade-o-matics when wet. If you have to ride through a river before attempting a steep downhill, you're better off throwing the bike down the hill and then

crawling down after it.

As with last year's machines, the rear suspension is delivered with too soft white springs. The beefier yellow springs (with lighter preload) are the way to go for aggressive riders.

Stock rubber at both ends is Trelleborg Ten Master. It works okay under good traction conditions but is next to useless on hard-pack or in sand. Try a Metz up front and a Dunlop at the rear for big handling gains.

RIDING THE HOOSKA

Starting usually took three kicks, but every now and then the Husky would simply refuse to start until we'd worn out the entire testing crew's legs. Wimpy kicks would not get the job done. Considering that we cured last year's starting hassle with a Mikuni carb, we have to cast suspicious glances at the Dell'orto mixer. This is a shame—the stock 40mm carb delivers great horsepower once the bike is running, but we can't recommend it for starting.

With the new big carb there's less punch at the very bottom and more snap through the mid-range. We experienced some surging at very low revs when trailriding the bike

which our Mikuni-equipped Husky does not display.

As you run through the smooth-shifting gears, the snappy mid-range lofts the front end of the TX easily. Having six gears means that quite often you're not sure what gear you're in, nor do you really care. All you know is that the Husky never seems to run out of steam, and the top speed is frightening. Gear it up a tooth or two on the countershaft, and the thing could loaf along at Baja speeds.

HUSKY HANDLING

Typical. Predictable. Accurate when under power. Where have you heard all this before? The bike steers and tracks like every Husky ever built. For trailriding or enduro work, the TX will turn almost twitchy fast with the rear axle set far forward. With the axle near the rear of the adjuster slot, high-speed stability is dramatically improved.

Fire roads were a blast on the TX; just pick the right gear, lean it over, and roll it on. The new saddle shape and slimmer tank let you climb up front easier, and nothing spooky happens as you make like a crazed flattracker.

No other 500cc four-stroke made handles



Just-right forks and too soft shocks left the stock bike a bit unbalanced.



With six speeds at your disposal, the Husky had a gear for every situation.

HEY, WHAT ABOUT THE WATER-COOLED SINGLE-SHOCKER?

• You saw it first in the pages of *Dirt Bike*, a one-off prototype four-stroke with liquid-cooling and one shock. According to Husky reps, the bike we saw was the first of many new-generation rolling test beds. You'll be seeing a lot of wild new Huskys in the field for actual condition testing, they say.

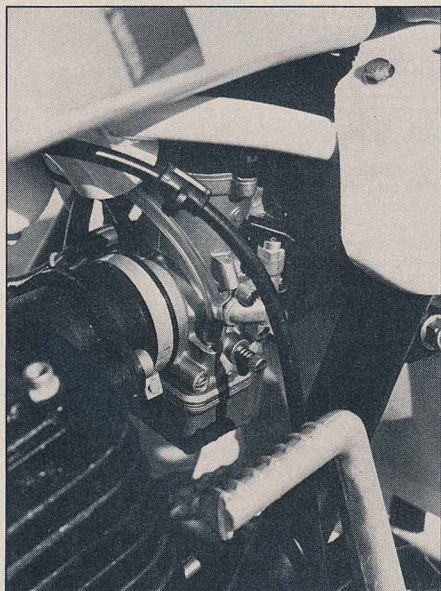
It's all part of a new aggressive policy. Instead of waiting for public demand for a new concept, Husky will now initiate tech trickery, hot, fast and early.

The bike you saw will be a reality. When? When it's ready, says Husky. When all the flaws have been worked out... and it may

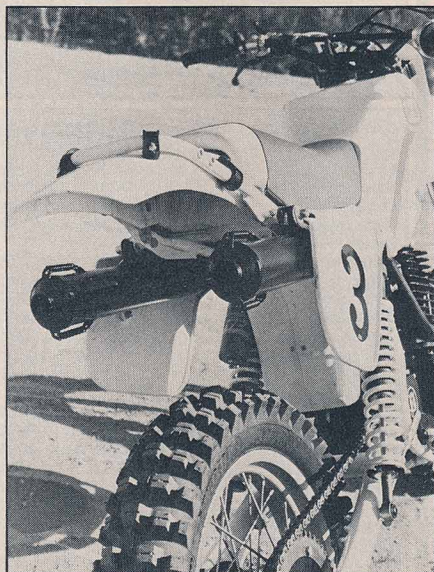
even be wilder looking than the proto we featured.

We already know that 1985 Husky MXers will be liquid-cooled, disc-braked and single-shocked... and *DB* will receive the first of the CRs for testing as they hit these shores.

