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# DIRT BIKE

DIRT BIKE

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JULY 1985

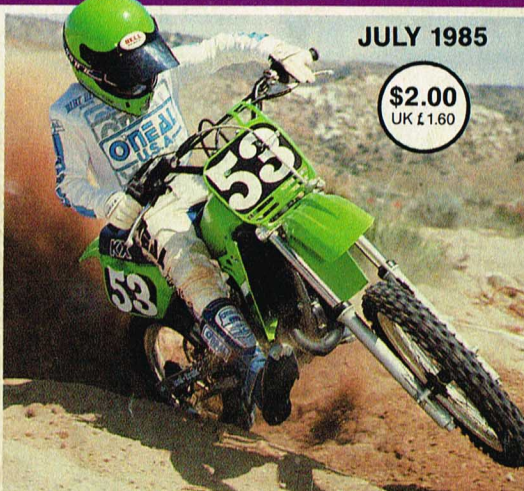
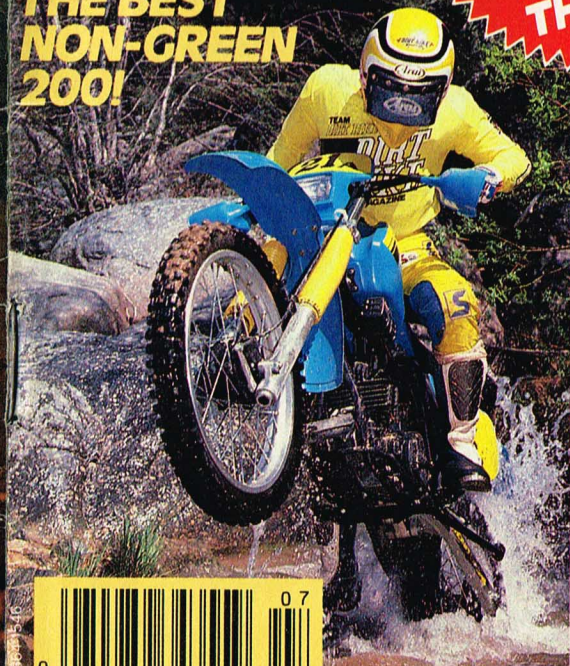
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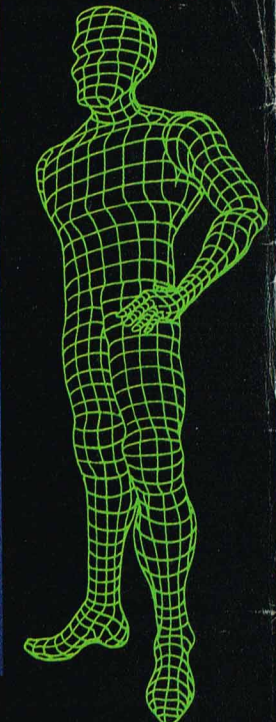


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# DIRT BIKE

JULY 1985 • VOLUME 17, NO. 5



HUSQVARNA 250CR



DESERT RACING



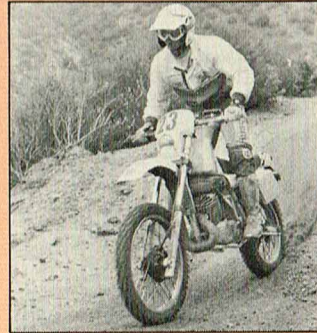
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**ON THE COVER:**—Snapshots from every one of this month's tests, and one of the longest swingarms you've ever seen. Photos by Rick Sieman, Paul Clipper, Dennis Cox, and Tom Webb; color separation by Valley Film.

**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.

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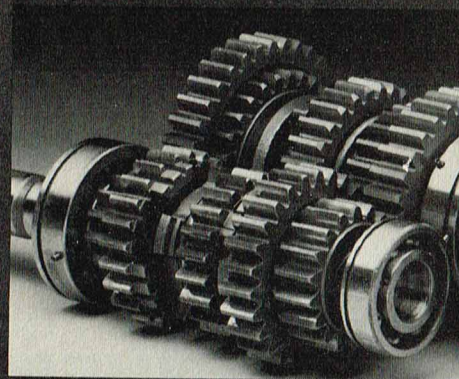
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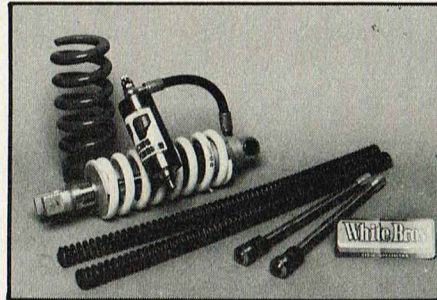
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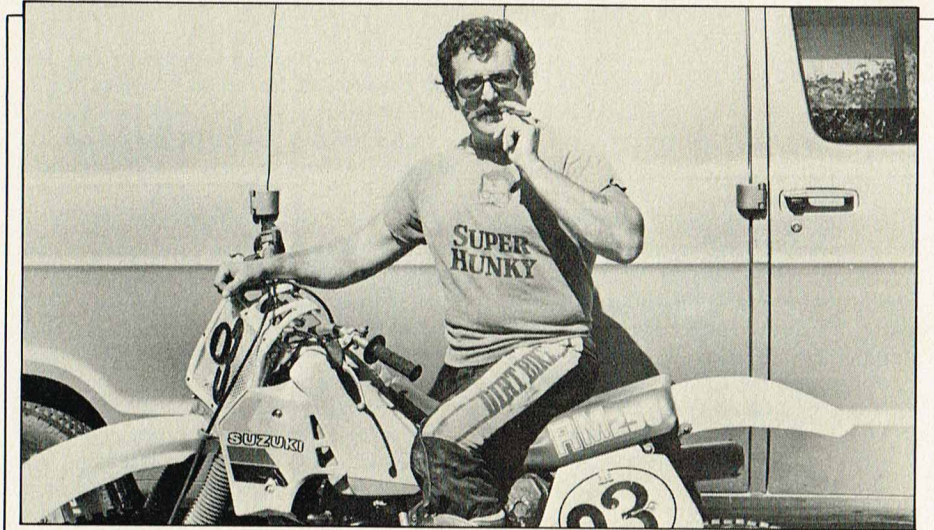
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# From the Saddle



## Play day

By Rick Sieman

“Look, this weekend we forget racing. Let’s head up to the hills and have an old-fashioned trailride. I’m sick and tired of spending every weekend getting up early in the morning and driving out to one stupid track or another, then spending the whole day sitting around for two lousy motos. A kicked-back trailride with a few friends will give us a whole fresh outlook on life. Whaddaya say, Marv?”

Marvin spit some tobacco from his cheap King Edward cigar tip, sucked down the remnants of his diet soda, scratched his chin and thought about it for a moment. “You know, Ed, you just might have an idea there. You and I are perilously close to getting burned out on racing. A day in the hills will do us some good. I’ll go in and give Blackie a call. He’ll probably want to go with us.”

Blackie, Ed and Marv loaded up at seven o’clock in the morning instead of their usual 5:30, which seemed like a real luxury. The fact that they were loading up in the daylight was pretty weird, but they quickly adjusted to it.

After gassing up at the 24-hour station, they pointed the big van north and headed for the hills. Thirty minutes later they pulled off the paved road, headed down a chewed-up dirt road, and eventually parked the van under a tree in a small canyon, safe from prying eyes.

The bikes were unloaded, riding gear put on and gas tanks filled. When everyone was ready to go, Marvin held up the van keys for all to see: “Now look, I’m gonna put them under the lip of the rear bumper in case we get separated and one of you other guys gets back first.”

Ed snorted. “That’s the stupidest place in the world to hide the keys. That’s the first place a thief would look. I always hide mine under the right rear tire. Just tuck it in and

cover it with a little bit of dirt.”

Blackie laughed. “Boy, that’s really stupid. Remember when George did that and the van creeped forward a few inches in the soft dirt? It took us half the day to dig out the keys. The only smart place to hide the keys is inside the gas cap flap.”

Marvin grunted, “I don’t have a flap. My cap just sticks right out in the open like a real gas cap should.”

Ed had an idea. “Look, just lay the keys on the ground about ten feet behind the van and cover them with some leaves.”

Blackie shook his head from side to side. “Yeah, I remember the time when you did that. There must have been twenty zillion leaves on the ground. It took six of us two hours to sort through the leaves to find your stupid keys.”

Marvin was disgusted. “Never mind. I’ll just stick the keys in the pocket of my pants. Let’s go riding.”

“No, no, no!” yelled Ed. You lose those keys on the trail, and we’ll be stuck out here for a month before someone drives by. Never, ever take keys with you. Hide them under the lip of the rear quarter panel.”

Blackie raised his eyes skyward. “No, that’s genuinely pea-brained. That’s the second place any halfway decent thief would look. Boy, are you dumb!”

Ed got off his bike, strode over and butted his helmet up against Blackie’s helmet. “Oh yeah, Mr. Know-it-all? Well, where would you put the keys, if the question won’t strain your milk?”

“Look, bonehead, smart riders always put the keys up the exhaust pipe. It’s darker than your air filter in there, and no one ever thinks that anyone would hide the keys in an exhaust. Pretty clever, eh?”

“Real clever, jerkweed. Ever looked up the exhaust of Marvin’s dumb van? It’s got enough dripping oil and slime in there to grease a whole railroad.”

Marvin got off his bike and pushed his  
*(continued on page 70)*

# Last Over

## Tradition

By Paul Clipper

"There's no way I'm going to ride this run on minute three!" Sam Haskins grumbled to his girlfriend Betty. "Not in this kind of weather. No way am I going to do depth tests on all the mud holes for Frank and his brother, and that lunatic Alfie. All those guys want to do all day long is pin the throttle; they feed off guys like me who leave tracks around the sensible lines. Well, they ain't gonna do it this time. I'll move back to minute 65 if I have to!"

"If you move back to 65, I'll cut you off cold," Betty said, matter-of-factly. "I'm riding on 64, and the last thing I want is you knocking me down in every special test. Here's the turn."

Sam snorted something unintelligible as he wheeled into the sign-up area and hurried over to the table. He successfully negotiated a switch to minute 22, and just as he was gathering up all his cards and number, he bumped into Frank's brother Sherman.

To the average citizen, Sherman is a sight not soon forgotten. He has thin, scraggly hair down to his shoulders—even though this is 1985—metal-framed granny glasses, and a way of wearing clothes that makes them look 15 years old. Still, when he opens his mouth, you realize he is extremely intelligent—he is a computer engineer, a hardware freak and 35 years old. He just never pays too much attention to his appearance.

He was setting up a very kludgy-looking enduro computer when Sam turned around and bumped right into him. "Watch it, you . . . oh, hey, Sherm. What's going on?" he said, slightly miffed at being stopped by someone he'd just recently made up his mind to be annoyed at.

"Not much, Sam. Just trying to stay dry." Sherman quietly replied, fiddling around with a loose wire. "Frank tells me you're going to lead us through the swamps today."

"Sorry, Sherm, I just changed my number. If you guys are still on six, you'll be doing the trailblazing. I just bought 22."

He nodded without saying anything while Sam sprinted back to his van. Still trying to coax life out of the box in his hand, Sherman shrugged his shoulders up to keep the rain off his neck, and shambled over to a ratty Ford pickup not far from the sound test. The unmistakable wail of Mick Jagger erupted from the closed truck. With no windows open, the glass was visibly pulsing in time with the bass rhythm, and the club member running the sound test was obviously uncomfortable. Sherman eased up to the driver's window and calmly slapped it, hard, about four times with his open hand.

A pair of bulging eyes below a nest of

stark yellow-white hair popped up from below the window line. It was Alfie. He carefully rolled the window down two inches, with a look on his face that was the perfect cross between total panic and complete confusion.

"Sam changed his number to 22!" Sherman yelled through the crack. Alfie's eyes grew impossibly wider, and he nodded yes, up and down, while he laboriously cranked the window shut again.

He hated to bother Alfie in the middle of his psych-up routine, but he saw no way out of it. For far too long the three friends had been forcing Sam to ride in front of them—always without him realizing his leading was by design—and Sherman couldn't let it stop now. None of them could remember why they did this; it was a tradition, pure and simple, and where traditions are concerned, common sense takes second place.

Sam was too busy struggling with his boots to notice anything, but he realized something was up when Betty poked him in the back and pointed over toward Alfie's truck. Alfie was busy scraping the number off the front of his bike, and preparing to paint on another one.

He groaned and started what seemed like an incredibly long walk over to talk to Alfie. It wasn't that Sam didn't like Alfie, he just found it tremendously tiresome to talk to him. Alfie wasn't any younger than the rest of them, but he had such young tastes—like painfully loud music and God knows what else—and Sam just couldn't see any point in it. What was wrong with beer and Willie Nelson?

"Hey, Alfie, what'd you do, change your number?" he said, feeling like he'd just asked a stupid question.

"Well, yeah, Sam; I have to adjust my clutch, so I dropped back a few minutes. . ."

"How few?"

"Well, the boys and I just managed to get set up on number 35. It was a lucky break."

Sam was back at the sign-up table with his score card in a matter of seconds, and moved back to 42 without irritating the club people too much. He then went for a short ride to warm up his bike, and came back just in time to see Sherman's brother Frank scurrying back into the pits with an armload of papers he just knew weren't for sanitary purposes. One last time he pleaded with the club people and got a new number. Number 85 was as far back as he could get.

Sam was warily satisfied, and when he was done with his bike, he strolled through the pouring rain to see what the rest of the boys were up to. For some reason they always wound up riding together, but they were such a strange group, he thought. Frank, the guy who sprays on acoustical ceilings and never talks, Alfie, the crazed carpenter who



parties as hard as he works, and Sherman, the transistor head. And I sell personal property insurance, Sam thought. How did I get mixed up with a group like this?

The three of them were huddled under a canvas tarp stretched between the open side doors of Frank's old van. They looked slightly bored to Sam, but then he had nearly an hour until his minute took off, and out of curiosity he looked at the front of Frank's bike, just before he ducked under with the rest of them.

"Eighty-seven! How did you wind up with 87? Why is it you guys are always riding behind me? Is this some kind of conspiracy?"

Sam was so wound up he was literally shaking, but all three of the faces in front of him were completely impassive. Before he could sputter out another question, Alfie cut him short.

"It don't matter, Sam. The race's called off."

"Why 87? . . . what? Called off?"

"Yup," Sherman answered, "they say it's raining so hard in the hills, they don't think we'll ever come back out. So they opted for the rain date." His brother silently nodded agreement.

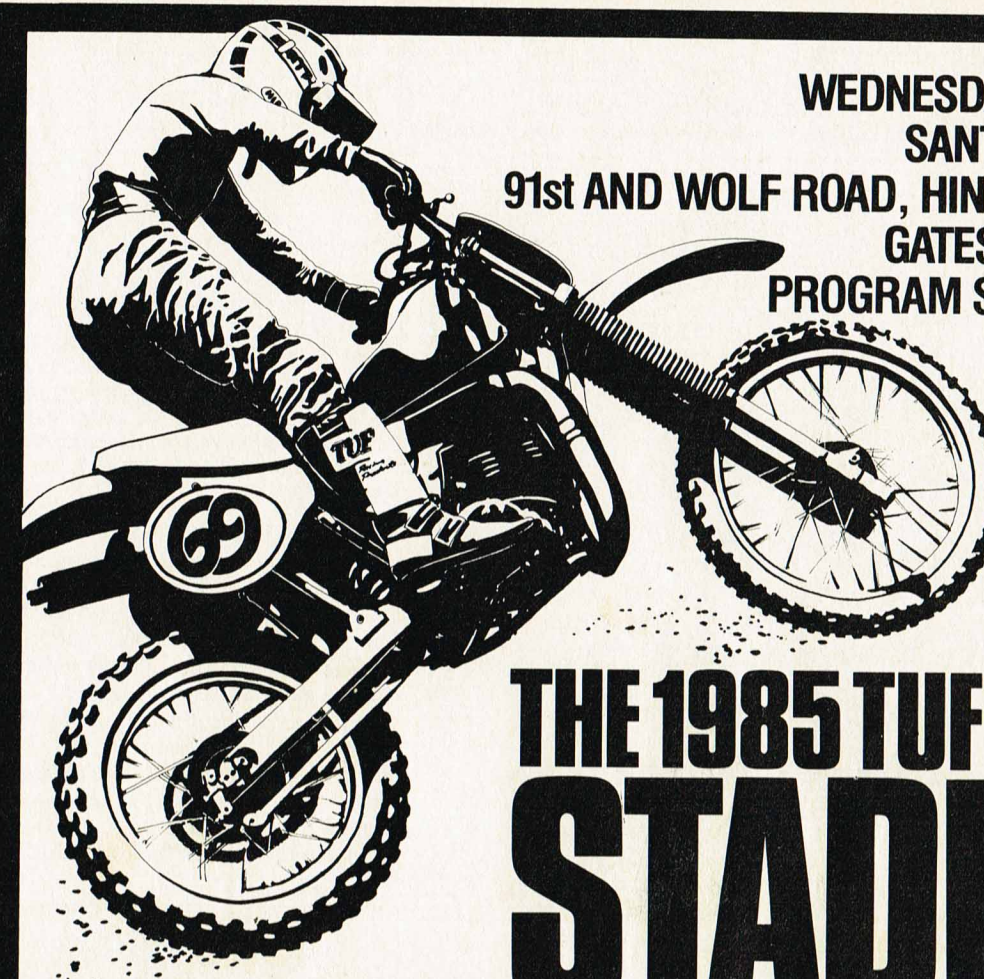
"Ahh, shoot!" Sam muttered, sitting down heavily on a gas can just out of the rain. "And the rain date isn't for three weeks yet. That Pine Hollow run is the week before."

Alfie shrugged, mirroring Sam's mood. "Yep. Nothin' to do but wait till then. Sam, you gonna ride Pine Hollow?"

"Sure! That's probably my favorite run. There's nothing better than getting an early number at Pine Hollow and slashing your way through the trees before it gets bumpy."

They all nodded in agreement and adopted Sam's thoughtful look as he remembered last year's ride. Sherman was the only one who moved to break the mood. He'd finally grown tired of messing with the black box he'd been carrying around, and put it aside for another time. "So, Sam," he said, "What number do you have for Pine Hollow?"

And three pairs of perfectly innocent, wondering eyes settled on their partner's face. □



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# Bits & Pieces



Will ATK take over the four-stroke world?

## ATK ON THE ATTACK

ATK, builder of the super four-stroke cross-country-winning bike, is now expanding its race efforts. Shown here is Phil Larson, who took a second in the four-stroke championships against some \$30,000 specials.

□ □ □

A similar ATK will be campaigned in Europe by Warren Reid in selected GP events against the two-strokes. Reid will also race a few important U.S. events. Look for Reid and possibly Larson to compete in the USGP on ATKs.



If Magoo wants to be the World Champion this year, he'll have to beat Andre Malherbe and several other very fast people. Much of his competition is expected to come from Dave Thorpe.

## MORE ON MAGOO IN EUROPE

Danny Chandler made his first 500 GP appearance in Europe in Austria aboard the powerful KTM 500. Magoo tried a new set of Marzocchi forks on his bike and could not get them dialed in during the first moto, but he still managed a respectable fourth against the best in the world.

In the second moto he ran into a backmarker and jammed his thumb badly and withdrew from the race. Observers noted that he has the speed; all he needs to do is to get the new bike finalized to fit his needs.

□ □ □



Jim Pomeroy and his friend Jamey.

## WHERE'S JIM? AND WHAT IS THAT WITH HIM?

Remember the first American ever to win a World Grand Prix event? The man was none other than Jim Pomeroy aboard a Bultaco, way back when.

Nowadays Jim is conducting MX schools. The little guy with him is his pet rabbit, Jamey. Jim claims Jamey can do a bunch of tricks and is completely housebroken. It's even said that Jamey can chase down pit racers until their little hearts burst.

□ □ □

## 125 WORLD ACTION

Davy Stribbos, at 16 the youngest rider to ever win a GP, started off the year with a bang, winning both motos of the first 125 GP round. Will we have the youngest World Champ ever this year? Stay tuned.

□ □ □

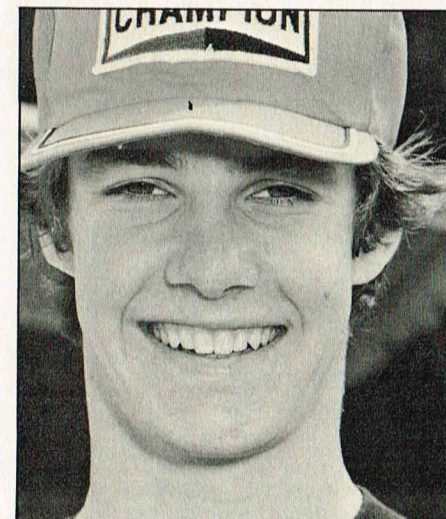


Jacky Vimond is starting out strong, and he promises to give World Champ Kinigadner plenty of grief.

## 250 WORLD ACTION

The 250 World GP opener saw Rinaldi win the first moto, with Frenchman Vimond second. But in the second moto Vimond won, with Rinaldi a distant fourth. This gave Vimond a clear win. A great first-moto ride was put in by Maurizio Dolce for third, but he did not figure in the second-moto results. World 250 champ Kinigadner got a four-seven in a problem-filled day.

□ □ □



It looks like the wild English rider, Whatley, has settled down and learned how to pace himself for an entire moto. He's been placing high in every event so far this year.

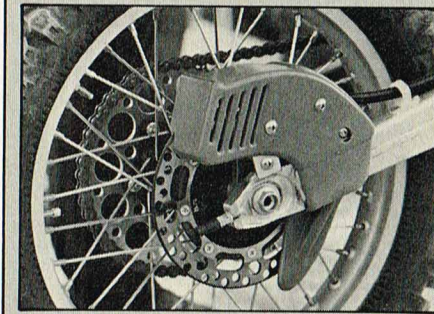
## RESULTS, FIRST 500 ROUND

In that first 500 World GP event, Andre Malherbe started off like a man who wants to keep his championship title, as he went one-one for a solid first overall. Second place went to Dave Thorpe and third to Jem Whatley.

□ □ □

## RUMORS FOR 1986 BIKES

Don't tell anyone you heard it here, but our spies within the industry have leaked the following goodies:



## Dual discs for the '86 Kawasakis?

- Look for Kawasaki to come out with a rear disc brake on at least one model and possibly three models next year.
- Look for KTM to release a bike at midyear (prototype) also with a disc brake on the rear.

- It's rumored that Rod Bush has been in secret training and is ready to break his own dirt bike land speed record of 123.75 mph with a bike capable of doing 135-plus. The bike is, naturally, a 500 KTM.

- Look for Suzuki to have a really wild power valve on the 125 and 250 MXers for '86. Also, look for a revised RM80, which is much overdue.

- More Suzuki. Watch for a genuinely competitive 350 four-stroke that will weigh 20 pounds less than a Honda 350. It'll be yellow and blue, disc-braked, a six-speeder, and loaded with horsepower, with a radical new six-valve engine!

- Watch for one or possibly two Italian bike manufacturers that have never sold bikes here to open up business in the States.

- Watch for Cagiva to come out with a 250 and 350 four-stroke dual-purpose dirt bike before the end of 1985.

- We predict you'll see the return of the Maico name in 1986 and the end of the M-Star name. A settlement? A buy-out? Our lips are sealed.

- A five-speed YZ490 will be in your future. Actually, it'll be a full 500 and will still be air-cooled. Two versions will be offered, one a wide-ratio enduro/cross-country bike with a big tank.

- Look for a revamped KDX200 enduro bike with a disc brake up front and perhaps an enduro-based 250 on the 200 chassis.

- Honda is racing against the clock to develop a killer 250 engine for 1986, what with the impending change in Supercross rules. They realize they blew it with the powerplant on their '85 250 and want to make something more like the 1984 engine but with the low-end punch of the 1985 bike. Good luck. That's a tall order.



I sure hope the '86 gets here soon.

- After two years of humiliation with dog-slow YZ125s, Yamaha is said to be working night and day to bring out a killer fast 1986 bike.

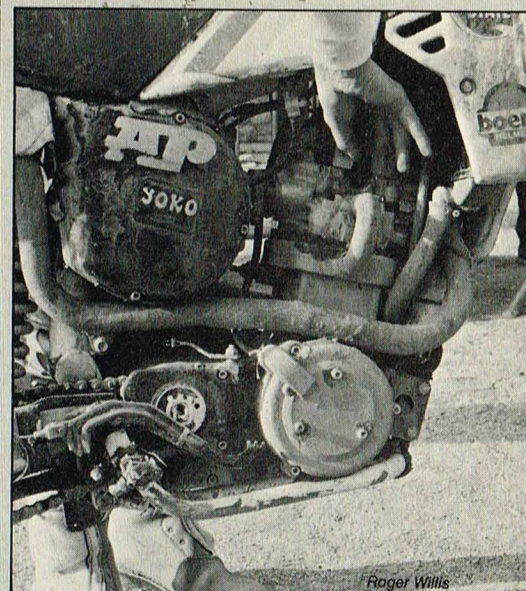
- Also look for Yamaha to radically revise its linkage on the rear suspension, and kiss the BASS system goodbye, except on the IT200.

