

# DIRT BIKE

OCTOBER 1985 • VOLUME 15, NO. 10



FACTORY EXOTICS



CARLSBAD 500 USGP



HONDA XR350R



1986 YZ80 & YZ125



CR500 VS. VF500

**ON THE COVER:**—Jim Holley and Steve Schmitz ignite 1000cc of Honda horsepower for Fran Kuhn's camera and our first annual street versus dirt shootout. Guess who won. Our dynamic duo then jumped aboard a pair of Honda XR's (350 and 600) for a session of aerial lunacy. Photos by Tom Webb and Fran Kuhn. The first look at Yamaha's potent '86 YZ125 was scooped by Eddie Arnet. Georges Jobe's killer KX500 works weapon by DeWest, and Johnny O'Mara in action at Unadilla by Fran Kuhn. Color seps by Valley Film and cover DeSign by DeWest.

**INTERIOR COLOR PHOTOGRAPHY:**—Pages 22, 24, 25, 26, 37, 41, 51, 56, Fran Kuhn.

**DIRT BIKE** Magazine, ISSN 0364-1546 (Oct. '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.

## TESTS

- 19 1986 YAMAHA YZ80/YZ125**  
Sneak preview of Yamaha's lightweight warriors
- 32 KAWASAKI KLR250**  
Kool-aid for the Canyon Kwacker
- 40 HONDA XR350**  
Open threat to the enduro crowd
- 48 POLARIS 250 TRAIL BOSS**  
American multi-purpose marvel
- 50 HUSQVARNA WRX400**  
Brutally efficient woods weapon

## COMPETITION

- 22 CARLSBAD 500 USGP MOTOCROSS**  
Hot times on Carlsbad's concrete
- 24 UNADILLA 250 USGP MOTOCROSS**  
O'Mara captures the trophy, Hannah the heart

## FEATURES

- 30 INSIDE THE WORKS BIKES**  
Money changes everything
- 56 STREET vs. DIRT**  
Who needs rear sets?
- 62 HOW TO RIDE**  
Conquering ugly-terrain phobia
- 64 PRODUCT EVALUATION**  
Air Shot compressor

## TECHNICAL

- 36 PROJECT XR600**  
It's the little things that make a difference
- 46 YZ, RM, KX, CR80 HOT MODS**  
Rocket fuel for the mini fighters
- 60 HONDA CR125 HOT MODS**  
Big roost, low bucks

## DEPARTMENTS

- 7 FROM THE SADDLE**  
Call me Mister Danger
- 8 TANKSLAPPER**  
Barkin' on a thin line
- 10 BITS AND PIECES**  
Eyewitness hot line
- 12 MR. KNOW-IT-ALL**  
There's Dear Abby, there's her cousin, and then there's Rondo
- 14 RIDERS WRITE**  
Which state's name starts with an "S"?
- 54 HOW TO SUBSCRIBE**  
Home-delivered roost
- 68 NEW PRODUCTS**  
Cash in your bonds
- 71 CRASH & BURN**  
... And explode

**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.



OLIO  
BLY

Antelope Valley  
Aggregate  
CRUSHED  
944-2115

**BME**  
BILL MILLER ENGINEERING  
FORGED RACING PISTONS  
**BME**  
BILL MILLER ENGINEERING  
FORGED ALUMINUM RODS

**TRANSMISSION WORLD**  
1256-7337  
1245-5381  
Vetrolite

29  
AXO  
HONDA  
500  
CR  
2

100%  
O'NEAL  
HOLLYWOOD  
DIRT BIKE  
500  
INTERCEPTOR  
672812  
CAC

## DIRT BIKE SPECIAL TEST

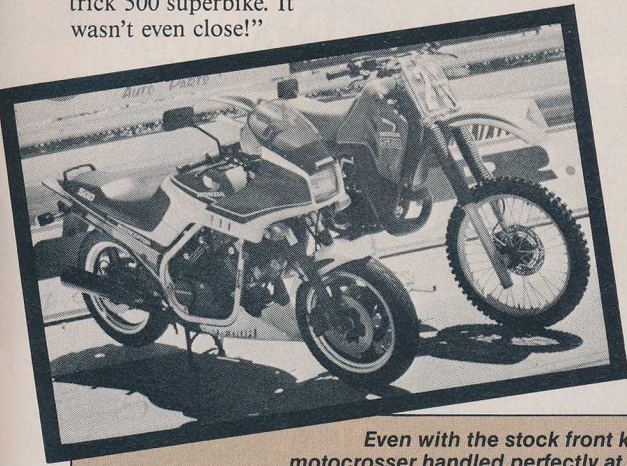
# HONDA CR500 VS. HONDA VF500

Which is really faster?