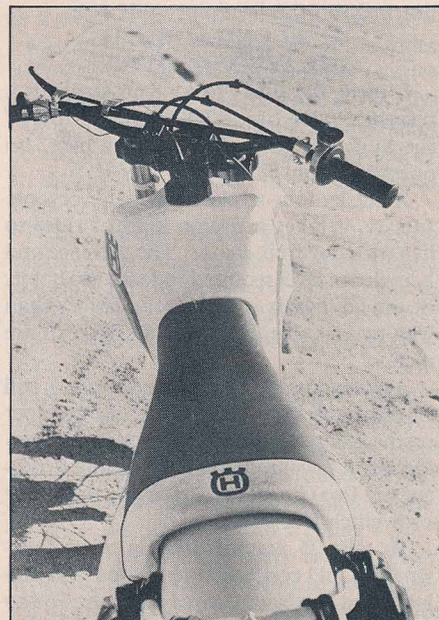
Husky also noted that they would make available to us—for impressions only—some of the experimental proto models, just to get a reaction from the riding public. We heartily applaud this departure from their formerly tight and controlled attitude, and we look forward to seeing the new Husqvarna in action. •



A 40mm non-pumper Dell'orto carb replaces the 36mm pumper of last year. It still performed erratically at best and is a poor substitute for a properly jetted Mikuni.



The double exhaust pops more than a few eyes at the track. We replaced the restrictive muffler/spark arresters with Answer units from a 500XC and noticed a big improvement in performance.



A slimmer and better-contoured blue saddle replaces the yellow unit of 1984. No, you cannot interchange the two.

1985 HUSQVARNA 510TX

the whoops and bumps like the Husky. The lighter weight and super chassis are the bonus edge, combined with non-fading shocks and good forks.

TECH BRIEFING

For those who care about such things, much weight is saved in the Husky engine by a unique oiling system that lifts up the oil from the bottom of the engine via the cam chain and carries it up to the top end.

Twin headpipes leave the front of the engine and exit cleanly beside the rear fender. The bike is a bit wide near the leg juncture, but the rider soon adapts to it.

The engine itself acts as an oil-cooler, says the factory, but the oil is clearly stressed, and Husky says that ordinary oil just won't cut it. Consider: The oil has to lubricate the gears, clutch *and* the entire engine.

Our bike ran very hot during break-in, but it settled down considerably once it loosened up. It would be in your best interests to change oil regularly. Larry Roeseler says every two rides would be a good idea. Oil draining and filling is a simple operation on the Hooska.

BITS AND PIECES

A huge airbox makes the bike waterproof, and filter changing could not be easier once the saddle is removed (two bolts).

Regular bolts replace the slotted screws on the shock mounting; shock removal is ultra simple, and the Ohlins ITC shocks can be set up for just about any riding/racing condition by a savvy shop.

Superb Regina Gold chain is stock. Horrible Mach grips are, too. Excellent Husky cables have lube fittings in the housing. Magura controls may be a bit far from the grips for some hands, but they bend—not break—in a fall and can be tweaked back closer to the grips in a moment, if desired.

Wheels and spokes gave us no grief after initial settling in. A shorter front fender will not melt on the headpipes this year.

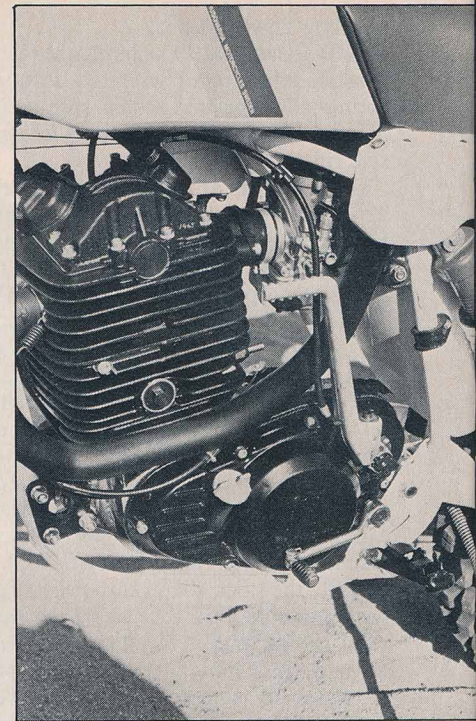
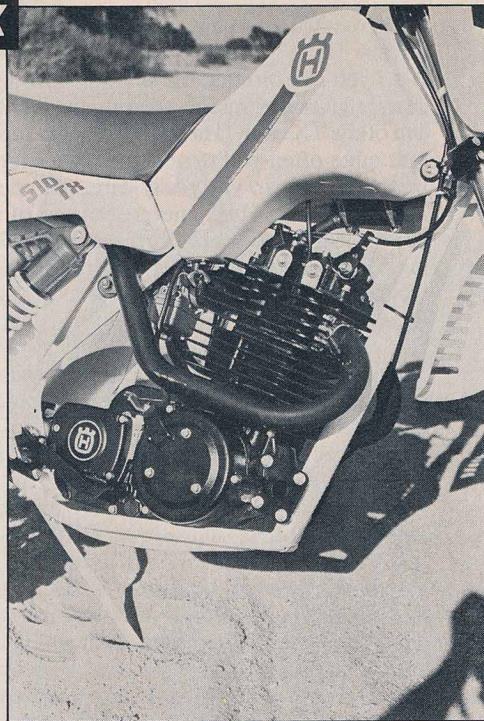
A SECOND LOOK AT THE SECOND EFFORT

Clearly, the 1985 Husky four-stroke is a refined version of the 1984 model. Most of the bugs are gone. It's a better bike, no question about it.