- Up for grabs at this point is the new IT200 based on a water-cooled YZ125 package, but with a larger jug, a big tank, and all the enduro hardware.

- Hold your breath! We hear that one manufacturer will come out with a full-tilt enduro computer as standard equipment and that another will come out with a virtual replica of a Countdown combo timer/route holder.

- Look for Husky to drop its conventional drum brakes on all remaining models and make the shift to discs.

- New color for Maicos for 1986? How about silver and blue? We've seen one mock-up with that color scheme.



Husky fans can expect a water-cooled version of the Swedish thumper in 1986.

- Will 1986 see the emergence of the long-awaited water-cooled Husky four-stroke in a single-shock chassis? Water-cooling yes, single shock no.

(continued on page 70)



# Mister Know-it-All

By Rondo Talbot

## HOW TO TALK TO A PARTS PERSON

• Surely one of the least respected and at the same time most important persons you're likely to run into is the lowly person behind the counter: the parts man. Or parts woman, in some cases.

Most of us only have contact with this person when we need something at the very last minute, like on a confused Saturday when a leaking base gasket is discovered and we have to go riding/racing the next day.

A hurried trip to the local bike shop is in order, with perhaps a bit of waiting in line (Saturday is usually very, very busy in most bike shops) and then you are confronted with a possibly short-fused individual who has spent the bulk of the day dealing with motorcycling retards and misfits.

Be nice to the parts man. Do not make life miserable for him. He has, no doubt, listened to a seemingly endless string of blithering idiots who couldn't tell a piston ring from a stain on their shorts.

He has had to put up with people trying to return used or abused parts, claiming they were like that when they bought them. He has had to listen to tales of "It just won't fit, no way, no how," when, in fact, the wrong part was ordered in the first place, or the bozo was incapable of installing the part on the bike without the aid of a 20-pound claw hammer.

So, when you approach the parts man with your particular needs, you should act thusly: Hold out the part you have wrapped up in a rag, present it to the parts man and say, "May I have a new one of these, please. It's from a 1984 Yamaha."

And when he gives you the correct part, take it, smile and say, "Thank you very much."

Then leave without making any small talk. The parts man will appreciate it.

If you have a reasonably intelligent question you would like to have me consider, drop a letter and pray mightily. I might answer it. Chances are not good, but who can tell? You can increase your chances by typing the letter. Due to the massive volume of mail, no personal replies are possible. And to all those young ladies who make those "interesting" offers, I am a married man.

Address all inquiries to Rondo Talbot, c/o RondoMania, DIRT BIKE Magazine, 10600 Sepulveda Blvd., Mission Hills, CA 91345. Thank you, you are indeed very welcome. •

## PROUD?

Dear Mr. Know-It-All,

I am the proud owner of a 1980 DS100. One of my friends just bought a new KTM 125MX. I was wondering if you could tell me how to make my bike faster than his. The only problem is, I could only scrounge \$100 off my dad. Should I just junk the bike and spend the money on Pac-Man? Any help would be slightly appreciated.

David "The Dip" Derkzinski  
Dover, DE

P.S. My older brother recently hit a Rondo with his car. It made an awful mess. Stunk too.

Listen, Dip, save the 100 bucks for a brain transplant operation. And why are you so proud of that wretched DS100? Oh well, I once had an aunt who was proud of the hair that grew out of her left nostril, so who can tell what people will do when pride rules their emotions?

## NO PROBLEM

Dear Mr. Know-It-All,

As the famed Scott MX boots hit the showroom floors about five years ago, I ran down to my local dealer and bought a pair of these plastic protectors and hit the dirt.

I had no complaints, but as time went on, my feet kept growing. After about a year and a half, the size 7 liners had been stretched to the limit, and my feet no longer fit them.

I searched for another pair of liners or something that would serve the purpose. It was hopeless; there wasn't a soul who had access to a pair of these liners that weren't pre-matched with a pair of boots, not even defective ones.

So, as you can see, I have a problem that has me just totally lost, and with no solution, from the way that I look at it.

Can your brilliant mind lead me to a supplier of these hard-to-find liners or a substitute, or are they just no longer available?

Bryan Duke  
Tacoma, WA

You can solve your problem by visiting a ski shop in your area. Many ski boots use a liner similar in construction to the Scott liner. Just find the pair that fits your Scotts the best.

## FUTURE SHOCK

Dear Mr. Know-It-All,

In your April issue of *Dirt Bike Magazine*, a couple of minibike riders wrote in to your column concerning your attitude toward minibikes and their riders. You suggested they take immediate action to harm themselves. May I suggest that you do the same? If you cannot see that these

riders are obviously the motorcycle riders of tomorrow, then you should drive full speed (no faster than 20 mph for you) into the turbine engine of a 747 about to take off.

Angered ex-minibike rider  
Scott "Sunfish" Shie  
Tomah, WI

P.S. I also own a QuadSport and would be willing to race you as soon as you think you can balance a motorcycle well enough!

If they are the riders of tomorrow, then who are these ill-mannered twits we see today? Go eat some worms, Sunfish.

## THE HOLE STORY

Dear Mr. Know-It-All,

I'm writing to you so that you may use your great knowledge to clear up my problem. You see, a friend and I got into a little argument over hop-up tricks. Both of us have bikes; he has a YZ80, while I have an IT175.

Anyway, back to my problem. My friend says that drilling holes in your exhaust pipe near the cylinder will increase power throughout the powerband. I know this can't be true, but he insists that by drilling in this spot you will get a five-horsepower increase.

Can you please clear this up? I've got a little money riding on this and besides, I think you are the smartest person in all of motorcycling history!

Sam LePage

While it's true that I am very smart, it's possible that somewhere there might be someone smarter than I am. Possible, but not likely.

However, you can bet that person is not your friend. If anything, a hole drilled in that location will reduce the power. Anytime there is even a small leak in the headpipe, power will suffer. What do you think a hole will do?

## WHAT A STROKE!

Dear Mr. Know-It-All,

I would like you to settle a bet. Could you please tell me the difference between a two-stroke and a four-stroke? My brother says that a four-stroke has four pistons instead of the two pistons that a two-stroke has. I told him that a four-stroke takes twice as many kicks to start. I hope you can clear this matter up for us.

Jer K. Weed  
Flagstaff, AZ

Easy. A four-stroke has a brindling shaft on the main spline of the fuzznart, while a two-stroke is shimmed to full capacity on the slope of the geeb. I sincerely hope this clears up that matter, Mr. Weed. □

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<b>CLUTCH</b>	
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RM 250/370/400/465/500 all yrs	9.40
RM 250 e, f	13.60
PE 175/250/400 all yrs	9.40

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PE 175/250/400 all yrs	9.70

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RM 250/400/465/500 n, t, x, z, d, e	13.25 pr.
PE 175 all yrs	12.85 pr.
PE 250/400 all yrs	12.25 pr.

<b>REAR</b>	
RM 80 all yrs	\$ 9.95 pr.
RM 100/125 m, a, b, c	9.25 pr.
RM 100/125 n, t, x, z, d, e, f	11.95 pr.
RM 250/370 a, b, c	12.50 pr.
RM 250/400 n, t	13.25 pr.
RM 250/465/500 x, z, d, e, f	11.95 pr.
PE 175 all yrs	12.85 pr.
PE 250/400 all yrs	12.25 pr.

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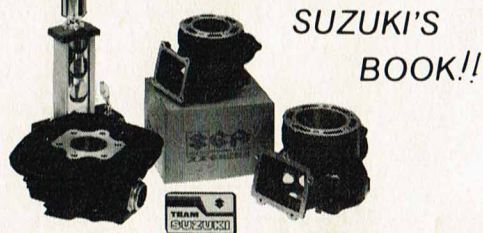
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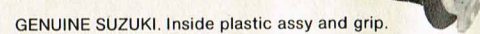
PACK UP YOUR CYLINDER OR CRANK AND SHIP TODAY FOR PORTING INCLUDE YOUR PISTON...ANY QUESTIONS? CALL US.

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RM 100/125 m, a, b, c, n, t	15.95
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RM 250/400 n, t	31.95
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PE 175/250/400 all yrs	10.95

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PE 175/250/400 all yrs	9.95

<b>SIDE PANELS</b>	
RM 80 all yrs	\$14.50 ea.
RM 100/125/250 a, b, c	14.50 ea.
RM 100/125/250 n, t, x, z, d, e, f	18.95 ea.
RM 370/400/465/500 all yrs	18.95 ea.
PE 175/250/400 all yrs	19.95 ea.
Please indicate right or left panel.	

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BEL-RAY FOAM AIR FILTER OIL	2.95

## BOYSEN DUAL STAGE RACING REEDS.

<b>BOLT ON HORSEPOWER</b>	
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RM 370/400 a, b, c, n, t	13.95
RM 250/465/500 x, z, d, e, f	30.95
PE 175/250/400 all yrs	13.95

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RM'S ALL YRS	\$18.95
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Available in blue or black.	

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RM 80/125/250/465/500 x, z, d, e, f	\$19.95
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Consists of GENUINE FACTORY rod, lower rod bearing, crank pin and two thrust washers.

RM 80 all yrs	\$38.95
RM 100 all yrs	36.95
RM 125 b, c, n, t	32.50
RM 125 x, z	50.25
RM 125 d, e, f	54.95
RM 250/370/400 a, b, c, n, t	52.95
RM 250 x, z, d	54.95
PE 175 all yrs	51.25
PE 250/400 t, x	55.25

## CRANK MAIN BEARING AND SEAL KIT



GENUINE SUZUKI PARTS. Consists of two main bearings, two crank seals and "O" ring when indicated.

RM 80 all yrs	\$25.25
RM 100/125 all yrs	29.35
RM 250/370/400 all yrs	31.25
PE 175/250/400 all yrs	31.45

## GASKET SETS GENUINE SUZUKI

Complete set of FACTORY gaskets to rebuild your cycle.

RM 80 b, c, n, t, x, z	\$ 8.95
RM 80 d, e, f	14.60
RM 100/125 all yrs	14.60
RM 250/370/400 all yrs	13.95
RM 465/500 all yrs	17.95
PE 175/250/400 all yrs	15.25

## CYLINDERS

<b>GENUINE FACTORY</b>	
RM 80 all yrs	\$ 99.95
RM 100/125 all yrs	118.50
RM 250 a, b, c, n, t, x	154.25
RM 250 z, d, e, f	140.40
RM 370/400 all yrs	191.75
PE 175/250 all yrs	154.25
PE 400 all yrs	191.75

## KICK START LEVERS

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RM 80 all yrs	\$18.95
RM 100/125/250 m, a, b, c, n, t, x, z, d	31.50
RM 125/250 e, f	35.90
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PE 175/250/400 all yrs	31.50

## WHEEL BEARING KIT

The best FACTORY bearings you can buy.

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RM 80/100 a, b, c, n, t, x, z, d	\$ 9.40 pr.
RM 80 e, f	14.95 pr.
RM 125 m, a, b, c, n, t, x, z, d	11.95 pr.
RM 125/250 e, f	18.60 pr.
RM 250/370/400 a, b, c, n, t, x, z, d	12.50 pr.
PE 175/250/400 all yrs	12.95 pr.
<b>REAR</b>	
RM 80 b, c, n, z, d, e, f	11.50 pr.
RM 80 t, x (3 bearings)	15.95
RM 100/125/250/370/400 all yrs	13.95 pr.
PE 175/250/400 all yrs	15.40 pr.

## SWING ARM PIVOT SHAFT AND NUT KIT.

Consists of FACTORY pivot shaft and castle nut.

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RM 125/250/465/500 all yrs	11.95
RM 370/400 all yrs	13.60
PE 175/250/400 all yrs	11.95

## SPROCKETS...CHAIN



D.I.D. CHAIN Pre-stressed, special heat treated for hardness. THE WINNER'S CHOICE.

RM 80 all yrs	\$22.95
RM 100/125 m, a, b, c, n	26.95
DS 100/125...TS 100/125	
TM 125 all yrs	26.95

**DIAMOND CHAIN.** As hard as its name, the chain used by racers demanding the best.

RM 125/250 t, x, z, d, e, f	\$35.95
RM 370/400/465/500 all yrs	36.95
PE 175/250/400 all yrs	35.95
TM 250/TS 250 all yrs	34.95

## SPROCKETS

**COUNTER SHAFT.** Made from top grade steel, case hardened, over 60 Rockwell.

RM 80/100/125/250 all yrs	\$ 9.95
RM 370/400/465/500 all yrs	10.95
PE 175/250/400 all yrs	11.95

# Riders Write

## TEAM DONUT

Dear *Dirt Bike*,

I would like to know one thing. Who is putting those zeros in front of the regular numbers on your test bikes? Bikes like your RM250 and CR125, among others. I noticed Gary Bailey pulled those O's off the CR before he rode it. Look, did you ever see Ricky Johnson's bike wearing number "017"? I didn't think so. What is this, "Team Donut"?

Mike Peters  
Terra Haute, IN

*Whaddya mean? What's wrong with leading zeros, anyhow? They are the mainstay of the decimal system. Actually, we wanted to use binary numbers on our bike but couldn't figure out how to fit them.*

## A TRUE BELIEVER

Dear *Dirt Bike*,

I can't tell you how excited I got when I saw the article on Project RPM. I bought one of the original PEs in 1977, still have it, and it's in excellent shape. I was waiting for years for a new version to be brought out (disc brakes, water-cooled, etc.), but I was put into a great state of depression when they quit making them

altogether. Needing a new bike, I started shopping around until I saw the article. I immediately went to my local Suzuki dealer and put money down on a new RM250. Until I get it, don't let me down. I need all the help I can get to change it around. Maybe with a little success Suzuki will offer a kit in the future to make the switch and keep the enduro bike alive.

Marty Vescovo  
St. Louis, MO

## SAVE THE PINES REVISITED

Gentlemen,

In the May 1985 "Bits and Pieces" column you stated that Trails for New Jersey (TFNJ) was attempting to close areas of the New Jersey pinelands to ORV use. This is incorrect. Trails for New Jersey is an association of the seven basic trail user groups including off-road motorcyclists. The New Jersey chapter of the Sierra Club proposed this plan to TFNJ for their endorsement. TFNJ members voted not to endorse the proposal, but to collect information from the various trail user groups and make subsequent recommendations to the Pinelands Commission.

The Pinelands Commission, by the way, has flatly stated that the Sierra Club

proposal is not possible—mainly because the ORV population in the affected areas is far too great to ignore.


Changes are going to be made, however. What can we do? What is needed is maps from clubs and individuals of the areas they use and would like to continue to use. Topographical maps are preferred, but anything is better than nothing. Maps and related information can be sent to: TFNJ c/o John Waltz, 153 Dead Tree Rd., Belle Mead, NJ 08502.

We dirt riders have a bad habit of raising a big fuss in near crisis situations, and then once the smoke clears, we're nowhere to be seen. It's no wonder we keep losing more and more riding areas. Clubs and individuals need to become more actively involved with groups like TFNJ on a regular basis.

Thanks for the mention, but let's give credit where credit is due.

Tim Shann, President  
Ridge Riders Motorcycle Club, Inc.

*Thanks for the clarification, Tim. We have already sent a letter to TFNJ, and would urge anyone else who is even remotely involved in New Jersey's ORV future to do the same.* □



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Jersey Graphics	B	N	R	W	W	W	W	G	Y	Y	Y
	W	W	W	R	BK	B	G	W	BK	R	B
<b>TIGER USA</b>	T-2	T-3	T-4	T-5	T-6	T-7	X	T-8	T-9	T-10	T-11
Honda	H-14	X	H-12	H-13	X	H-15	X	X	X	X	X
Yamaha	X	X	Y-17	Y-16	X	X	X	X	Y-18	Y-19	X
Suzuki	S-23	X	X	X	X	S-22	X	X	S-21	X	S-20
Kawasaki	X	X	X	X	X	X	S-25	S-24	X	X	X

**T-SHIRTS - \$800**

T-Shirt Graphics	R	B	Y	Y	Y	B	G	W	N
	W	W	R	B	BK	Y	W	G	W
<b>Tiger USA on chest; paw on sleeve</b>	TT-1	TT-2	TT-4	X	TT-5	X	TT-3	X	TT-6

Honda	CR-80	HT-1	HT-1B	X	X	X	X	X	X
	CR-125	HT-2	HT-2B	X					
	CR-250	HT-3	HT-3B	X					
	CR-500	HT-4	HT-4B	X					

**Yamaha**  
YZ-80 YZ-125 YZ-250 YZ-490

Suzuki	RM-80	RM-125	RM-250	RM-500	KT-1	KT-1G	KT-2	KT-2G	KT-3	KT-3G	KT-4	KT-4G
	X	X	X	X	ST-1	X	ST-1B	X	X	X	X	X
	X	X	X	X	ST-2	X	ST-2B	X	X	X	X	X
	X	X	X	X	ST-3	X	ST-3B	X	X	X	X	X
	X	X	X	X	ST-4	X	ST-4B	X	X	X	X	X

**Kawasaki**  
KX-80 KX-125 KX-250 KX-500



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The Racer's Jersey, made of 100% cotton for coolness and comfort, is of the highest quality; the TIGER USA name will never appear on anything less. The smooth, stylistic graphics are straight forward...they do not follow the crowd, but the crowd follows them. T-Shirts by TIGER USA...for riders, crews and fans. If you have a favorite bike, we have the shirt to go with it. High quality 100% cotton, of course. TIGER USA Team Caps are of superior quality and come in a variety of colors and graphics. One size fits all.

In the Jersey and T-Shirt charts to the left, the garment color is listed first with the graphics color beneath it. EXAMPLE: If you want a White Tiger USA Jersey with Red graphics, order T-5. A Yellow Suzuki T-Shirt with Blue RM-125 graphics would be ST-2.

**SPECIALS!!** One of our best sellers is the Tiger's Head Jersey in White on Black (TH-1); Silver on Black (TH-2); or White on Royal Blue (TH-3). Order by "TH" number...\$25.00 each. ALSO...start your collection of Dealer T-Shirts. The first in a series is from Mars Motorcycles of Newport News, Virginia (see picture)...\$8.50. Watch for new ones in future ads; collect them all.

**TO ORDER:** 1) PRINT name & address clearly. 2) PRINT name & number for back of Jersey (if desired). 3) LIST product code number, quantity and price. 4) INDICATE size(s) of each item. 5) PRINT credit card number and expiration date if paying by VISA or MasterCard. 6) ADD \$1.50 per order for shipping & handling. Virginia residents add 4% sales tax. No COD's; no returns on lettered Jerseys.

Solid Color Caps have graphics of a contrasting color (normally white); the graphics on White Front Caps match the cap color. There are 3 designs marked A, B & C. PLEASE indicate your selection by adding one of the letters to the code number. EXAMPLE: If you want a solid Green Cap with design A, order CS-4A. A Red White Front Cap with design B would be CW-1B. One size fits all.

**TIGER TEAM CAPS - \$700**

	A	B	C	TIGER USA	
	R	N	BK	G	Y
<b>Solid Color</b>	CS-1	CS-2	CS-3	CS-4	CS-5
<b>White Front</b>	CW-1	CW-2	CW-3	CW-4	CW-5



# Alpinestars



We've added a new Blue ATV Boot. Sizes 5-13 Sug. Retail \$129.95



Designed for the ATV rider



A Brand New Fast Lace MX Boot. Black & Blue to choose from. Sizes 5-13



Our new Lace-up models



Our New Line-up of '85 Alpinestars Pro Boots "The Choice of Champions" In Sizes 5-13 Sug. Retail \$154.95



Hi-Point's Mini MX Boots for the Mini Stars. Youth Sizes 1-7 Sug. Retail \$89.95



Pros feature Precision Buckles



Our Economy Boot is Economy in Name Only. Two Color Styles. Sizes 5-13 Sug. Retail \$109.95

**Hi-Point**  
 YOUR HI-POINT DEALER HAS THE BOOTS

KAWASAKI  
KX80E3

# GATE CRASHER!

More firepower for the leader  
By the DIRT BIKE mini Staff



Airborne stability is no problem on the relatively large KX.

**K**awasaki's KX80 flat won everything last year. Every shootout in every magazine, and nearly every race a decent rider entered. The bike was not perfect; sheer horsepower was the key to all that winning, and in the end we all asked the obvious question—would Kawasaki maintain that awesome lead for '85, or would the boys in the back room try to outdo themselves once again?

#### MORE GRINDING, MORE MOTOR

Now that the new bike is here, Kawasaki's intentions are obvious. Rather than sit on their tails, they have chosen to try to dig even more power out of this highly stressed engine. They didn't really do anything exotic—probably because they're already running out of metal inside that small cylinder. The intake and exhaust ports have been re-profiled, the expansion chamber has been redesigned, and a thicker intake reed has been installed; all in an effort to broaden the powerband and increase the mid-range punch.

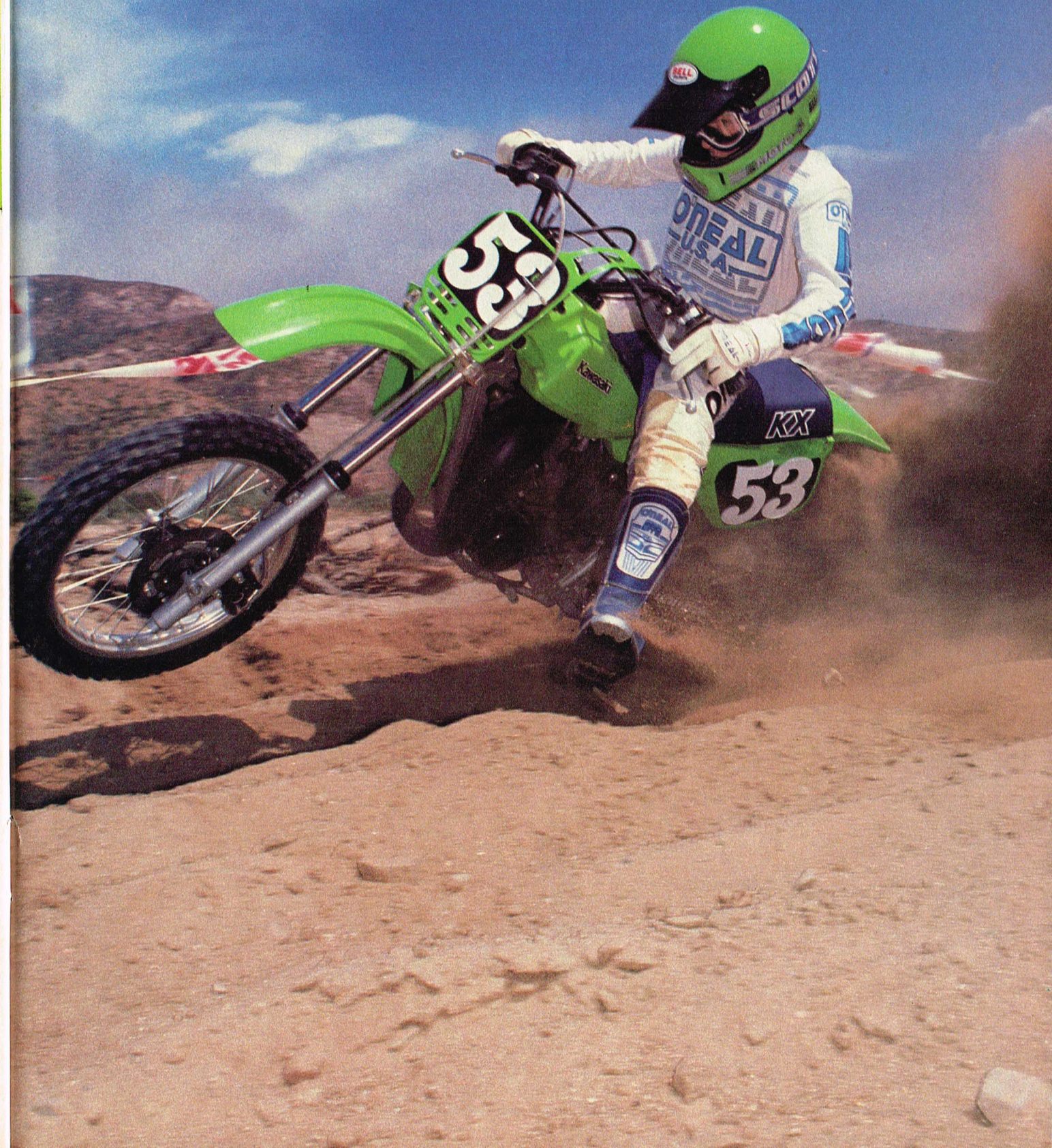
And it seems they've succeeded. Our testers report that the new KX doesn't feel significantly slower overall, but the increase in bottom end has made the bike just slightly easier to ride. Rather than frantically try to downshift every time the KX falls off the powerband, as in '84, the new engine allows a much more controlled attack. Riders report much more grunt overall, and in fringe situations it is possible to remain in a gear and use the clutch to get the back wheel spinning, rather than take the time to downshift.

In an effort to keep the clutch in one piece, two more plates have been added—one friction and one steel—and the clutch is not more difficult to pull, even with the extra hardware. The transmission remains the same, which is good. The KX won points last year for slick shifting, and it is just as slick for '85.