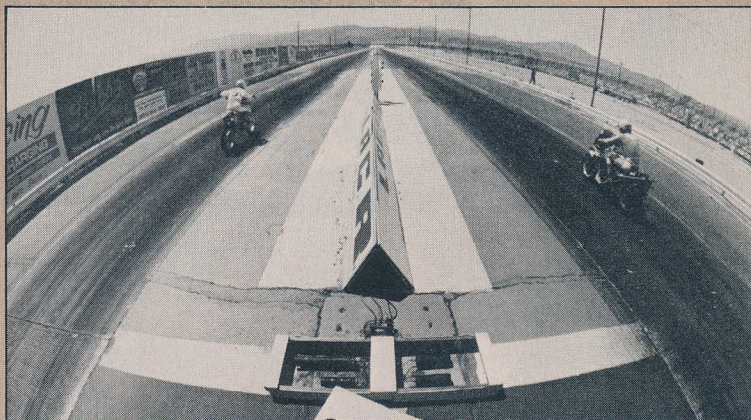
By the DIRT BIKE street urchins

“I don’t know,” drawled DeWest in his best La-wee-see-an-uh monotone. “Those street bikes are pretty fast, even the small ones like the 500. I’ll give you even money.”

“You’re crazy,” snapped Robert the Ad Man. “There’s no way the CR can stay with that Interceptor. I talked with the research guys at Kawasaki, and they said their stock 550 street bike smoked Jeff Ward on his trick 500 superbike. It wasn’t even close!”



Even with the stock front knobby, the motocrosser handled perfectly at nearly 100-mph speeds. We expected things would get spooky at that velocity, but it never happened.



Out of the hole, the CR had it all over the street bike. Even when the riders switched or when the CR was started in second gear, the results were the same.

“No way!” said *MOTOCross Magazine’s* Ed Arnet as he popped his face into the office. “My stock pit bull put it to some guy on a 750 Interceptor just last week! That crazy dog stayed with the bike for three blocks, tearing shreds from the poor guy’s trousers the whole way. The CR will eat it alive!”

“I’m with Eddie,” said ace tester Jim Holley as he chewed on a mealy yellow apple. “I’ve ridden a lot of those off-road GPs out at Riverside, and my stock YZ490 will pull way over a hundred with the right gearing. I think the dirt bike’s faster.”

“Yeah, and aren’t you the guy who said the ATV wouldn’t float?” quipped Colombero.

“Float? That thing sank like a baby grand!” Holley fired back.

“No it didn’t—that was the rider!”

“All right, guys, that’s enough!” shouted Webb. “Let’s just get the bikes, and we’ll settle this once and for all. Now, who wants to ride ‘em?”

Holley and Steve Schmitz glanced at each



other for a moment.

“We’ll ride anything, as long as you’re buying lunch!”

### CHOOSE YOUR WEAPONS

We placed a call to Honda’s Product Research guys and had an Interceptor on our doorstep the next day. It came to us with 3200 miles on the clock, most of which were, no doubt, “inspired.” Nonetheless, it still felt taut and the power crisp.

Our CR was a well-worn test unit that had more than its share of abuse. We spent a few

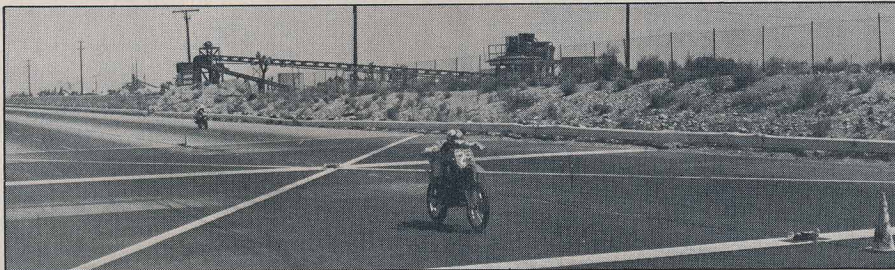
hours cleaning and detailing the bike, but not much more than that. The only mods were a few holes drilled in the stock airbox. That’s it. We slapped a super-sticky Dunlop Sport Elite street tire on the CR’s rear, and changed the stock 14-tooth countershaft sprocket to a 15. The 51-tooth rear cog was tossed and a 46-tooth Sidewinder was bolted in its place. The rear axle was moved as far back as possible to help keep the front end down during hard acceleration, and the CR was ready for battle.