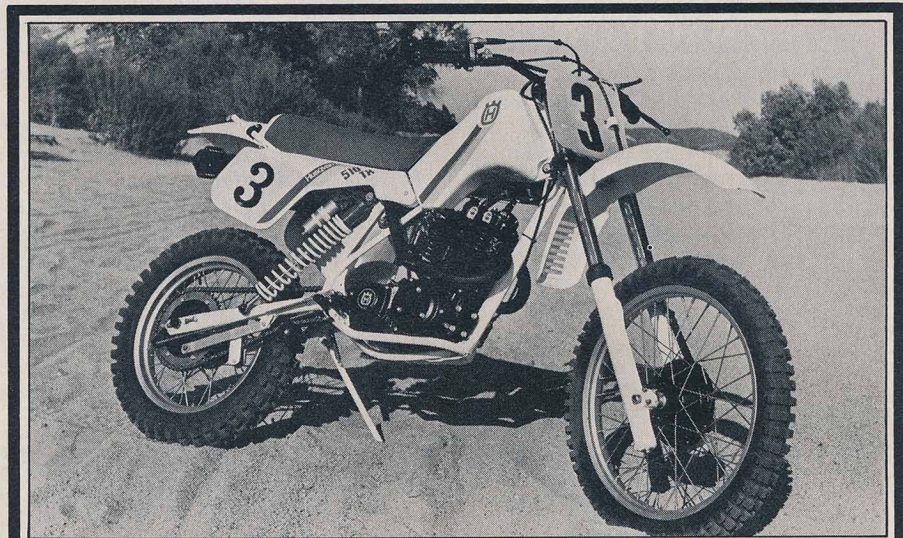
A Husky four-stroke is not for everyone. In fact, it takes a certain kind of rider to live with *any* four-stroke. The patience and knowledge level required to learn the habits of the big beasts is necessarily higher than with two-strokes. However, the rewards are nice.

As it stands, the Husky four-stroke is still worlds lighter than any other big thumper on the market. Forks and shocks are superior. For a few hundred bucks, White Brothers and Pro Circuit can make you the owner of a glitch-free Husky.

To take 25 pounds off any other four-stroke would cost you several thousand dollars. And that's why we say that the Husky is the spearhead of four-stroke technology and the best thumper you can buy... even with its niggling flaws. □



The heart of the matter—and the big reason why the Husky is a light machine—is the engine, a hybrid with a two-stroke bottom end and a more or less standard four-stroke top end.



HUSQVARNA 510TX

Engine type 4-stroke, air-cooled, 4-valve, single
 Bore and stroke 91.5mm x 76.4mm
 Displacement 503cc
 Carburetion Dell'orto
 Factory recommended jetting:
 Main jet 155
 Needle jet AB 265
 Jet needle K32
 Pilot jet 55; starter jet: 70
 Slide number 60-1
 Fuel tank capacity 12 L (3.3 gals.)
 Lubrication RAL system, wet sump
 Gearbox ratios:
 1 2.6:1—34/13
 2 1.8:1—29/16
 3 1.3:1—26/19
 4 1.04:1—24/23
 5 0.88:1—22/25
 6 0.74:1—20/27
 Gearing, front/rear 14/48
 Ignition SEM external mounted rotor
 Recommended spark plug NGK D8EA
 Silencer/spark arrester Both, steel, quiet
 Wheelbase 1498mm (58.9 in.)
 Ground clearance 385mm (15.2 in.)
 Seat height 997mm (39.2 in.)
 Rake/trail 28.5°/131mm (5.1 in.)

Wet weight, no fuel 259.5 lbs.

Tire size and type:

Front Trelleborg 3.00 x 21
 Rear Trelleborg 5.10 x 18

Suspension, type and travel:

Front . . . 40mm Husky telescopic, 300mm (11.8 in.)
 Rear Twin Ohlins ITC, internally adj. comp/reb., 345mm (13.6 in.)

Intended use Off-road/cross-country racing

Country of origin Sweden

Retail price, approx. N/A—approx. \$3000 plus

Distributor/Manufacturer:

Husqvarna Motorcycle Co.
 4925 Mercury St.
 San Diego, CA 92111

Overall rating of bike, keeping intended use in mind:

Handling Excellent
 Front suspension Excellent
 Rear suspension Very good
 Power Very good
 Cost Good
 Attention to detail Fair
 Effectiveness, stone stock Excellent

This rating system is included to aid in comparison of bikes in the same displacement and intended-use categories. Comparing the rating of two dissimilar machines is a meaningless exercise in futility.