#### BOUNCE FACTOR

Much attention has been paid to the KX's rear suspension. The first change that greets the eye is a brand-new aluminum box-section swingarm, replacing the steel unit of last year. What isn't as obvious is the 15mm longer length of said swingarm. Zerk fittings are now installed at all the grease points for easier maintenance, and a compression damping adjuster has been added to the shock.

The improvement is noticeable. The rear suspension is slightly firmer, which it needed, and now riders can tune in the compression damping to match the bumps on the track. Nothing significant has been done to the KX forks, and our testers complained once again that they were too soft. The back end also is slightly soft, but we didn't receive so many complaints about it this year. Still, considering the amount of travel available, KX pilots still swear that it is worth buying new springs for both ends, rather than switching to a different brand of bike. A very loyal lot, they are.



# KAWASAKI KX80E3

Kawasaki had the most horsepower in the 80cc class last year, and this year they went for more low-end power. The KX will still rev, but bottom-end response is much better.



Naturally, with the soft suspension the handling is slightly confused. The bike tends to wallow under a heavier rider, and it doesn't deliver a great amount of confidence. One of our riders brought out a modified KX for comparison purposes, and his bike won the hearts of all. With both ends set up for the rider's weight, the handling improves dramatically.

### BITS AND PIECES

Our testers didn't seem too concerned about it, but their fathers were thrilled—the airbox has been changed for '85, and it's no longer necessary to remove the bike from the air filter. The box lid is not designed like the bigger KXs, and it makes a huge difference to those who have to clean filters.

Two quick kicks was the maximum effort ever needed to get the KX lit off. All our riders praised the location of the kickstarter.

The brakes are still eye-poppers. Non-KX riders had grief with them at first; they would get on the brakes too soon and then have to gas it into the corner when the bike stopped too short. One finger will deliver a front wheelie with this disc.

Long travel means high saddle, and shorter riders may not be too comfortable on the KX. All riders would be well advised to replace the bars with something lower—not



Kawasaki mini riders everywhere love the front disc. For the racing speeds the KX attains, this brake is necessary.



The master cylinder and plumbing for the disc brake is cobby and rather vulnerable. Most riders rig up some sort of guard.



A new swingarm and retuned suspension are improvements for 1985. Our testers praised it for longer travel and a cushier ride.

one of our testers liked them. A few riders complained about the shape of the saddle, but they all agreed that they'd put up with it, because the bike was so fast.

### STILL ON TOP?

So, the obvious question is, how much improvement is enough? More low end and mid-range, lighter weight and a stronger rear suspension are good improvements, but the rest of the 80cc class has not exactly been asleep. From our observations, the KX is still the bike to ride in the mini class, but the green machines aren't enjoying quite as much of a lead as they had last year. You have to pay closer attention to the KX setup this year, but the rewards are still worth it. With the right rider aboard, the KX is still a clear winner. □

## KAWASAKI KX80E3

Engine type	Liquid-cooled 2-stroke	Wet weight, no fuel	136.25 lbs.
Bore and stroke	48mm x 45.8mm	Tire size and type:	
Displacement	82cc	Front	80/90-17 Dunlop
Carburetion	29mm Mikuni	Rear	110/90-14 Dunlop
Factory recommended jetting:		Suspension, type and travel:	
Main jet	200	Front	Kayaba oil/spring forks, 255mm (10.03 in.)
Needle jet	P-2	Rear	Uni-Trak, adj. reb. damping, 260mm (10.23 in.)
Jet needle	6EJ3-3	Intended use	Mini motocross
Pilot jet	30	Country of origin	Japan
Slide number	2.0	Retail price, approx.	\$1079
Fuel tank capacity	4.7 L (1.24 gals.)	Distributor/Manufacturer:	
Lubrication	Pre-mix	Kawasaki Motors Corp.	
Gearbox ratios:		2009 E. Edinger Ave.	
1	2.846:1	Santa Ana, CA 92711	
2	2.125:1	Overall rating of bike, keeping intended use in mind:	
3	1.722:1	Handling	Very good
4	1.428:1	Front suspension	Good
5	1.217:1	Rear suspension	Very good
6	1.083:1	Power	Excellent
Gearing, front/rear	14/50	Cost	Good
Ignition	CDI	Attention to detail	Very good
Recommended spark plug	NGK B9EG	Effectiveness, stone stock	Very good
Silencer/spark arrester	Yes/no		
Wheelbase	1240mm (48.81 in.)	This rating system 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	310mm (12.20 in.)		
Seat height	820mm (32.28 in.)		
Rake/trail	28°/90mm		

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## HONDA XR600R

By the Staff of DIRT BIKE

First impressions can be very misleading. And it's a good thing we take the time to push a bike hard to find out just what it can or cannot do.

Take the new Honda XR600, for example. When we unloaded the handsome red mount in the foothills of the Hungry Valley ORV riding area, it appeared to be the ideal mount for the terrain.

Surprisingly, the big four-stroke started easily on the first kick and settled down to a contented idle after only a minute with the choke on. Any big four-stroke can be a real bear to get lit, but this was a pleasant way to start the day.

After arming ourselves with fanny packs, cameras and such, we headed off down the hard-packed trails and fire roads to the foreboding mountains a few miles away. Here the Honda was a delight, with its smooth four-stroke power making it easy to drift and slide around the tractionless turns.

It had plenty of the right kind of power and appeared to have none of the low-speed carburetion glitches of previous XRs. The suspension felt ultra-plush on the odd bump we hit, and the steering seemed as sharp as any full-blown motocrosser. The two-stroke enduro bike riding alongside the XR was hard-pressed to keep up with Big Red.

# HEAVY METAL!

Easy Rider

### IS THERE GOLD IN THEM THAR HILLS?

When the fire roads ended, the hills began. At first, it was mild switchbacks, then some easy rutted climbs... no problem for the Honda. It was when we encountered rocks on uphill turns, combined with ruts, tree roots and slippery no-traction baked-adobe surface, that we started to worry.

Here the Honda became more than a handful. In these truly tough enduro conditions, the key to riding the Honda at any speed was eluding us. Even though the bike would pull the tight and gnarly sections in second gear, the power pulses were so jerky that the front end would lurch up and the rear end would snap off to one side or another when clambering over a rock.

The only answer was to go to low gear and bring the engine rpm up to smooth out the power delivery, not the best way to ride an Open class bike with lots of power.

This allowed us more control over most of the rough stuff, but occasionally the rear wheel would deliver too much power, and the big XR would dart off the intended line, bringing a rather advanced state of fear to the pilot.

As we climbed higher and higher, the trails got tougher and tighter, and the Honda became more of a liability than friendly.

On more than one occasion it was necessary to slip the clutch into low gear and literally creep over the narrow rocky trails. The utterly terrifying dropoffs on the side of the mountain goat trails drove the point home.

By the time the summit of the mountain range was reached, the Honda rider was exhausted and drenched with sweat, while the rider on the IT200 was relatively fresh. A discussion during the rest period brought out some thoughts on the XR.

- The shape of the saddle is totally wrong for anyone under six feet tall. Even though the tank has been moved forward in an attempt to improve the seating position, the front part of the saddle is an awkward bulge that prevents the proper forward position for cornering.

◀ Looking for all the world like a 1984 XR500, the big 600 is distinguishable by a squashed tank shape and fresh decals; externally, that is.



On hard-packed trails the good steering manners and smooth power make for predictable cornering.



# LEGENDS IN THE MAKING



## Smith/Ashcraft on Dunlop Dominate S.C.O.R.E. Desert Series.

Dan Smith and Dan Ashcraft are making a big impression on the sands of the SCORE Desert Race Championship Series. First, they won the Parker 400 handily, reinforcing their reputation as the winningest team in desert racing over the past three years.

But at the Mojave 250 they pulled off a spectacular win thanks to the incredible durability of their legendary Dunlop tires.

About 30 miles from the finish, they hit a large, sharp rock that deflated their front inner tube. No problem. The four-ply rayon construction of their Dunlop K139 was rugged enough to finish the race... minus the air.

That's the stuff legends are made of.

Just ask Ronnie Neylor. At the AMA National Hare Scrambles in Reading, California he ran the last quarter of the race with a flat Dunlop K139... and won.

Now we don't recommend that you go looking for sharp rocks but if you do come across one, you still have a chance to win if you're riding on the legend... Dunlop.

## Dunlop Number One with Riders Number One in Wins!

### SUPERCROSS

AMA Seattle Stadium Supercross, Feb. 8-9

Winner: Ron Lechien (Honda) Dunlop K690 A

AMA Atlanta Stadium Supercross, Feb. 23

Winner: Mark Barnett (Kawasaki) Dunlop K490

AMA Daytona Supercross, March 9

Winner: Bob Hannah (Honda) Dunlop K140

(9 of top 10 finishers chose Dunlop)

AMA Houston Astrodome Supercross, April 20

Winner: Jeff Ward (Kawasaki) Dunlop K490

### MOTOCROSS

AMA National MX, Gainesville, Florida, March 3

125cc George Holland (Suzuki) Dunlop K140

250cc Jeff Ward (Kawasaki) Dunlop K140

500cc Broc Grover (Yamaha) Dunlop K140

(9 of top 10 finishers, in each class, chose Dunlop K140)

### OFF-ROAD

AMA National Hare Scrambles, River Ranch, Florida, March 3

1st Geoff Ballard (Can-Am) Dunlop K139 & K140

AMA National Hare Scrambles, Olympia, Washington, March 17

1st Geoff Ballard (Can-Am) Dunlop K139 & K140

AMA National Hare Scrambles, Reading, California, April 14

1st Ronnie Neylor (Honda) Dunlop K139

AMA Alligator Enduro, Daytona, Florida, March 7

1st John Martin (Can-Am) Dunlop K139 & K140

S.C.O.R.E. Parker 400, Feb 2

1st Dan Smith & Dan Ashcraft (Husqvarna) Dunlop K139

S.C.O.R.E. Great Mojave 250, March 30

1st Dan Smith & Dan Ashcraft (Husqvarna) Dunlop K139

CMC California Golden State Series (Jan. - Feb.) — Overall Series Champions

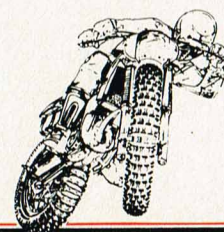
125cc A.J. Whiting, Suzuki; 500cc Phil Larson, Honda

AMA Florida Winter Series — Overall Series Champions

125cc Rodney Barr, Kawasaki; 250cc Scooter Stafford, Suzuki;

500cc Jo-Jo Keller, Honda

As you can see, Dunlop riders win no matter what the conditions are or how tough the competition is... that's what the Dunlop legend is all about.

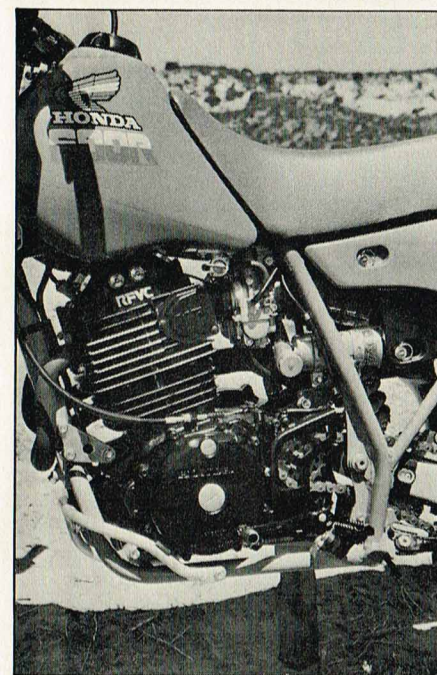


## DUNLOP

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## HONDA XR600R



Taking the side panel off to get to the air-box couldn't be easier. Dzus snaps mean it will take less than a minute of your time to get to the air filter.

- The XR600 is simply too tall and too wide for tight trail work with an average-sized rider.

- At speeds above 15 miles per hour, the power delivery over genuinely rough ground is controllable in second gear. At speeds under ten mph, low gear and generous clutch slipping is the only way to semi-control the big bike over rocks and such.

- It appears that the XR600 hates to deal with rocks at slower speeds. The front wheel will clang into a small rock and dart off violently without much in the way of warning.

- At higher speeds over whoops, the weight of the bike lets itself be known, and the shortcomings of the soft suspension become painfully apparent.

- The forks are worlds better than the shock.

- Downhills are no fun, and the rougher they are, the more care the rider must take.

- On uphill the XR appears to shine, as long as the speed is above that 15 mph mark during the climb. A nose-high attitude suits the Honda well.

- The clutch will not take much abuse before the handle starts to creep back to the grip. Periodic stops to let the clutch cool down are needed after a hard ride through a rocky narrow canyon.

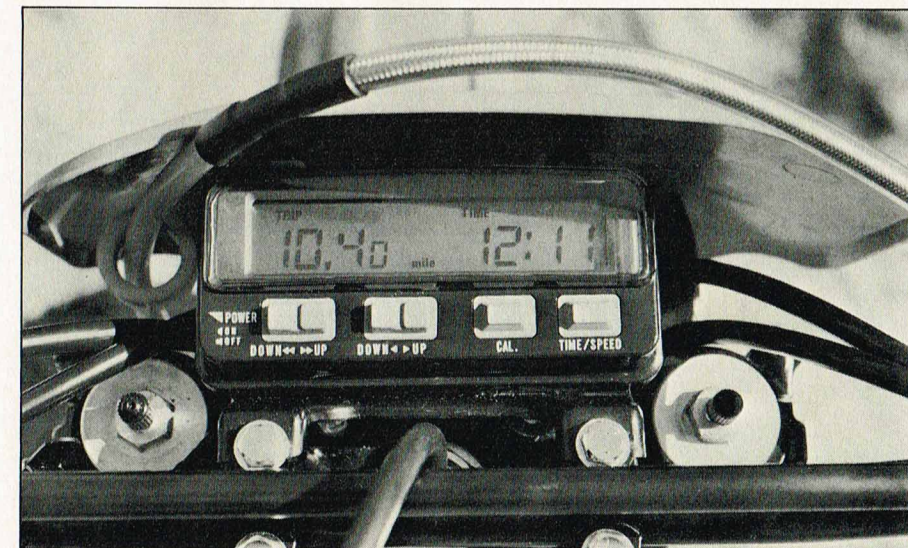
- When the XR is dropped and the engine is hot, the ease of starting (or restarting) goes out the window. You can then count on a frustrating number of tiring kicks to get the bike lit.

- When hot, it's virtually impossible to start the XR in gear with the clutch held in.

- In order to start the Honda, you must get a full kick at the kickstarter. When you're



Land too hard from a serious jump, and the rear end will protest. The forks, however, are superior to the shock.



The spiffiest clock/speedo/odometer combo ever to grace a stock bike can be found on the XR350 and 600 models only.



## HONDA XR600R

stuck in a narrow section and utterly stalled, this is not always possible. The bike must then be tugged and pushed to a more-or-less level spot where the rider can get the proper leverage for a full stroke.

### MORE FRIENDLY TERRAIN AND WHAT THE XR600 DOES BEST

When we left the mountains after a thoroughly frustrating day of struggling with the 600, a mental note was made to ride the bike again in its element.

A trip to the desert showed that at medium and higher speeds, the 600 was very happy. Long, deep and power-sapping sand washes were taken comfortably with the torquey Honda. Climbs up steep sandy hills were not only easy, but lots of fun.

Fast blasts around twisting fire roads were a pure joy. Mild rolling bumps and whoops showed decent stability. Anything but serious bumps could readily be soaked up by the Cadillac-soft forks and shock.

For casual trailriding and play racing, the 600 was tons of fun. It was only when the 600 was taken into the hostile territory of real enduro-type terrain that all the fun went on strike.

### WHAT IT CAN AND CANNOT DO

You could ride an enduro on the XR600 in stock trim, but certainly not a serious enduro. The limits of competition capability would be reached and possibly exceeded in a family-type enduro. A real Eastern woods run would be out of the question. Here the XR200 would leave the XR600 easily.

For Baja-type riding, the 600 would be a stellar choice, as long as the pace was cruising rather than frenzied. With the stock tank (slightly smaller this year) the range is still excellent, and the Honda seems to run comfortably on regular gas.

Mellow trailriding is another place where the 600 would be ideal. And if you're into climbing big hills, the power of the XR is more than enough to conquer intimidating grades.

For four-stroke racing the bike would be competitive in the beginner and novice classes. On a long and relatively flat Grand Prix track it would be fun and competitive in the less demanding classes.

### CHANGES FROM 1984 TO 1985

Not much is held over from the older XR500. This is truly a dramatically changed bike. Consider:

- The '84 bike had a wet-sump oiling system, while the '85 has a dry sump.
- A new frame graces the 1985 model, but the rake and trail are the same.
- You won't find a mud-trapping skid plate on the new bike, as the case protection is accomplished by a sano aluminum tubing structure.
- Really neat quick-disconnect side panels make getting to the airbox a one-minute job at most.
- A classy-looking aluminum swingarm replaces the steel unit of the old 500s.

An aluminum swingarm replaces the steel unit of years past. A revised shock has easier-to-reach rebound adjuster and grease fittings on the linkage. The power-plant shows no external changes. But inside you'll find a bigger hole, more torque and a changed oiling system.

## HONDA XR600R

Engine type	Air-cooled, 4-stroke, single, SOHC	Tire size and type:	
Bore and stroke	97mm x 80mm	Front	3.00 x 21 IRC 4PR
Displacement	591cc	Rear	5.10 x 17 IRC 4PR
Carburetion	(2) 28mm Keihin	Suspension, type and travel:	
Factory recommended jetting:		Front	43mm Showa telescopic, adj. comp., 280mm (11.0 in.)
Main jet	135	Rear	Pro-Link, single Showa shock, adj. comp./reb., 295mm (11.6 in.)
Jet needle	N/A	Intended use	Enduro, off-road, desert, cross-country, trail
Pilot jet	45	Country of origin	Japan
Slide number	N/A	Retail price, approx.	\$2498
Fuel tank capacity	10.5 L (2.8 gals.)	Distributor/Manufacturer:	American Honda Motor Co., Inc. 100 W. Alondra Blvd. Gardena, CA 90247
Lubrication	Dry sump	Overall rating of bike, keeping intended use in mind:	
Gearbox ratios:		Handling	Good
1	2.384:1	Front suspension	Very good
2	1.647:1	Rear suspension	Fair
3	1.250:1	Power	Very good
4	1.000:1	Cost	Good
5	0.840:1	Attention to detail	Excellent
Gearing, front/rear	14/48	Effectiveness, stone stock	Good
Ignition	CDI	This rating system 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.	
Recommended spark plug	NGK BPR8EA-0 or ND X24EPR-U9		
Silencer/spark arrester	Yes/yes		
Wheelbase	1450mm (57.2 in.)		
Ground clearance	320mm (12.7 in.)		
Seat height	940mm (37.0 in.)		
Rake/trail	28°/118mm (4.5 in.)		
Wet weight, no fuel	282.5 lbs.		



On rough ground the heavy weight will let itself be known. Care must be taken, or Big Red will dart off at random.



• Suspension ratios have been revised once again, and the rebound damping knob is easier to reach. Also, neat grease fittings are on the linkage.

• The spec sheet says the saddle is 10mm, and so are the pegs.

• Tank capacity on the '84 was 12.8 liters, and the new bike carries 10.5 liters—plenty for most needs.

• Engine size is up to 591cc, compared with 498cc on the 500 model.

• You'll note that the pipe is slightly changed, mostly for cosmetic reasons. As with older XRs, you'll experience a performance gain with a SuperTrapp silencer and save some weight high up on the bike.

• You'll pay more for the new bike, as the retail price is now \$2498, about 200 bucks more than the smaller 500.

• Don't look for a weight savings on the 600, as it hits the scales at 282.5 pounds, with no gas in the tank. Still heavy metal.

• You'll still find two 28mm carbs on the 600, but the jetting has been revised, and carburetion is definitely improved. All flat spots are gone once the bike is properly warmed up.

• The clutch has allegedly been improved, but our field testing showed that it still would not tolerate abuse.

• Shifting is slightly better, but when the clutch starts to protest from heavy use, it reverts back to being notchy and impossible to shift up under full power.

• Although brakes at both ends look like the old hardware, they work great, with the front brake being just about perfect in feel and power for the dirt.

• A truly great clock/speedo/odometer can be found on the bars. This unit is digital, with large, easy-to-read numbers and easily resettable controls. You can switch from speedo to odometer by pushing a button, and there's even a function that will calibrate the odometer to whatever deviation you might find in a real enduro situation. This slick unit retails for around \$150, we are told, and will adapt to any conventional odometer drive. No doubt many of them will find their way onto serious enduro bikes, with the only drawback being the sheer physical size of the item, and, of course, the hefty price tag.

However, you get it free with your XR.

### IS BIGGER BETTER?

Logical comparisons will be made to the older XR500. We'll tell you right up front that the 600 will not smoke the 500 in a drag race. Through the gears they're pretty much even. But the superior low-end and mid-range torque of the 600 will let the rider shift less, and perhaps climb a few hills that might have stopped a 500 rider.

The increased displacement means fewer engine revs to cruise, and possibly this translates into better reliability and longer life on the trail.

Still, with all the changes and improvements, the Honda XR600 remains a play bike and cannot, in the wildest stretch of the imagination, be considered a serious enduro bike.

Play bike supreme, to be sure. Baja cruiser extraordinaire. Enduro bike? Not a chance. □

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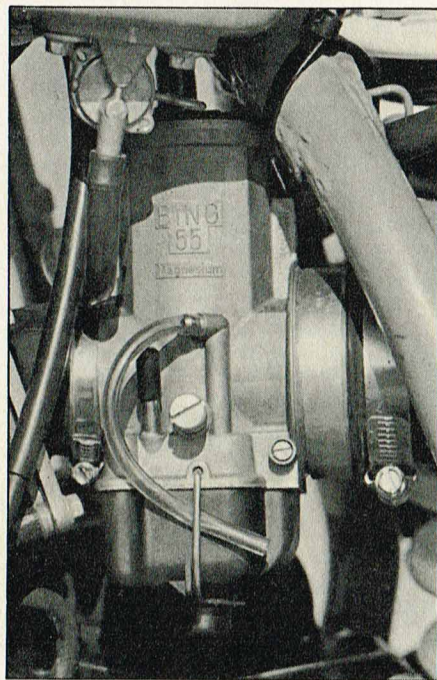
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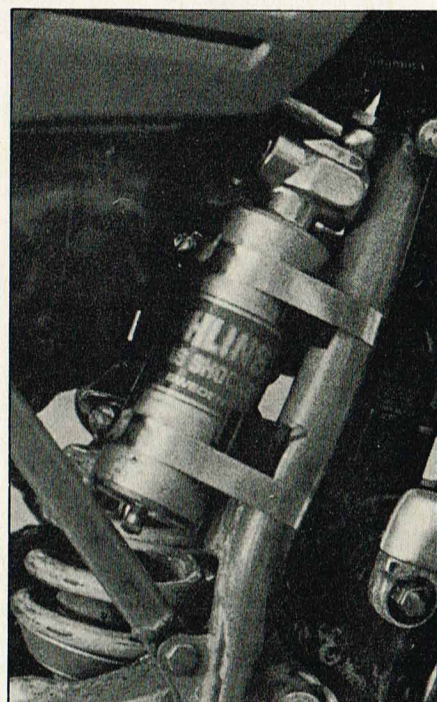
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# HONDA CR250 EXPERIMENTS

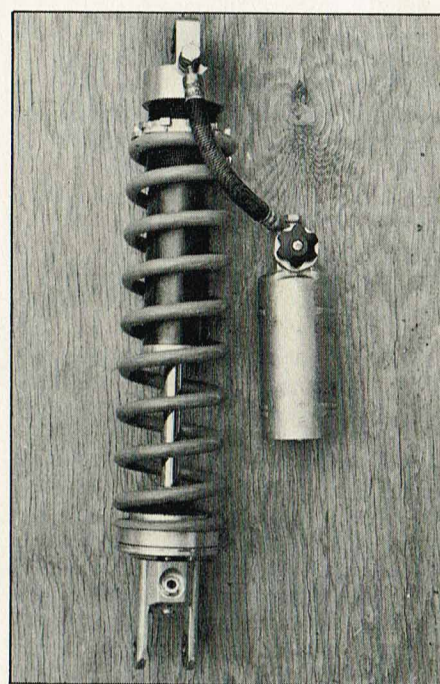
A journal of success & disaster By the Staff of DIRT BIKE



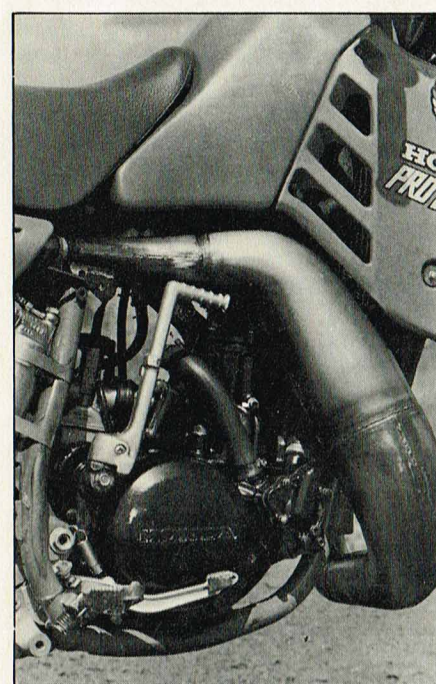
Our best dollar-for-dollar gain came with the tried-and-proven 40mm Type 55 Bing magnesium carb.



