

125 SHOOTOUT: HOT AERIAL DOGFIGHT FOR #1



DIRT BIKE

JULY 1986

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SUZUKI
RM125

KAWASAKI
KX125

YAMAHA
YZ125

HONDA
CR125

WHICH BIKE HAS THE RIGHT STUFF?
PAGE 24

HI-PERFORMANCE HOP-UPS:
XR250, CR250 & KTM 250
VISIT DB'S GO-FAST
FACTORY!

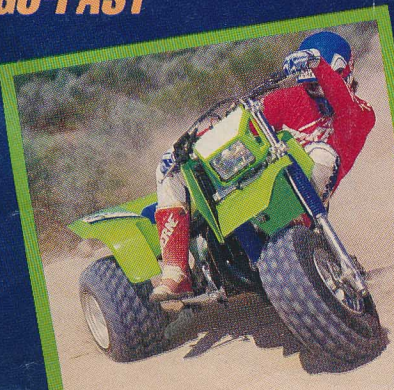
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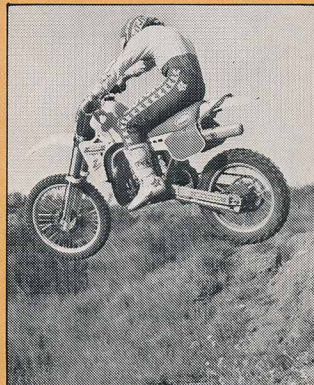
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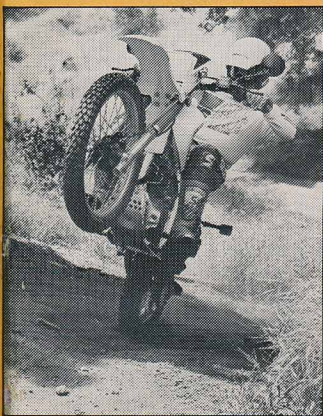
HANGTOWN



XR250 HOP-UP



KTM 250MXC



HONDA XL250



RJ REPLICA



125 SHOOTOUT



YZ80



KXT250

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Tips from the world's premier C&B shutterbug

ON THE COVER: Official Team Dirt Bike test pilot LCDR John Wroblewski and the U.S. Navy's awesome F-14 back up the regular *Dirt Bike* wrecking crew and Japan's hottest 125 MX fighters. At 1400 mph, Lance Johnson and Steve Schmitz thought the stock jet was plenty fast, but Randy ("Which one's the bomb button?") Johnson said it could use a pipe for more top end. Mike Webb was quoted as saying, "Hey, when you gonna port this thing?" The in-flight 125 snapshots, Tom Webb's Tecate shredder and our boot shoot round things out. Photos by Fran Kuhn, cover design by DeWest and, as always, color seps provided by Valley Film. Special thanks to LCDR Don Lewis, LCDR Steve Duba, Chief Petty Officer Gary Rice and the United States Navy.

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.



HANGTOWN!

THE 18th ANNUAL DIRT DIGGER'S NORTH MX CLASSIC



Johnny O'Mara's second-moto holeshot lasted exactly three laps—that's when Rick Johnson took the lead for good. Johnson's 1-1 score was convincing, but it was really closer than the numbers tell.

Point number two on the MX progress chart

Being number two has its advantages. Hangtown may not be the first event on the AMA's Outdoor National Motocross circuit, but the results posted at the annual classic do serve as a reliable indicator for projecting the young season's potential winners. Following the outdoor opener at Gainesville, there's always a lot of talk about beginner's luck, and the California event serves to reinforce or dispel many of the impressions from the first-round battles. This year was no exception.