◀ One of the motocrosser’s biggest problems was its relatively short wheelbase: The front end spent lots of time in the air. Nonetheless, it was still easier to launch than the Interceptor. The start is where the CR held its biggest advantage.

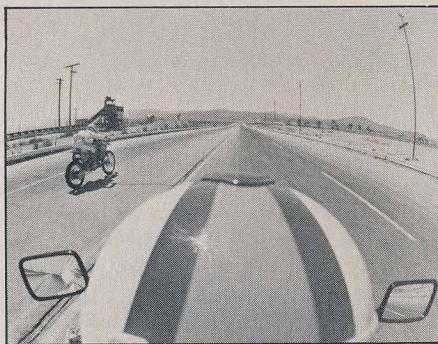
# CR500 vs. VF500

RUN	LANE	BIKE	ELAPSED TIME	MPH
1	1	CR500	13.16	95.64
	2	VF500	14.28	90.63
2	2	CR500	12.95	98.25
	2	VF500	13.88	96.15
3	1	CR500	12.74	99.00*
	2	VF500	13.93	96.46
4	1	VF500	14.97	87.46
	2	CR500	12.97	97.19*
5	1	VF500	15.60	93.45
	2	CR500	12.90	96.35*
6	1	VF500	13.97	96.98
	2	CR500	13.07	97.82*
7	1	CR500	12.63	98.25*
	2	VF500	13.98	94.83
20 MPH ROLLING START:				
8	1	VF500		96.57
	2	CR500		97.42

\*Denotes second-gear start



*This is what a typical run looked like at the end. Most of the time the Interceptor wasn't even close. Even with a rolling start, the street machine still lost.*



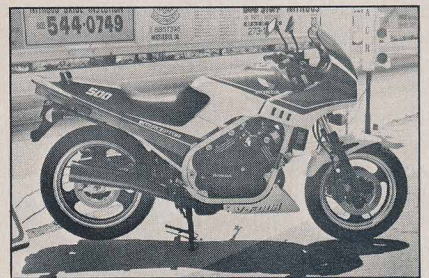
*◀ A Holley's eye view of the action. We mounted a remote camera behind Jim's helmet and caught this glimpse of the CR about 75 feet off the line. This was one of the few runs where Steve managed to keep the motocrosser's front end on the ground.*

One more call, this time to L.A. County Raceway in Palmdale, and the venue was set. **SHOWDOWN AT HIGH NOON**

The temperature was in the mid-80s as we pushed the unlikely couple to the strip for the first of the practice runs. Holley jumped on the Interceptor, rolled to the mark, dropped the clutch and wheeled out of sight. It looked like it was all over right then. The spindly CR appeared completely out of place on the rubber-streaked tarmac. Steve hopped on the dirt bike, tip-toed to the lights and launched it. Another wheelie, this one at least half the length of the strip. The CR looked fast, but the lower, sleeker Interceptor seemed to have a big advantage. Until the times came in.

"Fourteen point two-eight at ninety point six-three miles per for the Interceptor," called a voice from the tower.

"Thirteen point one-six, ninety-five point six-four for the CR."



	HONDA CR500R	HONDA VF500F INTERCEPTOR
Engine	Single-cylinder, liquid-cooled 2-stroke	4-cylinder, liquid-cooled, DOHC 4-stroke
Bore and stroke	89mm x 79mm	60mm x 44mm
Displacement	491cc	498cc
Transmission	5-speed	6-speed
Frame	Single downtube, split cradle, box-section aluminum swingarm	Double downtube, full cradle, box-section aluminum swingarm
<b>Suspension:</b>		
Front	43mm telescopic, air/oil adj. comp., 12.0 in.	37mm telescopic, air/oil adj., 5.5 in.
Rear	Pro-Link, single shock, adj. comp./reb., 12.6 in.	Pro-Link, single shock, adj. reb., 4.5 in.
Wheelbase	59.1 in.	55.9 in.
Rake/trail	27.30°/4.4 in.	27.0°/4.0 in.
<b>Tires:</b>		
Front	3.00x21 Bridgestone M23	100/90-16 Bridgestone
Rear	130/80-18 Dunlop Sport Elite	110-90-18 Bridgestone
Weight, wet	243.5 lbs.	445.2 lbs.