A number of riders quickly gave up on the stock shock and popped for an Ohlins.



One option that worked for us was this steel replacement body at about half the price of an accessory shock.



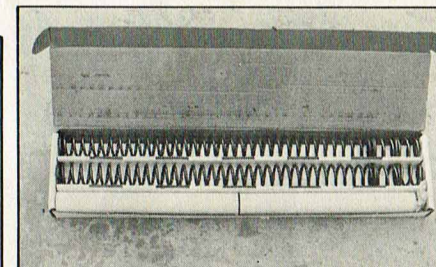
A Pro Circuit porting job, combined with their pipe, let us run the stock flat-slide Keihin carb.



We shaped up the forks with a Simons Anti-Cav kit.



Many of the riders who bought 1985 250 Hondas thought they would get an improved version of the rocket-fast 1984 bike. They didn't, and that's the basis for this article.



Faster or heavier riders will benefit from stronger ATK fork springs.

A weird thing happened in 1985. You see, the 1984 Honda was a wildly popular bike, mostly because of its blazing powerplant and razor-sharp handling. So when 1985 bikes rolled around, a whole bunch of people went out and bought new 250 Hondas because they loved their old '84 models. When these people rode the bikes, they were stunned! The all-powerful Honda 250s were slow! Slow enough, in fact, to just about guarantee a last-place start against all the other 250s on the line. And against the rocket-fast YZs for '85, it was utter humiliation.

In an effort to help out the poor unfortunates who bought CR250s, we have tried various hop-ups over this year. Here's what we tried, how it worked and what it cost. Conduct yourself according to your means and needs.

## CARB SWAP

Our first attempt at more pure power was a tried and proven one. We slipped on a 40mm Type 55 Bing carb. The result was an immediate gain in mid-range-on-up power, and it let the Honda rev in a reasonable fashion. Low-end response was softened a small amount, but the Honda still had an abundance of low-end power.

Our 40mm Bing was installed and jetted by RD Performance.

## SUSPENSION, FRONT AND REAR

With the engine producing better power

(though not pro level yet), we concentrated on dialing in the suspension. An Ohlins shock (expensive!) was used at the rear, and a Simons Anti-Cav fork kit helped the forks a noticeable amount. For our heavier test riders we used some slightly heavier ATK fork springs. Combining these mods with the Simons kit, we ended up with a satisfactory front end. It was still a goal to get the stock shock to work well without popping the big bucks for an Ohlins or a White Power. More on that later.

## EVEN MORE MOTOR

With its improved suspension our test rider, Tim Hanna, felt that the Honda was still giving away some power to the hotter 250s in the Intermediate class, especially at the bigger events where the competition is fierce.

We trucked the bike to Pro Circuit, where they did a full-tilt engine treatment. The work consisted of a Pro Circuit porting job and a special pipe, both designed to work with the stock 36mm Keihin carb. Boyesen reeds were also installed to improve response.

The result was a snappy, near-violent powerplant that was strong enough to pull holeshots against the all-powerful modified YZs. It was much harder to ride because of the blast of power, but Tim felt he needed it to be competitive.

We did not try the Pro Circuit engine with

the 40mm Bing, as their setup is designed around the stock flat-slide carb.

## BARGAIN APPROACHES TO SUSPENSION

If you're on a budget, the super-duper accessory shocks might be out of the picture. Our options are better than stock, but not as good as the high-priced hardware, obviously. We do, however, think they are valuable considerations.

Up front an ATK spring set makes a reasonable improvement, as it's heavier in rate and allows you to reduce the compression damping, making the fork smoother on the small chatter bumps.

At the rear end we tried a new approach. For some time now we've been aware that the aluminum bodies on stock shocks tend to "bell out" as they get some time and abuse on them. Once this happens, the stock shock is dust, and no rebuilding is possible without a new body. We have never heard of the body alone being available.

A new company, HT Racing Performance Products, has developed a steel shock body that replaces the stock shock body. Team Suzuki and several local Yamaha racers have tried it with success. You can run the stock valving or change it as needed, but the work must be done by you or a shop that handles the product. The cost is less than half that of an accessory shock.

Tim Hanna noted that it did not fade and

was a big improvement over stock. Bill Thomas is the man behind the steel body.

## PIPES WE HAVE TRIED

FMF has a new pipe for the Honda that not only offers a performance gain but has vastly improved ground clearance for the headpipe. The first curves of the headpipe go back and actually swoop over the side of the engine, then curve back out in the conventional manner. You'll have a greater volume of pipe belly sticking out to the side, but the headpipe clearance is great. We also noted that the bike ran noticeably crisper than stock with the addition of the FMF pipe and by cleaning up the jetting and installing Boyesen reeds.

## MORE CARB SWAPS

We tried a 36mm Mikuni round-slide carb and got the bike pulling cleaner but not really faster. A 38mm flat-slide Mikuni was installed, and some revs were gained with no loss to speak of down low in the rpm range, but the small gain was not anywhere as good as the gain we realized with the Bing.

If you don't want to spend the money for a Bing magnesium carb and have access to a 36mm or 38mm Mikuni, we'd recommend that change, simply because of the difficulty of acquiring jets for the stock Keihin carb. And consider that the needle jet is not replaceable on the Keihin and that the carb is designed and jetted to run only a 20-to-1 gas/oil mix. If you run anything more nor-

mal, like 40-to-1, the bike will blubber like a cow with the flu.

## RELIABILITY

When our bike was stock, we wore out one piston and a set of rings and replaced them. No big deal. When we started extracting horsepower out of the bike, the reliability factor dissolved and evaporated.

Simply put, we blew it up twice. Once the piston broke into a zillion little pieces, and the other time we tied it up tighter than a square knot. Mostly, it was our own fault. With the increased horsepower, ring and piston life were drastically shortened. We simply should have torn down the top end more often, checked our clearances, and replaced worn parts as they appeared.

No gearbox or clutch problems were noted during the test. The frame experienced no cracks, and our wheels stayed good and strong. Chain and sprocket life were poor, with the sprockets apparently made of a low-level Gouda cheese, or its equivalent. Side-winders replaced the rear sprocket after the second worn set.

Our bike seemed happiest with Dunlop tires up front and good old Metzlers at the rear. Answer RH III bars were used in place of the stockers, as was an Answer muffler.

As it stands now, we have a fast bike that has a lot of work done to it. Quite frankly, we'd have been better off freshening up the old '84, as far as expenses go. □

**WHERE TO GET IT AND WHAT IT COSTS**  
**RD PERFORMANCE**, P.O. Box 33696, Granada Hills, CA 91344; (818)366-6914  
 Carb—\$149.95, includes machining, jets, cable, clamps and instruction sheet.  
**SIMONS/OHLINS**, 2570 Leghorn St., Mountain View, CA 94043; (415)962-8899  
 Shock—\$419.00, Anti-Cav kit—\$149.95.  
**PRO CIRCUIT**, 4212 E. La Palma, Anaheim, CA 92807; (714)993-5401  
 Porting—\$125.00, pipe—\$128.00.  
**HT RACING PERFORMANCE PRODUCTS**, 1120 S. Cypress Ave., Unit "G," La Habra, CA 90631; (714)738-4813  
 Body only—\$119.00, complete rebuild—\$175.00.  
**ANSWER PRODUCTS**, 27967 Beale Court, Valencia, CA 91355; (805)257-4411  
 Bars—\$29.95.  
**SIDEWINDER RACING**, 111 Fairbanks, Addison, IL 60101; (312)543-6696  
 Sprocket—\$43.95.  
**BOYESEN ENGINEERING**, R.D. #1, Box 826, Lenhartsville, PA 19534; (215)756-6818  
 Reeds—\$29.95.  
**ATK CORP.**, 2650 C Walnut Ave., Tustin, CA 92680; (714)731-5114  
 Springs—\$49.95.  
**FMF**, 1430 259th, Harbor City, CA 90710; (213)539-6884  
 Pipe—\$139.00.





In competition, RPM was limited only by the ability of the test rider to stay on time.

After three months of fitting, fiddling and fidgeting over our project enduro-crosser, it's complete and ready to ride. For those new to this project, our goal was to take a standard 1985 Suzuki RM250 and turn it into a competitive enduro bike. Much of what we used on our '85 bike could also be applied to most any 1982, '83 or '84 RM250.

**BEFORE WE FIRE IT UP, A NOTE ON CHANGES SINCE WE LAST MET**

Initial testing and set-up jetting gave us a base line for the small 34mm round-slide Mikuni carb. After getting the bike good and hot, though, we came up with some better numbers and improved low-end response considerably.

Here's what worked:

- Pilot jet..... 50
- Needle jet..... Q2
- Needle..... Standard, but move from #3 to #4 (richer) clip
- Air screw..... 1½ turns out
- Slide..... 2.0 instead of 2.5

**PROJECT RPM:  
THE FINAL CHAPTER**

**RIDING THE  
ENDURO-  
CROSSER**

*We end up with more than an enduro bike*



By the DB editors, with special thanks to U.S. Suzuki

Note: All jetting was done at a 40-to-1 gas/oil ratio. Conduct your jetting accordingly should you choose to deviate from our pre-mix guide.

According to Suzuki whiz Bob Elliott, you'll get even better response with a 34mm flat-slide carb, as used in the RM125F, but use a 2.5 slide with the flat-slide carb, instead of a 2.0.

Our jetting was done with only the Answer silencer in place, and not the spark arrester. With the spark arrester we had to go leaner on the main and the mid-range circuit. You have to experiment from our base jetting for your altitude and climate.

**RIDING THE RPM SPECIAL**

Our project bike started easily and settled into a contented idle after a relatively brief warm-up. It took a few passes through the gears for RPM to clean out and stop running ratty, much like a stock RM250 in that respect.

Once it cleaned out, however, the bike pulled hard and strong from very low revs through a powerful mid-range. Then surprisingly, it revved out on top like a road-racer. Amazingly, Project RPM was faster through the gears than a standard RM250 with a much bigger carb.

Logic told us that this could not be right. A smaller carb should mean more torque at low and mid-range rpm and an early flattening out on top.

Project RPM did just the opposite; it pulled the upper rev range like an MXer that has received the best porting job in town. Could we be onto something here? It is certainly worth a try to experiment with a smaller carb on our regular test RM250.

Response was all that could be expected on a serious racing enduro 250 throughout the whole range. The only thing that remained unanswered was how well it would work in the rough stuff—the tight and twisty that is the heart and soul of enduro riding.

For this test we pointed RPM to the hills and tight trails of the Hungry Valley mountains. It scampered up the fire roads with ease, dispatched some rocky trails with ease, then got its first test under fire when the bike was ridden into a dried-up river bed laced with boulders the size of portable television sets. Here RPM required some clutch use to get over the obstacles, but no more than any other hybrid 250 enduro bike. It also displayed amazing stability in the rocks.

**TIGHT AND TWISTY TESTING**

On level ground and moderate hills there's



Tight sections proved to be natural for Project RPM. Smaller riders will want to lower the forward edge of the saddle by about an inch for woods work.

enough low-end torque to simply work the throttle over and through whatever obstacle is in front of you. On steeper grades some clutch work is needed, as Project RPM cannot by any stretch of the imagination be throttled down like a 400 Husky. However, we were able to work the bike quite well in some truly nasty sections and RPM responded well. For woods we think the stock rear sprocket and dropping one on the countershaft would be the hot ticket.

Deep sand did not bother the bike at all, and it excelled in straight-line charging over bad whoops, just as its MX heritage promised it would. Our gearing choice of plus-two on the rear shortened the top speed a bit on the fast fire roads, but certainly kept enough top speed for any enduro condition.

The one place we did not have access to for testing was tight woods. Unfortunately, very little of this kind of terrain is available in and around our area. Time did not allow a trip back to Ohio or New Jersey for tree dodging.

**ENDURO TESTING**

RPM was entered in a local family enduro and handled all the terrain with ease. All the instruments worked as advertised and the

Super Pro computer proved its worth once again.

Once you get past the weirdness of learning how to use it, it simplifies the bizarre Western timekeeping system of multiple speed changes and lets the rider concentrate on riding, rather than rolling charts.

Mileage with the stock gas tank was slightly over 50 miles, with a combination of easy, medium and hard terrain, enough for most enduros you're likely to encounter.

**THE VERDICT**

Bashfully, we'd have to call Project RPM a raving success. Not only does it work well under enduro conditions, it would make a great Eastern hare scrambles machine and would probably be competitive in motocross in anything but the Expert class.

As a desert racer, a change of gearing would give it the top speed needed, and the gas tank range would increase. And for just plain old fun play riding and trailriding, RPM would be hard to match and near impossible to beat on a dollar-for-dollar basis.

In our quest to make a good enduro bike, we seem to have made the best all-around bike in the 250 class. And we did it by accident! That's the best part. □

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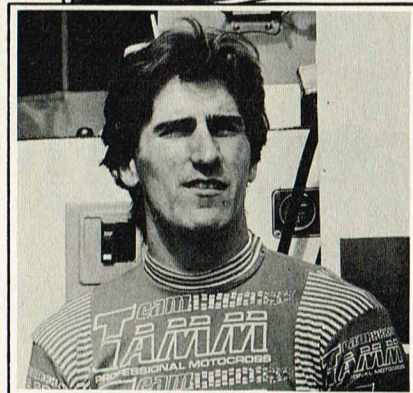


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The biggest mistake riders make is wanting to overbrake going into a corner. This can be a real problem, especially if the entrance to the corner is full of braking bumps—we call them stutter bumps or washboard bumps, as well. The difficulty starts the second you apply the rear brake—with the brake on, the back end becomes more rigid, making it more prone to hopping.

The reason it becomes more rigid is obvious. You know that when you put on the brakes, the front end dives and the rear comes up. That's why you use the front brake for maximum stopping power because the front end is where all the weight is transferred. The back end coming up means it's getting lighter, and in this lightened condition the rear suspension settings become too stiff. That is the main reason Yamaha created the BASS, to help the bike soak up braking bumps.

This is all fine if you are riding a BASS-equipped Yamaha, but if you aren't, what are you going to do? The answer is very simple, but to most people it seems a little strange at first.

#### CREATIVE THROTTLE CONTROL

As you're coming into this bumpy turn, the back end starts to kick up, and maybe starts to kick from side to side—the beginnings of a tank slapper. To control it, you have to stay on the brakes—after all, you have to slow down for the turn, right?—and simply apply a little power.

You can do this in two ways. You can apply steady power—give the bike about one-quarter throttle and hold it there. If you're getting bounced around royally, this is not that easy, but basically you drag the rear brake, brake hard with the front brake, and give it partial throttle to keep the back end soft and conforming to the bumps.

The second way to do it is to blip the throttle as you come into the turn. Not just blip it wildly, but try to time the blips to happen just as you're hitting the bumps. Johnny O'Mara does this nearly every time in the rough. What happens is the throttle softens the back end and allows the bike to come into the corner flatter in relation to the ground, and keeps the bike pushing forward so you have less of a chance to hop sideways.

You know the old saying, "When in doubt, gas it!"—and that's exactly what we mean here. Having the throttle on allows you a smoother approach to the rough corner, and many times allows you to stop faster because you're getting better traction with the rear wheel.

#### KEEP YOUR WEIGHT CENTERED

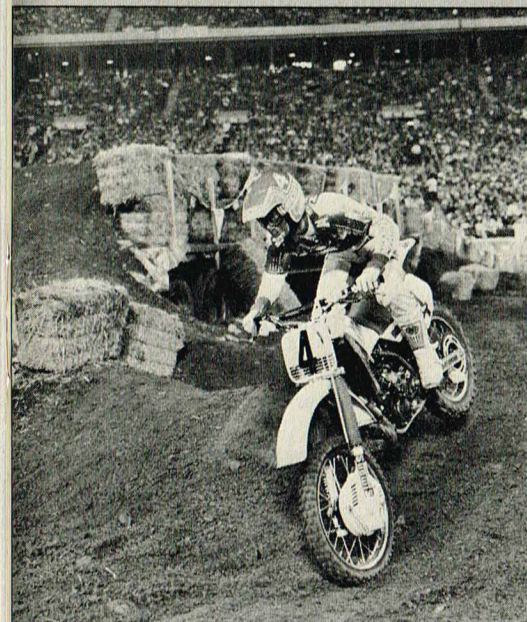
Don't make the mistake of going into the corner with your weight back. You don't need to be way back on the seat, and that's the wrong way to attack a corner anyhow. Also, don't overbrake with the front brake, because in the bumps that will increase your chances of bottoming out the front end and wrecking your control. Use finesse rather than brute force, and you'll get through the bumps smoother and faster than you ever have before.

## GARY BAILEY TEACHES TECHNIQUE

# SMOOTHING OUT THE STUTTERED STUTTERS STUTTERS



The "Professor" shows a student the right way to set up for the turn after the bumps: weight forward, elbows up, one finger on the clutch.



If the bumps are really bad, pro riders will save the braking until the very last minute, such as Broc Glover is doing here at the end of the bump section.

Braking bumps made simple

By Gary Bailey

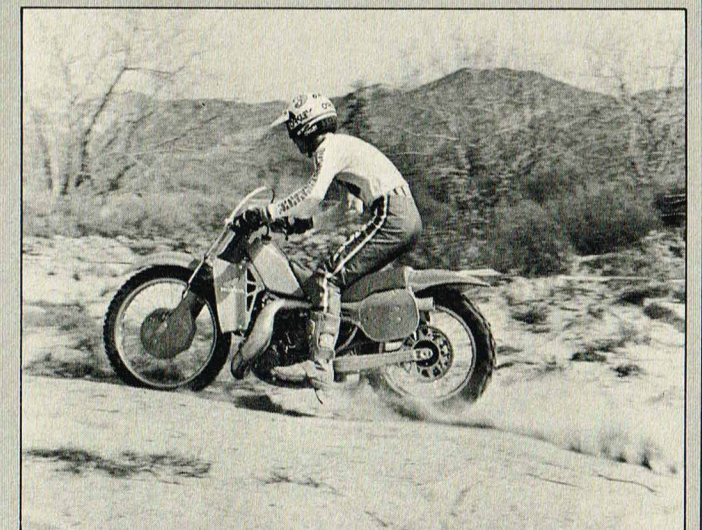
• For information on the Bailey school, self-instructional video tapes and more, contact Gary Bailey's Motocross Schools, P.O. Box 130, Axton, VA 24054. •



You can bet that Supercross racers don't simply slam on the brakes when they come to a section of artificial braking bumps. Instead they brake very lightly and keep the throttle on to keep the rear suspension supple.



Johnny O is famous for his bump technique. Rather than hold a steady throttle through the bumps, he blips the throttle, timing the blips with the top of the bumps.



No matter how hard he's braking or how much the suspension bottoms out, O'Mara always remains in control of the bike. □

## PRODUCT EVALUATION

# BUNSAVERS TO THE RESCUE

The high-priced spread

By the rosy-cheeked Staff of DIRT BIKE



They may look silly, but not as silly as the old monkey-butt cure, panty hose. They are quite comfortable under your pants.

If you spend a lot of time in the saddle, this new product just might be worth considering. Billed as "Bunsavers," from Hallman Racing, these are in reality racing shorts.

You got it, chief. The bicycle guys have known about 'em for years. They use them to avoid "monkey butt," a polite term for a red and raw rear end after hours of pedaling their alleged brains out.

Now the same idea has been borrowed for us dirt bikers. Hallman looked at the technology that went into bicycle racing pants, applied it to our sport and ended up with Bunsavers.

And guess what? They work. We've worn them a few times on long rides, and the comfort factor is superior to regular shorts by tenfold. There's very little friction between the riding pants and the Bunsavers, even when they're drenched with perspiration.

Another nice thing about them is that you can take your riding pants off between motos to cool down, without making old ladies faint and young ladies gag.

Bunsavers are pricey at nearly 40 bucks per pair (\$39.95), but the combination of nylon and Lycra, with a genuine chamois liner, is not cheap material, and they should last a long time.

One thing we can tell you: If you ever have a chance to ride with a pair of Bunsavers, you'll never go back to regular old shorts again.

For more information contact Hallman USA, 315 W. Bradley, El Cajon, CA 92020; (619)442-0431.



Bunsavers are almost identical to spandex bicycling shorts. □

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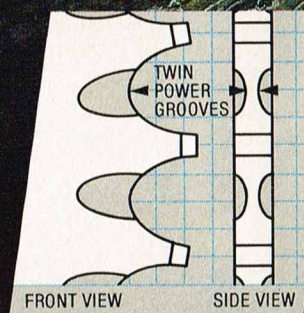
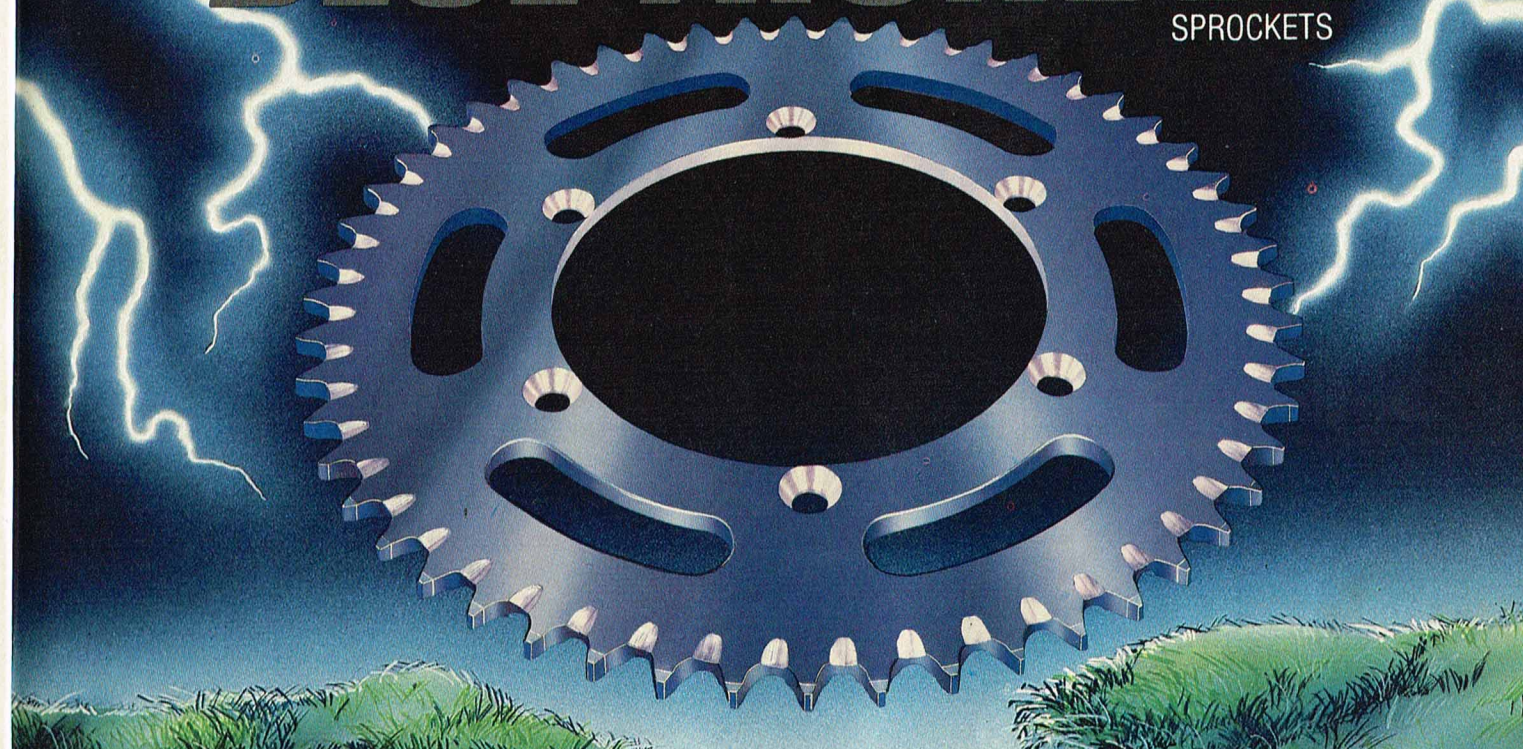
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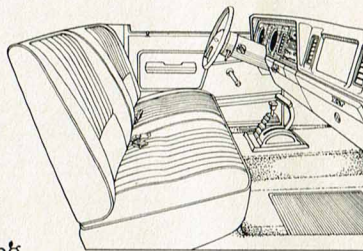
#### Above all, it's tough!

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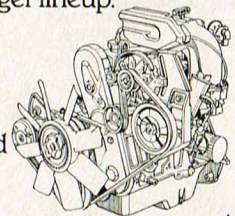
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Manny Esquerra races to victory in SCORE's Parker 400.

Get it together—Buckle up!

# NEW-WAVE SPEARHEAD!

Charge of the Light Brigade

By the Staff of DIRT BIKE

For the past half a decade, Husky has relied heavily on enduro and cross-country bike sales, while the motocross machine sales have languished. The reasons for this are simple: The Husky MX bikes have been too heavy, too slow, and on the trailing edge of technical sophistication.