THE SMALL-BORE WAR

Team Suzuki left the Florida sand with a stranglehold on 125 championship points as teammates George Holland and Erik Kehoe piloted a pair of dissimilar 1/8-liter rockets to top-two positions. Problems with slow production bikes had the yellow camp searching everywhere for power, and judging from the number of different pipe, cylinder, wheel and airbox combinations in the Hangtown pits, it looked as though they were still trying to cover as many bases as possible. The Team Suzuki bikes used a combination of aftermarket parts and a few semi-disguised Honda items in an effort to keep them competitive. It may not have been kosher, but it worked in Gainesville. There the biggest threats came from Honda's

◀The flying circus: Suzuki's Erik Kehoe leads teammate George Holland and Honda's Micky Dymond on the way to his second-ever National win. Erik now leads the 125 National title chase.



Broc Glover was consistent enough to edge David Bailey out of fourth place in the overall tally. Glover was fast but never got close enough to threaten O'Mara or Johnson.

Micky Dymond and Yamaha's Keith Bowen, both of whom nailed down top-five finishes in the Florida round and were looking for a couple of top spots in the second round.

OFF TO A FLYING START

When the 40-rider field fired off the start for the first moto, both Holland and Kehoe had their hybrid machines at the front of the pack. Kehoe got the lead quickly, but Holland stayed with his teammate, waiting for a mistake. On the fifth lap, Erik faltered for a moment on a short uphill, and Holland and Dymond got by. Once Micky got his Honda within sight of the lead, he didn't waste any time. He pushed his way past Holland on the next lap to finally take the first National moto win of his career.

Micky's chance for first overall died when

he collided with Keith Bowen in the second moto. Up to that point, he had a substantial lead on Holland, who crashed hard in a first-turn pileup, and he was still capable of catching leader Erik Kehoe who had worked his way to the front from a fourth-place start.

"I felt really strong the first moto," said Dymond, "but I just couldn't get going the second time. Keith and I were having a close race. We locked arms going down the hill, and we went down." Bowen and Dymond lost a considerable amount of time to leader Kehoe when they plowed into a hay bale at the base of a 90-degree downhill turn. By the time they managed to get untangled, Kehoe was far ahead and cruising to his second-ever National win.

Vern Alary

Vern Alary

HANGTOWN!



What's wrong with Jeff Ward? Ward's bad luck streak continued at Hangtown—Jeff held a fast pace during the motos but couldn't get a good place off the line and into the first turn. Holeshots really do make a difference.



Rick Johnson was fast but not flawless. Rick's riding was a little ragged, and Johnny O'Mara narrowed R.J.'s eight-second lead to a few bike lengths by the end of the second moto. Still, Rick's the man to beat so far this season. He leads the 250 points with a perfect score of 100 after two rounds.



David Bailey and Ron Lechien freight-trained through traffic at the start of the second moto. David worked his way past Lechien's KX and pressured teammate O'Mara but never managed to pass for second.



Yamaha's Keith Bowen had the battle of death with Honda pilot Micky Dymond in the second moto. Both riders paid the price for close racing when they tangled while fighting their way through a downhill turn. Keith still picked up a respectable third overall right behind Micky.



With any luck at all, Honda's Micky Dymond will take his first-ever National win before the '86 season is history.

"I concentrated on turning the same lap times in both motos. I was riding as fast in the second moto as I was in the first," said Erik. "We have the bikes working very well now, and we're all happy about that!"

Micky Dymond finished the moto in second, good enough for second overall ahead of Keith Bowen, A.J. Whiting and George Holland in the final points tally.

MEDIUM-BORE SCORE

About the only thing on people's minds when the gate dropped for the first 250 moto was who would play runner-up to Honda's unstoppable Rick Johnson. Judging from the laps turned in during the morning's practice session, it looked as though his toughest challenges would come from teammate Johnny O'Mara, Kawasaki's Jeff Ward, and the other Team Green rider, Ron Lechien. O'Mara looked his strongest since a pre-season knee injury at the Golden State series took the edge off his early season efforts.