Realizing that an almost total dependence on the enduro/cross-country market was dangerous, Husqvarna decided to completely and radically update its pure MX racing machines. What you see here is the result of those efforts.

Two immediate goals had to be met: First, the bike had to get rid of excess pounds, and it had to produce some seriously competitive horsepower. Second-level goals were to equip the bike with all the latest hardware necessary to sell it to a flighty market. This meant disc brakes, single-shock suspension and Buck Rogers styling.

#### GOALS MET... SORT OF

A casual glance at the new Husky 250CR tells you that this machine has entered the space age. Styling is fresh, crisp and elegant, yet still has the Husky look about it.

A disc brake is up front, and an Ohlins single shock rides in a beefy-looking aluminum swingarm. Naturally, watercooling is employed, as with all current 250 MXers.

A trip to the DB scales shows this is the lightest 250 racer they've made since the early 1970s. Actual weight, with no gas in the slim tank, is 226.5 pounds.

As for the horsepower search, well, the Husky does produce some decent figures on

the dyno, with readings in the mid-30 range, just about the same as most other 250s. One problem, however, is that the Husky makes this power over a very narrow range. More on this later.

#### PRIMARY INPUT

Your first thoughts on the Husky are shared by all the other test riders: "Boy, this is a handsome bike!" and "Wow! is this sucker tall!"

The Husky 250 starts easily when cold. Little more than a slap at the left-side-mounted aluminum kickstarter is required to get things burbling. Unfortunately, when you start to ride the bike, you still have burbling.

As with most every Husky two-stroke we've ever tested, our test bike was jetted sloppy, dripping, blubbering rich. And, as with most of the Huskys, you'll be hard-pressed to get information as to what the optimum jetting is.

It's claimed that Huskys should be broken

**Heavy clutch use is required to get the 250CR moving out of a low-speed turn. Stock, the bike is faster than a Honda and slower than a YZ.**

in with the jetting on the rich side. Fine. But how about some data on what to run after you've wallowed through a few tanks of gas? Even better, with the high suggested retail price of the CR, the optional jetting should be included as part of the owner's manual/tool kit.

After leaning out the jetting on our bike, much of the blubbering went away, but we never did end up with a crisp-running machine. It took several minutes of hard running through the gears before the Husky would respond below half throttle.

#### POWER DELIVERY

There's not a whole lot of punch at lower revs on the Hooska, but there's a nice blast over a fairly broad mid-range. The bike will tolerate being revved out but is happier in the fat part of the powerband. By shifting a bit early, the Husky will accelerate hard enough to be competitive, but if you shift too early or too late, you'll lose ground to bikes with broader and more usable power.

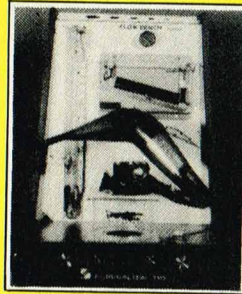
Needless to say, gear selection is critical. In terms of sheer speed, the Husky will out-pull a Honda 250 to the first turn, simply because it will rev further. The Honda, by comparison, pulls hard very early, then falls on its face. With the Husky, the clutch must be abused to get the revs up, then the bike will pull with authority.

On a tight and twisty track, the Husky rider will have to work very hard to stay up with other 250s, but on a track with some room, the power is enough to get the job done.





## FLOW-BENCH PORTING — RACING PARTS



### FLOW-BENCH PORTING

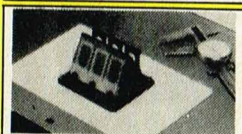
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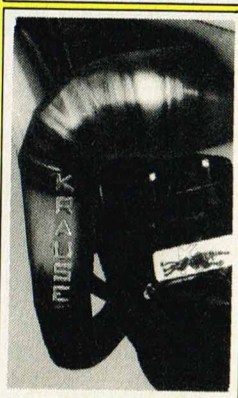
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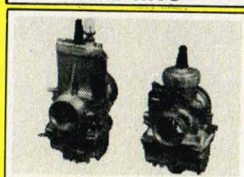
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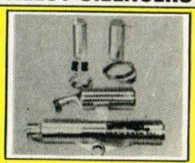
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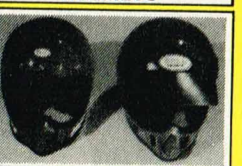
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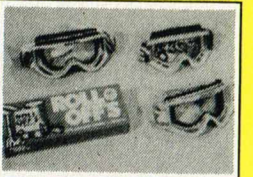
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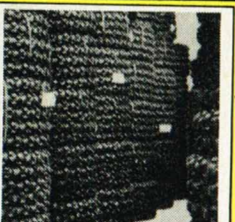
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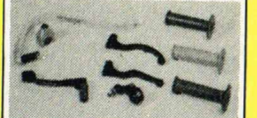


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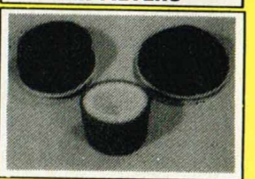
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## HUSQVARNA 250CR

Actually, when all is said and done, the power characteristics of the 250 Husky are much more suited to desert and cross-country work than to motocross. Once a rider gets used to the slightly long throw of the Husky gearbox, the shifting is smooth enough and positive for constant stirring.

It would have been nice to see just how the Husky would have performed with perfect jetting, but our patience ran out after a number of bothersome trips inside the hard-to-work-on Mikuni flat-slide carb.

### HANDLING

Our bike felt far superior to the XC500 we tested a few months back. Both ends felt firm but correct, with the forks being slightly on the harsh side over a square-edged bump but certainly superior to all of the Japanese forks, with the exception of the Suzuki.

It's been our experience that Husky forks improve with time on them as the seals seat in, and the right oil level, viscosity and type are dialed in for your riding style.

At the rear we found little wrong with the Ohlins single shock. It took big bumps well, ignored little bumps, and let the rider know where the rear was at all times. Travel is ultra-long at 13.8 inches, perhaps a bit too much for motocross, but for cross-country charging, it's a plus!

Our test bike tracked as straight as a falling safe at high speeds and turned well in everything but very tight, slow-speed turns. Here, the tallish saddle and high center of gravity extracted a price and made the CR clumsy in low-gear, creepy-crawly turns, especially in sand. We said tall, and we mean it.

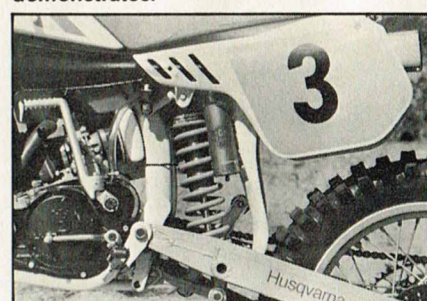
Think about a 15.4-inch ground clearance! Excellent handling habits were displayed at all medium and high speeds, even on slippery hard-packed ground. No doubt, much of this can be attributed to the excellent Metzeler tires that come stock on the CR versions of the Husky.

### LAYOUT AND FEEL

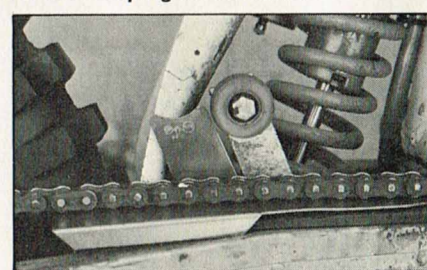
Even though the bike is tall, sitting and standing positions are quite comfortable and very natural. Bigger riders felt very much at home on the Husky, but riders under five feet seven inches will more than likely investigate lower machines.



With a great rear suspension and top-level Metzeler tires, the Husky hooks up well, even on baked-dry terrain. Tim Hanna demonstrates.



A superb Ohlins shock does 13-plus inches of impeccable travel work. Both adjusters for the damping are external.



Here's an answer to the chain sawing problem. Uptite Husky makes this sturdy protector that bolts right on. Price is \$18.85.



Bombs away!

The 250CR is slim through the midsection, and the smooth transition of the saddle into the tank is well thought out. Even though the gas tank is a generous 2.6 gallons, it feels thin and does not bother the rider.

What does irritate the rider is the heat from the exhaust pipe as it toasts his leg. Also, on the right side of the bike, the rider tends to put his heel on the brake pedal link when braking, stifling proper braking feel.

### GLITCHES

Detailing on the Husky is depressing. The upper chain roller is mounted on an aluminum arm that gets chewed up by the chain. It chews the chain up prematurely in return. Reversing the location of the brake cable on the XC500, the CR has its cable down low. It still rubs the edge of the swingarm.

Clutch pull should be lighter and the clutch lever is located too far from the grip for most normal-sized hands. Same with the brake lever, but that can be adjusted inward somewhat.

The clutch does not handle abuse well and protests when hot by creeping in toward the grip.

Plan on having the plastic airbox lid fall off soon unless you zip-tie it or screw it firmly into place.

Plastic badges on the tank will crack almost immediately. Don't even ask what replacement badges cost.

A Magura kill button should be replaced before you ever race the bike. Its sole goal in life is to expire at just the wrong time.

### GOODIES

It's hard to argue with the high quality of the Ohlins dual-adjuster shock.

Wheels seem to be strong, and after initial settling in, are resistant to bending and spoke breakage.

And they are wrapped, as noted, with Metzeler tires. The good ones.

A rebuildable aluminum muffler keeps noise very low for a MXer.

The massive filter will handle dirty air well in the longest of races, and the bike is fairly waterproof.

It's nice to have a warranty on a race bike, a Husky exclusive, and it's even nicer to know that your engine comes with a forged piston, instead of a cheap cast item.



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## HUSQVARNA 250CR

### THE BOTTOM LINE

As it stands, the Husky is all the bike any rider will ever need until he's a fast intermediate or an expert. It's easy to ride, has forgiving handling and no real vices. It will warn you when you're past your skill level, rather than spit you off.

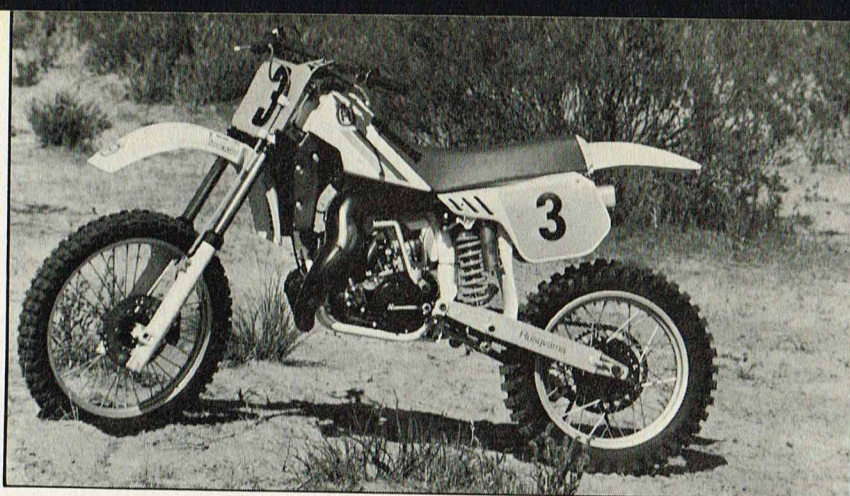
A fast rider will need and want more power, especially more explosive power, but the average rider will find that the bike encourages working a little harder to go a little faster.

It's certainly not perfect, and the jetting hassles are inexcusable, but the more you ride the bike, the more you learn to trust the handling.

Only one thing is puzzling to us. Why would anyone buy the five-speed CR version of the 250, when the six-speed XC version offers so much more versatility? The XC is only two pounds heavier, has a larger gas tank stock and will be as happy in Baja as it is on the MX track.

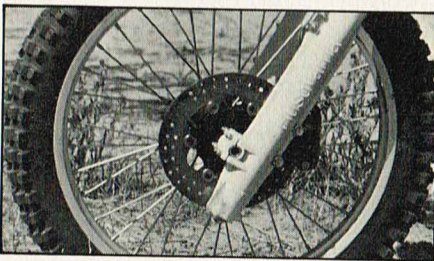
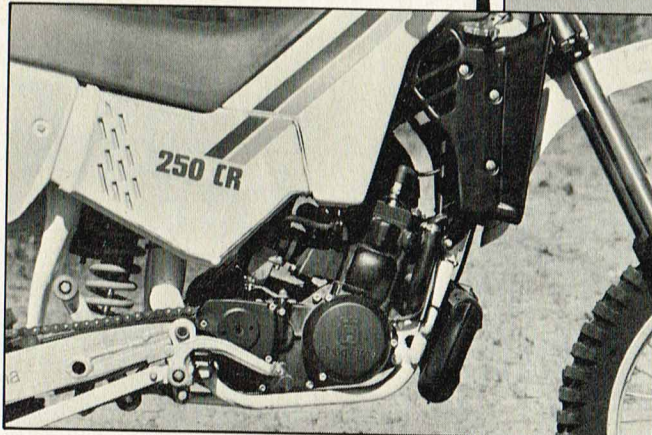
Still, for the MX purist, this represents the fastest 250 Husky motocrosser yet, and the first competitive one in almost a decade. □

**No doubt the fastest Husky 250 ever, this engine still does not produce much power right off the bottom. The brake side of the engine is almost hidden by the low-slung gas tank.**



### HUSQVARNA 250CR

Engine type	Single-cylinder, liquid-cooled, 2-stroke	Tire size and type:	
Bore and stroke	69.5mm x 64.5mm	Front	3.00 x 21 Metzeler MX-Enduro
Displacement	244.7cc	Rear	4.50 x 18 Metzeler MX-Enduro
Carburetion	38mm flat-slide Mikuni	Suspension, type and travel:	
DB recommended jetting:		Front	40mm Husky telescopic, air-oil, 300mm (11.8 in.)
Main jet	390	Rear	Ohlins single shock, adj. comp./reb., 350mm (13.8 in.)
Needle jet	Q4	Intended use	Motocross
Jet needle	6FJ40 or 6FJ41	Country of origin	Sweden
Pilot jet	35	Retail price, approx.	\$2895
Slide number	3.5 or 4.0	Distributor/Manufacturer:	
Fuel tank capacity	10.0 L (2.6 gals.)	Husqvarna Motorcycle Co.	
Lubrication	Pre-mix, Bel-Ray at 40:1	4925 Mercury St.	
Gearbox ratios:		San Diego, CA 92111	
1	18.95:1	Overall rating of bike, keeping intended use in mind:	
2	15.21:1	Handling	Excellent
3	12.11:1	Front suspension	Very good
4	10.21:1	Rear suspension	Excellent
5	8.61:1	Power	Good
Gearing, front/rear	14/52	Cost	Fair
Ignition	Motolap CDI 0-63	Attention to detail	Fair
Recommended spark plug	Autolite	Effectiveness, stone stock	Good
Silencer/spark arrester	Aluminum silencer only	This rating system 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.	
Wheelbase	1520mm (59.5 in.)		
Ground clearance	390mm (15.4 in.)		
Seat height	975mm (38.4 in.)		
Rake/trail	27°/120mm		
Wet weight, no fuel	226.5 lbs.		



Quite possibly the best front brake to ever be delivered on a Husky. It's bracketed by decent 40mm Husky forks.

A slim bike at the midsection, the new-generation Husky lets the rider move around with no snags or hassles, but plan on getting a warm left leg from the unshielded pipe. ▶

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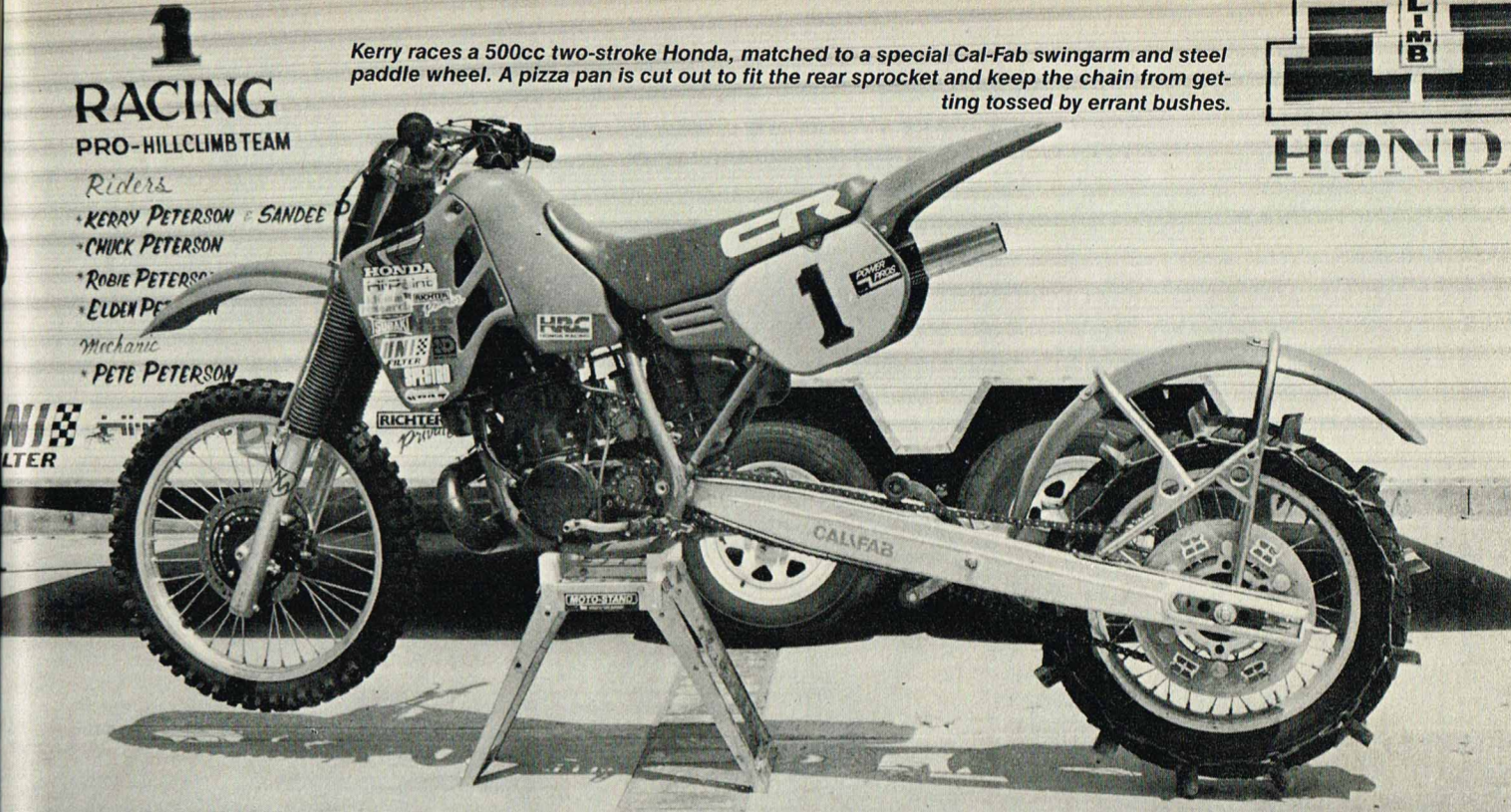


## KING OF THE HILL

◀ How'd you like to ride a ten-foot-long, 200-horsepower motorcycle up a sheer cliff? It's all in a day's work for hillclimb champ Kerry Peterson.



Even with his arm still bandaged from his recent accident, Kerry is planning on competing at this year's Widowmaker hillclimb. The man has guts and fortitude.



Kerry races a 500cc two-stroke Honda, matched to a special Cal-Fab swingarm and steel paddle wheel. A pizza pan is cut out to fit the rear sprocket and keep the chain from getting tossed by errant bushes.

# MOVING MOUNTAINS

Kerry Peterson's climb to the top

By Dennis Cox

You know the one. That easygoing trail that suddenly ends at the base of the meanest, nastiest-looking vertical ascent you've ever seen. You and your buddies spent the better part of the day trying to make it up to the top, until finally, one of you inched his way over the crest.

The scabs, bruises, wasted rear fenders, loop-outs and bent bars were worth it once you had made it all the way to the top. That rush of adrenaline was something you never forgot. King of the hill! What an apt expression. There is something almost mystical about climbing hills like that. Gnarly hills inspire fear and awe in even the most accomplished riders.

Well, did you know there is a rider who has climbed hills even meaner and nastier than any you've ever stared forlornly up? His name is Kerry Peterson, and he's climbed the baddest hill there is. Not once, but *three* times. What hill is that, you say? That little ol' hill is the Widowmaker hillclimb, located outside Salt Lake City, Utah.

### WHY DO THEY CALL IT THE "WIDOWMAKER"?

In the World Championships of hillclimbing, the Widowmaker stands at the head of the list as the toughest, roughest and richest hillclimb going. Anytime someone climbs the hill, they move it over and make it even tougher in an attempt to foil riders from climbing its slopes which have nearly an 80-degree incline. From top to bottom, the Widowmaker has nearly a 1200 foot elevation change.

To get an idea of what it's like to climb something like that, imagine climbing the Empire State Building with a near-vertical wooden ramp. Not something for the faint of heart, that's for sure.

Kerry Peterson is the acknowledged master of the Widowmaker hillclimb. He blasted his way to the top in 1981, 1983, and 1984 (he broke in 1982) to win the event in front of millions of television viewers, and to propel hillclimbing up there as a legitimate sport all its own. Kerry also holds the record for the fastest ascent ever up the Widowmaker's rugged slopes. The run was an incredible 32-second spurt up the hill in 1983—a record that still stands today. If you can imagine what it would be like to go straight up 1200 feet in 32 seconds, you can get some idea of just what it is this man has done.

It would be a pretty safe bet to say that Kerry Peterson is the king of the hillclimbing sect. We met with Kerry at his Southern California home to talk about this increasingly sophisticated sport of hillclimbing, the Widowmaker, and his climb to the top of his chosen profession. Kerry's right arm was in bandages from an earlier get-off that came close to severing the 29-year-old's throttle hand. An unseen rock in the grass at a local race had launched him over the bars, and the steel paddles on the rear wheel had cut to the bone.

Kerry had just begun therapy on the arm to get it back in shape for this year's Widowmaker hillclimb. Kerry Peterson is as determined as ever to get to the top.

**DB:** What got you into hillclimbing?

**K.P.:** My brother and I were your typical weekend warriors. One day we went out and watched a local hillclimb, and we thought we'd enter. We'd always liked climbing hills out on the trail, anyway.

**DB:** Did you win your first time out?

**K.P.:** Strangely enough, yes. I rode a 501 Maico and won the stock class. I rode a few more times and became hooked. In 1980 I bought a big-bore Triumph and moved up to the Unlimited class. That was the most serious class in hillclimbing at the time. Around 1982 I started picking up sponsors and got a Maico/Wheelsmith ride.

By 1983 I was starting to win quite a bit, but Maico pulled out, so Honda stepped in and gave me a bike and parts.

**DB:** How has the Honda ride worked out?

**K.P.:** They're great people to work with, and the bikes work real well. In 1984 I won just about every title there is in hillclimbing for them, and 1985 is looking real good if I can get this arm all healed up right.

**DB:** What happened in your accident?

**K.P.:** It was at the state (California) championships. Normally you don't get practice runs at the hill, but the promoter wanted us to do some runs for the TV crews. Unbeknownst to myself and the other riders, the start had been moved, which sent us up a different part of the hill than we had been running. I took off through the grass and pegged a rock dead square, and the bike came up and pitched me over the bars. The

## 1 RACING PRO-HILLCLIMB TEAM

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• ROBIE PETERSON

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Mechanic

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steel paddles landed on my arm and chewed it up kind of badly. They got me to the hospital real quickly and patched me up, though, and with some therapy I'm hoping to ride the Widowmaker this year.

**DB:** Would you say hillclimbing is a dangerous sport?

**K.P.:** There's always that danger factor with these steel paddle tires, but generally, hillclimbing is pretty safe. We haven't had anyone killed or anything like that. You're the only one on the hill at the time, so there isn't anyone who's going to run over you like in a race.

**DB:** What's professional hillclimbing like?

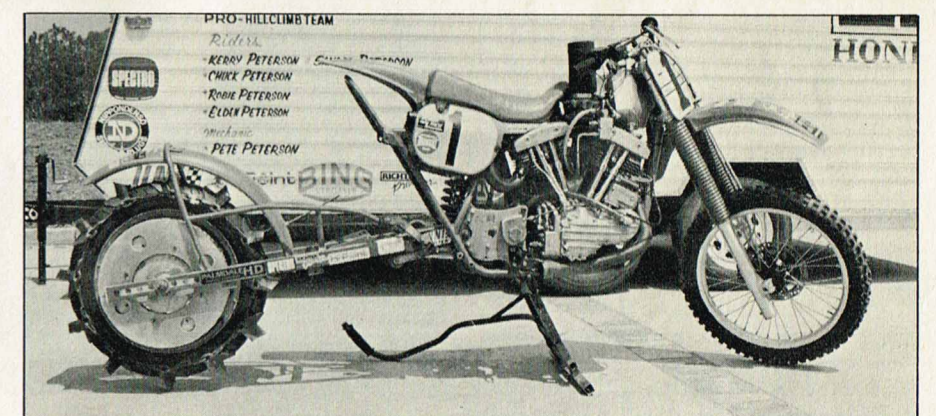
**K.P.:** When you get to the top of a hill like, say, the Widowmaker, and you've got 20 to 30 thousand people screaming and honking their horns, you feel like you're on top of the world. It's a neat feeling. You get a sense of fulfillment that doesn't happen every day. You've beaten the other competitors, and you've beaten the mountain.

**DB:** Is hillclimbing the same all across the country?

**K.P.:** Back East they tend to run hillclimbs for speed. They're more like drag races up hills than real hillclimbing. Out West we like to climb the gnarliest hills we can find. That's why I like to ride Widowmaker. When the Eastern riders come out to Widowmaker, the AMA number one hillclimber from back there goes maybe 200 feet up the hill.

**DB:** It sounds like there's a rivalry there.

**K.P.:** As far as we're concerned, the hill-



Unlimited class. The mere name tells you what this baby is all about. Kerry uses a fuel-injected 1200cc Harley in a C&J frame for his unlimited hillclimb excursions. This bike has topped the Widowmaker three out of the last four years.

climbers back East aren't hillclimbers, they're drag racers. We're after the gnarliest hill we can find. That's what hillclimbing is to us. That's what I feel, anyway. As far as I'm concerned, if they took away the timing lights they're using these days, I'd love it.

**DB:** Is hillclimbing becoming more professional?

**K.P.:** Not just more professional, but the bikes are getting more and more sophisticated each year. You're starting to see a lot of dealer-supported riders. In states like Montana and Utah, people in the most backward hick towns know about hillclimbs. Widowmaker gets national television coverage every year, and more and more outside sponsors are getting involved. With the increasing

professionalism, you're starting to see younger riders on the circuit. In the past, most of the top guys were older, but now a new generation of riders is coming along.

**DB:** Why is that?

**K.P.:** Think about it. It's easier to make a 32-second run and walk away with \$5000 than it is to ride two 30-minute motos and win maybe \$1000. You're starting to see some hot motocross riders getting interested in this sport now. You guys should come out to the Widowmaker and try it yourselves.

**DB:** Yeah, well, we'll see about it. You got a bike for us to ride?

**K.P.:** Sure, you can try my ten-foot-long 200-horsepower Harley. How about it?

**DB:** (Gulp!) Sure, why not? □





Amazing how an expression can tell the whole story. Cunningham seems to be saying, "It wasn't the greatest ride I've ever been on, but I won, so I guess I liked it!"

# HI-MOUNTAIN NATIONAL ENDURO

T.C. picks up a one-pointer

By Paul Clipper

For 35 years a club known as the Cal Poly Penguins has been putting on an enduro in the coastal hills of Southern California. Named after California Polytechnic State University in San Luis Obispo, the Penguins put on their run in the rugged mountains northeast of town.

It looks like an idyllic place to ride, from a distance. But, like most of the rest of California, it is arid and prone to severe erosion, and it is not an unpopular place to ride. Consequently, the trails are packed down to the consistency of concrete, studded with whoopedos and deeply carved with rain ruts from the annual monsoons. Add to that two other facts—that the Forest Service regulates the area to ensure that the entire county is not denuded of vegetation, and that most of the bottom land is privately owned—and you come up with a formula that doesn't allow for the best possible National enduro site.

## USE WHAT YOU'VE GOT

The Hi-Mountain National Enduro was not a perfect run. There was a lot of grumbling about too much use of dirt roads and asphalt roads—the only method the club has to transport riders from one "test" section to the next, and a few complaints about the high speeds necessary on the fire trails to take points away from the rider. These fire trails seem to be either uphill or down—no in between—and if you make the wrong decision in either direction, it usually means



Bill Fullmer, Jr. left behind the local family enduro scene to chalk up a sixth overall aboard his KTM.



"I'm not really an enduro rider. I'd rather ride hare scrambles." Kevin Hines justifies his 13th-place finish.

a quick trip off the back of the bike or over the bars. Bruises are always free at the Hi-Mountain enduro. You can take home as many as you can carry.

Still in all, the race was *technically* very well run. The check locations were spot-on, there were no problems with the timing, and in the end the Penguins managed to take a point away from Terry Cunningham on his way to the overall win, and many of us didn't think they'd manage that.

"I rode the Hi-Mountain one year," said Husky rider Dave Bertram after the event, "and I lost only three seconds over the entire course. I thought I was a shoo-in for the overall, but Tom Webb dropped only one second, and I wound up eighth overall! This year it could have been tougher, but you have to take the good with the bad. Not all Nationals can be the best Nationals." It wasn't the best National for Bertram, as he picked

up two points and had to settle for second on his home turf.

Third place saw a slight bottleneck of riders who dropped three points. Among them was Larry Roeseler, taking a break from the desert races to spend time on his Husky four-stroke. Larry unfortunately burned the second check—unfortunately, because through the rest of the run, he lost only one point; had he not burned the check, he would have been tied with Cunningham. Instead, he wound up tied in points with California rider Jeff Irwin.

## BOTTLENECK VICTIMS

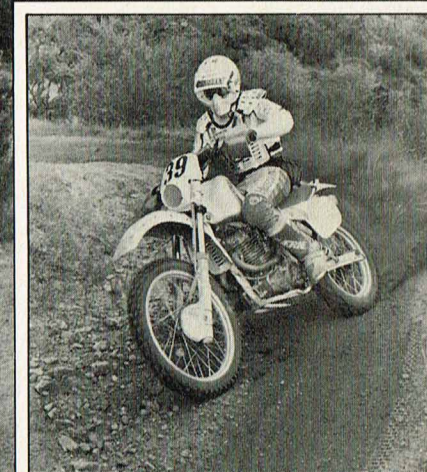
Kevin Hines had a bad day, dropping too many points and finishing 13th overall. "I thought it was too easy for a National event. They had some checks where you were bottlenecked all the way in, and it was just a matter of luck who you got behind. It was a typical California National enduro."



Even on his home turf, Dave Bertram couldn't defuse Cunningham's drive. He dropped two points for second overall.



Local Husky rider Jeff Irwin put in a good ride for fourth overall.



Larry Roeseler aboard the Husky four-stroke. If he hadn't burned the second check, he would have beaten T.C. on tie-breaker scores.

The other two Husky riders, Fritz Kadlec and Randy Martin, burned a check each and lost a few late points to finish fifth and seventh, respectively. Six Day rider Ray Mungenast came out for the Hi-Mountain with Hawkins but scored a flat tire and wound up sitting out the finish of the race.

Three local riders distinguished themselves by cracking the coveted top ten. Bill Fullmer, Jr., Rob Mesecher, and Scott Sampson usually amuse themselves by trying to beat each other out of District 37 enduro overalls, so they are well acquainted with the Hi-Mountain terrain. They finished sixth, eighth and ninth, respectively. Tenth place was the sole property of Can-Am rider John Martin. He thought the day was fun, but not necessarily a race. "Since the Forest Service won't let you run off-road around here, they have to do what they can," Martin commented about the club. "They increased the speeds and tried to make us kill ourselves—and take some points away, which they succeeded with in some places, but it was basically a rally ride. Good sight-seeing, though!"

And what about a few comments from the winner? "Well, I'll tell ya," Cunningham



Cary Mackenroth, the man behind the Performance Products enduro computer, stopped by to make sure everyone was programmed right. Here, he tunes in Randy Hawkins for his seventh-place finish.

said, "it was a lot better than I expected. I heard that for the past four or five years the Hi-Mountain has been a zero run, but hey, they took a point away from us. They had plenty of emergency (tie-breaker) checks, and if it went to a seconds run, they would have been able to break it up that way. All in all, it was a good run; they just don't have the terrain here to challenge you."

Which is just about it, in a nutshell. If 15 riders were tied with zeros, the story would end a little differently, but taking a point away from Cunningham seems to be difficult in the best terrain. The Penguins managed to do it, even if all they had to work with was mostly fire roads; and with a handicap like that, they did a pretty good job. □

OVERALL RESULTS: HI-MOUNTAIN NATIONAL ENDURO		
1. Terry Cunningham	.....	Hus
2. Dave Bertram	.....	Hus
3. Larry Roeseler	.....	Hus
4. Jeff Irwin	.....	Hus
5. Fritz Kadlec	.....	Hus
6. Bill Fullmer, Jr.	.....	KTM
7. Randy Hawkins	.....	Hus
8. Rob Mesecher	.....	Hon
9. Scott Sampson	.....	Hon
10. John Martin	.....	C-A

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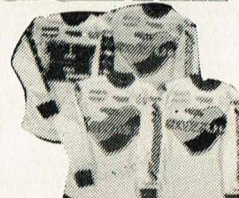
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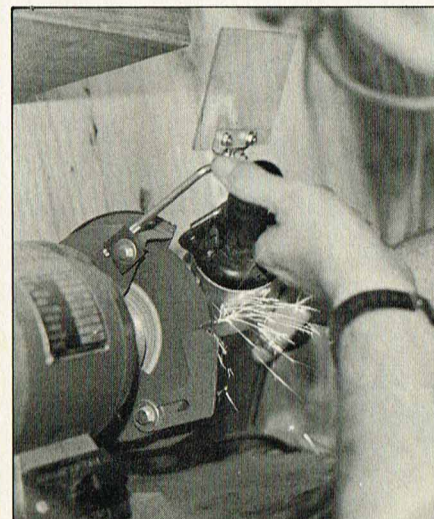
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# BLOW-OUT REPAIR

# REPACKING UNREPACKABLE MUFFLERS

## Conquering the rivet

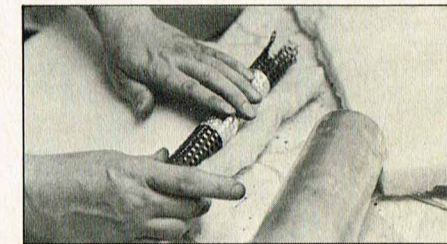
By the DIRT BIKE Staff



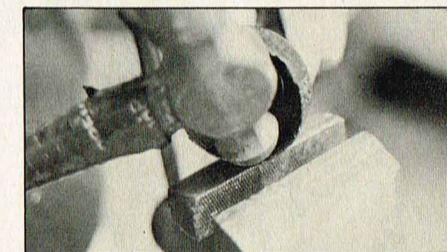
The little things that make a muffler unrepackable are called "rivets," and it's a good idea to let them know who's boss right away. Before you get out the drill, grind away as much of the rivet head as possible, being careful to avoid grinding away any aluminum.



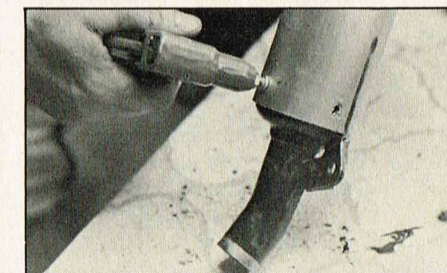
Finish the work you started with the grinder by drilling out the body of the rivet. A 1/8-inch drill bit is what you'll usually need. This size is also common to most pop rivets, which will be used to reassemble the silencer.



Lay out a sheet of packing material (fiberglass sheeting made for the purpose and available from any bike shop), lay the silencer core at one end and roll it up. Packing it very tightly will give you the best performance and longest life; loose packing will be quieter but won't last long. Hold the rolled-up core together with a piece of tape and slide it back into the body.



It makes good sense to prepare the end cap by smoothing out any deformities you may have caused during disassembly. If the holes are badly gouged out, you might consider drilling new holes for reassembly, although you must be careful that you put the end cap back on properly lined up with your mark.

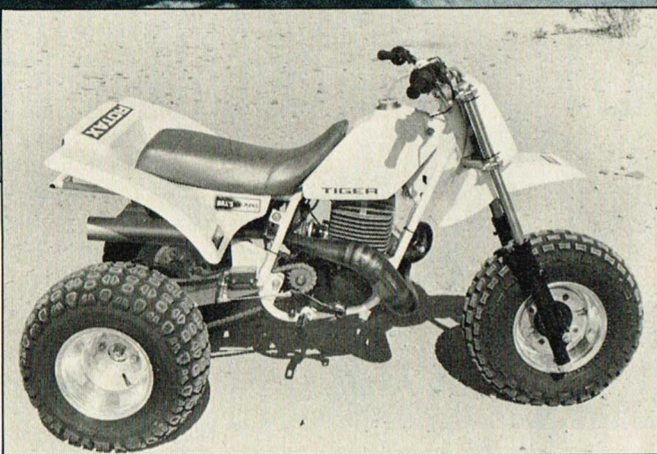


When everything's lined up and finished, you can pop rivet the muffler back together. We suggest using steel pop rivets rather than aluminum, for the sake of durability. Just make sure you choose a rivet with the proper body length. When you're done, put it back on the bike and hit the trail! □

## TIGER 500 ATV IMPRESSION



Cornering is no problem. A simple squirt of the throttle brings the back end around.



The big 500cc Rotax engine really produces the frantic factor on the Tiger. No one will be looking for more horsepower on this machine.

# COMPLETE INSANITY

The last word in killer three-wheelers

By the DIRT BIKE Staff, with input from the boys at DIRT WHEELS

Photos by Tom Webb & Kevin Sirois

Powerful 250cc ATVs can be fun. There's a certain amount of thrill to be found from plenty of torque and all the traction two fat rear tires can deliver. Wheelies are second nature, and since you're close to the ground, even a wheelie over backwards is a laughing matter. When you keep the front end on the ground, the reward is amazing acceleration that can literally bring tears to your eyes. The experience is that much more impressive because you have three wheels to control, not just two.

Yep, an ATC250 or a Tecate can be plenty of thrill under the right circumstances, and for most of us these 250 racers are all the thrill we'll ever need. However, wouldn't you know there's a small sect of people who can't leave well enough alone, and keep insisting on building even bigger machines.

### WHICH WAY IS FORWARD?

Such a company is Tiger ATV Ltd. By our book they have moved the three-wheeler horsepower war into never-never land. Listen: How would you like to climb off your Honda and onto a cobby white fiberglass machine, kick it over, put it into gear, drop

the clutch, and flip right over backwards without moving a foot forward? They have a beast known as the Tiger 500 that specializes in this sort of thing.

The heart of the beast is a 482cc Rotax two-stroke. It is fed fuel by one of the legendary 40mm Type 55 Bing carbs, and it doesn't suffer one bit from lack of horsepower. Clutch and throttle control are extremely important on the Tiger, because keeping your weight forward seems to have little or no effect in controlling unwanted wheelies. We found that the best way to ride it was to get into the high gears and let the torque control the ride. Revving it out and riding on the fat part of the powerband is an exercise in lunacy, in our opinion, and something best reserved for strong riders with paid-up insurance policies.

### GROUND CONTROL

Tiger builds its own chassis for the 500cc machine. The front suspension is handled by a pair of Marzocchi 36mm forks in a set of trick-looking machined triple clamps. The rear end looks quite strong, with a beefy axle and a single Fox shock.

Everything seems well set up; the few

times we could hold the throttle steady through the bumps proved completely painless. But the key to a smooth ride is throttle control—if you forget what you're on and twist the handle wide open, things happen very quickly and violently.

The same holds true for the Tiger's turning manners. Squaring off a turn with a blast of throttle or power sliding around a sweeper is a simple matter, but if you give it too much, the machine either comes completely around or darts off in a totally unexpected direction, front wheel clawing at the sky. It's a thrill, but controlling it can become tiresome.

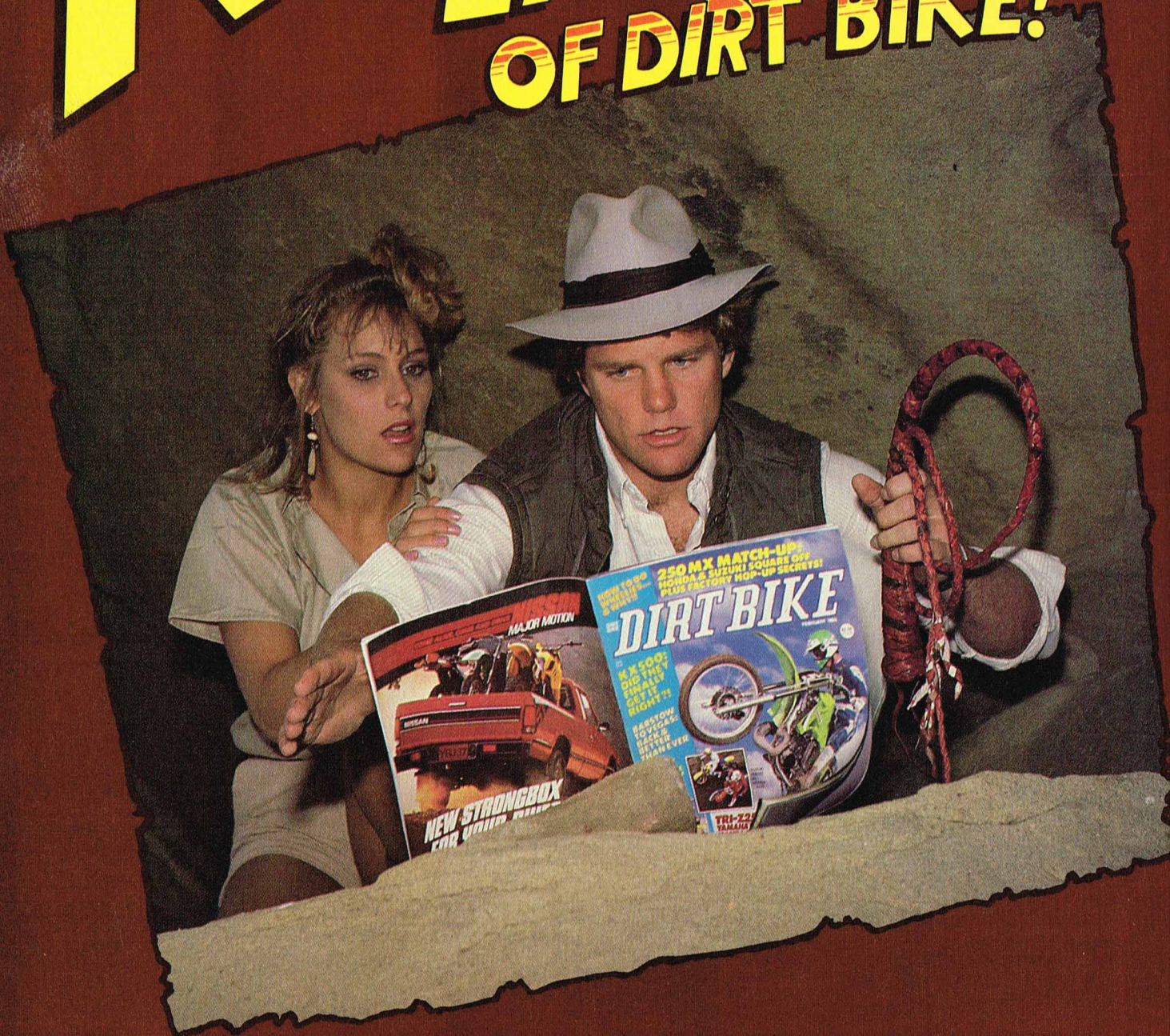
### NOT FOR THE FAINT OF HEART

The short amount of time we spent on the Tiger was enough to convince us that the average rider has no business even thinking about riding one. It is scary fast and violent and demands the kind of control that only a serious racer can provide. But if you're that serious, we're hard-pressed to name something that could get in front of you when on the Tiger.

For more information contact Tiger ATV Ltd., P.O. Box 21-097, Eagan, MN 55121. □



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## INDIANA HOLLEY & THE TEMPLE OF ZOOM

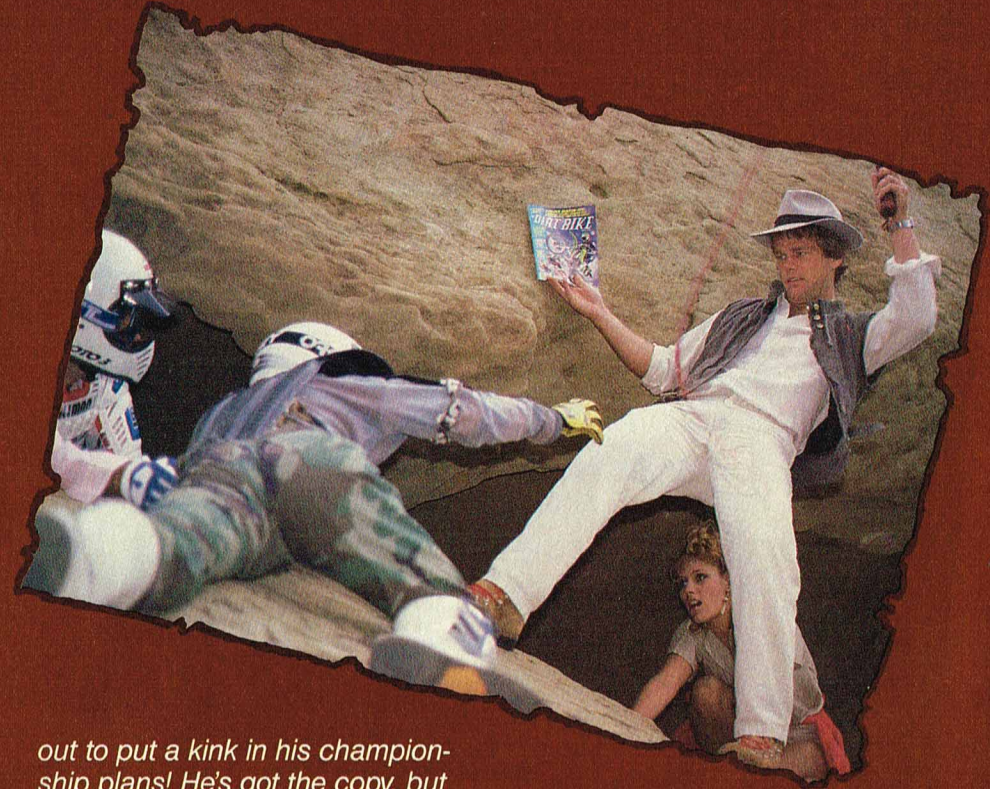
Join us now as our hero desperately seeks the secret to Fun and Excitement in the world of dirt bikes. Our story so far: It seems that Indy's faithful companion, P.I. Tootsie, has forgotten to send in Holley's two-year subscription to **DIRT BIKE**—and now he can't find a copy on the newsstand anywhere! What will he do? Where will he go? Who will try to stop him?!

### ADVENTURE!

SEE the death-defying double jumps and gnarly whoops in bold color photos galore! SEE how to hop up your bike and make it go faster than it's gone before! SEE the races, the interviews, the how-to-ride guides and more, much more! See it all in **DIRT BIKE** each and every month. Subscribe now before it's too...

### DANGER!

But wait! There's trouble brewing for our man Holley. He's getting too fast, riding too stylish. He must be reading too many issues of **DIRT BIKE**. His competition is



out to put a kink in his championship plans! He's got the copy, but can he keep it long enough to learn the Secret of Zoom?!

### SUSPENSE!

Meanwhile, back at the cave... Tootsie has discovered a treasure of her own. It's the **DIRT BIKE** discount! With the help of the special coupon found only in copies of **DB**, Indiana (or anyone!) can save a daring 46% off the

cover price with a two-year subscription or a thrilling 38% with a one-year deal. Holley seems to be a bit preoccupied right now, so Tootsie is going to go right ahead and order a subscription for him. What are you waiting for? Don't tune in next time when you, too, might have to go hunting for **DIRT BIKE**—subscribe today!

# DIRT BIKE

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YAMAHA IT200N

# BABY BLUE

The "Easy Rider" of the 200 class

By the DIRT BIKE Staff

Minimal changes have been posted for the IT200 this year. As a matter of fact, the only change we were notified about was a switch from a steel reed to a fiber reed in the intake system. Poking around in the owner's manual revealed this fact to be true, but we also uncovered a change in compression ratio—from last year's ratio of 8.4-to-1 to a current ratio of 7.7-to-1.

The obvious question is, was this enough? We liked the IT200 last year and only found fault with the size of the fuel tank and the difficulty of getting our weight forward in the turns. Indeed, the IT200 didn't really need much in the way of change to stay competitive for '85, and although we once again have the bulbous tank, on the positive side, the IT's changes have resulted in a bike that starts easier, has more low-end power, and theoretically can now run on lower-octane fuel.

#### DISSECT THE POWERPLANT

Even if a lower compression ratio means the bike will run on cheaper gas without detonating, we would still suggest you use premium fuel in the IT. Cheap gas may go through the bike without causing any problems, but it also doesn't burn as well as the good stuff, and therefore doesn't make as

much usable horsepower. And in the 200 class, horsepower is the name of the game.

The combination of fiber reeds and perhaps simply the way Yamaha put the engine together this year, has really brought out all the low-end power characteristics of this engine. The IT is amazingly torquey. One of our testers took the bike out for a ride after fighting off a case of the flu, and the last thing he wanted to ride was a screamer. He claims to have spent the day firmly planted in the saddle, shifting only when the bike complained loudly, and he returned to the office babbling wild stories about 200cc's of grunt.