O'MARA HOLESHOTS

Not surprisingly, Johnny managed to sprint ahead of the pack and steal the holeshot in the first moto, with Johnson close behind. The two managed to quickly break away from the pack that included Billy Liles, Jim Holley, Broc Glover and David Bailey. It took Johnson only a few laps to wrestle the lead from Johnny, but O'Mara wasn't ready to let Ricky walk off with the lead, and he held his pace just behind Johnson for a few more laps.

"I felt a lot better today than I have in a while," remarked Johnny. "My knee hasn't felt this good in awhile... it's still not back to one-hundred percent, but it's getting better."

Regardless of his knee's condition, (continued on page 78)

RESULTS: 1986 DODGE TRUCKS/HANGTOWN MOTOCROSS CLASSIC

125 NATIONAL CLASS	
1. Erik Kehoe (Suz)	2-1
2. Micky Dymond (Hon)	1-2
3. Keith Bowen (Yam)	4-3
4. A.J. Whiting (Suz)	5-4
5. George Holland (Suz)	3-7
6. Larry Brooks (Hon)	9-6
7. Tyson Vohland (Kaw)	7-9
8. Doug Dubach (Yam)	6-10
9. Guy Cooper (Hon)	12-11
10. Keith Turpin (Hon)	37-5
11. Eddie Warren (Kaw)	18-8
12. Mike Healey (Suz)	14-12
13. Ronnie Tichenor (Kaw)	10-17
14. Willie Surratt (Hon)	8-31
15. Rick Ryan (Kaw)	17-14
16. Robert Naughton (Hon)	15-16
17. Scott Burnworth (Yam)	11-30
18. Mike Beier (Kaw)	21-13
19. Bader Manneh (Yam)	13-36
20. Ray Sommo (Yam)	20-15

1986 125 NATIONAL POINT STANDINGS (after two of 11 events)

1. Erik Kehoe	89
2. George Holland	81
3. Micky Dymond	80
4. Keith Bowen	77
5. A.J. Whiting	62
6. Tyson Vohland	55
7. Doug Dubach	54
8. Larry Brooks	43
9. Ronnie Tichenor	(tie)34
9. Eddie Warren	(tie)34
11. Willie Surratt	31
12. Mike Healey	30
13. Guy Cooper	29
14. Scott Burnworth	28
15. Mike Beier	23
16. Robert Naughton	(tie)16
16. Keith Turpin	(tie)16
18. Rodney Barr	15
19. Fred Andrews	(tie)11
19. Doug Hoover	(tie)11
19. Rick Ryan	(tie)11

1986 250 NATIONAL POINT STANDINGS (after two of 11 events)

250 NATIONAL CLASS

1. Rick Johnson (Hon)	1-1
2. Johnny O'Mara (Hon)	2-2
3. Broc Glover (Yam)	3-4
4. David Bailey (Hon)	5-3
5. Jeff Ward (Kaw)	4-6
6. Ron Lechien (Kaw)	6-5
7. Jim Holley (Yam)	7-7
8. Alan King (Kaw)	8-8
9. Billy Frank (Yam)	9-9
10. Mark Murphy (Yam)	11-10
11. Jeff Hicks (Hon)	10-13
12. Brian Manley (Hon)	13-12
13. Scott Manning (Yam)	15-15
14. Danny Storbeck (Yam)	14-17
15. Eric Eaton (Yam)	39-11
16. Dennis Hawthorne (Kaw)	18-14
17. Ross Pederson (Yam)	12-27
18. Jim Tarantino (Yam)	17-18
19. Billy Liles (Kaw)	34-16
20. Russ Wageman (Yam)	16-25

1. Rick Johnson	100
2. Jeff Ward	77
3. Broc Glover	(tie)76
3. Johnny O'Mara	(tie)76
5. David Bailey	74
6. Jim Holley	58
7. Mark Murphy	(tie)46
7. Alan King	(tie)46
9. Jeff Hicks	39
10. Danny Storbeck	36
11. Brian Manley	33
12. Ron Lechien	31
13. Billy Frank	30
14. Ross Pederson	22
15. Tom Carson	21
16. Billy Liles	20
17. Dennis Hawthorne	19
18. Scott Manning	15
19. Alley Semar	12
20. Eric Eaton	10