It's true. Throughout the test the IT was a barrel of surprises; this is one 200 that won't fight you if you get tired. We chugged through many tight mountain trails, sometimes leaving the transmission in third rather than punching down and screaming it, and the IT consistently resisted gagging and stall-

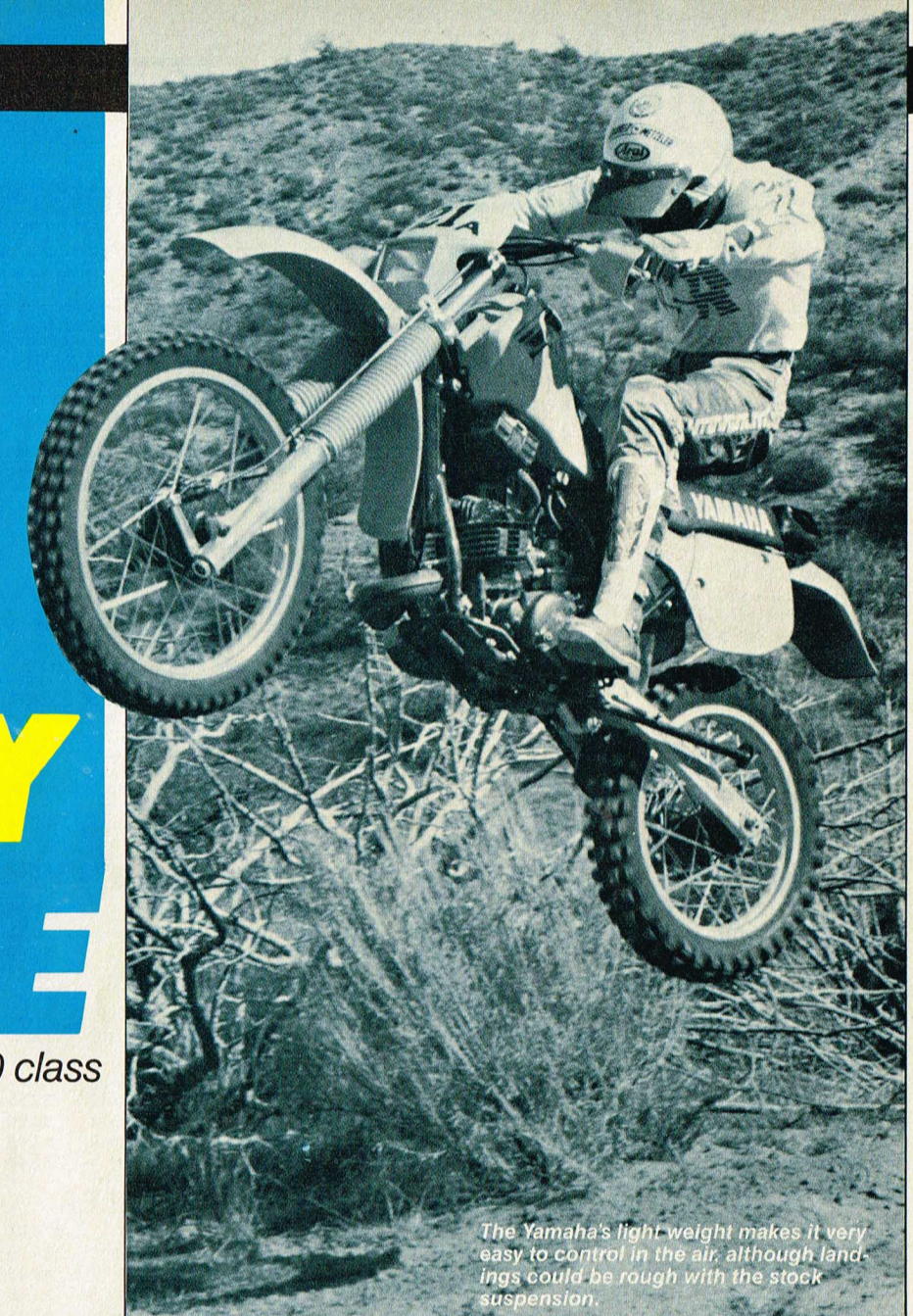
ing out. Even at ridiculously low speeds the bike would rattle and complain, but it would still pull clean from idle.

The causes of this are abundant low-end power and sensible gear ratios. There is still a good mid-range punch in the IT powerband, and plenty of revs, but the impressive part is the torque. You can get lazy on the IT and still have fun.

#### HANDLING AFFAIRS

Cut-down 43mm forks again hold up the front end of the IT, and they are still excellent units. Of course, we wouldn't mind seeing full YZ travel on these babies, but even in the short form they take bumps amazingly well. The shorter travel also allows you to get your feet on the ground, so for that we aren't complaining. They got a "10" last year, and they deserve another one.

The monoshock rear does a good job, but is kept busy on heavier riders due to a soft spring. This enduro version of the Mono-



The Yamaha's light weight makes it very easy to control in the air, although landings could be rough with the stock suspension.

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Model	Piston Kit	Model	Kit
YZ80 J-K-L	\$35.50	YZ80 J-K-L	\$42.00
YZ100 J-K-L	28.00	YZ100 J-K-L	46.50
YZ125 J-K-L	44.50	YZ125 J-K-L	50.50
YZ250 J-K-L	64.00	YZ250 J-K-L	45.00
YZ490 J-K-L	60.50	YZ490 J-K-L	48.50
IT175 J-K-L	39.00	IT175 J-K-L	42.00
IT250 J-K-L	61.00	IT250 J-K-L	45.00
IT490 J-K-L	51.50	IT490 J-K-L	49.00

Piston kit consists of piston, rings, wrist pin and circlips.

Rod kit consists of rod, lower bearing, lower pin and thrust washers.

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Model	Seal Sets	Gasket Sets
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YZ100 J-K-L	9.80	10.30
YZ125 J-K-L	16.40	11.70
YZ250 J-K-L	27.20	19.20
YZ490 J-K-L	17.40	13.90
IT175 J-K-L	9.80	10.30
IT250 J-K-L	16.60	12.40
IT490 J-K-L	13.40	13.90

Prices may vary according to year of bike.



We performed all sorts of acrobatics on the IT. The only "fit" problem we had was with the kickstand. If you have size 10 feet or larger, you can expect your heel to hit the kickstand shaft and cause it to clatter in the rocks while you ride.

cross doesn't feature adjustable compression damping, which is a shame in this respect—riders who are just slightly heavier than the spring can handle could then just dial up the compression to compensate. As it is, if you weigh more than 160 pounds, we recommend a heavier spring. The rebound damping is adjustable, but our riders never varied more than four clicks from the standard setting.

On the whole, the suspension and handling are good, but we must once again complain about the high, wide tank and footpeg placement. The natural seating position is a problem, as it is very difficult to get your weight far enough forward to really make the front tire bite. As a result, you stay in the middle of the seat, and from that position the front wheel tends to wander around. It doesn't wash out or do anything rude, but the feeling is just a little vague.

To correct this, you must make sure the rear preload is correctly set. You should get about 100mm of sag sitting normally on the seat, and if the preloaded length of the shock spring falls to less than 244mm while you're adjusting this, then you need the heavier spring. This is all critical to the handling! You can't fudge the sag by just cranking the preload way up, because even if you

cure the bottoming, the front end still won't bite.

With the back end set up, the front end should work better. If it still needs more grip, you can raise the fork tubes in the triple clamps, but no more than 10mm above the top surface of the clamp. Dialed in, the IT will work quite well, but it will still be a struggle to get completely forward.

**STARTING AND STOPPING**

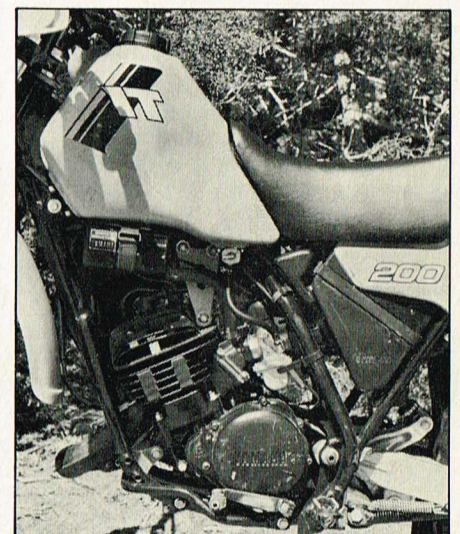
"Flinging" is a good way to describe the riding style you use on the IT. The bike is so light and small that you can literally fling it from turn to turn. It responds quite well to body weight input and feels very natural in the air. You can just putt around all day without getting tired, and if you ride it in the fat part of the powerband, it responds with the ease of a pingpong ball. No doubt about it, it's a fun bike to ride.

Hauling it down to a stop is a simple matter too, even though basic single-leading-shoe brakes are fitted to both ends. Discs and double-leading shoes are becoming standards these days, but on a bike this small and light they aren't really critical. The best thing we can say about these brakes is that they work, and the IT's main competition—the KDX200—could improve considerably by copying them.

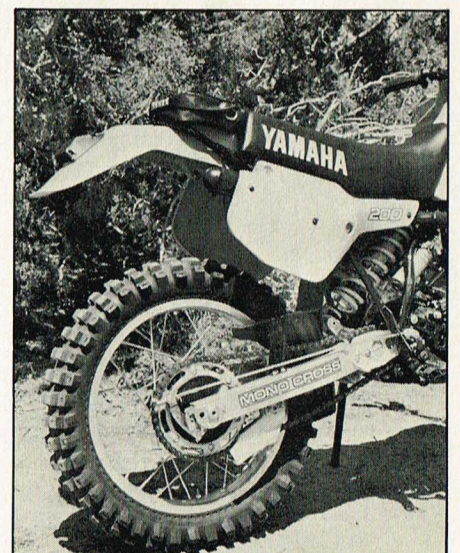
**YAMAHA IT200N**



The IT's 43mm forks definitely do the best job in the 200 class. They are plush, strong, and flex-free.



No major changes to the engine; the most noteworthy alteration came from using fiber reeds instead of steel ones. Still, power is good—torquey and responsive.



A monocross rear end is almost infinitely adjustable, but most riders will be more comfortable with the heavier spring.

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## YAMAHA IT200N

### BITS AND PIECES

One small part of the IT that we universally hated was the kickstand. We all have size 10 feet, and when we have our left foot in the right place on the peg, the heel of our boot rests right on top of the kickstand shaft. In this position the kickstand is forced down every time you stand up, and suddenly there's this *thing* sticking down below your foot, banging on the rocks. A redesign is needed here.

The stock tires will work well in situations where traction is not a problem, but if hard-baked ground makes up a major part of your riding area, you will hate these IRCs. Use something like Metzeler or Dunlop, and the IT's manners will improve immensely.

The kickstarter is designed for easy kicking, and the bike doesn't usually take more than two kicks to get going. The clutch pull is very light, making aggressive riding all that much easier. All the controls are good—nothing special, but smooth working.

Light weight! Only 211 pounds with no gas in the tank is what our scales read with the IT aboard, which is six pounds lighter than the KDX200. You can feel the light weight; it really adds to your fun.

Once again, we can't finish without praising the Yamaha owner's manual. It is one of the best manuals available anywhere and will tell you everything you need to know about tuning, adjusting or repairing the bike. They could charge you ten bucks extra for this book and it would still be worth it.

### FAST, LIGHT AND FUN

Problems: You need to pay close attention to setup in order to assure good steering. The tank is a little fat. The kickstand gets in the way.

Pluses: It's light. The powerband is wide and easy to control. The forks are perfect; the rear is good once you set it up properly.

The verdict? We like it. The IT is the lightest 200cc bike you can buy, and it has the most controllable power delivery we've ever seen on a small bike. It will make a good enduro bike and an excellent machine for trail-riding, and as long as you like the color blue, you have three good reasons to buy one. □



### YAMAHA IT200N

Engine type	2-stroke, reed valve	Tire size and type:	
Bore and stroke	66mm x 57mm	Front	90/90-21 IRC
Displacement	195cc	Rear	120/90-18 IRC
Carburetion	34mm Mikuni	Suspension, type and travel:	
Factory recommended jetting:		Front	43mm Kayaba forks, adj. comp. damping, 270mm (10.62 in.)
Main jet	330	Rear	Yamaha Monocross, adj. reb. damping, 270mm (10.62 in.)
Needle jet	P-6	Intended use	Off-road, enduro
Jet needle	6F21-4	Country of origin	Japan
Pilot jet	55	Retail price, approx.	\$1799
Slide number	2.0	Distributor/Manufacturer:	
Fuel tank capacity	11.0 L (2.9 gals.)	Yamaha Motor Corp., USA	
Lubrication	Pre-mix	6555 Katella Ave.	
Gearbox ratios:		Cypress, CA 90630	
1	2.750:1	Overall rating of bike, keeping intended use in mind:	
2	1.857:1	Handling	Good
3	1.500:1	Front suspension	Excellent
4	1.250:1	Rear suspension	Very good
5	1.080:1	Power	Excellent
6	0.875:1	Cost	Excellent
Gearing, front/rear	12/44	Attention to detail	Good
Ignition	CDI	Effectiveness, stone stock	Very good
Recommended spark plug	NGK B8EG		
Silencer/spark arrester	Yes/yes		
Wheelbase	1440mm (56.69 in.)		
Ground clearance	345mm (13.58 in.)		
Seat height	925mm (36.41 in.)		
Rake/trail	28°/115mm		
Wet weight, no fuel	211 lbs.		

This rating system 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.

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CR450/480/500R	5.63—6.81

### CLUTCH CABLES

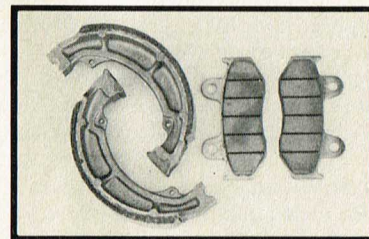
CR60/80	\$4.86—\$6.06
CR125R	6.92
CR250	6.41—7.75
CR450/480/500R	6.46—7.63

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CR125R/250R	5.62—6.83
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(Specify F or R)	
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CR450/480/500R	20.20—36.29

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### FENDERS, REAR

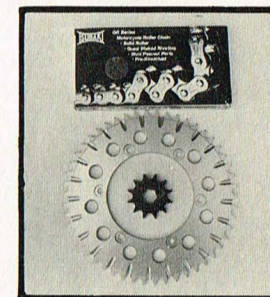
CR60/80R	\$11.88—\$32.51
CR125R	17.16—32.51
CR250/450/480/500R	17.16—32.69

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### SPROCKETS

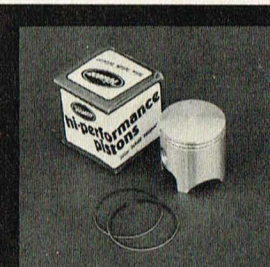
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CR60/80R	\$11.07—\$17.14
CR125R	24.69—28.17
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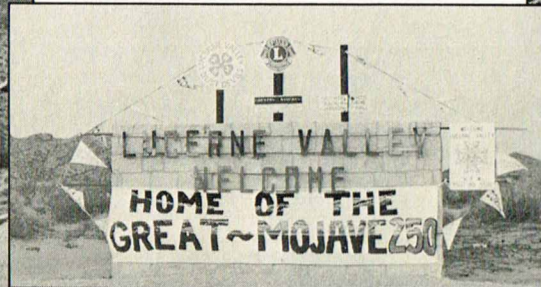
There is life after motocross

By Paul Clipper

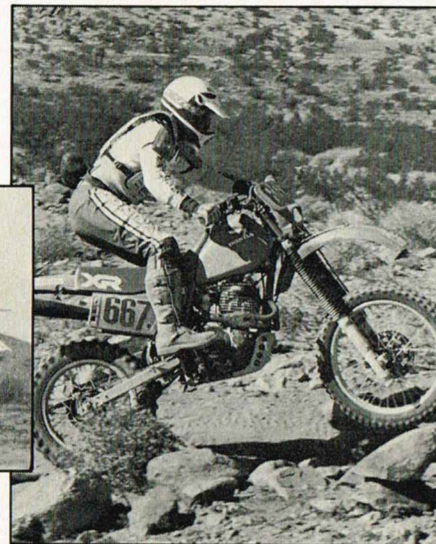
Photos by Tom Webb & Kevin Sirois



A festive welcome awaited the entrants of the SCORE Great Mojave 250. Lucerne Valley has a long history of supporting off-road racing and is proud to be the home base of California desert racing.



◀ The "Dans" team of Dan Ashcraft and Dan Smith suffered multiple mechanical problems in the Vegas 400, which resulted in a DNF. They weren't pleased about it, but winning the overall in the SCORE race two weeks earlier took some of the sting out of the loss.



Randy Morales rode solo in the Mojave 250 to a respectable third in the Open class. For the Vegas 400, he and Chuck Miller teamed up to take the Open class win.

Even though Southern California has suffered the closing of two key motocross parks, area riders are not abandoning their bikes and taking up croquet. No, with the lack of convenient riding areas within the city limits, enthusiasts are heading for the desert in droves.

Popular riding areas are seeing record numbers of what used to be strictly motocross racers carrying tools on their backs and rediscovering the joys of open riding. Not surprisingly, a good portion of them are swelling the entry lists of local desert races, and it seems that the time is ripe for anyone with a flair for promotion to start his own racing series.

Two prestigious events recently saw a larger than normal motorcycle entry: the SCORE Mojave 250 and the Las Vegas 400. It is fitting that both events were tough enough to be true tests of a desert racer's total skills, and many first-time riders were heard swearing that they'd be back again. Proof positive that there is life after motocross!

## SCORE MOJAVE 250

SCORE races used to be held in Mexico; the most famous of these events has to be the Baja 1000. SCORE found plenty of open riding on the Baja Peninsula, but a change in

attitude of the Mexican officials forced SCORE to find another place to hold their races.

Consequently, SCORE's present races are being flagged off in the California desert, and the Mojave 250 found a wide-open welcome and possibly a permanent home in Lucerne Valley. The day before the start, racers were speechless with surprise to find Lucerne's main street lined with banners and signs welcoming them to Lucerne Valley. To be there on raceday was to see a town completely overcome with excitement, and not a racer or spectator there that day will hesitate to come back.

## ROUGHEST VALLEY IN CALIFORNIA

They'd never hesitate to come back to the town; some of them may have second thoughts about coming back to the course. The badlands have an ominous look to them right outside of town, but things don't become crystal clear until you've actually ridden through the area. Lucerne is famous for rocks of every shape and size; the SCORE racers saw plenty of them. And then there are the smooth sand washes. They look great, but they are filled with the slipperiest sand you've ever skimmed a wheel across. It is so hard to control a bike in Lucerne's sand that after ten minutes of it, most riders start

praying for more rocks. Of course, after ten minutes of rocks, they start wishing for sand again. . . .

SCORE races are usually run by teams of riders, and the super team of Dan Ashcraft and Dan Smith covered the 206-mile course at the blazing average speed of a hair over 60 mph on the 500 Husky to take the overall win. Two minutes later, Chuck Pettigrew completed his solo ride aboard a Can-Am to take second overall.

As often happens in SCORE races, third overall was taken by a car, a Class 1 Unlimited single-seater with Larry Noel in the driver's seat. Just in case you think the car people can't hack it, Mr. Noel also completed the course at a 60 mph average, and the cars used a course that was ten miles longer than the bike course! This is some serious driving.

The team of Steve Buckley and Bob Johnson emerged from the Lucerne dust as the winners of the 125 class on a Honda; a win made all the more amazing by the loss of all but ten spokes because of a flat tire 20 miles from the finish. Also complaining of the dust was the team of Larry Roeseler and Kurt Pfeiffer, who rode a Husky 250 to the class win.

Winners of the Over-30 class were Steve



Will anyone ever tell Duane Summers how to back off? His wild riding style is obviously what it takes to succeed in the 125 class. Duane and teammate John Rudder have been riding the Cagiva to very respectable finishes lately.

Subith and Ken Yarnall. They would have done a lot better overall, but Subith came across a fallen rider five miles from the start and rode back to the pits to get help for him. Helping other riders has always been a tradition of desert racers everywhere, and we tip our hat to the team of Subith and Yarnall. The Over 38, old man's class was taken by Bill Saltzman, who rode solo on a KTM to finish in just under four hours.

In case you've ever wondered what it takes to maintain a 60 mph pace, ex-motorcycle racer Jack Johnson was clocked at 101 mph on a flat section in his Class 1 car. Walker Evans, of heavyweight pickup/insane horsepower fame, was clocked at 115 mph. We would assume that the bikes had to be at least as fast.

## LAS VEGAS 400

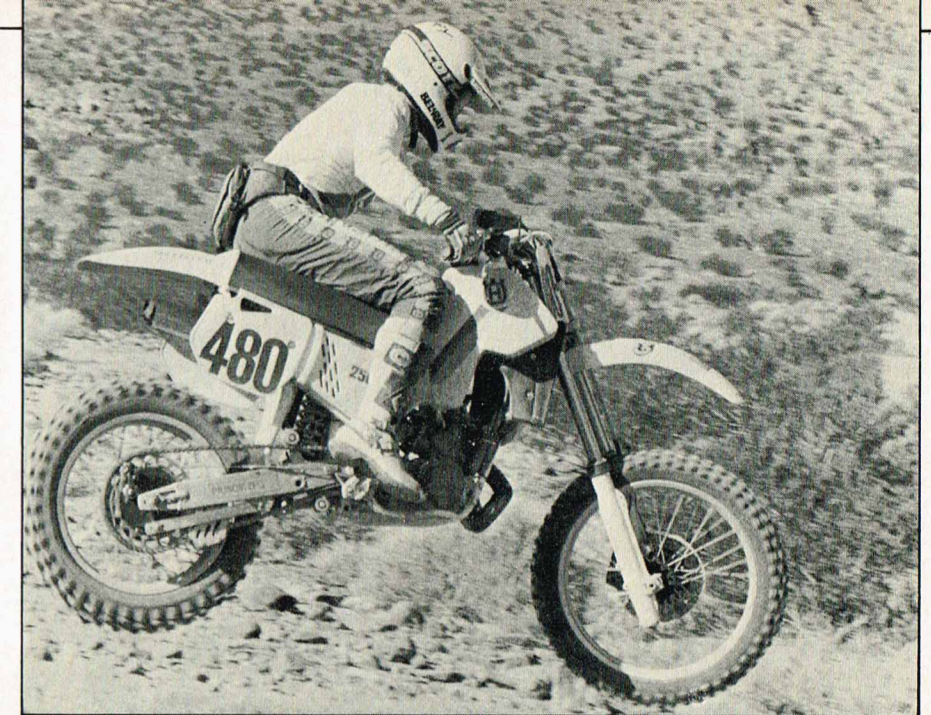
The Las Vegas 400 is strictly a bike race, and that's a good thing for the car drivers. Casey Folks, the mastermind of the Whiskey Pete's World Championship race, is the promoter of the Vegas 400, and is well known for putting together the most brutal courses in the desert.

The Vegas 400, like Whiskey Pete's, was largely constructed of nasty sidehill cross-grain rutted rocky tight trails—really the nastiest terrain you've ever dreamed about—and the race consisted of four laps of two 40-mile loops, which equals somewhere around 320 miles of pure punishment. Oh yeah, and as with any desert race, the course comes with all the dust you can eat!

The Vegas race started out looking like another Smith/Ashcraft runaway, as Ashcraft began the first of many loops at the head of a long dust cloud. He was pressured through the starting laps by the M-Star of Anthony Pasqualotto, who was the early leader of the Whiskey Pete's race, but Pasqualotto's bike died before the finish.

## MECHANICAL WOES

Smith and Ashcraft held the lead through two laps, but Smith pitted with a blown base gasket, and then life started getting ugly for



Larry Roeseler is the best all-around rider we have in the West. He rides a four-stroke Husky in the National Enduro and Qualifier series, and a two-stroke in the desert. He teamed up with Kurt Pfeiffer to win the 250 class in both races and won the overall in the Vegas 400 while fighting off a nasty case of the flu.

the duo. They tried with little hope to patch the leak, but the bike died shortly after they restarted. Ashcraft limped back to the pits where they spent 30 minutes replacing the top end and the shock, figuring they still had a chance in such a long race, but after the second attempt, the Husky blew a rod bearing, and they were out for the day.

During all this mechanical drama, the team of Larry Roeseler and Kurt Pfeiffer inherited the lead on a Husky 250, and they basically never looked back. L.R. had been sick the week before the race and said he planned to "take it easy," but he wound up finishing a good five minutes in front of the Honda team of Randy Morales and Chuck Miller. The Honda was a CR500, and the team had to replace two rear wheels on the way to the Open class win and second overall.

Duane Summers and John Rudder mastered the 125 class aboard their Cagiva, and told stories of running out of gas twice on the first loop, which forced them to carry extra fuel during the chase. Still, they carried the little 125 to fifth overall as well as first in class, which is not too shabby on such a small bike.

Everybody had a story to tell, and the pits were littered with smashed wheels and broken shocks before the day was through. Pete Sheehan and Bob Davidson teamed up on a KTM to win the Over 30 class. They finished eighth overall, but were running fourth when they blew up a shock. However, none of the stories should have an effect on Honda rider Glen Warren, who won the Ironman class this year and last year. The Ironman winner is the first solo rider to finish the 300-mile course. Now *that's* brutal!