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**ON SALE—
JUNE 19**

HANGTOWN

(continued from page 51)

O'Mara hammered relentlessly around the rolling hillsides in pursuit of Johnson, but while he managed to remain close, he never threatened Rick's lead. The Honda pair finished one-two for the moto and managed to duplicate the performance in the second round, with Johnson getting the lead at the start and O'Mara pounding away at his rear wheel for most of the 30-minute race.

JOHNSON WINS THE RACE

While O'Mara started slightly off the pace and fell a bit farther behind Johnson than he did in the first moto, he regrouped at the halfway point and began to close the gap between himself and Ricky's production-based racer. Johnson held a steady pace in the closing laps, but Johnny began upping the pace and closing the margin. With two laps to go, O'Mara was within sight of the lead and waiting for a mistake from Johnson—it never came, and Ricky snagged yet another win.

"It wasn't easy, I'll say that much," said Ricky. "Johnny was pretty close there at the end, and I was making a lot more mistakes than usual. I know I could have gone faster than I did in a lot of places."

Mistakes or not, Johnson managed to convince 39 riders and 12,000 fans that he's the rider to beat in this year's outdoor Nationals, and his double-moto win put an upward slope on his 1986 progress curve. It looks like Honda stock has just gone blue-chip. □

YAMAHA YZ80S

(continued from page 22)

work went into the motor of the new YZ, and the results are more than impressive. But what is a motor without a suitable chassis?

WRAP IT TO GO

In the past, about the only thing that kept Yamahas competitive was a solid chassis and ample handling prowess. Although there are no revolutionary changes in the chassis department, there are some subtle updates that will enhance the total package. The frame remains nearly the same but has been beefed up in critical areas to handle the increased power. The big news in the chassis is the all-new aluminum box-section swing-arm. For '86, the swingarm is lighter and stronger than the units of the past. The riding position of the Yammie is probably better suited to the smaller pilots with its low seat height and high footpeg location. Another big plus on the YZ this year is the lowered fuel tank which helps keep the center of gravity low.

Seat/tank/footpeg and handlebar relationships are first-rate on the YZ and drew no negative response from our testers.

ABSORBING THE UNKNOWN

Up front, Yamaha has again chosen to go with the smallish 33mm forks that graced last year's bike. Although spring-rate and damping changes have been incorporated this year, we would prefer to see a beefed-up fork size that would eliminate the flex that the smaller units experience.

Out back, the rear shock and linkage have remained unchanged for '86. This really isn't such a bad situation, since the rear suspension has proven to be a viable system in the past. The suspension, as a package, is very good. The little YZ travels in a straight line, sticks like duct tape in the corners, and loves to shred the inside or the outside line. Off of nosebleed jumps, the landings aren't of the five o'clock surprise type, and free-fall touchdowns are simply taken in stride. The Yamaha shock exhibits good low-speed compression and damping traits that allow it to smack the big nasties and, at the same time, tame the rolling whoops and braking bumps.

BRAKING UP IS HARD TO DO

New for '86 is the front disc brake. A new spool hub is laced to a floating caliper that has dual pistons with semi-metallic pads. The action of the front disc blows away the response of the standard rear drum and keeps the Yamaha abreast of the other technologically advanced Japanese minis. Braking is improved big-time over past Yamaha efforts but still falls short of the CR and KX80. Again, the rear brake is an old-style drum unit that does its job, but that's it.

THE NITTY-GRITTY

Yamaha has taken a tip from Kawasaki and built a bike that will provide the rider with a solid-handling, well-suspended and amply powered machine to make everybody happy, not just the go-fast experts. In doing so, by year's end Yamaha just might find themselves sitting in the front seat for the first time in three years. □

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