Tough as it is, though, this new breed of

desert rider is eating it up. After the Vegas race, many bruised bodies and broken bikes were evident, but there wasn't a dissenting face in the crowd. Amid all the dust-choked groaning you could hear people already making plans for next year, and hoping that Casey makes that course just as tough as *this* one. When Casey hears this, though, he smiles. "Just let 'em wait till next year! *This* course was easy!" May desert racers live long and prosper! □

## RESULTS: SCORE GREAT MOJAVE 250

### OPEN CLASS

1. Dan Ashcraft/Dan Smith ..... Hus
2. Chuck Pettigrew (solo) ..... C-A
3. Randy Morales (solo) ..... Hon

### 250 CLASS

1. Larry Roeseler/Kurt Pfeiffer ..... Hus
2. Brett Howell/Dave Chase ..... Hus
3. Dale J. Dondel/Michael James Neff ..... Hon

### 125 CLASS

1. Steven L. Buckley/Bob Johnson ..... Hon
2. Duane Summers/John Rudder ..... Cag
3. Scott Anderson/Paul Palmer ..... Yam

### OVER 30 CLASS

1. Steve Subith/Ken Yarnall ..... Hon
2. David LaPraik/Bill Harris ..... Hon
3. George Luther/Jim Fishback ..... Hon

### OVER 38 CLASS

1. William Saltzman (solo) ..... KTM
2. George Erl/Richard Jackson ..... Hus

## LAS VEGAS 400

### OPEN CLASS

1. Randy Morales/Chuck Miller ..... Hon
2. Shawn Gerber/Brad Strong ..... KTM
3. Garth Sweetland/Mark Hildebrand ..... Hus

### 250 CLASS

1. Larry Roeseler/Kurt Pfeiffer ..... Hus
2. Scott Morris/Darryl Folks ..... Hus
3. Paul Kline/Davis Hoesch ..... Hon

### 125 CLASS

1. Duane Summers/John Rudder ..... Cag
2. Ronnie Odom/Bryan Folks ..... Suz
3. Chris McDonald/James McGrath ..... KTM

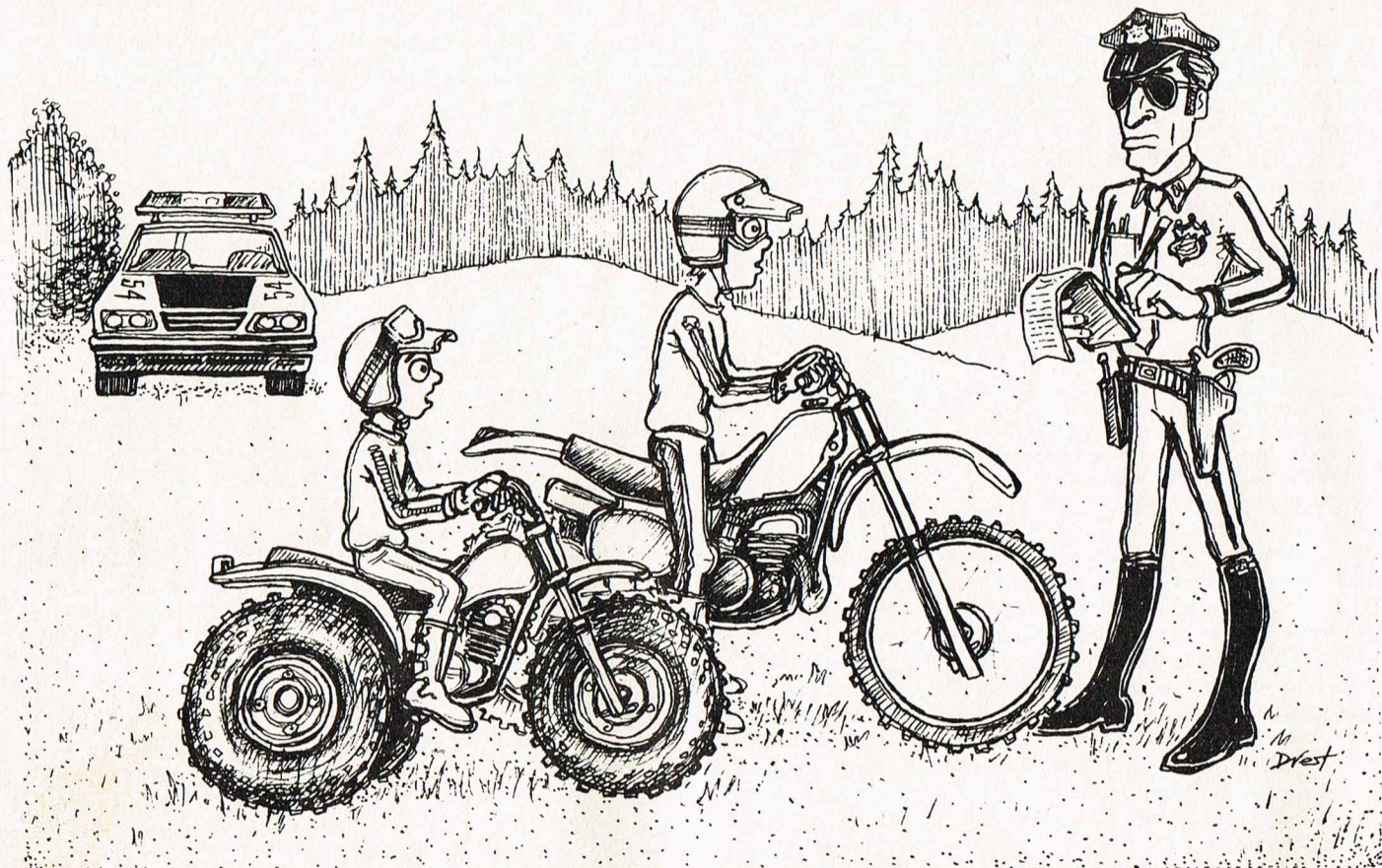
### OVER 30 CLASS

1. Pete Sheehan/Bob Davidson ..... KTM
2. Ed Sivan/Kevin Colan ..... Hus
3. Gary Prader/John Ogren ..... Yam

### IRONMAN

1. Glen Warren ..... Hon
2. Karl Seiberling ..... KTM
3. Jon Thomson ..... KTM





# BUSTED!

You can get a traffic ticket off the road, too

By the Staff of DIRT BIKE

Let's say you're riding in the hills near where you live, at a place you've been riding for years, and all of a sudden an officer of the law fixes you with a steely-eyed glare and motions you over to his idling squad car with a crooked finger. What do you do?

Should you just slap your dirt bike into gear and run for it?

Or should you try to talk to the officer first and find out what he wants?

But what if he wants to give you a citation? What if he starts swearing at you, calling you names, threatening you with multiple offenses?

### WHAT ARE YOUR RIGHTS?

First off, any law officer who stops you to issue a citation, or to even question you, must tell you why he is doing so. You have the right to ask him what laws you are violating and what specific offenses, if any, you are committing.

If you are doing anything allegedly more serious than a traffic violation and are subject to actual arrest, you must be read your rights. Some policemen will attempt to bill a simple off-road-riding excursion as a multiple misdemeanor.

If you are on private property, you have the right to ask the arresting officer who's property you are on. If he can't tell you where you are at the time, his citation may be worthless.

### POSSIBLE OFFENSES

No one gives you a ticket for "riding a dirt bike in the hills." Citations are much more specific, and, more often than not, may never even mention the phrase "riding a dirt bike."

Here are some of the most common things listed on a citation: trespassing, destruction of property, no license on vehicle, no green sticker (a California specialty), no spark arrester, fire hazards, noise violations,

reckless operation of a motor vehicle, riding in a closed area, and so forth.

Many of the violations will be phrased differently, but it's safe to say that most citations will be covered in one of the above. When you do get a citation, the arresting officer can simply write down one offense, but if he has been directed to "crack down" on dirt bikers, chances are you'll see multiple offenses on the citation, some of them making no sense whatsoever.

The reasoning behind this is simple. The judge will drop, or offer to drop, several of the charges while you plead guilty to one of them. Most people are so intimidated by multiple offenses on a citation that they are relieved to "get off" with only one count.

### WHAT YOU SHOULD DO IN COURT

If you feel that you should not have received the citation or that it might have been illegal, by all means, fight the ticket. However, if you were a real jerk and were riding



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# BUSTED!

next to some homes and bothering people, then pay the ticket and learn your lesson.

Normally, the first time you go to court, unless you plead guilty or no-contest, you will not get to fight the ticket. The judge will give you a date to appear. This will vary from one jurisdiction to another, so find out ahead of time how your particular system works.

You should seek the advice of an attorney, even if he does not represent you in court. He can give you some solid advice just by looking at your citation and asking you a few questions. This will cost you some money, but you might be ahead spending the money on a lawyer, rather than merely paying what might be a \$50 ticket. Some states will list the off-road citation on your driving record, perhaps jeopardizing your license or raising your insurance rates for a long time to come.

Ideally, it's best to have a lawyer with you. When you do appear before the judge, photos of the area where you were busted might be helpful, especially if they show the lack of signs. By the way, not all "No Trespassing" signs are legal. Your lawyer will explain local ordinances to you.

The judge might offer to drop three charges if you plead guilty to one. This indicates that most, if not all, of the charges are weak.

Before you appear in court, find out who owns the land. It's possible that you can get a written permission slip from the land owner to ride there, even if you have to pay him for it.

If it's state land and you got a ticket from a city cop, he has no jurisdiction there, and the citation should be worthless. Often, spark arrester and registration citations are worthless. Simply producing proof of ownership of the bike will stifle a possible charge.

If some of the charges are ludicrous, demand that the arresting officer offer proof. Destruction of property is a common citation, but if the riding area is a baked-dry piece of ground, and you have photos of it, the destruction charge could be dropped.

### WHY YOU SHOULD FIGHT

Too many citations are taken for granted. The judge is not used to anyone fighting a ticket. The courts are jammed and overloaded, and you might get the charges dropped if you show a willingness to fight for your rights. Recently in Los Angeles, hundreds of citations were issued to dirt bikers, and they were processed like tuna in a canning factory. What if all of those dirt bikers had chosen to fight the tickets?

Don't make the mistake of assuming that the fine will be small enough not to hurt you financially. One family recently got citations for off-road riding, and the tickets were as follows: one for \$860 and two others in the \$500 range.

### GENERAL ADVICE

If several riders got a ticket at the same time, you can split the cost of an attorney to make it more affordable.

If you do go to court, make sure that you look presentable. Appearing in a cut-off Levi's jacket with a Mohawk haircut will do you no good whatsoever in front of a judge.

Be polite and don't mouth off or make groundless accusations.

Be prepared and have whatever materials you need with you on your day in court. Maps, photos and letters will all lend weight to your case.

Listen to your attorney and don't try to play Perry Mason. If he tells you that it's hopeless and you should settle for one charge and the others will be dropped, do it. More often than not, only one charge is valid. Or possibly valid. The judge knows this.

Sure, it's expensive and time-consuming to go to court and fight for your rights, but if the police realize that none of the dirt bikers will put up a squawk, they'll continue to harass and bust the riders, right and left.

The best thing you can do is to take preventive measures. If you ride in an area, stay away from houses and people. "Out of sight, out of mind" is a valuable proverb.

Try to get permission from the land owner, even if it's only verbal. Few land owners will be willing to give written permission, due to the sue-happy nature of our society.

Ride a quiet bike and don't irritate anyone.

But if you do get busted, fight it.

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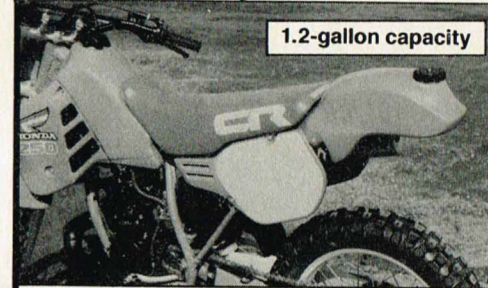


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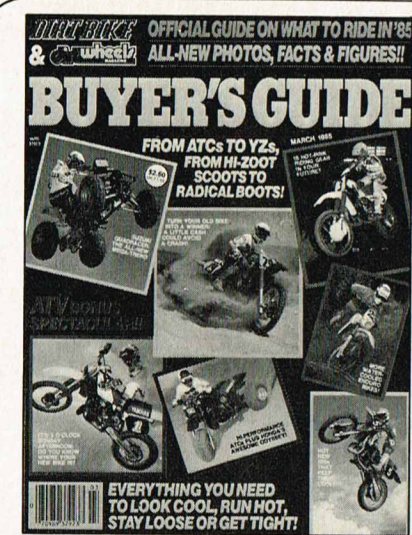
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### FROM THE SADDLE (continued from page 9)

way between the two yelling men. "Whose van are you calling dumb? At least mine's paid for and I'm not afraid to transport bikes in it, unlike that rolling brothel you call a van."

"Rolling brothel? Those are some pretty strong words for a guy with two bad knees and the build of a Twinkie."

No one remembers who pushed whom, or when the first punch was thrown, but they all agree that Blackie got in a pretty good body slam on Ed, and the figure-four leg lock that Marvin put on Blackie was a real class move.

The battle lasted for about a half an hour, until all three men had each other in a slightly modified stranglehold, and they rolled down the hill in an unsightly ball.

Anyway, they sort of just ran out of breath, or energy, or both, and eventually they shook hands and agreed to buy each other a round or three of drinks.

That's when they realized that no one knew where the van keys were. Marvin thought they got knocked out of his belt loop when Ed got him in a flying-suplex-drop-slam.

Just before the sun went down, Ed found the missing keys, halfway down the hill, lying in a small rut.

No one said a whole lot on the drive back, but they all agreed on one thing: No more play riding. It was just too dangerous. □



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### BITS & PIECES (continued from page 13)

• The Honda 500 will go on a diet next year and will hit the scales a full 12 pounds lighter than the current model. The target is to beat the KTM 500 by at least a full pound.

• KTM has a 250 that weighs 205 pounds dry, but they're still seeing if the featherweight middleweight will hold up under the rigors of racing. Also look for a completely new engine for the KTM 125.

• One popular Spanish bike from the 1970s will try a comeback on the American market. Guess which one?

• Honda will come out swinging next year with a model that is designed to go head to head against the Suzuki Quad-racer. The Quad is eating the three-wheelers alive at tracks all over the country, and Honda does not like that a whole lot.

□ □ □

### SOUTHWESTERN AMATEUR NATIONALS AT CARLSBAD

Riders trying to qualify for the Amateur Nationals in Tennessee at the Loretta Lynn's Dude Ranch will have an opportunity to ride a World Championship track on July 4 and 5.

The qualifier will be held on the very same track on which the Carlsbad USGP will be held. Race promoter Gavin Trippe noted that he would leave the track in the identical layout as the Grand Prix, which will be held the weekend before, on June 30.

The track will be shaped and prepped, but riders will have a chance to experience the same wild hills and turns on which the best in the world compete.

All licenses will be honored on raceday to race on the track, but there will be a \$20 fee if you want to compete to qualify to go to Tennessee. So, even if you can't make the trip to the Dude Ranch, you might give Carlsbad a try for the fun of it.

For more information you can contact Dave Coombs at (304)594-1157, or, on the West Coast, Gavin Trippe at (714)498-0460. They're also trying to set up an Andre Malherbe/Roger DeCoster motocross clinic right after the USGP. Stay on top of this one!

□ □ □

### PRESS TIME FLASH!

Just as we were putting this issue to bed, we received word that the incredible Mr. Magoo has made good on all his world motocross threats with a runaway win at the French 500 GP on April 21. Magoo won the first moto outright, ahead of Andre Malherbe, and then went out for the second moto and finished second behind Dave Thorpe. If Magoo can hold his winning streak through the season, he will be giving the Honda team fits. Honda bumped him last year, thinking he didn't have the necessary skill to be competitive. Well, he's proving he's got it, all right. And on a KTM, no less! □



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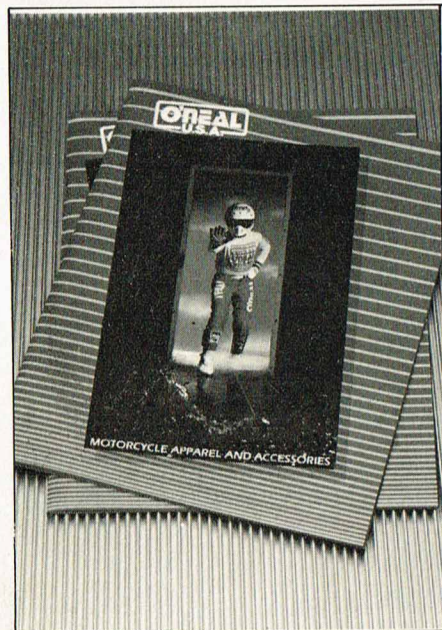
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Please allow eight weeks for delivery of first issue. Please make check payable to *DIRT WHEELS* and/or *3&4 WHEEL ACTION* and mail to: **Hi-Torque Publications, Inc.**, Post Office Box 9502, Mission Hills, California 91345-9502.

# New Products



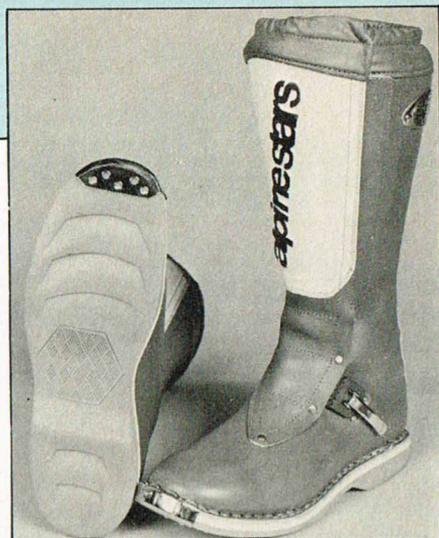
## SLICK DUDS BOOK

O'Neal USA's latest motocross apparel and accessories could be right in your hands. By sending only \$1.00 you will receive a 60-page, full-color catalog of the ultimate in motocross fashion and protection, which is the choice of three-time 500cc World Champion Andre Malherbe. Please be sure to include your name and address when ordering your catalog. O'Neal USA, 9555 Owensmouth Ave., Chatsworth, CA 91311.



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You too can emulate the mass of Team Husky riders who decimate the ranks of the National enduro series. With the official Team Husqvarna jersey and pants, you will be nearly indistinguishable from Cunningham, Melton, Flyin' Fritz Kadlec and all the rest of the boys. They say that imitation is the sincerest form of flattery; look like them, ride like them, and you too could be one of them. Husqvarna Motorcycle Co., 4925 Mercury St., San Diego, CA 92111.



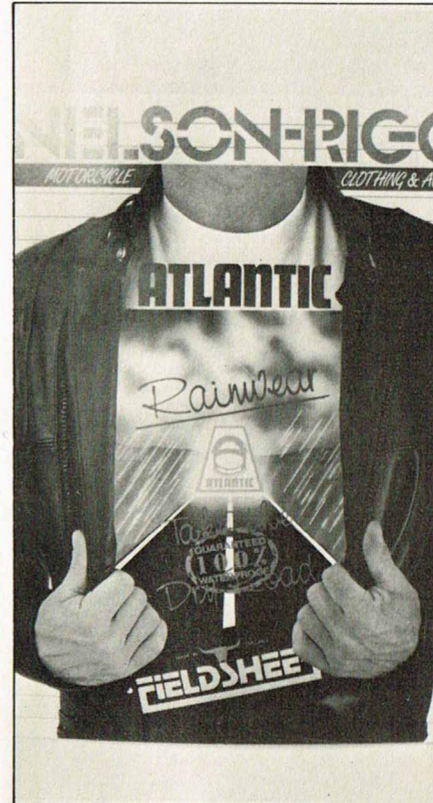
## VELCRO HI-POINTS

If you thought you'd never see the day when Hi-Point boots would close with Velcro, you've just been proven wrong. Finally giving in to the "California style" boot market, Hi-Point has introduced the new Alpine Stars lace-up boot. Featuring most of the same protection available on the Professional boot (plastic shin, toe, heel, arch and ankle protection), the boots use laces for a snug fit and Velcro closures on the side. Available in black or blue/white in all the usual sizes. Hi-Point Racing Products, 3709 W. Erie Ave., Lorain, OH 44053.



## FRESH PAINT TRIO FROM PJ1

Got a scruffy-looking bike you want to make look new? Ready to sell the old mount and want to get maximum bucks? Then you'll probably need all three of these new products from PJ1. All are paints specially designed for your bike. High Temp Exhaust System Paint is just that, a paint made for pipes. It's flat back, dries in minutes, and can make a scuzzy pipe look like new. Satin Black Case Paint will cover up all those scuff and wear marks on your engine cases. Makes those suckers look brand new. High Gloss Epoxy Black Paint is the toughest paint of all and is great for painting frames and areas that take a lot of abuse. It's very slow drying, but produces a porcelain-hard finish. Available from PJ1, the oil and lube people. For more information you can contact PJ1 Corp., 7345 Topanga Canyon Blvd., Canyon Blvd., Canoga Park, 91303; (818)887-6704.



## ROADIE STUFF

We're not totally into road rider gear, but this stuff looks mighty hot. The manufacturers claim all of it to be totally water resistant, and since it's a catalog of foul weather gear, that seems appropriate. Specializing in leathers, rainwear, and boots, Fieldsheer Leathers and Atlantic Rainwear is heavy into color coordination and all that important stuff. For a copy of their catalog, send \$1 to Nelson-Rigg USA, Inc., 5082 Bolsa Ave., #109, Huntington Beach, CA 92649.



## PORTABLE GROOMING

If keeping the inside and outside of your bike squeaky clean is part of your pre-race grooming, the Washboard is just what you've been looking for. Priced under \$100, the Washboard is a portable two-gallon solvent tank with a built-in hand pump for squirting off oily, grimy parts. It operates without electricity or compressed air and weighs in at under ten pounds for easy portability. Solvent is not included in the price; use your favorite. For more information contact Seaciff International, 2210 Santa Anita Ave., South El Monte, CA 91733.



## WHITE BROS. WISH BOOK

A big section in the White Bros. Catalog is the carb kit wish list. They have a tremendous selection of pre-jetted Mikuni carbs for all sorts of dirt bikes and ATVs. Each kit comes with all the necessary manifolds, airbox adapters, clamps, etc. It's ready to bolt on and go riding, say the White Bros. For ATV conversion kits there's even a real throttle to replace that dumb thumb thingie, and a cable from Terry made to fit and last. How do we know all this? Easy. The White Bros. go out themselves and actually do the jetting and testing, making sure it's right. We know, because we've been out with them a few times and watched how hard they work to dial in a bike. So, if you're thinking carb kit, contact Tom or Dan for more information and prices. White Bros., 11750 Seaboard Circle, Stanton, CA 90680; (714)895-1991.



## CYCLONE WARNING

Vinyl belts are in, and Gold Belt's got 'em! Recent converts to the plastic belt approach claim high comfort as a reason to switch from the old traditional designs. The Gold Belt people suggest another reason—air vents! The Cyclone belt is molded with integral air vents for forced air circulation around your midsection, and you know how important forced air cooling is during those hot summer months. They retail for \$25.95 in all the usual colors. Gold Belt, 7045 Darby Ave., Reseda, CA 91335.



## KLOTZ SPRAY OIL

Specially formulated for use with fabric-type (K&N) air filters, this convenient spray contains a red dye as well as oil, so you can see what effect your spraying is having. Watch how red your shirt sleeve gets! Also, the can will spray upside down or right side up, and the nozzle won't clog or fall off. See your dealer or Klotz Special Formula Products, Inc., P.O. Box 11343, Fort Wayne, IN 46857.



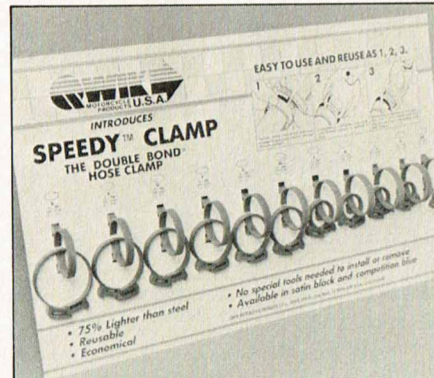
## THE KLAU PAW

You've heard of bear claws, now how about Krause Klaw? What will that man think of next? This glove is the epitome of questionable taste, with a screened design that gives new meaning to the word "rude." Aside from that, it has all the good glove specs—padded palms and back, felt lining to absorb perspiration, full leather construction, and a variety of colors. Also, there is a toll-free number: (800)692-2846. Krause Racing, 111 Fairbanks, Addison, IL 60101.



## PROFESSIONAL FORK OIL

Klotz, long a manufacturer of fine octane booster and specialty oils, now announces its new maximum-control fork oil. It is specially formulated to remain stable throughout whatever abuses the modern suspension system delivers, and to do it without drying out and cracking seals. Available in weights from five through 30. Klotz Special Formula Products, Inc., P.O. Box 11343, Fort Wayne, IN 46857.



## SPEEDY CLAMPS

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# Crash & Burn



If you've ever wondered what causes bottlenecks at enduros, guess no longer. It's riders like this, who have forgotten their bikes, who create all the confusion.

Photo by Tony Lucchesi

# 10

## METZELER MXR MOTOCROSS RACING

A Series of Technical Articles on Why Metzeler is #1 Where It Counts



MOTO/MULTI CROSS    PERFECT X HT, ST    MXR

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